



# **AGENDA**

# Regional Transport

Wednesday 2 June 2021, 9am

# Taranaki Regional Transport Committee Meeting

02 June 2021 09:00 AM

<b>Agenda Topic</b>	<b>Page</b>
Apologies	
Notification of Late Items	
Hearing of submissions on the Regional Land Transport Plan 2021/22-2026/27	5
Submission #1 - Indemic Limited	127
Submission #2 - Emma B	142
Submission #3 - No Body	143
Submission #4 - Lee-Ami McConnell	144
Submission #5 - Adam Jasinski	145
Submission #6 - Nadine Ord	146
Submission #7 - Daniel Benseman	148
Submission #8 - M Hills	149
Submission #9 - Jason Wright	151
Submission #10 - Angela Veric	152
Submission #11 - Rex Hendry	153
Submission #12 - Jennifer Hoskin-Leece	154
Submission #13 - Murray Thompson	156
Submission #14 - Nicola Wanden	157
Submission #15 - Tash Allerby	158
Submission #16 - Kathy Lovell	159
Submission #17 - James Donald	160
Submission #18 - Steve Wilson	161
Submission #19 - Shaye Greaves	163

Submission #20 - Jesse Hona	164
Submission #21 - Meretini Manukonga	166
Submission #22 - Elayne Kessler	167
Submission #23 - Lynne Moore	168
Submission #24 - Venture Taranaki	169
Submission #25 - Zara Ryan	171
Submission #26 - Meihana McDonald	173
Submission #27 - Tama Blackburn	174
Submission #28 - Charlotte Arbuckle	175
Submission #29 - Graeme Lindup	176
Submission #30 - Taranaki Motorsport Charitable Trust	177
Submission #31 - Paul Lamb	178
Submission #32 - Hayden Laird	180
Submission #33 - NZ Walking Access Commission	183
Submission #34 - Horizons Regional Council	186
Submission #35 - Urs Signer	188
Submission #36 - Taranaki District Health Board	190
Submission #37 - NZ Automobile Association	193
Submission #38 - Taranaki Trails Trust	199
Submission #39 - Stephen Hobo-Tuck	201
Submission #40 - Sustainable Taranaki and Venture Taranaki	202
Submission #41 - Waikato Regional Council	206
Submission #42 - Katherine Mercer	208
Submission #43 - Nathan Hills	210
Submission #44 - Barbara Hammonds	214
Submission #45 - Andrew Moffat	221
Submission #46 - New Plymouth District Council	222

Submission #47 - Kaitake Community Board	227
Submission #48 - Aggregate and Quarry Association	314
Submission #49 - Sustainable Taranaki	316
Submission #50 - Silk Advisory	324
Submission #51 - Sport Taranaki	327
Submission #52 - Climate Justice Taranaki	329
Submission #53 - Waka Kotahi NZ Transport Agency	394
Submission #54 - Bluehaven Group	397
Submission #55 - Taranaki Regional Council	411
Submission #56 - Hiringa Energy	414
2. Confirmation of Minutes - 3 March 2021	455
3. Minutes - Regional Transport Advisory Group Meeting	462
4. State Highway 3 Working Group Meeting	475
5. Development of Active Modes (Walking and Cycling)	480
6. Submissions for Endorsement	482
7. Future transport related consultations by Government	506
8. Waka Kotahi Update	509
9. Updates from Territorial Authorities	543
10. Public Transport Operational Update	561
11. Log Movement on Rail in Taranaki-Whanganui Feasibility Report	564
12. General Business	



**Date:** 2 June 2021

**Subject:** **Hearing of submissions on the Regional Land Transport Plan 2021/22-2026/27**

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

**Document:** 2784220

---

### **Purpose**

1. The purpose of this memorandum is to introduce the submissions on the draft *Regional Land Transport Plan 2021/22-2026/27* (the draft Plan), hear those submitters who wish to speak to their written submission and to recommend any changes to the Plan.

### **Recommendations**

That the Taranaki Regional Council:

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

### **Background**

2. Pursuant to the *Land Transport Management Act 2003 (the LTMA)*, a new Regional Land Transport Plan for Taranaki (RLTP or the Plan) is required to be prepared by the Regional Transport Committee, adopted by the Taranaki Regional Council, and then forwarded to Waka Kotahi by 30 June 2021.
3. Consequently, a draft Plan was prepared and consulted on as part of the public consultation process pursuant to section 83 of the *Local Government Act 2002*.

## Issues

4. The issue being addressed is the hearing and consideration of submissions received on the draft Plan and supporting documentation to enable the preparation and adoption of the final Plan.

## Discussion

5. The Council approved the draft Plan for release for public consultation on 3 March 2021. On 11 March the draft Plan was publicly notified as being available for submissions. The submissions closed on 13 April 2021.
6. 55 submissions were received, copies of which are provided as part of the Agenda. Attached to this memorandum is a schedule of those submitters who wish to present their submission.
7. Officers have subsequently prepared the attached officers report that identifies the matters raised in submissions, the reliefs sought, plus officer's recommendations and comments, including any amendment recommendations.
8. Note that Officers are still working on changes to the draft Plan itself, however Members will receive a tracked-change version of the strategic framework of the draft Plan at the meeting. Minor inconsequential changes may be made to other parts of the Plan prior to its being submitted to Waka Kotahi.
9. The process at this meeting is to hear all those submitters who wish to present their submission, to consider all of the submissions received and make recommendations on all of the submissions.
10. Following the Hearing, changes will be made to the draft Plan and the amended Plan will then be presented for adoption at the 29 June 2021 Ordinary Meeting.
11. Once adopted, the revised Plan will then be submitted to Waka Kotahi by 30 June 2021. The adopted Plan must be taken into account by Waka Kotahi when determining what activities it will include and fund through its National Land Transport Programme.

## Options

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

## Financial considerations—LTP/Annual Plan

13. 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

14. 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**

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

### **Community considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Document 2786050: RLTP submitters to be heard

Document 2729800: Officers Report Regional Land Transport Plan 2021  
Submissions on the Regional Land Transport Plan

Hearing on RLTP submitters to be heard

<b>Submission number</b>	<b>Organisation/Individual</b>	<b>Time</b>
30	Hiringa Energy	9am-9.30am
1	Indemic Ltd	9am-9.30am
26	Meihana McDonald	9am-9.30am
35	Urs Signer	9.30am-10am
37	NZ Automobile Association	9.30am-10am
38	Taranaki Trails Trust	9.30am-10am
44	Barbara Hammonds	10am-10.30am
46	New Plymouth District Council	10am-10.30am
47	Kaitake Community Board	10am-10.30am
51	Sport Taranaki	10.30am-11am
52	Climate Change Taranaki	10.30am-11am
54	Bluehaven Group	10.30am-11am



# Officers' report

## 2021-2027 Draft Regional Land Transport Plan

Document: #2729800-v5

28 May 2021



## Table of contents

Submission 1: Indemic Limited	4	Submission 30: Taranaki Motorsport Charitable Trust	42
Submission 2: Emma B	7	Submission 31: Paul Lamb	43
Submission 3: No Body	8	Submission 32: Hayden Laird	45
Submission 4: Lee-Ami McConnell	9	Submission 33: NZ Walking Access Commission	46
Submission 5: Adam Jasinski	11	Submission 34: Horizons Regional Council	49
Submission 6: Nadine Ord	12	Submission 35: Urs Signer	50
Submission 7: Daniel Benseman	14	Submission 36: Taranaki District Health Board	52
Submission 8: M Hills	15	Submission 37: NZ Automobile Association	54
Submission 9: Jason Wright	17	Submission 38: Taranaki Trails Trust	62
Submission 10: Angela Veric	17	Submission 39: Stephen Hobo-Tuck	63
Submission 11: Rex Hendry	18	Submission 40: Sustainable Taranaki & Venture Taranaki	64
Submission 12: Jennifer Hoskin-Leece	20	Submission 41: Waikato Regional Council	69
Submission 13: Murray Thompson	22	Submission 42: Katherine Mercer	70
Submission 14: Nicola Wanden	23	Submission 43: Nathan Hills	72
Submission 15: Tash Allerby	24	Submission 44: Barbara Hammonds	76
Submission 16: Kathy Lovell	25	Submission 45: Andrew Moffat	81
Submission 17: James Donald	27	Submission 46: New Plymouth District Council	82
Submission 18: Steve Wilson	28	Submission 47: Kaitake Community Board	88
Submission 19: Blank submission – no comments	29	Submission 48: Aggregate and Quarry Association	91
Submission 20: Jesse Hona	30	Submission 49: Sustainable Taranaki	93
Submission 21: Meretini Manukonga	31	Submission 50: Silk Advisory	98
Submission 22: Elayne Kessler	33	Submission 51: Sport Taranaki	100
Submission 23: Lynne Moore	34	Submission 52: Climate Justice Taranaki	103
Submission 24: Venture Taranaki	35	Submission 53: Waka Kotahi NZ Transport Agency	106
Submission 25: Zara Ryan	37	Submission 54: Bluehaven Group	108
Submission 26: Meihana McDonald	39	Submission 55: Taranaki Regional Council	112
Submission 27: Tama Blackburn	40	Submission 56: Hiringa Energy	115
Submission 28: Charlotte Arbuckle	41		
Submission 29: Graeme Lindup	41		

## Introduction

This report outlines points made in submissions to the draft *Regional Land Transport Plan 2021-2027*, including recommendations and responses to the points made and an explanation on the reasons for the response.

In the ‘Officers comments’, unless stated otherwise, the comments are as provided by Taranaki Regional Council staff. Where a response has been provided by other parties such as road controlling authorities and the Taranaki Trails Trust, the comments will identify the relevant individual organisation providing the response.

Specific text changes recommended to the draft Plan are **shown in blue** with additions being underlined and deletions showing ~~striketrough~~.

Submissions were received by the Taranaki Regional Council from 11 March 2021 to 13 April 2021.

A full copy of the submissions received is provided separately in document #2756422.

The following submitters requested to be heard:

Submission number	Organisation / individual
1	Indemic Ltd
26	Meihana McDonald
<del>30</del>	<del>Taranaki Motorsport Charitable Trust</del>
35	Urs Signer
37	NZ Automobile Association
38	Taranaki Trails Trust
44	Barbara Hammonds
46	New Plymouth District Council
47	Kaitake Community Board
51	Sport Taranaki
52	Climate Justice Taranaki
54	Bluehaven Group
56	Hiringa Energy

### Abbreviations used:

AMP	Asset Management Plan
GPS	Government Policy Statement on Land Transport
LTMA	Land Transport Management Act 2003
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
ONRC	One Network Road Classification system
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan for Taranaki
RMA	Resource Management Act 1991
RPTP	Taranaki Regional Public Transport Plan 2020-2030
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy for Taranaki
SDC	Stratford District Council
SH	State Highway
STDC	South Taranaki District Council

## Summary

### Key submissions themes:

- Poor state of existing roading (state highways)
- Inglewood safety concerns
- Very divergent views on continued investment in roading projects
- Concerns about safety of vulnerable road users and providing appropriate facilities for walking and cycling
- Greater urgency for transitioning to low-emission transport options
- Greater use of rail for freight and passenger movement
- Support for the Regional Trails Vision (Appendix VI)

### Submissions on the ranking of the 'regionally significant projects' (Table 6, p50 of draft Plan)

- Of the 55 submissions received on the draft Plan, 31 submitted specifically on the proposed priority order, as summarised below
- The blue shading indicates the priority ranking assigned by the Committee in the draft Plan, which is largely consistent with the feedback received via submissions, so Officers do not recommend any change to the proposed ranking.

Project priorities	SH3 Bell Block-Waitara safety	SH3/3A NP-Hawera safety	Coastal Path to Waitara	Coronation - Cumberland lights NP	Underpass (SH45) & lights (SH45, SH3)	Brecon Rd extension Stratford
Priority 1	14	3	9	4	1	0
Priority 2	4	8	6	7	2	1
Priority 3	3	2	2	2	4	1
Priority 4	3	7	3	5	4	1
Priority 5	1	2	3	5	8	4
Priority 6	1	1	2	3	2	14
<b>Totals</b>	<b>26</b>	<b>23</b>	<b>25</b>	<b>26</b>	<b>21</b>	<b>21</b>

**Table 1: Summary of submissions on the ranking of the proposed 'regionally significant projects'**

## Submission 1: Indemic Limited

Submitter's comments and requests		Officers' response and recommendations
<b>1.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	The vision seems to focus on roads, rather than people, all modes of transport, and 'safe passage'.	<p>Noted. Officers recommend amendments to Section 4.2 of the Plan and, in particular, amending the Vision to more explicitly recognise other modes of transportation.</p> <p>Officers recommend amending Vision as follows:</p> <p style="padding-left: 40px;"><a href="#">A vibrant, resilient and connected region, with a safe roads transport system</a> enhancing liveable places.</p>
<b>1.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3/3A NP-Hāwera safety Priority 2 = SH3 Bell Block-Waitara safety Priority 3 = Coastal Path to Waitara Priority 4 = Coronation - Cumberland lights NP Priority 5 = Brecon Rd extension Stratford Priority 6 = Underpass (SH45) & lights (SH45, SH3)	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>1.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	<p>Yes. Clearly SH3 through Inglewood is completely ignored here (as a project in and of itself, rather than being lumped into the 'generic SH3 problem'). This is a town having to deal with large volumes of heavy traffic, high peak traffic flows, the merging of two state highways (poorly, at multiple locations), a growing population, and very few features to manage or slow traffic through the town for the resident population.</p> <p>The Population of Inglewood is over double that of Oākura, with much higher volumes of traffic - yet Oākura appears to be getting attention to its needs (what a surprise). Likewise, lights being proposed at Cumberland/Coronation - the very same traffic flows straight through Inglewood unmanaged. This is myopic ignorance of the highest order. We have inadequate crossing points, as well as far too few, we have primary school age children crossing the road daily at peak times, we have no bus stops at the busiest 'bus stop' in Inglewood adjacent to Hinau St corner. We have no gated signage or 70K zones at either end of town like all other towns on this route have.</p>	<p>Comments noted. Supported by the multiple submissions received regarding safety in Inglewood, these ongoing community concerns have been elevated within NPDC/NZTA to address with urgency. Managers from both organisations will be meeting with the Inglewood Community Board and any interested parties (including submitters) in early June to discuss a way forward.</p> <p>A bus stop at the location mentioned is currently being considered as part of medium-term planning, noting that bus stops on state highways have added complications.</p>

		<p><b>NPDC response:</b> SH3 is managed by Waka Kotahi NZTA. NPDC are working with Waka Kotahi and advocating on improving crossing points on the State Highway in Inglewood.</p> <p><b>NZTA response:</b> Waka Kotahi recognises that traffic volumes have increased in recent years, as well as the mix of traffic, which has led to increasing conflict. As funding permits, Waka Kotahi will look at Low Cost Low Risk (&lt;\$2M per activity) improvements in the 21-24 period to address high priority areas in Inglewood.</p>
<p><b>1.4</b></p>	<p><b>Your comments on the future sustainability and resilience of our transport networks:</b></p> <p>I would accept it if it happened here in Inglewood rather than having to fund everyone else’s walkway, cycleway and lifestyle infrastructure. Inglewood is a town where few people should need to drive, but everyone has to drive, such is the unsafe nature of the roads.</p>	<p><b>Officer’s comments</b></p> <p>Noted. Refer to above response.</p>
<p><b>1.5</b></p>	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p> <p>Once again, I have no faith that my ratepayer money will be spent here in Inglewood. We will be paying for a lovely cycle path in New Plymouth no doubt. Your 'Big-picture' is probably only big enough to encompass where the bulk of the population live, or where the wealthy demand such things. Please take stock of the assets currently, from a geographic perspective. See which communities are being catered for and served already, and where the deficits lie at a community level. Then plug the gaps. The obvious deficit, from both a walking and cycling perspective, is Inglewood. Let us give Oākura the Kaitake trail though, on top of the coastal walkway and the other minor projects planned.</p>	<p><b>Officers’ comments</b></p> <p>Noted.</p> <p><b>NPDC response:</b> There is significant capital investment proposed for Walking / Cycling activities over the next 10 years. This investment will create better / safer walking and cycling links for the district’s towns and rural connections.</p> <p>NPDC has worked with the Inglewood Community Board and local community over the last 18 months to trial improvements for walking and cycling and will continue to do so in the future.</p> <p>NPDC’s <i>Let’s Go</i> programme will continue to deliver and plans to ramp up cycle skills training to our youths through their schools. The <i>Let’s Go</i> programme will also be looking at a higher engagement with adult training.</p>

1.6	Your comments on any other issues:	Officers' comments
	<p>Clearly no-one sitting at either the TRC or NPDC table are focused on the needs of Inglewood. Waitara, Oākura, Bell Block and many of the central and South Taranaki towns are getting attention. This is bullshit.</p>	<p>TRC has planning and advocacy responsibilities for transport but is not a road controlling authority. Comments noted.</p> <p><b>NPDC response:</b> NPDC has worked with the Inglewood Community Board and local community over the last 18 months to trial improvements for walking and cycling and will continue to do so in the future.</p> <p>NPDC is aware that SH3 cutting through Inglewood is a key issue for the town, and it will continue to advocate for Waka Kotahi to address this problem/risk.</p>
1.7	Other comments via supporting documents	Officers' comments
	<p><i>Detailed presentation attached as a supporting document – refer to the full submission document</i></p>	<p>The submitter is to be commended on the detailed work that has been undertaken and officers strongly recommend that the responsible road controlling authorities meet with the submitter (and other interested parties) to go through his detailed plans and concept drawings to explore opportunities for road safety improvements and to address concerns raised.</p>

## Submission 2: Emma B

Submitter's comments and requests		Officers' response and recommendations
<b>2.1</b>	<p><b>Select your priority for each project:</b></p> <p>Priority 1 = SH3/3A NP-Hāwera safety                      Priority 2 = SH3 Bell Block-Waitara safety                      Priority 3 = Coronation - Cumberland lights NP                      Priority 4 = Underpass (SH45) &amp; lights (SH45, SH3)                      Priority 5 = Coastal Path to Waitara                      Priority 6 = Brecon Rd extension Stratford</p>	<p><b>Officers' comments</b></p> <p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
<b>2.2</b>	<p><b>Your comments on the priorities. Do you think the list should include other projects?</b></p> <p>How about an upgrade in Inglewood? It's a SH right through the middle of town, yet the pedestrian crossings are in the most dangerous spots possible. There isn't even a streetlight to stop traffic like Westown. Absolutely ridiculous.</p> <p>Secondly, Norfolk school need turning lanes. Let alone the passing lane right there is an accident waiting to happen. School kids should be a priority - having cars flying up behind at 100kmph when trying to turn is horrendous for everyone.</p> <p>Kids' safety should be paramount before a costal walkway or bike tracks. Come on. Kids have already been killed trying to cross roads - how many more does there need to be?</p>	<p><b>Officers' comments</b></p> <p>Comments and concerns noted. Supported by the multiple submissions received regarding safety in Inglewood, these ongoing community concerns have been elevated within NPDC/NZTA to address with urgency. Managers from both organisations will be meeting with the Inglewood Community Board and any interested parties (including submitters) in early June to discuss a way forward.</p> <p><b>NPDC response:</b> SH3 is managed by Waka Kotahi. NPDC are working with Waka Kotahi and advocating on improving crossing points on the State Highway in Inglewood.</p> <p><b>NZTA response:</b> Waka Kotahi recognises that traffic volumes have increased in recent years, as well as the mix of traffic, which has led to increasing conflict. As funding permits, Waka Kotahi will look at Low Cost Low Risk (&lt;\$2M per activity) improvements in the 21-24 period to address high priority areas in Inglewood.</p> <p>Waka Kotahi are in the process of reviewing speed limits across the region. The introduction of a rural school speed zone at Norfolk School will be considered through this process.</p>



<b>2.3</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	No, we pay enough rates as it is and the roads aren't in a state they should be. Why should we pay more when the funds we already pay just get patches.	<b>NPDC response:</b> Waka Kotahi manage and maintain the district's State Highways. NPDC manage the local roads and forecast that an increased maintenance investment will be required going forward and have budgeted accordingly.

### Submission 3: No Body

Submitter's comments and requests		Officers' response and recommendations
<b>3.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	Safe, no potholes and cycles lanes all through Taranaki	Comments noted.
<b>3.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3/3A NP-Hāwera safety Priority 2 = Underpass (SH45) & lights (SH45, SH3) Priority 3 = Brecon Rd extension Stratford Priority 4 = SH3 Bell Block-Waitara safety Priority 5 = Coronation - Cumberland lights NP Priority 6 = Coastal Path to Waitara	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>3.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	Yes, what about main roads between inland towns? EG: Eltham - Ōpunake - New Plymouth	TRC has planning and advocacy responsibilities for transport but is not a road controlling authority. Comments noted.  <b>NPDC response:</b> The State Highways within the Taranaki region are managed by Waka Kotahi. The region and District will continue to work with Waka Kotahi to improve maintenance of these roads.  <b>STDC response:</b> The State Highways within the Taranaki region are managed by Waka Kotahi. The region and

		District will continue to work with Waka Kotahi to improve maintenance of these roads. STDC in collaboration with Waka Kotahi, is carrying out a safety improvement work trial in Eltham and Waverley under the “Innovation Street” project. The objective is to reduce speed through our town and therefore, make it safer.
<b>3.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer’s comments</b>
	Why is there not 2 lanes all the way thru Taranaki, there are quite a lot more cars, bikes and trucks on the road, common sense to build for the future. Take tractors off the road and onto trucks.	Noted but financial constraints and practicalities apply.
<b>3.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers’ comments</b>
	All main roads should have a dedicated cycle lane, these bikes are a danger to vehicles.	Noted. The region and districts are working with Waka Kotahi to improve cycling facilities within the region.
<b>3.6</b>	<b>Your comments on any other issues:</b>	<b>Officers’ comments</b>
	Double lanes on highways, cycle lanes on all roads, take tractors off the road onto trucks and THEY should be paying RUC also.	Noted but financial constraints and practicalities apply. Also of note, the Ministry of Transport’s ‘Future of the Revenue System’ programme is considering such matters, and is being watched with interest.

### Submission 4: Lee-Ami McConnell

Submitter’s comments and requests		Officers’ response and recommendations
<b>4.1</b>	<b>Your comments on the vision:</b>	<b>Officers’ comments</b>
	I feel roundabouts instead of lights would be a better solution and keep traffic moving through the region especially in the CBD.	<b>NPDC response:</b> Waka Kotahi manage the State Highways within Taranaki, which include many of the main streets of local towns. Districts work with Waka Kotahi on improving safety, accessibility and network efficiency within their towns and urban areas where State Highways pass through them.

		Options for improving intersections such as traffic lights or roundabouts are considered during project business case development and based on traffic engineering standards and best practice approaches.
<b>4.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	<p>Priority 1 = Coronation - Cumberland lights NP</p> <p>Priority 2 = Coastal Path to Waitara</p> <p>Priority 3 = SH3/3A NP-Hāwera safety</p> <p>Priority 4 = Brecon Rd extension Stratford</p> <p>Priority 5 = Underpass (SH45) &amp; lights (SH45, SH3)</p> <p>Priority 6 = SH3 Bell Block-Waitara safety</p>	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>4.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	Yes the road to Inglewood leaving town and the coast road	Noted. The State Highways within the Taranaki region, including SH3 through Inglewood and SH45 Surf Highway, are managed by Waka Kotahi. The region and districts will continue to work with Waka Kotahi to improve these roads.
<b>4.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	I believe ratepayers are already stretched beyond a liveable wage. Some are just paying their mortgages.	Noted.
<b>4.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	The coastal walkway is beyond beautiful and the continuation to Waitara is agreed however I believe our region needs to get traffic flowing before getting more tourism.	Noted. Officers hope that implementation of the Plan's vision, objectives, policies, measures, and investment priorities will contribute to improving transport flows across Taranaki.

## Submission 5: Adam Jasinski

Submitter's comments and requests		Officers' response and recommendations
<b>5.1</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	<p>Priority 1 = Coronation - Cumberland lights NP</p> <p>Priority 2 = Coastal Path to Waitara</p> <p>Priority 3 = SH3 Bell Block-Waitara safety</p> <p>Priority 4 = SH3/3A NP-Hāwera safety</p> <p>Priority 5 = Underpass (SH45) &amp; lights (SH45, SH3)</p> <p>Priority 6 = Brecon Rd extension Stratford</p>	<p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
<b>5.2</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	<p>Yes. Traffic lights or flow improvements from Egmont Rd to SH3.</p>	<p><b>NPDC response:</b> The funding of safety improvements at the SH3 Smart Road and Egmont Rd intersections is a Waka Kotahi NZTA matter, and has been identified (through a recently developed Network Operating Plan) for Waka Kotahi to take action.</p>
<b>5.3</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>Be careful not to rush electric transport. It is still environmentally heavy (power from non-sustainable sources, batteries production). If TRC goes for electric buses I would like to see smaller buses and improved frequency (30 min or so each route)</p>	<p>Comments noted. Moves to electric transport will be largely determined by national policy settings, rather than regional ones.</p> <p>An expanded range of public transport services will require a collaborative effort from NZTA, NPDC and the TRC to be successful. There is a desire to run smaller buses in New Plymouth and look at increased services in rural areas. The Council is committed to investigating these options with a revised service being provided by 1 July 2022.</p>
<b>5.4</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	<p>Bikes are all very well but rainy Taranaki and hilly New Plymouth will always be an impediment to biking (even with the electric ones)</p>	<p>Comments noted.</p>

## Submission 6: Nadine Ord

Submitter's comments and requests		Officers' response and recommendations
<b>6.1</b>	<b>Your comments on the vision:</b>  Accessibility must be brought into the Vision. Accessibility for those who do not, can not or choose not to drive. The vision should reflect people being connected to engage in the community, whether it be economics, environmental, cultural, social (including health purposes). Safety in relation to transport is beyond just 'safe roads'.	<b>Officers' comments</b>  Noted. Recommend amendments to Section 4.2 of the Plan and, in particular, amend the vision to explicitly recognise that accessibility and safety is more than just "safe roads" but involves other modes of transportation.  Officers recommend amending Vision as follows:  <a href="#">A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</a>  Officers further note that 'Accessibility' is one of six strategic objectives identified in the Plan to achieve this vision.
<b>6.2</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>  As long as each project has safety and access improvements for children, those with disabilities, pedestrians, and cyclists.	<b>Officers' comments</b>  Noted.
<b>6.3</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>  Safe access in and out of the region is essential including the port. Bridge upgrades to include safe pedestrian and cyclists access. Long term planning for a move away from cars and trucks is necessary. Invest in rail for people and logs. Responsible and efficient use of rates including small rates increases is expected.	<b>Officers' comments</b>  Officers note comments and agree.
<b>6.4</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>  It's exciting, but prioritise based on need - e.g. children, those with disabilities, commuting, then invest in the fun stuff.	<b>Officers' comments</b>  Noted. Officers hope that implementation of the Plan's vision, objectives, policies, measures, and investment priorities will contribute to better accessibility in relation to transportation needs across Taranaki.

6.5	Your comments on any other issues:	Officers' comments
	<p><b>4.3 Objectives.</b></p> <p>Enabling – I disagree with your definition, this is purely economic for those in and contributing to business. If this is about economic growth then put that up front.</p> <p>Safety – While this may be the national objectives, safety has to be more than serious injury and death. People shifting modes means people need to feel safe on the transport network including bus stops, crossing roads etc.</p> <p>Accessible – yes! Move this to objective 2.</p>	<p>Enabling: The enabling objective while focused on economic elements needs to be read alongside the other objectives, which address other social and environmental considerations. The enabling objective should not be read in isolation from the other objectives.</p> <p>Safety: Noted but officers believe it is entirely appropriate to identify serious injury and deaths as a meaningful indicator for measuring the objective. While perceptions of safety is important it is difficult to measure and will hopefully be addressed as part of safety improvements.</p> <p>Accessible: The objectives are numbered for ease of identification; they do not denote an order of priority. No change recommended.</p>
6.6	<p>p37: Headline target Yes to your targets.</p> <p>Include in reliable connectivity - safe alternative accessibility for pedestrians (including wheelchairs/pushchairs) when road works are occurring.</p> <p>General (resilience, safety, access etc) - Get logging trucks off the roads, invest in rail for people and cargo within the region and connecting to out of the region.</p> <p>Any investment in widening of bridges / roads to include cycle and pedestrian access.</p> <p>Get rid of 'shared spaces (cars/peds)', this is not appropriate for many in access community - 'urban design (the pretty stuff)' should come after access and safety.</p> <p>Accessibility audits by those in disability community and children to get user input into design and improvements.</p>	<p>Comments noted and largely agreed, with many of these points addressed by changes recommended in response to other submissions.</p> <p>Recommend incorporating these points within the methods outlined in Section 4.4 [Policies and measures]</p> <ul style="list-style-type: none"> <li>Amend method in Section 4.4 of the Plan, under Objective 3 [Safe and healthy people] to read:  <a href="#">RCAs adopting appropriate design to encourage safe walking and cycling, particularly in association with major road and bridge improvement projects.</a> </li> <li>Add a method in Section 4.4 of the Plan, under Objective 4 [Accessible] that reads:  <a href="#">RCAs providing safe alternative access for pedestrians (including wheelchairs/mobility scooters/pushchairs) when road works are occurring.</a> </li> </ul>

		<ul style="list-style-type: none"> <li>Add a method in Section 4.4 of the Plan, under Objective 4 [Accessible] that reads:  <a href="#">Encouraging accessibility audits, where appropriate, by those in the disability community and children to get user input into design and improvements.</a> </li> </ul>
6.7	Bus services must run later in the evening to provide real transport choices.	Noted. Provision of evening services will be considered as part of a substantial review of bus services that is being undertaken during 2021/22.

### Submission 7: Daniel Benseman

Submitter's comments and requests		Officers' response and recommendations
<b>7.1</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = SH3/3A NP-Hāwera safety Priority 3 = Underpass (SH45) & lights (SH45, SH3) Priority 4 = Coastal Path to Waitara Priority 5 = Coronation - Cumberland lights NP	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>7.2</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	While I agree with the priority of the list item 2 has no mention of a safe way to cross SH3 in Inglewood. Rata Street, can be extremely dangerous and difficult to cross during peak times with children regularly taking risks going to and from their places of learning. This needs to be looked into with urgency.  Please don't let it end up being a reaction to an accident which, to be blunt, is waiting to happen. Overpass, underpass, pedestrian crossing, lights, whatever it takes to ensure a growing community has a safe way to cross a road	Comments and concerns noted. Supported by the multiple submissions received regarding safety in Inglewood, these ongoing community concerns have been elevated within NPDC/NZTA to address with urgency. Managers from both organisations will be meeting with the Inglewood Community Board and any interested parties (including submitters) in early June to discuss a way forward.  <b>NPDC response:</b> State Highway intersections are managed by Waka Kotahi NZTA, and they are responsible for addressing traffic safety issues at these intersections.

<b>7.3</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Keen for more bike trails.	Comments noted.

### Submission 8: M Hills

Submitter's comments and requests		Officers' response and recommendations
	<b>Your comments:</b>	<b>Officers' comments</b>
<b>8.1</b>	Nothing on the road should be done, except Airport Drive. NZTA has two ideas when it comes to 'safety' which are closing passing lanes and lowering speed limits. Neither of these do anything other than make a road more dangerous and causes congestion, frustration and pollution. Further to this, SH3 is a wreck. Except the worst areas are ones they have most recently been attended to by NZTA. If they were to do absolutely no work on SH3 ever, it would be in significantly better condition than it is at present. There is no way that if they can't even top seal a road they can be trusted to do more.	<p>Comments noted.</p> <p><b>NZTA response:</b> Waka Kotahi has undertaken two business cases along the SH3 Waitara to Bell Block corridor. These business cases have identified a number of high-risk intersections along this corridor needing investment to make them safer for all road users and to support future growth. Waka Kotahi is proposing a number of improvements including median barrier, wide centrelines and road markings amounting to \$29M in the 21-24 period.</p>
<b>8.2</b>	One only needs to look at the car park that is New Plymouth to realise that more traffic lights is the last thing needed. They are already causing massive congestion as they have been designed and phased so badly. Not only will more lights cause further problems, because they break up natural traffic flow. If you put lights in, in a short time you will be telling us we need even more sets of lights on SH3 coming into NP from the south because of the congestion caused by the proposed ones.	<p><b>NZTA response:</b> Waka Kotahi is currently engaged with NPDC on developing a Network Operating Plan to ensure that the future performance of the network is fit for purpose. Any gaps in performance identified through this process will be identified for future investment depending on funding availability.</p> <p><b>NPDC response:</b> The one-way system of roads in New Plymouth are State Highways, which are managed by Waka Kotahi. NPDC works with Waka Kotahi to help manage traffic flow on the State Highways, and manages the local road network in New Plymouth. Over the next couple of years, NPDC is developing an Integrated Strategic Transport Plan to encourage more sustainable transport options and</p>



		develop scenarios for improving the resilience of New Plymouth's transport networks
8.3	Has anyone actually given any thought to the Brecon Road extension? There are countless other options to get across Stratford already. Why destroy some lovely native trees and bush, and make the lives of people who live near absolute hell, just to spend money for the sake of it.	<b>SDC response:</b> Comments noted. SDC will be considering all such matters as investigations into this potential project advance.
8.4	I fully support changes to allow for sustainable transportation.	Support noted.
8.5	<b>Select your priority for each project:</b> Priority 1 = Coastal Path to Waitara Priority 2 = SH3 Bell Block-Waitara safety	<b>Officers' comments</b> Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
8.6	<b>Your comments on the priorities. Do you think the list should include other projects?</b> See comments above. Under no circumstances whatsoever should traffic lights be installed anywhere. They cause massive congestion and pollution which makes roads more dangerous for vulnerable users and break up the natural flow of traffic so badly that you will then want to put more lights in.	<b>Officers' comments</b> <b>NPDC response:</b> The majority of traffic lights in New Plymouth are located on the State Highway network, which is managed by Waka Kotahi NZTA. NPDC is working with NZTA to improve safety and priority at intersections for sustainable modes.
8.7	<b>Your comments on the future sustainability and resilience of our transport networks:</b> If NZTA did nothing to the roads then they would be in a better state than they currently are, and there would be more money available to spend. Every bit of SH3 that requires remedial work is where NZTA has carried out resealing recently, yet there is no accountability for the fact that it has been done so badly that they leave the road worse than it was before. I guess the contractor must do it this way to get paid multiple times to rectify it.	<b>Officer's comments</b> Comments noted. <b>NZTA response:</b> Waka Kotahi is working in a constrained funding environment. Waka Kotahi recognise that, due to COVID, a number of planned sealing work was not undertaken in the 2019-20 season. Additional investment was made in the 20-21 season to bring the network back to an optimal condition. Waka Kotahi is planning to invest \$77.5M in Maintenance, Operations and Renewals in the 21-24 period, an increase from \$55.6M in the current 18-21 period.

<b>8.8</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Why is the timeframe for any of these so long? Most cyclists I know will be long dead before they are put in place.	<b>Trails Trust response:</b> The timeframe periods are indicative at this stage, but also realistic of time needed to put cases together, get funding, consents etc. We have, and will continue to work with all stakeholders to progress relative to our vision as quickly as possible.
<b>8.6</b>	<b>Your comments on any other issues:</b>	<b>Officers' comments</b>
	Just to repeat. Do not put extra traffic lights in anywhere	Comments and officers response addressed above.

### Submission 9: Jason Wright

Submitter's comments and requests		Officers' response and recommendations
<b>9.1</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = Coronation - Cumberland lights NP Priority 2 = Coastal Path to Waitara Priority 3 = SH3 Bell Block-Waitara safety Priority 4 = Underpass (SH45) & lights (SH45, SH3) Priority 5 = SH3/3A NP-Hāwera safety Priority 6 = Brecon Rd extension Stratford	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>9.2</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	I've always envisioned a trail that extends the coastal walkway in New Plymouth and connecting it with the Denby Road walkway in Hāwera following the coast.  This could be a 2-day ride with a stopover camping in Ōpunake if desired.	<b>Trails Trust response:</b> We agree, and see the Coastal Walkway extension marked on the map as being a unique coastal trail in New Zealand.

### Submission 10: Angela Veric

Submitter's comments and requests	Officers' response and recommendations
-----------------------------------	--

<b>10.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	Sounds amazing!	Support noted.
<b>10.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = Coastal Path to Waitara Priority 3 = Underpass (SH45) & lights (SH45, SH3) Priority 4 = SH3/3A NP-Hāwera safety Priority 5 = Coronation - Cumberland lights NP Priority 6 = Brecon Rd extension Stratford	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>10.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	Coastal extension from port to back beach to Oākura to Okato to Ōpunake	<b>NPDC response:</b> The Coastal Path extension from New Plymouth to Oākura is phased to occur in the second decade (2031-2040) of the Taranaki Trails to 2050 project. The extension of the Path to Ōpunake will occur in the third decade (2041-2050 and beyond).
<b>10.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	Bike pathways are a great solution for health and well-being as well as tourism. Good public transport is also important.	Noted.
<b>10.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Fantastic! I love the connectedness. Please start soon!	<b>Trails Trust response:</b> Thank you for your support.

### Submission 11: Rex Hendry

<b>Submitter's comments and requests</b>		<b>Officers' response and recommendations</b>
<b>11.1</b>	<b>Commuter rail</b>	<b>Officers' comments</b>
	It is time for Taranaki Regional Council to investigate the potential of commuter rail – particularly on the existing rail network between New Plymouth and Hāwera/Whareroa. Commuter rail could, feasibly, meet many of the expectations	Comments noted. Officers strongly support the recent changes by the Government to the way in which rail is

	<p>and issues of the Transport Plan – passenger transport, road safety, integration, regional/district access, mobility of the region’s population, rejuvenation of provincial towns and communities, provide resilience and alternatives, support environmental improvements, and decrease the carbon footprint of the existing transport network.</p> <p>There are a range of financial, social and environmental benefits that could accrue from commuter rail:</p> <ul style="list-style-type: none"> <li>• Commuter rail is twelve times safer than motor vehicle travel (<a href="http://www.lightrailnow.org">www.lightrailnow.org</a>) and could remove a substantial amount of (single-occupancy) vehicles off the road</li> <li>• Rail travel consumes about one-fifth as much energy per-passenger-mile as automobile travel according to Wikipedia ('politics of light rail') or up to one-tenth in other studies ('A Cost Comparison of Transportation Modes', Prof Patrick Condon, Foundation Research Bulletin No 7, Nov 2009)</li> <li>• Commuter rail has almost 4 times less carbon emissions per passenger-mile than automobile use (ibid)</li> <li>• Distance remains one of the basic determinants for modal usage for passenger transport (<a href="http://people.hofstra.edu/geotrans/eng">http://people.hofstra.edu/geotrans/eng</a>)</li> <li>• Passenger rail offsets the problems of congestion and environmental degradation of the motor vehicle (ibid)</li> <li>• 'Hub and spoke' links could connect other provincial towns and workplaces, eg. Manaia, Kaponga.</li> </ul> <p>It would be my recommendation that a feasibility study for commuter rail is included in the Regional Land Transport Strategy 2021.</p>	<p>planned and funded, to restore the network from its 'state of managed decline' and ensure that it is a viable mode into the future. The NZ Rail Plan, the government’s 10-year plan for rail investment, was released on 6 May 2021. As for most of the country, other than the largest cities, the focus for Taranaki during this timeframe is restoring a resilient and reliable network for rail freight — which will then provide a platform for future investments for growth. KiwiRail have advised that investment in Taranaki will be limited to catching up with renewals and maintenance, and replacing a backlog of structures in the region including bridges. KiwiRail is in a period of rebuilding their capacity and currently engagement is very limited, even in respect of freight.</p> <p>New Plymouth District Council’s Integrated Transportation Strategic Plan will look into commuter rail solutions, but ultimately the Government direct, and KiwiRail manage, the rail network.</p> <p>A feasibility study for commuter rail is supported, though progressing this is largely dependent on national directives in this space. However, officers recommend that the following Method is added in Section 4.4 under Objective 1 [Integrated] to read -</p> <ul style="list-style-type: none"> <li>▪ <a href="#">RTC with affected stakeholders, commissioning a feasibility study for commuter rail in Taranaki.</a></li> </ul>
<p><b>11.2</b></p>	<p><b>South-western corridor diversion</b></p> <p>In a subsequent email (received 14 April 2021), the submitter sought that "...An investigation is conducted into developing a south-western corridor between SH3A (Mangamahoe) and Port Taranaki, around New Plymouth City, to divert heavy traffic off urban streets."</p>	<p><b>Officers' comments</b></p> <p><b>NPDC response:</b> Over the next couple of years, NPDC will be developing an Integrated Strategic Transport Plan, which will include the option for a ring-road around New Plymouth to the Port, so that heavy trucks won't have to travel through the centre of town. Other options include encouraging more freight onto the existing rail system.</p>

## Submission 12: Jennifer Hoskin-Leece

Submitter's comments and requests		Officers' response and recommendations
<b>12.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	I agree with the vision but would question the priorities with specific focus on the sustainable transport system, design of our network and use and improving roading infrastructure as more urgent priorities	Comments noted.
<b>12.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = Coronation - Cumberland lights NP Priority 3 = Underpass (SH45) & lights (SH45, SH3) Priority 4 = SH3/3A NP-Hāwera safety Priority 5 = Brecon Rd extension Stratford Priority 6 = Coastal Path to Waitara	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>12.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	As per above, though on a personal note while the coastal path to Waitara will be a great asset to the region I don't think it will impact much on the day to day commuter traffic to and from Waitara so would put that last behind pressing danger areas.	Note that transportation priorities are not solely related to roads and traffic safety. Plan priorities also appropriately address other considerations such as health and well-being, mode shift, community connectivity, and active life styles.
<b>12.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officers' comments</b>
	<p>As residents of St Aubyn Street for 20 years we've seen the number and weight of trucks increase substantially. Along with this has come increased movement of our house, superficial cracking in interior plaster work and significant noise, at times 24 hours a day depending on shipping schedules.</p> <p>We have double glazed at our own cost and this has helped but, due to vibration, we feel the benefit is reducing. While we understand that, yes we live on a busy street, we never expected it to be this busy or the trucks to be so heavy. This means continual repairs are needed as small dips quickly become large holes with increased vibration and volume esp on empty trucks.</p> <p>Repairs often seem to last for very short periods which is frustrating and I am often in contact with Waka Kotahi and have also let fellow residents know this is the agency to contact.</p>	<p>Officers share the submitter's concerns and the need to ensure freight is being transported on the most appropriate, safe, efficient, de-carbonised mode.</p> <p>Officers recommend that Objective 1 [Integrated] of the Plan be amended to include a new method that reads as follows:</p> <ul style="list-style-type: none"> <li>▪ <a href="#">RTC commissioning a (mode-neutral) study on the future management of freight throughout the region.</a></li> </ul>

	<p>I have petitioned to have the logs at least put on to trains outside of New Plymouth as this would make our roads safer, keep them in better condition and reduce the stress of noise/ traffic/ having very large vehicles using roads also shared with cyclists, children, pedestrians and residential traffic.</p> <p>Ideally the fertilizer trucks would also be converted mainly to rail and I understand that many just go to and from the depot, could this be converted to rail thus taking more pressure off town roading?</p>	<p><b>NZTA response:</b> Waka Kotahi undertakes planned maintenance as required on SH44. Waka Kotahi does recognise that due to poor underground conditions, it is very difficult to fully mitigate the impacts that noise and vibration from passing trucks has on residents. Waka Kotahi fully supports moving freight from road to rail if this proves to be economically viable.</p> <p><b>NPDC response:</b> Over the next couple of years, NPDC will be developing an <i>Integrated Strategic Transport Plan</i>, which will consider the longer term option for a ring-road around New Plymouth to the Port, so that heavy trucks won't have to travel through the centre of town. Other options to be pursued include encouraging more freight distribution onto the existing rail system.</p> <p>In the shorter term, there is a transport option for rerouting freight around the CBD (and waterfront) which is being considered in the forthcoming Central City Strategy, currently being drafted. This strategy will be out for public consultation in the near future and submitters should use that feedback process on the impact of freight trucks.</p>
<p><b>12.5</b></p>	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p> <p>I am a cyclist and regularly bike to work, I don't tend to use the walkway as it isn't the most direct route but I do support development of bike trails as a way of helping people enjoy our beautiful region, keeping fit and being in nature.</p> <p>I had never heard of the Taranaki trails trust so will use this now, thanks. I do support the continuation of the coastal path to Waitara but, as previously mentioned think this should be prioritised lower depending on movement on roading issues.</p>	<p><b>Officers' comments</b></p> <p><b>Trails Trust response:</b> Thank you for the support. On the Waitara extension, we note that safety issues of cycling on roads is one of the major barriers that people have sighted. The walkway offers a very safe and enjoyable alternative.</p>

### Submission 13: Murray Thompson

Submitter's comments and requests		Officers' response and recommendations
<b>13.1</b>	<p><b>Select your priority for each project:</b></p> <p>Priority 1 = Coastal Path to Waitara                      Priority 2 = SH3 Bell Block-Waitara safety                      Priority 3 = SH3/3A NP-Hāwera safety                      Priority 4 = Coronation - Cumberland lights NP                      Priority 5 = Underpass (SH45) &amp; lights (SH45, SH3)                      Priority 6 = Brecon Rd extension Stratford</p>	<p><b>Officers' comments</b></p> <p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
<b>13.2</b>	<p><b>Your comments on any other issues:</b></p> <p>I wish to make comment regarding the bus network run by TRC.</p> <p>First up - well done moving to the Bee Card - this is a great improvement.</p> <p>My suggestion is there needs to be a significant improve and increase in the amount of buses run on some routes. I live in Bell Block and there is a bus once every 2 hours. If you happen to miss a bus, then it is a long wait! The amount of services run should be increased to hourly at the minimum.</p> <p>There are also some timing issues with the current schedule. If someone was working in the industrial area of bell block, the earliest bus comes out here at 8.20am. Not ideal if you have a job that starts at 8am.</p> <p>The weekend schedule for the buses is inadequate. The Saturday schedule from Bell Block takes 40 minutes to get into NP CBD (after a long tiki tour through the eastern suburbs). The last bus from town leaves at 1pm. Again, too bad if you miss that bus.</p> <p>Also, why no buses on a Sunday? Surely there would be some users? I would suggest a full schedule running Monday - Saturday, then a reduced Sunday schedule.</p> <p>The current pricing of a normal priced ticket is still a little on the high side. If you want to attract car users to use the bus, it needs to be more attractive for them to swap to a bus.</p>	<p><b>Officers' comments</b></p> <p>Comments noted.</p> <p>Meeting the ongoing needs of the community with the provision of safe and effective public transport is a continuously evolving process. Currently, there is no additional budget in TRC's 2021/2031 Long-term Plan. An expanded range of public transport services will require a collaborative effort from NZTA, NPDC and the TRC to be successful. There is a desire to run smaller buses in New Plymouth and look at increased services in rural areas. The Council is committed to investigating these options during 2021/22, with a revised service being provided by 1 July 2022.</p>

## Submission 14: Nicola Wanden

Submitter's comments and requests		Officers' response and recommendations
14.1	<p><b>Select your priority for each project:</b></p> <p>Priority 1 = SH3 Bell Block-Waitara safety                      Priority 2 = Coronation - Cumberland lights NP                      Priority 3 = Underpass (SH45) &amp; lights (SH45, SH3)                      Priority 4 = SH3/3A NP-Hāwera safety                      Priority 5 = Coastal Path to Waitara                      Priority 6 = Brecon Rd extension Stratford</p>	<p><b>Officers' comments</b></p> <p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
14.2	<p><b>Your comments on the priorities. Do you think the list should include other projects?</b></p> <p>Where is investment in Inglewood?????</p> <p>Inglewood desperately needs a safe crossing option across SH3 near Hinau Street. So many kids take their lives into their hands running the gauntlet of trucks to get to school on the south side of Inglewood. The increase of traffic along Rata Street over the past 5 years is phenomenal and freighting for people crossing the road.</p>	<p><b>Officers' comments</b></p> <p>Comments and concerns noted. Supported by the multiple submissions received regarding safety in Inglewood, these ongoing community concerns have been elevated within NPDC/NZTA to address with urgency. Managers from both organisations will be meeting with the Inglewood Community Board and any interested parties (including submitters) in early June to discuss a way forward.</p> <p><b>NZTA response:</b> Waka Kotahi recognises that traffic volumes have increased across the state highway network in recent years. This has led to increasing conflict. As funding permits, Waka Kotahi will look at Low Cost Low Risk (&lt;\$2M per activity) improvements in the 21-24 period to address high priority areas.</p>



## Submission 15: Tash Allerby

Submitter's comments and requests		Officers' response and recommendations
<b>15.1</b>	<p><b>Your comments on the vision:</b></p> <p>Inglewood needs to be realigned. We have a state highway running through our community that puts our children at risk. All of our community places require crossing the main road in the pathway of fast moving traffic and trucks.</p> <p>Therefore Inglewood is not as connected as it could be, realigning of our town would enhance the liveable places here.</p>	<p><b>Officers' comments</b></p> <p>Comments and concerns noted. Supported by the multiple submissions received regarding safety in Inglewood, these ongoing community concerns have been elevated within NPDC/NZTA to address with urgency. Managers from both organisations will be meeting with the Inglewood Community Board and any interested parties (including submitters) in early June to discuss a way forward.</p> <p><b>NZTA response:</b> Waka Kotahi recognises that traffic volumes have increased across the state highway network in recent years. This has led to increasing conflict. As funding permits, Waka Kotahi will look at Low Cost Low Risk (&lt;\$2M per activity) improvements in the 21-24 period to address high priority areas. Due to funding constraints a realignment of SH3 is currently not proposed.</p> <p><b>NPDC response:</b> NPDC is aware that SH3 cutting through Inglewood is a key issue for the town, and it will continue to advocate for Waka Kotahi NZTA to address this problem/risk.</p>
<b>15.2</b>	<p><b>Select your priority for each project:</b></p> <p>Priority 1 = SH3 Bell Block-Waitara safety                      Priority 2 = SH3/3A NP-Hāwera safety                      Priority 3 = Coronation - Cumberland lights NP                      Priority 4 = Underpass (SH45) &amp; lights (SH45, SH3)                      Priority 5 = Coastal Path to Waitara                      Priority 6 = Brecon Rd extension Stratford</p>	<p><b>Officers' comments</b></p> <p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>

15.3 Your comments on the priorities. Do you think the list should include other projects?	Officers' comments
<p>Please look at safety on Rata street for children crossing the road to get to and from schools.</p> <p>Divert trucks from Inglewood main route.</p>	<p>Refer to earlier response 15.1.</p> <p><b>NPDC response:</b> NPDC fully support traffic safety improvements across SH3 Rata Street and SH3 Matai Street, and have communicated this to Waka Kotahi NZTA who manage those state highway corridors. [NPDC 23/4]</p>

### Submission 16: Kathy Lovell

Submitter's comments and requests		Officers' response and recommendations
<p><b>16.1 Your comments on the vision:</b></p> <p>Given the climate change situation and changing to Electric Vehicles, we need much safer cycle ways. Getting from New Plymouth to Inglewood by bicycle is very dangerous. Also there are many more electric bikes and their range is greater so people are venturing further.</p> <p>If you only offer roads, that is an invitation to drive them We should be looking at reinstating rail - after all we have the lines. These could then take some pressure off the roads (Those big logging trucks going to Port Taranaki on a daily basis) plus also offer tourism opportunities for people wanting to cycle the routes in Taranaki</p>	<p><b>Officers' comments</b></p> <p>Officers believe the Plan's vision, objectives, targets and activities contribute to many of the outcomes sought by the submitter. Furthermore, the Taranaki Trails Vision (Appendix VI of the Plan) identifies an Inglewood commuter route.</p> <p>Notwithstanding the above, officers recommend amending the Plan vision to explicitly recognise other modes of transportation so that it is not just about roads.</p> <p>Officers recommend amending Vision as follows:</p> <p><a href="#">A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</a></p> <p>In relation to rail opportunities, it is recommended that two methods are added in Section 4.4 under Objective 1 [Integrated] that read –</p> <ul style="list-style-type: none"> <li>▪ <a href="#">RTC to commission a regional future freight study taking a mode neutral approach.</a></li> </ul>	

		<ul style="list-style-type: none"> <li>▪ <a href="#">RTC, with affected stakeholders, commissioning a feasibility study for commuter rail in Taranaki.</a></li> </ul>
<b>16.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	<p>Priority 1 = Coastal Path to Waitara                  Priority 2 = Coronation - Cumberland lights NP                  Priority 3 = SH3 Bell Block-Waitara safety</p>	<p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
<b>16.3</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>We need to think beyond roads. Adding roads only encourages people to use them instead of offering alternatives such as cycle ways and rail. Imagine being able to commute between Hāwera and New Plymouth by rail each day - far less traffic accidents, less use of fossil fuels, more relaxed travelling</p>	<p>Comments noted and officers agree. Wherever practicable, officers will seek to amend relevant Plan provisions to encourage considerations to alternatives to roading.</p>
<b>16.4</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	<p>Bike trails are the future of tourism. Many people over the age of 50 are exploring on bicycles. This would be a great way for both domestic and International tourists to see and experience Taranaki. Bike trails and safe biking routes have to be priority</p>	<p><b>Trails Trust response:</b> Thank you for your support. We totally agree.</p>

## Submission 17: James Donald

Submitter's comments and requests		Officers' response and recommendations
<b>17.1</b>	<b>Your comments on the vision:</b>  Don't just focus on roads, I'd like to see cycle paths and walkways included too.  I'd like to see a vision that includes something to enhance Taranaki as a place to visit, not just liveable.	<b>Officers' comments</b>  Recommend amending the vision to refer to the wider transport network (that includes cycle paths and walkways) rather than just roads. Officers recommend amending Vision as follows:  <a href="#">A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</a>
<b>17.2</b>	<b>Select your priority for each project:</b>  Priority 1 = Coastal Path to Waitara Priority 2 = SH3/3A NP-Hāwera safety Priority 3 = SH3 Bell Block-Waitara safety	<b>Officers' comments</b>  Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>17.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>  No Traffic signals at the intersection of Vivian Street and Morley Street (SH45), New Plymouth. I live nearby and use the intersection multiple times a day, it will become an unnecessary bottleneck. Traffic may be queues slightly at peak hour, but nowhere near as much as traffic lights along the rest of Vivian.	<b>Officers' comments</b>  Comments noted and referred to NPDC and Waka Kotahi for their information and action.
<b>17.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>  I agree infrastructure should be paid for by us ratepayers.	<b>Officer's comments</b>  Comments noted.
<b>17.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>  Very important. People want experiences in nature. Look at popularity in south island and the tourism it generates. Also look at high usage and asset coastal walkway is. More variety and more locations creates more interest and access by more of Taranaki.	<b>Officers' comments</b>  <b>Trails Trust response:</b> Thank you for your support. We totally agree.

## Submission 18: Steve Wilson

Submitter's comments and requests		Officers' response and recommendations
<b>18.1</b>	<b>Your comments on the vision:</b> The vision is a well written marketing rhetoric. Unfortunately the strategies and substances of the actions to drive this vision is biased at best and inequitable in reality. It is obvious that the safety of children in Inglewood is not a priority. It appears that families, businesses and individuals in Inglewood are prescribed and expected to pay for betterment projects in areas outside if Inglewood. It's a joke.	<b>Officers' comments</b> Comments noted no action sought. Submitter is referred to response 1.3, and 18.2 below.
<b>18.2</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b> No priority. What about safe crossings for children walking to Inglewood primary, intermediate and high schools? What about finally finding the Windsor walkway? Inglewood infrastructure and road safety needs to be taken seriously. We don't want to pay for others improvements.	<b>Officers' comments</b> Comments and concerns noted. Supported by the multiple submissions received regarding safety in Inglewood, these ongoing community concerns have been elevated within NPDC/NZTA to address with urgency. Managers from both organisations will be meeting with the Inglewood Community Board and any interested parties (including submitters) in early June to discuss a way forward.  <b>NPDC response:</b> NPDC fully support traffic safety improvements across SH3 Rata Street and SH3 Matai Street, and have communicated this to Waka Kotahi NZTA who manage those state highway corridors.  NPDC has worked with the Inglewood Community Board and local community over the last 18 months to trial improvements for walking and cycling and will continue to do so in the future.
<b>18.3</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b> We need to discuss current issues as well as future visions and sustainability. In Europe, sustainability focuses on wellbeing, a lesson that should be learnt. Yet my 85 year old mother has endless barriers transporting to New Plymouth from Inglewood	<b>Officer's comments</b> The current operating rhythm is 4 times daily bus service on the Connector Service which provides an Inglewood – New Plymouth route.  An expanded range of public transport services will require a collaborative effort from NZTA and NPDC and the TRC to

		be successful. TRC is developing a proposal (as agreed to through the recently completed LTP process) on the bus fleet, including an expanded bus network, alternative fuel options and funding models. It is anticipated that a revised service will be implemented by 1 July 2022.
<b>18.4</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Yes, finally agree.	Support noted.
<b>18.5</b>	<b>Your comments on any other issues:</b>	<b>Officers' comments</b>
	Put Inglewood families, children and elderly a priority for safety when waking around their own town. If Inglewood isn't a priority when the pool of Inglewood funds is going to other prioritised projects, perhaps I ding allocation should be divided by suburbs where residents determine the most appropriate projects to receive funding. This is a bottom up approach, the base of civic and community engagement	<p>Comments noted.</p> <p><b>NPDC response:</b> SH3 is managed by Waka Kotahi NZTA. NPDC are working with Waka Kotahi and advocating on improving crossing points on the State Highway in Inglewood.</p> <p>NPDC has worked with the Inglewood Community Board and local community over the last 18 months to trial improvements for walking and cycling and will continue to do so in the future.</p>

### Submission 19: Blank submission – no comments

Submitter's comments and requests	Officers' response and recommendations
Shayne Greaves via online form. No comments made, and submitter did not respond to contact attempts.	No responses required.

## Submission 20: Jesse Hona

Submitter's comments and requests		Officers' response and recommendations
<b>20.1</b>	<b>Your comments on the vision:</b>  Your vision is very short of information and promise that all other factors including Te ao Maori will be considered under Te tiri o waitangi and that hapu, iwi and all applicable people will be consulted and involved in the planning and decision making processes.	<b>Officers' comments</b>  Comments noted. However, the Plan should be read in its entirety, which includes the background information and supporting objectives, targets, investment priorities, and programme of actions.  Also note this Plan has been prepared pursuant to a statutory process with all iwi authorities directly invited to participate and contribute to identifying necessary changes to the Plan.
<b>20.2</b>	<b>Select your priority for each project:</b>  Priority 1 = Coastal Path to Waitara Priority 2 = SH3/3A NP-Hāwera safety Priority 3 = SH3 Bell Block-Waitara safety Priority 4 = Coronation - Cumberland lights NP Priority 5 = Underpass (SH45) & lights (SH45, SH3) Priority 6 = Brecon Rd extension Stratford	<b>Officers' comments</b>  Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>20.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>  Yes.	<b>Officers' comments</b>  No other priorities identified.
<b>20.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>  Yes and I am willing to what is necessary to be sustainable and more environmentally conscious.	<b>Officers' comments</b>  Comments noted no action required.
<b>20.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>  Further comment below.	<b>Officers' comments</b>  See comments below.

20.6	Your comments on any other issues:	Officers' comments
	<p>We as tangata whenua/Maori discourage any activity that threatens the below items</p> <ol style="list-style-type: none"> <li>1. potential damage to wāhi tapu; potential degradation to our awa and mātaimai reefs from construction (trails, bridges, machinery impact) and pollution (increased human presence)</li> <li>2. loss of mouri from vegetation clearance to build trails affecting plants, birds and animal ecosystem;</li> <li>3. conservation values within Te Papakura o Taranaki being compromised by increased human and unwanted species (dogs in particular) presence in the National Park;</li> <li>4. Questions over sustainable economic benefit especially for Māori and our hapu members from the trails</li> <li>5. Authentic and genuine consultation with mana whenua.</li> </ol> <p>At a minimum we would like to see proposals for any trails in the National Park dropped. We believe in time the proposed Mouna Negotiations. Authority should be enabled to have much more control over access to our Mouna environment like caps on numbers, visitor charges, guiding permits etc.</p>	<p><b>Trails Trust response:</b></p> <p>The Trust's values include respecting and valuing the mana of the maunga and mana Motuhake, as well as creating trails that are environmentally sustainable.</p> <p>In exploring trail ideas, avoiding degradation of wāhi tapu, degradation of awa and minimising any ecological impact will be non-negotiables. We also want trails to be an ecological way for people to have a deep and meaningful connection to the environment and the stories of tangata whenua of the region. We want to work with iwi and hapu to ensure this is done. We have also two governance places on the Trust reserved for Iwi, and in our ongoing dialogue with iwi have raised this.</p> <p>Modern track building methods have been designed to have minimal impact, and trails offer an opportunity to enhance the natural environment, e.g. by supporting predator control.</p>

### Submission 21: Meretini Manukonga

Submitter's comments and requests		Officers' response and recommendations
21.1	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p> <p>No bike trail in national park please, they ruin the walking tracks and make it unsafe when you are walking looking at the plants and they come past.</p>	<p><b>Officers' comments</b></p> <p><b>Trails Trust response:</b></p> <p>The Trust's values include respecting and valuing the mana of the maunga and mana Motuhake, as well as creating trails that are environmentally sustainable.</p> <p>In exploring trail ideas, avoiding degradation of wāhi tapu, degradation of awa and minimising any ecological impact will be non-negotiables. We also want trails to be an</p>



		<p>ecological way for people to have a deep and meaningful connection to the environment and the stories of tangata whenua of the region. We want to work with iwi and hapu to ensure this is done. We have also two governance places on the Trust reserved for Iwi, and in our ongoing dialogue with iwi have raised this.</p> <p>Modern track building methods have been designed to have minimal impact, and trails offer an opportunity to enhance the natural environment, e.g. by supporting predator control.</p> <p>Any trails are also intended to be for multi-use, so be specifically designed to allow safe walking and biking.</p>
<p><b>21.2</b></p>	<p><b>Your comments on any other issues:</b></p> <p>If you want a bike track buy some farm land and make one just for bikes with humps etc. You could also plant some pine and collect credit that way and also a tree adventure obstacle in it attracting more visitors.</p> <p>Please no bikes in national park keep protect the forest bio life with minimal harm to their environment please.</p>	<p><b>Officers' comments</b></p> <p><b>Trails Trust response:</b> The Trust is exploring all ideas, and also working with mountain bike parks in the region, such as the New Plymouth Mountain Bike club.</p> <p>The Trust's values include respecting and valuing the mana of the maunga and mana Motuhake, as well as creating trails that are environmentally sustainable.</p>

## Submission 22: Elayne Kessler

Submitter's comments and requests		Officers' response and recommendations
<b>22.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	<p>This matches my vision completely. I am an older bike rider who rides for leisure rather than transportation. This leisure activity is important to me as I age in an active, healthy manner.</p> <p>I do not feel safe riding on our roads (nor on rough mountain bike trails). For me to enjoy my leisure bike riding I generally must travel to a town that has safe trails that are suitable for me.</p>	Support for Vision and comments noted.
<b>22.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3/3A NP-Hāwera safety	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>22.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	Another road that need attention is between Oākura and Okato, which gets increasingly greater use. The narrow bridges are dangerous.	Comments noted and agreed. SH45 that connects Oākura and Okato is maintained by Waka Kotahi NZTA. Bridge widths are identified as an issue within the Plan, with Table 7 expressly identifying the need for safety improvements to SH45, including constraining bridges.
<b>22.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	With fiscal responsibility, I will agree to increased rates	Comments noted.

### Submission 23: Lynne Moore

Submitter's comments and requests		Officers' response and recommendations
<b>23.1</b>	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p> <p>Horse access should be included on all multi-use shared pathways as this will increase use and bring economic activity into the region. Horse riders will travel great distances to access safe off road riding areas, and if facilities permit (horse friendly hospitality and accommodation options) stay in the area for several days enjoying the environment in the same way cycle tourists do.</p> <p>Catering for horse access need not be expensive or complicated, simply thought about and planned for as gates, barriers, bridges etc are installed.</p>	<p><b>Officers' comments</b></p> <p><b>Trails Trust response:</b> The Trust believes that any new trails should be built for specific purposes. While ideally it would be great if all users could use a trail, the case for each trail needs to take into account capital costs, maintenance, user experience and safety. We note that the Taranaki Equestrian Network is the regional advocate for horse trails.</p>
<b>23.2</b>	<p><b>Your comments on any other issues:</b></p> <p>Please consider horses in plans for upgrading roading as they remain legal road users and are usually ignored in upgrade designs. Verges are removed and steeply sloped pushing horses onto the road itself. Bridges designed for cars make no allowance for alternative routes that may be safer for horses. Access for horses automatically improves safety and access for cycling, however planning for cycling generally excludes horse use.</p>	<p><b>Officers' comments</b></p> <p>Comments noted. The submitter's comments will be forwarded to the road controlling authorities for their information and consideration.</p>

## Submission 24: Venture Taranaki

Submitter's comments and requests		Officers' response and recommendations
<b>24.1</b>	<b>Alignment of Plan to Tapuae Roa and Taranaki 2050</b>	<b>Officers' comments</b>
	<p>The land transport infrastructure of Taranaki is critical, not to only to the Taranaki regional economy, but also New Zealand's economy. We also want to recognise the significant mentions and links between the Plan and <i>Tapuae Roa</i> and <i>Taranaki 2050</i>. It is pleasing to see strong alignment of the Plan to both these documents.</p> <p>We also fully support the measure of "Promoting and supporting the Taranaki 2050 work towards a low-emissions future for Taranaki" (Measure for Objective 6 on p.42).</p>	Support noted.
<b>24.2</b>	<b>Feedback on the proposed vision</b>	<b>Officers' comments</b>
	<p><b>Feedback on the vision: A vibrant, resilient and connected region, with safe roads enhancing liveable places.</b></p> <p>Venture Taranaki supports this vision. Resiliency, vibrancy and connection are all part of the Venture Taranaki Impact Strategy, so the vision aligns well with our regional direction.</p> <p>We have considered whether the term "safe roads" unduly limits the modes of transport (i.e. off-road mechanisms). We conclude however, that the most pressing safety issues are on roads, and the statement also includes reducing incidents for walkers and cyclists who use roads.</p>	<p>Support for the proposed vision is noted, along with the comments regarding whether the term "safe roads" is limiting. As noted in response to other submitters, recommend amending the vision to refer to the wider transport network rather than just roads, as follows:</p> <p><a href="#">A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</a></p>
	<b>Comments on the project priorities</b>	
<b>24.3</b>	<b>Immediate priorities</b>	
	<p>Venture Taranaki supports the priority projects and major capital items identified in the document.</p> <p>We have no comment on the prioritisation, noting many of the projects are driven by safety needs.</p> <p>We do note that as part of <i>Taranaki 2050</i>, encouraging low-emissions transport was a priority, so particularly see the benefits of the Coastal Walkway extension to Waitara.</p>	Comments noted, including the benefits of the Coastal Walkway extension for low-emissions transport.
<b>24.4</b>	<p>We note that all the other projects we support are included in the "<b>activities for future consideration</b>". For example:</p> <ul style="list-style-type: none"> <li>Increased accessibility for all Te Papakura o Taranaki (Egmont National Park) entrances</li> <li>SH44 and improvements to safety and freight route efficiency, for ease of access to Port Taranaki through Moturoa.</li> <li>Electric / hydrogen vehicle infrastructure</li> </ul>	Officers note that Section 6.6 [Activities included for future consideration] p.53-55 is an extra (non-statutory) part of the Plan. The Committee includes this section to signal works of importance to the Taranaki community, which are

	<ul style="list-style-type: none"> <li>• Long-term retention of rail line between Hāwera and NP</li> <li>• New Plymouth Public Transport Hub</li> <li>• Regional cycleway network</li> <li>• Taranaki Crossing 'Maunga to Surf'</li> <li>• Emerging tourism routes.</li> </ul> <p>Given their important linkages with our regional strategy work (<i>Tapuae Roa</i> and <i>Taranaki 2050</i>) prioritising discussion around their status and potential advancement would be welcomed.</p>	<p>not currently reflected in the <i>activities proposed for funding</i> for 2021-24 (Tables 4 &amp; 6). Activities can only be included in those tables within the Plan if they are put forward for funding by the relevant organisation - e.g. Waka Kotahi.</p>
<p><b>24.5</b></p>	<p><b>Looking to the future</b></p> <p>Venture Taranaki agrees with the themes discussed under “looking to the future”. We particularly support the inclusion of the climate change challenge and the need for sustainability. These areas are welcome additions to the Plan that we fully support.</p>	<p>Support noted.</p>
<p><b>24.6</b></p>	<p><b>Regional cycleways vision</b></p> <p>Venture Taranaki fully supports the Regional Trails Vision to 2050, developed by the Taranaki Trails Trust. This is a well laid out, clear articulation of the potential of trails for the region. It is great that the Taranaki Regional Council and district councils have supported the work of the Trails Trust and the end product is a map that has come from the community.</p> <p>Cycleways and trails have a wide variety of benefits, such as reducing carbon emissions, promoting active lifestyles, and, provided these are well-designed, acting as a tourist attraction for the region.</p> <p>We support the Taranaki Regional Council, district councils and NZTA continuing to support the Taranaki Trails Trust and the development/support for cycles as a core means of transport in general (including e-bikes etc as well).</p>	<p>Support for the <i>Regional Trails Vision to 2050</i> is noted, along with the benefits of developing such trails and supporting cycling as a core means of transport.</p>
<p><b>24.7</b></p>	<p><b>Concerns about adequate government funding</b></p> <p>Venture Taranaki also notes there may be concerns over possible reductions in government funding.</p> <p>The importance of ensuring adequate levels of government investment in roading and related infrastructure is vital to our own region’s resilience and shared prosperity and to our contribution to Aotearoa. We support the continued advocacy and work of the Regional Transport Committee in this area.</p>	<p>Concerns about inadequate government funding for core transport infrastructure is noted and agreed. Support for the Committee’s ongoing advocacy role in this area is noted.</p>

## Submission 25: Zara Ryan

Submitter's comments and requests		Officers' response and recommendations
<b>25.1</b>	<b>Your comments on the vision:</b>  The vision needs to include being forward thinking/planning and to be better set for the future (not trying to keep up). I see our transport as being 2 decades behind it's time. The ridiculous attempt at a "highway" between Bell Block and New Plymouth is a classic example of this. To get this work done took decades and then by the time it was finally built it no longer fitted the purpose because the population of Bell Block has grown too much. This is what is going to happen to the Bell Block to Waitara work. This should have been done a decade ago!! Look how far behind with that work we are now - it hasn't even started.	<b>Officers' comments</b>  Comments noted.  <b>NZTA response:</b> Waka Kotahi has undertaken two business cases along the SH3 Waitara to Bell Block corridor. These business cases have identified a number of high-risk intersections along this corridor needing investment to make them safer for all road users and to support future growth. Waka Kotahi is proposing a number of improvements including median barrier, wide centrelines and road markings amounting to \$29M in the 21-24 period.
<b>25.2</b>	<b>Select your priority for each project:</b>  Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = Coastal Path to Waitara Priority 3 = SH3/3A NP-Hāwera safety Priority 4 = Coronation - Cumberland lights NP Priority 5 = Underpass (SH45) & lights (SH45, SH3) Priority 6 = Brecon Rd extension Stratford	<b>Officers' comments</b>  Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>25.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>  Why are we still talking about whether the Bell Block to Waitara work is a priority or not!! This has been a massive priority for years and years and STILL nothing is done. I would hate to see how long the non-priority work takes. All you are doing is putting on bandaids that are cheap and nasty and don't last 5 minutes. Get on with it and save lives. Stop with all the traffic lights. We need roundabouts like they do in every other NZ modern town/city.  A priority that is missing is stopping ALL of the constant trucks going through town to get to the port. They should be redirected another way - they are ruining our roads.	<b>Officers' comments</b>  Comments noted.  <b>Waka Kotahi response:</b> Waka Kotahi has undertaken two business cases along the SH3 Waitara to Bell Block corridor. These business cases have identified a number of high-risk intersections along this corridor needing investment to make them safer for all road users and to support future growth. Waka Kotahi is proposing a number of improvements including median barrier, wide centrelines and road markings amounting to \$29M in the 21-24 period.

		<p><b>NPDC response:</b> The Bell Block to Waitara SH3 Safety Improvements are currently being considered by Waka Kotahi NZTA. New Plymouth District Council are urging Waka Kotahi to commit the necessary funding to provide the fit-for-purpose infrastructure that was recommended by the business case for the Waitara to Bell Block Safety Improvement projects.</p>
<b>25.4</b>	<p><b>Your comments on the future sustainability and resilience of our transport networks:</b></p> <p>Before you start talking about the effects that more transport work will have on other parts of our lives I think you all need to take some lean training. Everyone working in transport (right from senior management down to the lollipop person) needs a massive learning curve in lean.</p> <p>There is so much money wasted, so much time wasted, so many inefficiencies, so much crap materials being used meaning constant rework - I see it every day with the road works that is happening along my road that I live on. Why does one contracting company reseal a small section of our road and then a week later a different road contractor comes and seals the next little bit right beside it? Why do all the road workers regularly go for "Sunday drives" up and down our road doing nothing? Why do the workers turn up and sit around and talk for an hour before any work actually gets done? Why are they always back resealing the same patches again and again and again because nothing is ever done properly in the first place? Why do they start working on a section of road but then disappear for 3 weeks, to finally come back and have to start all over again because the road has deteriorated so badly? I could go on all night!</p> <p>Get a lean coach and take a hard look at yourselves before you start making sacrifices in other areas who actually do make our community resilient, connected and vibrant.</p>	<p><b>Officers' comments</b></p> <p>Comments noted.</p>
<b>25.5</b>	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p> <p>The fact that you call bike trails a "big-picture" is laughable. Once again we are debating things that should have been done decades ago. Every other region has a brilliant network of off road biking trails for all types of levels. Get on with it and stop stifling the vibrancy of our community.</p>	<p><b>Officers' comments</b></p> <p><b>Trails Trust response:</b> Thank you for the support.</p>
<b>25.6</b>	<p><b>Your comments on any other issues:</b></p> <p>Get on with the Bell Block-Waitara improvements NOW before the plans become out of date.</p>	<p><b>Officers' comments</b></p> <p>Comments noted.</p> <p><b>NZTA response:</b> Waka Kotahi notes it has undertaken two business cases along the SH3 Waitara to Bell Block corridor. These business cases have identified a number of high-risk</p>

		intersections along this corridor needing investment to make them safer for all road users and to support future growth. Waka Kotahi is proposing a number of improvements including median barrier, wide centrelines and road markings amounting to \$29M in the 21-24 period.
--	--	---

### Submission 26: Meihana McDonald

Submitter's comments and requests		Officers' response and recommendations
<b>26.1</b>	<b>Your comments</b>	<b>Officers' comments</b>
	End of Raleigh street intersection onto the main road this needs better marking to enable merging cars to feel safe pulling into the main traffic.	Comments noted.  <b>NPDC response:</b> This is more of a customer service request and has been referred to and will be considered through NPDC's customer service request process.
<b>26.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = Coronation - Cumberland lights NP Priority 3 = Coastal Path to Waitara Priority 4 = SH3/3A NP-Hāwera safety Priority 5 = Brecon Rd extension Stratford Priority 6 = Underpass (SH45) & lights (SH45, SH3)	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.



## Submission 27: Tama Blackburn

Submitter's comments and requests		Officers' response and recommendations
<b>27.1</b>	<b>Select your priority for each project:</b> Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = Coastal Path to Waitara Priority 3 = Underpass (SH45) & lights (SH45, SH3) Priority 4 = SH3/3A NP-Hāwera safety Priority 5 = Coronation - Cumberland lights NP Priority 6 = Brecon Rd extension Stratford	<b>Officers' comments</b> Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>27.2</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b> No increase to rates	<b>Officer's comments</b> Comments noted. However, district councils as a road controlling authority are statutorily required to appropriately fund and support the maintenance of local roads.
<b>27.3</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b> Mana whenua must be on the planning group. The trails trust has already failed there.	<b>Officers' comments</b> <b>Trails Trust response:</b>  We note that the document that led to the establishment of the Trust was presented to the Iwi Chairs Forum. Also, on establishing the Trust, two governance places are reserved for mana whenua representation. The Trust has been engaging with Iwi across the Maunga over the last 18 months, and at all discussions we have raised this issue.  We acknowledge that the Trust is on the start of the journey in exploring what trails might be best for the region, and there are many more discussions that we need to have with Iwi and Hapu. We welcome any invitation to come and speak to Iwi and Hapu, and we will continue to engage through all the discussions and planning stages.

### Submission 28: Charlotte Arbuckle

Submitter's comments and requests		Officers' response and recommendations
<b>28.1</b>	<b>Select your priority for each project:</b> Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = SH3/3A NP-Hāwera safety Priority 3 = Coronation - Cumberland lights NP Priority 4 = Coastal Path to Waitara Priority 5 = Underpass (SH45) & lights (SH45, SH3) Priority 6 = Brecon Rd extension Stratford	<b>Officers' comments</b> Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.

### Submission 29: Graeme Lindup

Submitter's comments and requests		Officers' response and recommendations
<b>29.1</b>	<b>Your comments on the vision:</b> A better vision: "A vibrant, resilient and connected region, with safe active transport options as a priority thus enhancing liveable places".	<b>Officers' comments</b> Officers agree in part and recommend broadening the Vision to include alternative transport modes (in addition to roading). Officers recommend amending Vision as follows:  A vibrant, resilient and connected region, with <u>a safe roads transport system</u> enhancing liveable places.
<b>29.2</b>	<b>Select your priority for each project:</b> Priority 1 = Coastal Path to Waitara Priority 2 = Brecon Rd extension Stratford Priority 3 = Underpass (SH45) & lights (SH45, SH3) Priority 4 = SH3 Bell Block-Waitara safety Priority 5 = Coronation - Cumberland lights NP Priority 6 = SH3/3A NP-Hāwera safety	<b>Officers' comments</b> Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.

<b>29.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	Implementing projects that help reduce the region's carbon footprint is a priority; so the projects that directly help active transport should be given the highest priority.	Comments noted. Decarbonising is one of a range of factors need to be considered as part of prioritising projects
<b>29.4</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Implementing projects that help reduce the region's carbon footprint is a priority; so the projects that directly help active transport should given the highest priority. Bike trails are part of this picture and what is shown will in the long run provide people with means of connecting with the outdoors and exercising while having a small carbon footprint.	<b>Trails Trust response:</b> Comments noted.

### Submission 30: Taranaki Motorsport Charitable Trust

Submitter's requests		Officers' response and recommendations
<b>30.1</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3 Bell Block-Waitara safety Priority 2 = SH3/3A NP-Hāwera safety Priority 3 = Brecon Rd extension Stratford Priority 4 = Coastal Path to Waitara Priority 5 = Underpass (SH45) & lights (SH45, SH3) Priority 6 = Coronation - Cumberland lights NP	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>30.2</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	I would like to see the SH3 area from Midhirst to Flint Road added to the plan to take into account the already high traffic levels and the proposed multi use facility being planned by the Stratford A & P. the use of roundabouts introduced progressively with the developments progress will greatly increase safety around the area.  Assisting with additional access to the A & P land through Monmouth Road would also reduce congestion and increase safety.	Comments noted.  The section of SH3 from Midhirst through to Stratford will be assessed as part of the 'SH3/3A New Plymouth to Hāwera' safety project, which is proposed by Waka Kotahi to commence in the 2022/23 year (Table 6, p51). Potential impacts on SH3 of the proposed multi-use facility being planned by the Stratford A&P Association will naturally be considered within such investigations.

		Officers note however that any associated upgrades to the surrounding road network (required to ensure that a commercial development of this nature maintains the safety and efficiency of the affected transportation network) generally form part of the consent conditions attached to the development. The costs for any such amendments lie with the developer — whether they are on state highways or local roads such as Monmouth and Flint roads. Therefore the costs of associated improvements that will be required for SH3 and the local roads that service the site should therefore be budgeted for by the Stratford A&P Association.
--	--	---



### Submission 31: Paul Lamb

Submitter's comments and requests		Officers' response and recommendations
<b>31.1</b>	<b>Your comments on the vision:</b> 1. Fine, but acknowledge there's a partnership role for safe motorists too... it's all about the people! "A vibrant, resilient and connected region, partnering motorists with safe roads enhancing liveable places." 2. I'm not convinced 'vibrant' fits well with the goal of a 'more sustainable transport system'... I'm confused, is the goal is to curb demand for "unnecessary travel" or create a system that allows for unconstrained travel in the most efficient way?	<b>Officers' comments</b> Agree with the submitter that the vision must relate to people but believe the vision (with minor amendments to give effect to other reliefs sought) does this.
<b>31.2</b>	<b>Select your priority for each project:</b> Priority 1 = Coronation - Cumberland lights NP Priority 2 = SH3 Bell Block-Waitara safety Priority 3 = Coastal Path to Waitara Priority 4 = Underpass (SH45) & lights (SH45, SH3) Priority 5 = SH3/3A NP-Hāwera safety Priority 6 = Brecon Rd extension Stratford	<b>Officers' comments</b> Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>31.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b> 1. Airport roundabout would be great... but the rest of the road Bell Block to Waitara seems okay to me.	<b>Officers' comments</b> Comments and support (where provided) noted.

	<p>2. SH3/3a... I'm not aware of the safety concerns, seems okay to me.</p> <p>3. Pathway extension to Waitara, it would be great to get a trail asap to link these communities together. I'd be happy for it to be a grass-path to start with... and a constructed path to follow.</p> <p>4. Cumberland lights would really help!</p> <p>5. Lights at Morley St would surely increase safety! In regards to the Wairau underpass I'm not aware of the safety concerns.</p> <p>6. Brecon Rd extension... I'm not aware of the safety concerns.</p>	
<b>31.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>Yes please, and good luck.</p> <p>1. Economic impacts - Goods: I like trucks moving goods in and around the region to be the priority.</p> <p>2. Economic impacts - Labour: I'm happy with daily commuters that choose to live away from their daily employment to be severely impacted and inconvenienced and taxed to pay.</p> <p>3. Economic impacts - Tourism: I'm angered by the "sight-seeing" travel industry, it can't be any good for the planet.</p> <p>4. Social impacts - Safety: Death and injury, especially of innocent pedestrians and cyclists is not okay, all risk must be eliminated!</p> <p>5. Social impacts - Noise: Covid-19 alert level 4 was a reminder of how beautiful our world can be, the constant drone of motor traffic is such a pointless inconvenience.</p> <p>6. Social impacts - Stress: The race to get to places on time, in this our 24/7 pause and rewind society is surely ripe for social re-engineering... many work places include glide start and finish times... can schools try to add "self-study times" at the start and end of the school day to reduce the arrival and departure peak demands on the roading network.</p>	<p>Comments noted.</p>
<b>31.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	<p>Biking on trails is a fun leisure activity, it has very minimal impact on 'big-picture' transport planning. Commuting by bike is about the last couple of km, i.e. not the journey across the regions. Please stay focused on motoring safety.</p>	<p><b>Trails Trust response:</b> We disagree that cycling has minimal impact on big picture planning. A large proportion of journeys are short distances, which could be moved to cycling or walking. Electric bikes and other mini e-vehicles are widening transport options outside of cars travelling on roads.</p>

<b>31.6</b>	<b>Your comments on any other issues:</b>	<b>Officers' comments</b>
	I believe there is a need for an app that tracks your driving route, which then shares the data with transport planners (and possibly the police), with the only additional function being to identify road hazards and safety concerns. In time, the app could be developed to share your route with social media, to encourage ride sharing with people you know.	Submitter's comments are noted, and will be forwarded onto Waka Kotahi for consideration.

### Submission 32: Hayden Laird

Submitter's comments and requests		Officers' response and recommendations
<b>32.1</b>	<b>Comments on proposed pathway for Taranaki Traverse</b>	<b>Officer's comments</b>
	<p>New Plymouth District Council's 10 year plan 2018-2028 Infrastructure Strategy</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p><b>Taranaki Traverse (Matiwhakaho River section)</b> The Council has the long-term aspiration of creating a link between Mount Taranaki and the Waiwhakaho River Mouth as a part of the Taranaki Traverse project. This project aims to enable accessibility to key natural and cultural assets, linking to and leveraging existing attractions, open spaces and walking and cycling networks.</p> <p><b>Taranaki Traverse</b></p> <p>Figure 10: Taranaki Traverse</p> </div> <div style="width: 45%;"> <p>Route should not go down Record Street but instead should follow Clemow Road along the river and past Lake Rotomanu – see below</p>  </div> </div> <ul style="list-style-type: none"> <li>- Past jump park (cycle related)</li> <li>- Avoid crossing Clemow</li> <li>- Avoid T-intersections if stay south of Clemow</li> <li>- Follow River and see Lake Rotomanu</li> <li>- Less development required</li> <li>- More consistent with cycle/walkway letsgo strategies and national strategies?</li> <li>- Avoids development of Fitzroy reserve (currently unsuitable for cycling (steep, grass, rutted, near misses/accidents))</li> </ul>	<p>Noted. Submission more appropriate directly to NPDC.</p> <p><b>NPDC response:</b> NPDC notes that the Record Street shared pathway project is included in its Long-Term Plan and is phased to occur in 2025/26. The project is part of the shared path / cycleway connecting Fitzroy to the Valley shops, Fitzroy golf course, Coastal Walkway and Waiwhakaho walkway.</p> <p>It is considered a critical link in the development of the strategic cycle network and provides a more direct route to the Coastal Walkway compared to Clemow Road. There are existing designations in the New Plymouth District Plan which support this.</p>

<ul style="list-style-type: none"> <li>- Maintains Fitzroy village feel and narrow village roads along Record St (consistent with Newton/Richmond/Sackville) – Fitzroy and Record Street are recognised by NPDC as heritage areas: <a href="https://www.newplymouthnz.com/-/media/NPDC/Documents/Council/Council%20Documents/Plans%20and%20Strategies/District%20Plan/Proposed%20District%20Plan%20section%2032%20reports/09%20-%20Historic%20Heritage/ECM_7667684_v35_Historic%20Heritage%20s32%20Report%20docx.aspx">https://www.newplymouthnz.com/-/media/NPDC/Documents/Council/Council%20Documents/Plans%20and%20Strategies/District%20Plan/Proposed%20District%20Plan%20section%2032%20reports/09%20-%20Historic%20Heritage/ECM_7667684_v35_Historic%20Heritage%20s32%20Report%20docx.aspx</a></li> <li>- See Lake Rotomanu which is otherwise bypassed by coastal walkway</li> <li>- Follow river – better</li> <li>- Results in development of Clemow Road which is a higher traffic road and one our visitors / tourists see – so better and better intro to Te Rewa</li> </ul>	
--	--

### Submission 33: NZ Walking Access Commission

Submitter's comments and requests		Officers' response and recommendations
<b>33.1</b>	<b>Introductory comments</b>	<b>Officers' comments</b>
	<p>The New Zealand Walking Access Commission Ara Hikoi Aotearoa is the Crown agency responsible for providing leadership on outdoor access issues. Our role is to provide New Zealanders with free, certain, enduring and practical access to the outdoors.</p> <p>We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help resolve access disputes and negotiate new access.</p> <p>The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the <i>Walking Access Act 2008</i>.</p> <p>Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling connectivity both for recreation and for commuting to local destinations such as schools, places of work and shops.</p>	<p>Background comments noted.</p>
<b>33.2</b>	<b>Supported aspects of the draft Plan</b>	<b>Officers' comments</b>
	<p>We note the draft plan has been developed by the Taranaki Regional Land Transport Committee, which is a joint committee of the region's councils, as well as Waka Kotahi NZ Transport Agency.</p> <p>The Commission supports the broad approaches of the plan that support safety, multi-modal transport and those that encourage active transport. Active transport such as walking and cycling improves health, safety and sustainable travel.</p>	<p>Supporting comments noted.</p>

The Commission helped facilitate the preparation of the initial Taranaki Tracks and Trails Strategy. We support the Taranaki Tracks and Trails Trust and its vision to provide tracks and trails throughout the region. The Commission will continue to work with, and support, the Trust in its ongoing endeavours.

The Commission acknowledges the Councils' efforts to provide walking and cycling opportunities. We acknowledge the extensive work that the New Plymouth District Council undertook in providing access opportunities and providing for future opportunities in its urban growth plans.

The Ministry of Transport's Outcomes Framework 2018 provides the overarching national direction for transport in New Zealand and outlines outcomes relating to:

1. Inclusive access
2. Healthy and safe people
3. Environmental sustainability
4. Resilience and security
5. Economic prosperity

Alternative transport modes, including cycling and walking, will contribute to achieving the 5 outcomes. The Commission supports all strategies and proposals in the draft Plan that will encourage and enable increased walking, cycling and other access opportunities.

The Commission notes the vision and the 6 strategic objectives set to deliver the vision. This includes objective 4 which relates to accessibility.

The 3 headline targets include 1 for increasing mode shift. This is defined as "*more trips made by walking, cycling and public transport throughout the region*". The Commission supports this target.

The policies and measures (methods) section gives effect to the objectives. The policies and measures for the accessibility objective include:

- Providing safe walking/cycling infrastructure and services.
- Promoting active modes of transport, such as walking and cycling, and hence increased opportunities for physical activity and social interaction.
- Supporting the Let's Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling.
- Encouraging the use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types – including physical separation measures where possible.
- Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle.



	<ul style="list-style-type: none"> <li>• Considering the needs of all users, particularly the elderly, young or those with impairments, when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.</li> <li>• Providing multi-modal travel choices for our communities in a well-integrated manner, to ensure appropriate access, connectivity and resilience.</li> </ul> <p>The Commission supports these measures.</p> <p>A further measure,</p> <ul style="list-style-type: none"> <li>• Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy is included for the Environment objective. The Commission supports this too.</li> </ul>	
<b>33.3</b>	<b>Other comments</b>	<b>Officers' comments</b>
	<p>Making walking, cycling and public transport a safe and attractive choice for more trips throughout the region is an investment priority for the plan. This priority has the highest strategic alignment with the MOT Outcomes, GPS 2021 priorities, RLTP Objectives and the RLTP Targets.</p> <p>Business as usual activities, major works in progress, regionally significant activities and activities for future consideration are listed in table form. When reviewing these tables, it appears the only specific walking and cycling initiatives in the current programmes are:</p> <ul style="list-style-type: none"> <li>• the New Plymouth District Council projects to extend the coastal walkway (2021/22), and</li> <li>• the Wairau Road underpass (2023/24).</li> </ul> <p>A regional cycleway network, the Taranaki Crossing and some emerging tourism routes that include on-road cycling are listed as activities for future consideration.</p> <p>The Commission accepts that several improved walking and cycling access opportunities will arise from some of the roading improvement projects in the Plan. But it is not apparent from the name or activity class listed. The Commission acknowledges improved cycling and walking opportunities would be evaluated for all projects. Some strategic work has been previously undertaken to identify alternative walking and cycling options for when significant improvements to the state highways are being considered. This work is related to sections of the State Highway 3 route from Whanganui to New Plymouth. The Commission prefers to have walking and cycling paths separated from road carriageways.</p> <p>The Commission notes the large number of intersections and bridge upgrades and the number of State Highway improvements described in the proposed list of activities in the plan. The Commission submits that it is both practical and cost effective to include facilities for walking and cycling at the design stage for these activities. While this may not provide immediate safety or connectivity benefits for active modes, the prohibitive costs for retrofitting these facilities at a later stage effectively closes off the opportunities for future mode shifts.</p>	<p>Comments noted and largely agreed.</p> <p>A wide range of improvements are included within the 'Low Cost Low Risk' (&lt;\$2M per activity) programmes under the funding classes of Local Road Improvements, State Highway Improvements, and Road to Zero. These smaller scale projects are less visible within the Plan, though they often represent particularly significant works for the community – so work is already underway to make details of these works by each RCA more readily accessible in future (likely online as they are updated annually). The majority of walking and cycling improvements would be in this situation, and Officers agree providing this detail would be beneficial.</p> <p>Recommend amending the Plan to:</p> <ul style="list-style-type: none"> <li>• Recognise the Taranaki Tracks and Trails Trust as an organisation to be consulted with and to take into account the <i>Taranaki Tracks and Trails Strategy</i> document when planning transport projects that may affect tracks and trails, both existing and future, in the region.</li> </ul>

<p><b>Recommendations</b></p> <ol style="list-style-type: none"> <li>1. That the RLTP recognise the Taranaki Tracks and Trails Trust as an organisation to be consulted on projects that may affect tracks and trails, both existing and future, in the region.</li> <li>2. That the Taranaki Tracks and Trails Strategy document be referenced when projects in the region are being developed.</li> <li>3. That consideration be given to listing where walking and cycling improvements will result from roading projects listed in the plan.</li> <li>4. That strategic work continues to be undertaken to provide guidance as to where off-road cycling and walking opportunities can be provided when substantial road improvements are being made to the State Highways in the region.</li> <li>5. That facilities for walking and cycling be included at the design stage for all strategic intersection and rural road improvement projects and bridge upgrades.</li> </ol>	<ul style="list-style-type: none"> <li>• Amend Section 4.4. of the Plan to change the proposed method under Objective 3 [Safe and healthy people] as follows:  <a href="#">Adopting appropriate design to encourage safe walking and cycling, particularly in association with major road and bridge improvement projects.</a></li> <li>• Amend Section 4.4. of the Plan to include a new method under Objective 3 [Safe and healthy people] that reads as follows:  <a href="#">Encouraging consideration of off-road cycling and walking opportunities in association with substantial state highway improvements.</a></li> <li>• Outside of the Plan document itself, recommend making available greater detail on the activities being undertaken within Section 6 [Programming of Activities] during the life of the Plan – particularly those activities that come under ‘Low Cost Low Risk Improvements’.</li> </ul>
--	---

### Submission 34: Horizons Regional Council

Submitter’s comments and requests		Officers’ response and recommendations
<b>34.1</b>	<b>Background comments</b>	<b>Officer’s comments</b>
	Firstly, we would like to thank the Taranaki Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.	Comments noted.
<b>34.2</b>	<b>Aligned strategic direction between regions</b>	<b>Officers’ comments</b>
	The Committee supports the strategic direction of the Taranaki draft RLTP. There are similarities with the strategic focus of Horizons’ draft Plan. Given the importance of connections between our two regions, it is reassuring to see our two strategic land transport documents aligning with each other.	Support noted

34.3	<p><b>Support for vision and encouraging investment on inter-regional highways</b></p> <p>The Committee supports the Taranaki draft RLTP’s vision of “A vibrant, resilient and connected region, with safe roads enhancing liveable places”. In particular, we support the concept of integration across the whole of the transport system and ensuring inter-regional connections are safe and resilient. Transport priorities, objectives and policies relating to effective and efficient strategic road and rail corridors and the removing constraints on inter-regional corridors is notably supported. There are a number of current and future pressures on the transport corridors between the Taranaki and Horizons regions primarily relating to safety and efficiency of the key routes between our regions. The Committee are supportive of the draft RLTP’s focus in these areas, and encourage investment in the State Highway network along this route.</p>	<p><b>Officers’ comments</b></p> <p>Support noted.</p>
34.4	<p><b>Proposed Marton Rail Hub</b></p> <p>The Committee would like to draw attention to the proposed Marton Rail Hub, which has secured government funding for the development of a debarking facility and forestry hub. Planning for this project is well underway and once up and running, the Marton Rail Hub will act as a key logistics point for log transport to North Island Ports such as Port Taranaki. The Committee therefore supports and encourages the investment in road and rail connections surrounding Port Taranaki to ensure safe and efficient connections to the Marton Rail Hub.</p>	<p><b>Officers’ comments</b></p> <p>Comments noted. Officers recommend specifically referencing the proposed Marton Rail Hub within the Plan.</p>

### Submission 35: Urs Signer

Submitter’s comments and requests	Officers’ response and recommendations
<p><b>35.1 Your comments on the vision:</b></p> <p>The 30-year vision sounds good. The problem I see is that it just doesn't materialise because Council is once again not prepared to adequately fund a public transport system. As long as Council fails to pour the money needed into creating a connected, affordable (free), frequent and green public transport system, you will fail this region, its inhabitants and quite frankly the planet.</p>	<p><b>Officers’ comments</b></p> <p>Comments noted. The Plan identifies a number of activities that officers believe will contribute to the vision sought by the submitter. Refer to response on 35.7 with regard to TRC’s work throughout 2021/2022 to expand public transport.</p>
<p><b>35.2 Select your priority for each project:</b></p> <p>Priority 1 = Coastal Path to Waitara</p>	<p><b>Officers’ comments</b></p> <p>Preferred priority ranking noted. Refer to Table 1 where submitters’ individual project priorities have been collated,</p>

		to provide a summary of views provided during the consultation process.
<b>35.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	<p>None of these are priorities!</p> <p>In my top 1000 priorities for the region, most of these wouldn't even make it on that list! It's sad to see such an excellent 30-year vision that boils that to more or less nothing in the 10-year priorities.</p> <p>The extension of the coastal path to Waitara is a good thing. However, it was my understanding that New Plymouth District Council was working on this (as described in their 10 year Long-Term Plan recently).</p>	<p>Comments noted. Officers note that the ranking of such 'regionally significant projects' is a statutory requirement of the Plan, but the projects within Table 6 should not be considered in isolation. The majority of activities that will be undertaken during the life of the Plan, are broader in nature, and are outlined at a high level in Table 4 [Business as Usual] and Table 5 [Committed Projects].</p> <p><b>NPDC response:</b> The extension of the Coastal Walkway to Waitara project is a key priority for the NPDC and is phased to be implemented over the next eight years in its Long-Term Plan.</p>
<b>35.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>We need to stop pouring all this public money into roads and instead pour public money into public transport in order to decarbonise our movements</p>	<p>Note that there are other policy initiatives that seek to address transitioning to a low carbon future (largely national). Notwithstanding that the scope of this Plan is appropriately focused on the current regional transport system, the Plan's vision, objectives, methods and programmes contain elements that will contribute to reducing greenhouse gas emissions.</p>
<b>35.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	<p>Bike trails are great for commuting. If it's just another recreational activity for the rich and wealthy, then I don't understand why public money should be poured into these trails. People driving in their private cars to somewhere 'nice' so that they can then go for a bike-ride is just non-sensical in 2021. We need to combine the joy of riding a bike with getting from A to B as part of our commuting and keep recreational biking to our neighbourhoods where we live.</p>	<p><b>Trails Trust response:</b> The trails vision is a mix of commuting and recreational – recognising the multiple benefits of cycling in the region. The Trust believes that there is a link between having recreational trails and getting more people cycling. Giving people a fun riding experience at the weekend, develops their enjoyment of biking and confidence, making them more likely to commute by bike.</p>

		The Trust's values include respecting and valuing the mana of the maunga and mana Motuhake, as well as creating trails that are environmentally sustainable.
<b>35.6</b>	<b>Your comments on any other issues:</b>	<b>Officers' comments</b>
	<p>In my view, the Council failed in its recent public transport plan to adequately fund Taranaki's public transport network.</p> <p>I am not surprised that TRC staff do not use the public transport system either (as a recent OIA of mine affirmed) and I won't be surprised to get the same answer from the other three councils. If large organisations - like all four councils, the DHB, and big employers actually pour their collective money into a decent public transport system, then - together with public money - we could create a world-class public transport system. The students are already leading the way in terms of using the buses or active transport to get to school. It is our collective responsibility to properly fund and design a public transport network that is integrated, frequent and affordable (free).</p> <p>This is a climate frontline. This is an emergency. Please act accordingly.</p>	<p>Comments noted.</p> <p>An expanded range of public transport services will require a collaborative effort from NZTA and NPDC and the TRC to be successful. TRC is developing a proposal (as agreed to through the recently completed LTP process) on the bus fleet, including an expanded bus network, alternative fuel options and funding models. It is anticipated that a revised service will be implemented from 1 July 2022.</p>

### Submission 36: Taranaki District Health Board

Submitter's comments and requests		Officers' response and recommendations
<b>36.1</b>	<b>Introduction</b>	<b>Officers' comments</b>
	<p>The Taranaki DHB Public Health Unit is committed to creating a fairer society where everyone has the opportunity for good health, and where our societal systems consider the needs and aspirations of Māori as tangata whenua and work in partnership with Māori through the application of Te Tiriti o Waitangi articles and principles.</p> <p>Taranaki PHU is one of 12 public health units providing public health services across Aotearoa/New Zealand. We provide a range of services with a focus on promoting health equity and protecting communities against public health hazards, including through a Wellbeing in All Policies approach (WiAP). One of the roles of the Medical Officer of Health is to advise Territorial Authorities and Regional Councils on issues that may impact on the health of the public.</p> <p>WiAP is a cross-sectoral approach to policy that considers the health and wellbeing implications of policy decisions, in order to improve population health and equity. Many of the determinants of health lie beyond the control or influence of the health sector and the individual and form a complex system of factors that determine health outcomes (Refer to full submission Figure 1). The decisions of local government play a direct role in the determinants of health in communities.</p>	<p>Background comments noted.</p>

	Please find the following comments for your consideration:	
<b>36.2</b>	<b>Target - Improving Safety: A reduction in deaths and serious injuries</b>	<b>Officers' comments</b>
	<p>We support the provision of strategies that reduce deaths and serious injuries in our transport system. Taranaki has one of the highest rates of traffic injury hospitalisation (119.1 per 100,000 population), the third highest in 2018. In the Midland region (Bay of Plenty, Lakes, Hauora Tairāwhiti, Taranaki and Waikato), road traffic crashes are over-represented in major trauma statistics and are the second greatest contributor to causes of injury, closely followed by motorcycle crashes and cycle crashes.</p> <p>Road systems should be safe for everyone, whether young or old, walking, cycling, driving or on public transport. The design of urban environments impacts on the health and wellbeing of communities. Effective urban design incorporates access to open public spaces, opportunities for physical activity and active transport, infrastructure quality, safety and minimising hazard exposure and should be utilised in decision making. Roads are public spaces and should cater to all users, not only drivers of motor vehicles but pedestrians and cyclists and must be safe and appropriate for all users. Safer walking and cycling environments improve the health and wellbeing of communities and promote the use of active transport and public transport.</p> <p>Taranaki PHU supports the provision of strategies that reduce deaths and serious injuries in our transport system, this could be achieved through collaboration and an integrated strategy for roads, public transport, walking and cycling between the councils in Taranaki.</p>	<p>Comments noted and agreed. Support for strategies improving safety and reducing deaths and serious injuries noted. Further, the important collaborative work of Roadsafe Taranaki and the Road Safety Action Planning Group in this area is noted.</p>
<b>36.3</b>	<b>Target - Increasing Mode Shift: More trips made by walking, cycling and public transport throughout the region.</b>	<b>Officers' comments</b>
	<p>We support investment in active transport infrastructure to promote activities that increase mode shift including; the provision of bike lanes, tracks and trails, effective, low cost public transport, and urban planning that considers an integrated transport system.</p> <p>Taranaki PHU recommends that a key focus of this target should be strategies to increase the use of public transport and, therefore, reducing the number of trips taken in private vehicles and providing users with the health benefits associated with public transport use (as per the TRC Long-Term Plan submission). A reduction in the total number of trips taken in vehicles has the potential to provide greater reduction in emissions and more health benefits from reduced pollution than increasing the use of low-emission vehicles.</p> <p>We support the emphasis on commuter connections in the transport network allowing people to utilise active transport choices for all or part of their day-to-day journeys to, for example, work, study/training or school. Active commuting has many benefits to health and wellbeing through increased physical activity and its associated benefits. An environment that is supportive of people making active transport choices increases the chance that people are regularly active.</p>	<p>Comments and support noted.</p> <p>Support for investment in active transport infrastructure to promote activities that increase mode shift is noted.</p> <p>Officers note that TRC will be investigating and trialling increasing level of public transport provision in the region, per TRC's 2021/2031 LTP. An expanded range of public transport services is aimed to be provided by 1 July 2022, and will require a collaborative effort from NZTA, NPDC and the TRC to be successful.</p>

Active commuting can also support efforts to address climate change. We encourage the council to take a ‘whole of trip’ approach when planning tracks and trails to promote an integrated transport environment.

### Submission 37: NZ Automobile Association

Submitter’s comments and requests		Officers’ response and recommendations
<b>37.1</b>	<b>What does success look like?</b>	<b>Officers’ comments</b>
	Like all of the stakeholder groups the AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively. It needs to be a connected, safe and resilient regional transport system serving and enhancing the needs of all residents, farming, business, recreation and tourism.	Comments noted and believe vision largely reflects this.
	<b>What are our immediate priorities?</b>	<b>Officers’ comments</b>
<b>37.2</b>	Taranaki AA considers it most important to increase investment in state highway maintenance from what it has been in recent years. In our recent Members Concerns survey, road maintenance was ranked as the top ranked transport concern.  Not intervening at the right stage of road deterioration not only increases the safety risk, it also can result in higher whole of life costs, increase the risk of road collapse (poor drainage and slips), and result in increased vehicle costs, ride discomfort etc.  We believe it is important to emphasize the importance of properly funded maintenance to secure the future of our state highway network.	Comments on the importance of state highway maintenance noted and agreed. Advocacy will continue in this area.  <b>NZTA response:</b> Waka Kotahi is working in a constrained funding environment however Waka Kotahi recognise that, due to COVID a number of planned sealing work was not undertaken in the 2019-20 season. Additional investment was made in the 20-21 season to bring the network back to an optimal condition. Waka Kotahi is planning to invest \$77.5M in Maintenance, Operations and Renewals in the 21-24 period, an increase from \$55.6M in the current 18-21 period.
<b>37.3</b>	We are generally supportive of the draft list in “Transport in Taranaki - The Big Picture” but we have the following questions and comments: <ol style="list-style-type: none"> <li>1. Are the proposed projects “Traffic signals at the intersection of Coronation Ave (SH3) and Cumberland St”, and “Traffic signals at the SH3-Henwood Rd interchange” the result of traffic studies at these intersections? We are unaware of such studies. Are traffic signals the best traffic solutions or will they exacerbate traffic congestion problems?</li> </ol>	<b>NPDC response:</b> Traffic signals are appropriate in some locations for managing higher existing traffic flows, and also to support expected future growth and planned development. The projects mentioned by the submitter are supported by State Highway reports and have been considered in the NPDC Network Operating Plan report.

37.4	<p>2. We recommend the following projects be included in the list of priorities:</p> <ul style="list-style-type: none"> <li>• Completion of the SH3 Awakino Gorge to Mt Messenger improvements project and, in particular, construction of the Mt Messenger Bypass</li> <li>• Other improvements on SH3 Waitara to Bell Block - not just the realignment of Airport Dr and new roundabout at De Havilland Dr</li> <li>• Completion of SH43 Forgotten World Highway improvements and seal extension</li> <li>• Provision of more passing opportunities for motorists (79% support from a Member survey)</li> </ul>	<p>The first three projects suggested are included in the Plan in Table 5: Committed Projects, as they have already had funding approved and implementation is in progress.</p> <p>The fourth, 'provision of more passing opportunities for motorists' is something that is considered during appropriate project business cases.</p>
37.5	<p><b>Other projects that should be included - provide a daily Waverley to Hāwera bus service</b></p>	<p><b>Officers' comments</b></p>
	<p>Provide a daily Waverley to Hāwera bus service to connect with the Connector bus service to New Plymouth. Details provided under "Equitable access to transport" as a separate item in this submission as Appendix 1 which was also separately submitted to the TRC draft Regional Land Transport Plan 2021/2022-2026/2027.</p>	<p>Comments noted. The AA's comments in relation to public transport services, particularly those in relation to South Taranaki, will be considered within the public transport services investigation to be undertaken during 2021/22.</p>
37.6	<p><b>Looking to the future</b></p>	<p><b>Officers' comments</b></p>
	<p>Due to Taranaki's rural environment and scattered destinations, most of Taranaki are and will continue to be reliant on cars for employment, community and social transport. Electric and alternative powered vehicles are not currently affordable by many. Practical alternatives have to be provided for them to prevent isolation.</p> <p>Major infrastructure renewal and resilience work should be substantially financed by Central Government through Trip (number plate recognition) or Road User Charges.</p>	<p>Comments noted and agreed.</p> <p>The Ministry of Transport's 'Future of the Revenue System' programme is considering such matters, and is being watched with interest.</p>
37.7	<p><b>The place of bike trails</b></p>	<p><b>Officers' comments</b></p>
	<p>Urban bike trails have an important commuting and social role. Other Trails may provide connectivity but be predominantly for recreation and tourism. It is essential that all road connection used to access both urban and other trails (and local rural road based cycle routes) be made safe for shared use. This is not the case currently and exposes vulnerable and potentially unfamiliar users like tourists and novice cyclists to serious avoidable risk.</p>	<p><b>Trails Trust response:</b> The Trust agrees that road connections for trails should be sufficiently safe for the intended use.</p>
37.8	<p><b>2.5 Strategic corridors and cross-boundary matters (pgs 17,18 &amp;19)</b></p>	<p><b>Officers' comments</b></p>
	<p>No section on SH45. We consider there should be as this is an important link with a high accident rate and requires the same safety improvement focus as other state highways in the region.</p>	<p>Comments noted. Agreed that SH45 is an important link, hence it is specifically noted within the 'strategic corridor' list on p16. It is not given a section within the 'main cross-boundary transport links' given that it is wholly contained within the Taranaki region. The need for improvements to</p>



		this corridor is outlined within Table 7 [Activities for future consideration]. No change recommended.
<b>37.9</b>	<b>Scope of works (p69)</b>	<b>Officers' comments</b>
	<p>Waka Kotahi cannot include anything in the National Land Transport Programme that has not been included in a regional land transport plan. Given this it is essential that the plan be visionary giving thorough consideration be given to all upgrade and safety issues affecting the Taranaki State Highway network now and in the 30 year term of this RLTP. It is accepted that the financing of such works is limited by the 10 year financial period minimum of the RLTP.</p> <p>As above the SH45 addition is required.</p>	<p>Per s16(4) of the <i>Land Transport Management Act 2003</i>, "An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity." So works on SH45 can be included in the Plan only when they are proposed by Waka Kotahi. Advocacy for more works on this important corridor will continue.</p> <p>Officers note that a wide range of safety improvements are included within NZTA's Road to Zero 'Low Cost Low Risk' programme. These smaller scale projects are less visible within the Plan, though they often represent particularly significant works for the community – so work is underway to make details of these works by each RCA more readily accessible in future.</p>
	<b>Comments on Policies and Methods</b>	<b>Officers' comments</b>
<b>37.10</b>	General comment – many methods seem advisory, lacking certainty that they will be properly taken into account and/or able to be interpreted in a minimal ineffective way.	Agree. Recommend amending the methods with Section 4.4 to assign, where practicable, lead responsibilities and to be more explicit.
<b>37.11</b>	<b>Objective 1 "Integrated" policy I1 &amp; I2 (p38)</b> Integration of land use and transport demand is seen as an essential component of an effective RLTP. TA's manage land use through their District Plans. The location of housing, education facilities, recreation and business contribute significantly to this demand. It is considered that this important relationship needs to be emphasised to the TA's through the policy, strongly promoting liaison and signalling the expectation that TA's will have due regard (even though this is expected planning practice).	<p>Agree. Recommend amending the method to identify a commitment for better spatial infrastructure planning across the region, as follows –</p> <ul style="list-style-type: none"> <li>▪ <a href="#">District councils will ensure Promoting integration of land use and transport planning, through appropriate spatial planning and liaison with stakeholders.</a></li> </ul>
<b>37.12</b>	<b>Objective 2 "Enabling" (p39)</b>	<p>Agree, recommend amending method as follows –</p> <ul style="list-style-type: none"> <li>▪ <a href="#">Waka Kotahi addressing potentially vulnerable areas of SH3 North / SH3 South / SH43 that would affect</a></li> </ul>

	<ul style="list-style-type: none"> <li>“Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43) by substituting “Addressing potentially vulnerable areas of SH3 North and South, and SH43 that would affect regional route security”.</li> </ul>	<p><del>regional route security. Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43).</del></p>
	<ul style="list-style-type: none"> <li>“Recognising the impact of inland freight hub developments.” Statement unclear. Presume this a potential positive provided appropriately located. Needs to be clarified.</li> </ul>	<p>Agree, recommend amending this method (as per submission point 46.12) to the following –</p> <ul style="list-style-type: none"> <li>Promote investigation into, and recognise <del>Recognising</del> the impact of, inland freight hub developments.”</li> </ul>
37.13	<p><b>Objective 3 “Safe” (p40)</b></p> <p>“Improving safety at intersections and crossings” should be reinforced by substituting “Addressing safety issues at...”.</p> <p>Suggest strengthening “Minimising conflicts between different traffic types e.g. trucks and cycles” to “identify and address potential or actual conflicts between vulnerable transport modes like cyclists due to heavy traffic, speed differential or road layout or design”.</p> <p>Strengthening “Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour.” by replacing with “Using enforcement, education and signage to promote safe sharing behaviours between contrasting transport modes”.</p> <p>Suggest adding a method along the lines “Ensure that where tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared”.</p>	<p>Agree, recommend amending/adding the suggested methods as follows:</p> <ul style="list-style-type: none"> <li><del>Improving</del> <u>Addressing safety issues at intersections and crossings.</u></li> <li><del>Minimising conflicts between different traffic types e.g. trucks and cycles</del> <u>Identify and address potential or actual conflicts between vulnerable transport modes like cyclists due to heavy traffic, speed differential or road layout or design.</u></li> <li><del>Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour.</del> <u>Using enforcement, education and signage to promote safe sharing behaviours between contrasting transport modes.</u></li> <li><u>Ensuring that promoted tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared.</u></li> </ul>
37.14	<p><b>Objective 4 “Accessible” (p41)</b></p> <p>The policy “Improving access to public health services and facilities, employment or social services, and therefore social interaction” should be made stronger by substituting “Identifying and addressing inequities in access to...” A submission</p>	<p>Agree, recommend amending the suggested methods as follows:</p> <ul style="list-style-type: none"> <li><del>Identifying and addressing inequities in</del> <u>Improving access to public health services and facilities,</u></li> </ul>

	<p>detailing AA Taranaki’s views on its concerns relating to “Equitable access to transport” within Taranaki is included at the end of this submission.</p> <p>Similarly, “Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.” Needs to be made stronger by substituting “Providing for the needs ....”</p>	<p><a href="#">employment or social services, and therefore social interaction.</a></p> <ul style="list-style-type: none"> <li>▪ <a href="#">RCAs and TRC providing for</a> <del>Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.</del></li> </ul>
<p><b>37.15</b></p>	<p><b>Objective 5 “Resilient &amp; Responsive” (p42)</b></p> <p>Add a method that addresses the access needs of emergency services both day to day and in a wider emergency.</p>	<p>Agree, recommend adding a method as follows:</p> <ul style="list-style-type: none"> <li>▪ <a href="#">Addressing the access needs of emergency services both day to day and in a wider emergency.</a></li> </ul>
<p><b>37.16</b></p>	<p><b>Monitoring</b></p>	<p><b>Officers’ comments</b></p>
	<p>Section 8 (p61) of the Draft RLTP outlines the monitoring method. We consider that for the RLTP to be effective, monitoring must be robust and have clear and measurable success thresholds and defined responses should expectations not be met. For instance, when will a RLTP Variation be triggered?</p> <p>It is important to detail what success looks like for each monitored aspect.</p> <p>The indicators quoted are very high level and do not include:</p> <ul style="list-style-type: none"> <li>• Efficiency in terms of travel times for users.</li> <li>• Time frame deadlines for significant improvements/ works.</li> <li>• The unmet transport needs of isolated communities and low socio economic groups. Especially access to employment opportunities and essential services like education and medical. See submission below on “Equitable access to transport”.</li> <li>• User satisfaction from the different user groups. Customer satisfaction is an essential part in our opinion. Our Share with Care work and communication with our membership indicate it is very hard for those not associated with a National Organisation like road transport or large businesses to communicate effectively, unless this is facilitated. We recommend establishing a regionally representative panel of road users who are regularly consulted in a formal way so satisfaction can be properly measured and issues identified and shared for feedback. The AA is well positioned to represent its extensive Taranaki community membership which may otherwise not be able to contribute.</li> <li>• The quarterly reports should be able to be understood by all. A traffic light system could indicate success or failure making compliance status clear to the wider community.</li> </ul>	<p>Comments noted. As outlined in Section 8, too much uncertainty exists to set a robust monitoring framework for the Plan from the outset, so the framework will be established during the next three years. The submitter’s comments will be taken into account when developing the monitoring framework.</p> <p>Sections 8.3 and 8.4 detail variations to the Plan and when a formal variation is required.</p>



37.17	Equitable access to transport	Officers' comments
	<p><i>(This is an Appendix to the RLTP submission, and was separately submitted to TRC's Long-Term Plan)</i></p> <p>Like all of the stakeholder groups the AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively.</p> <p>The AA consider the draft RLTP outlines a sound strategic direction towards achieving these aims ("a one network" approach, providing for all modes, effective and efficient corridors, improved safety etc). It is pleasing to note that increased growth in public transport services for both urban NP and other areas (4.2 Pg 31) and maintaining and improving accessibility and travel options (Pg 31) are highlighted as aims.</p> <p>As an organisation the New Zealand Automobile Association is concerned with peoples' access to mobility. AA policy states that restricting peoples' ability to travel freely has serious social and economic consequences. Improved public transport services are an essential component in the planning of roading systems and private transport cannot be considered in isolation - it must be developed in conjunction with an efficient public transport service.</p> <p>Again it is pleasing to note that this philosophy is echoed in (2.7 Pg 16 ) of the plan which states "a fit for purpose public transport system in Taranaki offers a number of potential environmental, financial and social benefits". This section also states "the route along SH3 provides a vital connection between South and North Taranaki".</p> <p>As outlined in the RLTP, accessibility is a very serious problem for many low socio-economic groups particularly in South Taranaki. As far back as 2006/07 the National Land Transport Plan identified access and mobility as a growing issue for the smaller isolated rural communities in Taranaki. The problem is likely to have worsened, given the economic conditions in recent years.</p> <p>The Taranaki AA Council sees the needs of the transport disadvantaged as a priority issue and looks forward to more progress being made under the <i>2021/2027 Regional Land Transport Plan</i>.</p> <p>The residents of the communities on SH3 south of Hāwera do not have a public transport bus service to access educational opportunities and medical services in New Plymouth. This is a very regrettable state of affairs and reflects badly on the controlling authority.</p> <p>Discussions with social services reveal a huge need for improved access to health and vocational services based in Hāwera as many of their clients are isolated in the smaller communities of South Taranaki.</p> <p>Social workers report many cases of families whose budgets are severely compromised by their attempts to run a motor vehicle to overcome the restrictions imposed by their isolation. In 2006, 21% of the population of Patea had no access to a motor vehicle.</p>	<p>Comments noted, though Officers note that the majority of references within are to the 2015/21 RLTP (as reviewed in 2018), rather than the draft 2021/27 RLTP.</p> <p>These comments have been considered within TRC's Long-Term Plan 2021/2031 consultation. In summary, an expanded range of public transport services will require a collaborative effort from NZTA, NPDC and the TRC to be successful. There is a desire to run smaller buses in New Plymouth and look at increased services in rural areas.</p> <p>TRC is developing a proposal (as agreed to through the recently completed LTP process) on the bus fleet, including an expanded bus network, alternative fuel options and funding models. It is anticipated that a revised service will be implemented from 1 July 2022.</p>

Inquiries within the community as to how people currently cope without public transport reveal a range of informal strategies. Currently, transport disadvantaged residents from the Patea/ Waverley area are still forced to rely on private cars, an informal "standby" system which consists of asking friends for rides, or hitch hiking. A bus to Hāwera High School from Patea is fully funded by parents.

A private operator recently began operating a van as a taxi service in the Patea area and it is not known whether this service receives a subsidy from the TRC.

In 2006 (the latest figures available) the average NZ Deprivation score for South Taranaki was 6.7 compared to 5.2 for the rest of the Taranaki region. A higher proportion of people in South Taranaki (27%) were living in communities with a deprivation index of 9 or 10 compared with the rest of Taranaki (10%). The most deprived areas (NZ score 10 and 9) in South Taranaki include Kaponga, Waitōtara, Patea, Waverley, Ōpunake and Manaia.

The introduction of the Connector bus service in 2014 (after extensive lobbying by the Stratford District Council and the AA) has been a great step forward in improving the Taranaki wide public transport service, but much still needs to be done.

The lack of a daily service from Waverley to Hāwera to link with the Connector service to New Plymouth is now the obvious gap in the system. It is disappointing to note that the draft plan does not include any intention to put into operation the plan's philosophy, with regard to the lack of a daily Waverley to Hāwera bus service.

The Taranaki District Council of the New Zealand Automobile Association respectfully request that the Taranaki Regional Council address the concerns regarding the lack of a daily Waverley to Hāwera bus service as outlined in this submission in the final 2021-2027 Regional Public Transport Plan.

With considerable public funds involved in providing the New Plymouth services, it is important that an equitable provincial-wide solution is reached.

## Submission 38: Taranaki Trails Trust

Submitter's comments and requests		Officers' response and recommendations
<b>38.1</b>	<b>Introductory comments</b>	<b>Officers' comments</b>
	<p>This is a submission from the Taranaki Trails Trust. We congratulate the Taranaki Regional Council and Taranaki Regional Transport Committee on running an easy to engage with consultation process and all the work done to date to support trails in our region. We use the term “trails” to cover walking and cycle ways, with a particular focus on those that can be used for multiple active transport types.</p> <p>This submission is endorsed by all Trustees of the Taranaki Trails Trust, with the exception of Charlotte Littlewood, who has declared a conflict and taken no part in this submission.</p> <p><b>Background on the Taranaki Trails Trust</b></p> <p>The Taranaki Trails Trust is a community-led charitable trust, created to connect Taranaki through trails and make our region a world class trails destination.</p> <p>We were established in December 2019, and our trustees and supporters came together with a shared belief that our incredible region, Taranaki Maunga and the stories of our people have a huge potential to create a unique trails experience.</p> <p>Our trails and journeys also have the capacity to unite and connect our communities. They can enrich our physical, mental and social well-being, as well as creating business opportunities and prosperity.</p> <p>Our Trustees are Darryl Gaudin (Chair), Charlotte Littlewood (Secretary), Rob Haveswood (Treasurer), Ian Armstrong, Paul Roberts, Stacey Hitchcock, Darrel Nicholas and Blair Cox. We also provide a mentoring position on our Trust each year. The current position is held by Marc Ocampo Ramos.</p>	Background comments noted.
<b>38.2</b>	<b>Benefits of trails</b>	<b>Officers' comments</b>
	<p><b>Trails have a wide number of cross cutting benefits.</b></p> <p>The Trust passionately supports the development of more trails in Taranaki due to their multiple benefits. These include:</p> <ul style="list-style-type: none"> <li>• Trails encourage people to replace car journeys with walking, cycling, scootering and other means of active transport. The Climate Change Commission’s draft budgets propose <b>reducing transport emissions</b> by nearly 50%. This will require increasing walking and cycling.</li> <li>• One of the most common barriers to cycling in the region is safety. Trails help address this.</li> </ul>	Comments noted and agreed.

	<ul style="list-style-type: none"> <li>• <b>Connecting people to the whenua</b> and environment.</li> <li>• Active transport also is much <b>healthier</b> than travelling by car. Recreational trails also support this by being an increasingly popular activity to burn some energy and get the heart rate going, as well as building a love of cycling and confidence cycling. This may mean people are more likely to commute by cycling.</li> <li>• Active transport can also <b>reduce congestion</b> in our cities, and be part of greening our cityscapes and making them more attractive places, with less air pollution and need for car parking spaces.</li> <li>• Recreational trails provide a significant <b>tourist attraction</b>. Cycle tourism has seen a huge growth in the last decade, and the increasing uptake of e-bikes makes trails popular to a much wider number of people than ever before. Tourism brings important revenue into the region.</li> <li>• Trails contribute to making Taranaki an <b>attractive place to live and settle</b>, helping to attract talented and skilled people to support our economy.</li> </ul>	
<p><b>38.3</b></p>	<p>The Trails Trust commends the Regional Transport Committee and Regional Council for its support of the Trails Trust and working with us to include a regional trails vision. We note this vision includes a Round the Maunga trail, which has significant potential to be a great ride and attract increased visitors to the region. We note that this concept is subject to the Taranaki Maunga settlement and positive engagement with iwi and hapū.</p> <p>We look forward to seeing the submissions to the regional trails vision and working with the Regional Transport Committee to confirm a thirty year vision for what trails could look like in Taranaki.</p>	<p>Comments noted.</p>

### Submission 39: Stephen Hobo-Tuck

Submitter's requests		Officers' response and recommendations
<p><b>39.1</b></p>	<p><b>Your comments on the vision:</b></p>	<p><b>Officers' comments</b></p>
	<p>I think this vision is spot on.</p>	<p>Support noted.</p>
<p><b>39.2</b></p>	<p><b>Select your priority for each project:</b></p>	<p><b>Officers' comments</b></p>
	<p>Priority 1 = SH3 Bell Block-Waitara safety                      Priority 2 = Coastal Path to Waitara                      Priority 3 = Underpass (SH45) &amp; lights (SH45, SH3)                      Priority 4 = SH3/3A NP-Hāwera safety</p>	<p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>



	Priority 5 = Brecon Rd extension Stratford Priority 6 = Coronation - Cumberland lights NP	
<b>39.3</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	We need to use rail more and get trucks off our roads. Trucks are wrecking our roads and costing us huge money to maintain.	Comments noted. Officers note that the following method has been proposed for adding to Section 4.4 of the Plan.  <a href="#">RTC commissioning a (mode-neutral) study on the future management of freight throughout the region.</a>
<b>39.4</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Bike trails are necessary to encourage people to cycle more. Safer than on the roads.	Comments noted

## Submission 40: Sustainable Taranaki & Venture Taranaki

Submitter's comments and requests		Officers' response and recommendations
<b>40.1</b>	<b>Sustainable transport workshop on 22 March 2021</b>	<b>Officers' comments</b>
	Venture Taranaki and Sustainable Taranaki held a joint workshop on sustainable transport on 22 March 2021. One of the drivers for this was an action from the Taranaki 2050 programme, to feed into the development of regional plans impacting sustainable transport. 43 people attended the workshop from a wide range of backgrounds. This included local government, schools, WITT, community groups, environmental groups, the Taranaki District Health Board and large employers. The outputs of the workshop discussion, captured from participants, have been written up and is attached as a submission. In our opinion it substantially captures the broad range of views as presented from working groups at the event, but it is not a collectively agreed perspective with at times divergent views expressed. This is provided for information, and is not a formal endorsement of recommendations by, or a submission on behalf of, the authors, individual participants or event organisers.	Background comments noted. Venture Taranaki and Sustainable Taranaki are thanked for their efforts and providing these workshop outputs.
	<b>Discussion outputs from Sustainable Transport Workshop</b>	<b>Officers' comments</b>
<b>40.2</b>	<b>Our Transport Vision is:</b> <ul style="list-style-type: none"> <li>To empower people to treat transport decisions as an environmental / ethical decision through education to all generations</li> <li>Coordinated transport plan between all councils, community and Iwi</li> </ul>	The submitter identifies a significant number of worthwhile initiatives that are consistent and align with the Plan vision, objectives and targets.

- Strengthening and integration of communities in decisions
- Mobility without carbon emissions by 2030
- Available transport options can all be found on a single platform, e.g., a directory for public use. This extends beyond publicly funded options like bus and active transport infrastructure to, for instance, commercial and community ride share options
- Behaviour changes to how Taranaki views transport, e.g., encouraging less small vehicle trips for single passengers, using smaller cars which is likely to need to include changes in the CBD/ workplaces to discourage high carbon options/ encourage lower carbon. Driving both rewards and incentives and also peer pressure and “pain” triggers to break habits.
- Changes to the bus system:
  - Smaller buses
  - More routes
  - Higher frequency of trips
  - Late night trips
  - On time for school and work
- Changes to the Rail system:
  - Links to Auckland, Wellington and Taupo
  - Electrify rail
  - Increasing logging transport by rail
  - Use rail for transporting waste management
- Higher density CBD and main transport artery actions to support public transport such as:
  - Ride share car parks with bike storage to get to town/CBD
  - On demand public transport (ride sharing apps etc.)
- More emphasis on urban villages (i.e. Suburbs all have access to necessities near by to lower total km travelled) and low traffic neighbourhoods
- Cycling infrastructure
  - Separated cycle lanes
  - Safe cycle lanes
  - Linked networks
  - Secure parking
  - Cycling is the first preference, i.e., parking at front of buildings rather than at the back
- Tourist ferry from New Plymouth to Hāwera, including stops in between.
- Lower health costs per capita so people have capacity to be more active in transport trips
- Healthier people, community, nature and environment (healthy taioa)
- Regional self-sufficiency and services (rural & urban)

Officers note however, that significant changes to the transport system require sustained behavioural change, and are contingent upon appropriate and sufficient funding and policy support, particularly from central government.

<p><b>40.3</b></p>	<p><b>What we would like to see...</b></p> <p><b>Now:</b></p> <ul style="list-style-type: none"> <li>• Promoting mindset shifts and “active citizenship”</li> <li>• Add “Link” carpooling app to “Let’s Go”</li> <li>• Promote ride share apps such as Link</li> <li>• Promote alternative modes of transport</li> <li>• Surveys of basic needs for Urban Villages</li> <li>• Separate cycle ways so they are not shared with roads, pedestrians and roadside parks and/ or other “safe cycling infrastructure” steps</li> <li>• Greater links between cycleways, leading towards a cycle network</li> <li>• Reduced car parks and higher fees</li> <li>• Central car parks reserved for car poolers and people with accessibility needs</li> <li>• Re-educating staff</li> <li>• Leverage technology to work from home where possible (“fibre is cheaper than road”, “what can we do with Augmented Reality?”)</li> <li>• Reduce speed limits</li> <li>• Make walking school buses mandatory for journeys &lt;3km</li> <li>• Increasing bus service offerings, e.g., on weekends and evenings</li> <li>• Fuel taxes</li> <li>• Online education modules</li> <li>• Logs and garbage by rail (after working to reduce volume first)</li> <li>• Stop adverts for cars</li> </ul> <p><b>3-5 Years:</b></p> <ul style="list-style-type: none"> <li>• Development of Urban Villages (“local hubs”, everything “within 3kms or a 10 min bike ride”)</li> <li>• Continuation of building safer cycle lanes</li> <li>• Prepare for ban on ICE vehicles</li> <li>• Mobility as a service (e.g., shared EV carpool amongst companies)/ on demand public transport</li> <li>• Shifting services to rural areas including schools</li> <li>• Improve road layouts</li> <li>• Incorporate sustainability / carbon neutrality in district plans</li> <li>• Plan / build more transit stations / park and ride etc (e.g make it easy to connect to “shared” transport options in suburbs/ edge of town and to connect to destinations in town including multi modal transport changes).</li> <li>• Bus storage containers on edge of city and beaches</li> </ul>	<p>The submitter identifies a significant number of worthwhile initiatives that are consistent and align with Plan vision, objectives and targets.</p> <p>Officers note however, that significant changes to the transport system require sustained behavioural change, and are contingent upon appropriate and sufficient funding and policy support, particularly from central government.</p>

- Rail hub for freight to the port
- On demand public transport
- Loop tram connecting parks, CBD, schools etc.

**10 Years:**

- Use alternative fuel sources
- Be autonomous vehicle friendly
- Stop sales of ICE vehicles
- Electrify trains/ loop tram system
- Intercity trains
- Inner city hub for busses, tourism and convenience
- Be re-allocating funding from roads/ innovating new ways to fund alternate (transport carbon reducing) solutions

**Key Barriers:**

- Community wide old thinking / culture
- Knowledge
- Car seats for kids
- Car pooling options too limited today
- No public transport in evenings
- No publication of rules for bikes vs e-bikes vs car, e.g., lane changing
- Cost of public transport to families
- Lack of safe lanes for cyclists on road
- Technology
- Money / funding / budget allocation
  - We need news ways of funding transport initiatives
- Fossil fuels are perceived to be so cheap

**Barrier busters:**

- Education (e.g. making people really aware of how much running their car costs them)
- Marketing
- Funding by central government
- Increased fees for:
  - Regional fuel
  - ETS
  - CBD parking
- Evolving technology
- Upgrading battery recycling

**Triggers / Enablers:**

- EV charging and refuelling options
- H2 development
- Online education
- Smart devices
- Start more community hubs (Urban villages) with co-working spaces
- Sharing knowledge and experiences
- Emerging green industries
  - Energy sector
  - Shift from ICE to EVs

## Submission 41: Waikato Regional Council

Submitter's comments and requests		Officers' response and recommendations
<b>41.1</b>	<b>Strategic importance of SH3 between Taranaki and Waikato</b>	<b>Officers' comments</b>
	<p>As a neighbouring region and key transport partner in the SH3 Working Group, we acknowledge the strategic importance of SH3 to Taranaki, outlined in section 2.5 "Strategic corridors and cross-boundary matters" of your draft RLTP:</p> <p><i>"The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond."</i></p> <p>Through on-going collaboration between our regions, we have seen substantial resilience outcomes advanced on this corridor through the SH3 Mt Messenger to Awakino Programme of transport activities.</p>	Comments noted and agreed.
<b>41.2</b>	<b>Alignment between Waikato and Taranaki's draft RLTPs</b>	<b>Officers' comments</b>
	<p>The priority to continue to improve network resilience, route reliability and safety is embedded in both the draft Taranaki and draft Waikato RLTPs, and there is strong inter-regional policy alignment between our two draft RLTPs. This reflects the close working relationship we have in ensuring our mutually strategic corridor outcomes are aligned, supported and implemented. We <b>commend</b> the Taranaki Regional Transport Committee on developing a robust document that clearly articulates this priority.</p> <p>In this context, we <b>specifically support the following policies and measures</b> in your draft RLTP, outlined in section 4.4 of your Plan:</p> <ul style="list-style-type: none"> <li>• Objective 2 – Enabling policies and measures: <ul style="list-style-type: none"> <li>- Policy G1: <i>Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.</i></li> <li>- Policy G2: <i>Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.</i></li> <li>- Policy G3: <i>Ensure those roads in the region serving tourism and the productive sector are fit for purpose.</i></li> <li>- Policy G4: <i>Protect and promote the existing rail corridors.</i></li> <li>- Associated measures for Objective 2 to <i>maintain inter-regional corridors to ensure continued economic development opportunities, improving inter-regional reliability and route security Doc # 20170249 2 (including SH3 north), and "ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements".</i></li> </ul> </li> <li>• Objective 3 – Safe policies and measures: <ul style="list-style-type: none"> <li>- Policy S1: Promote infrastructure and safety improvements on strategic corridors.</li> </ul> </li> </ul>	<p>Comments and support noted.</p> <p>The ongoing commitment of the Waikato Regional Transport Committee to working collaboratively for SH3 is noted with thanks.</p>

<p>• Objective 5 – Resilient and responsive polices and measures:</p> <ul style="list-style-type: none"> <li>- Policy R1: Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.</li> <li>- Policy R2: Protect routes with lifeline functions.</li> </ul> <p>These policies and measures are complementary to policies and measures in our strategic policy framework in section 4 of our draft Waikato RLTP. SH3 is explicitly recognised and prioritised as a key strategic corridor in recognition of its economic and lifeline importance to the Taranaki region and the King Country.</p> <p>We also <b>support</b> the identification of SH3 Awakino Gorge to Mt Messenger Corridor Improvements and the SH3 Mount Messenger Bypass as <b>activities of inter-regional significance</b> in section 6.4 of your draft RLTP. This is also reflected in the draft Waikato RLTP.</p> <p>It is noted that the SH3 North corridor improvements project from Waitara through to Hamilton has been identified as an activity for future consideration in section 6.6 of your draft RLTP. This recognises that there is room for further improvement on this inter-regionally strategic route. The Waikato Regional Transport Committee will welcome on-going discussion through the SH3 Working Party to continue to advance corridor improvements on this route.</p> <p>Collectively, the priority placed on SH3 through our RLTPs will ensure this strategic inter-regional corridor is protected for its access, freight, tourism and life-line functions, and its ongoing resilience issues continued to be addressed.</p>	
---	--

### Submission 42: Katherine Mercer

Submitter's comments and requests		Officers' response and recommendations
<b>Comments made via online submission form</b>		
<b>42.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	I'd like to see more of an emphasis on sustainability / consideration of future generations: we are in a climate emergency and need to transition ASAP from fossil fuels to meet (preferably exceed) the science based 2030 goals.	<p>Comments noted. However, the submitter provides no details as to what changes in the vision are sought to achieve their relief.</p> <p>Officers note that, at a regional level, this region has limited influence on climate change noting that Government funding is necessary to support fossil fuels transition. However, officers agree with the submitter that such</p>

		initiatives would contribute to the vision and targets set out in the Plan. Recommend amending measures in Objective 6 [Environment] of the Plan (p42) to more explicitly identify advocacy measures to encourage central and local government investment in the region to promote the use of low emission transport modes.
<b>42.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = Underpass (SH45) & lights (SH45, SH3) Priority 2 = SH3/3A NP-Hāwera safety Priority 6 = Coastal Path to Waitara	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>42.3</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	I would support the Waitara coastal pathway more strongly if there was evidence it will enable a safe commuter cycle way/micro-transport option. Potentially separate cyclists and walkers or provide more education about defensive cycling/walking approaches.	Comments noted no action recommended.
<b>42.4</b>	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>I am glad that this is on the list. I recognise and agree to investment in alternatives to fossil fuelled transport including more shared/public transport. You have not mentioned rail, but I like the suggestion from the Venture Taranaki group that we work to provide a passenger electric train service between the region's towns to reduces both traffic congestion, energy use, and particularly fossil fuel use: I consider this more of a priority and a better investment than in roading.</p> <p>There is currently no fossil-fuel free way to travel north out of the region, not even car rental companies provide long distance EV vehicles! Shared transport such as Intercity buses provide only a direct service to north (to the major centres like Hamilton) two days a week, flights are too high in GHG and there are no passenger trains. There is no fast-recharge option between New Plymouth and Te Kuiti which pretty much out NP for electric campervans and for older EV vehicles with limited range. Transport makes up nearly half of our emissions and we need to radically reduce these by 2030. There seems to be a lack of coordination between the various councils, central government and the electricity suppliers: it would be great if the Regional Council could take the lead and get movement.</p> <p>Having said that, I am really happy to see EV charging available at Pukeiti and would love to see the same at Hollard Gardens to facilitate a full circuit drive around the mountain for EVs.</p>	<p>Climate change and the need to reduce emissions is an issue wider than Taranaki. Where it can, this Plan has sought to align with Government emission reduction targets through its vision, objectives, targets and investment priorities.</p> <p>The submitter identifies a number of mechanisms for promoting alternatives to fossil fuel transportation. Indeed the submitter argues that there is a lack of coordination between the various councils, central government and the electricity suppliers and that the Regional Council could take the lead and get movement. However, Officers note that a regional council (particularly outside the metropolitan areas) has very limited influence on Government funding priorities and policy levers. Notwithstanding that, officers recommend amending</p>



		measures in Objective 6 [Environment] of the Plan (p42) to more explicitly identify advocacy measures to encourage central and local government investment in the region to promote, amongst other things, EV infrastructure, public transport, active transport modes, and the use of rail to reduce traffic congestion (and carbon emissions) associated with our roads.
<b>42.5</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	<p>I think mountain bike trails for the leisure of a small percentage of the population (could still be a fashion that dies out) are a low priority, but trails that are likely to be used by commuters (including e-bikes) should be a high priority.</p> <p>I know heaps of commuter cyclists who have been knocked off their bikes, as well as people who won't get a bike because of the risks of accident with cars. I have a friend who would like to commute to Omata from NP on his electric bike, but will get off his bike and push (not easy with EV weight) for some sections that are too dangerous for cyclists: he is considering giving up the work there.</p> <p>There is some evidence that the sale of E-bikes will exceed the sale of cars next year (Oliver Bruce interview <a href="https://www.google.com/search?client=firefox-b-d&amp;q=microtransport+zealand+climate+business+podcast+">https://www.google.com/search?client=firefox-b-d&amp;q=microtransport+zealand+climate+business+podcast+</a>), which makes the investment in commuter cycling routes between towns seem a good investment. An e-bike or bike is more affordable than a car, low in emission and reduces traffic congestion.</p>	<b>Trails Trust response:</b> Comments are noted.

### Submission 43: Nathan Hills

Submitter's comments and requests		Officers' response and recommendations
<b>43.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	<p>I've had a look at the targets of what the transport plan is wanting to do. I feel a much stronger focus should be based on how do we reduce transport emission each year. 50% of energy emissions are due to road transport. Therefore all actions should have the ultimate goal of reducing emissions which needs to happen very fast something like 7% reduction in emissions each year.</p> <p>The big problem we have in Taranaki much like the rest of NZ is this focus on combustion engine vehicles particularly being used to commute people to work which something like 80% being only short distances of less than 3kms. Part of the solution is to get people out of cars!</p>	<p>Comments noted.</p> <p>As noted by the submitter, climate change and the need to reduce emissions is an issue wider than Taranaki. Where it can, this Plan has sought to align with Government emission reduction targets through its vision, objectives, targets and investment priorities. However, Officers do not feel it is practicable nor appropriate to not implement</p>

	<p>I've had a look at the proposed TRC transport plans actions and one i think is that is really good is the extension of the New Plymouth Coastal walkway to Waitara. This will open up many low carbon active transport options for 1000's of people who live in Waitara and nearby.</p> <p><i>Each proposed action I feel needs to be asked the question "is it going to significantly reduce carbon emissions. If it is not then then under the current CLIMATE EMERGENCY it should not be actioned or in the mean time put on hold.</i></p> <p>One proposal is the Maunga to moana cycling and walking track...for me it is not high enough priority and will not significantly reduce emissions. The fastest trending transport option as of this year are e bikes which have now outstripped all car sales. E bikes from research over seas and in NZ have huge benefits. The number 1 benefit is they are 1/100th of the emissions of a car. Others benefits from research show they get people out of cars, do not clog up the road network (cause traffic jams), are used more than the bicycle alternative, are much more popular with females, can still transport passengers and baggage, take up less space, allow greater transport flexibility, are cheaper to buy than a car etc. Another major benefit is they are innovating faster than cars and so becoming more adaptive to the commuting needs of their customers.</p> <p>Investing heavily in active modes of transport including infrastructure that separates active road users from motor vehicles will make it even safer. In the past decade the number of combustion engine cars in NZ has doubled which given the focus on our roading network it is a race to bottom.</p> <p>I also feel Taranaki needs to invest in a train network for transporting goods around more rather than relying on trucks which are causing so many problems with our roads. I'm unsure if this links in with the central governments wider train network plans but fully support this.</p>	<p>actions identified in this Plan solely on the premise that the action does not significantly reduce carbon emissions. This is not an approach adopted anywhere in New Zealand and would result in significant social and economic disruption.</p> <p>The submitter identifies a number of mechanisms for promoting more active modes of transportation and/or reduce transport carbon emissions (including promoting e-bikes, walking and cycling infrastructure and rail. Officers note that, at a regional level, this region has limited influence on Government funding priorities that will be necessary to support such initiatives. However, Officers agree with the submitter that such initiatives would contribute to the vision and targets set out in the Plan and recommend amending measures in Objective 6 [Environment] of the Plan to more explicitly identify advocacy measures to encourage central and local government investment in the region to promote, amongst other things, public transport, active transport modes, and the use of rail to reduce traffic congestion (and carbon emissions) associated with our roads.</p>
<p><b>43.2</b></p>	<p><b>Select your priority for each project:</b></p> <p>Priority 1 = Coastal Path to Waitara                  Priority 2 = Underpass (SH45) &amp; lights (SH45, SH3)                  Priority 3 = SH3/3A NP-Hāwera safety                  Priority 4 = Coronation - Cumberland lights NP                  Priority 5 = SH3 Bell Block-Waitara safety                  Priority 6 = Brecon Rd extension Stratford</p>	<p><b>Officers' comments</b></p> <p>Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>

43.3	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	<p>I've ranked them according to which will ultimately allow for reductions in emissions and make it easier and safer for active modes of transport</p>	<p>Noted. Refer to responses above.</p>
43.4	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>We need to invest in a train network that can either transport people around or our goods and services so we have less use of cars and less use of trucks that are carving up our roads.</p> <p>I've had a look at the targets of what the transport plan is wanting to do. I feel a much stronger focus should be based on how do we reduce transport emission each year. 50% of energy emissions are due to road transport. Therefore all actions should have the ultimate goal of reducing emissions which needs to happen very fast something like 7% reduction in emissions each year.</p> <p>The big problem we have in Taranaki much like the rest of NZ is this focus on combustion engine vehicles particularly being used to commute people to work which something like 80% being only short distances of less than 3kms. Part of the solution is to get people out of cars!</p> <p>Each proposed action I feel needs to be asked the question "is it going to significantly reduce carbon emissions. If it is not then then under the current CLIMATE EMERGENCY it should not be actioned or in the meantime put on hold.</p> <p>The fastest trending transport option as of this year are e bikes which have now outstripped all car sales. E bikes from research overseas and in NZ have huge benefits. The number 1 benefit is they are 1/100th of the emissions of a car. Others benefits from research show they get people out of cars, do not clog up the road network (cause traffic jams), are used more than the bicycle alternative, are much more popular with females, can still transport passengers and baggage, take up less space, allow greater transport flexibility, are cheaper to buy than a car etc. Another major benefit is they are innovating faster than cars and so becoming more adaptive to the commuting needs of their customers.</p> <p>Investing heavily in active modes of transport including infrastructure that separates active road users from motor vehicles will make it even safer. In the past decade the number of combustion engine cars in NZ has doubled which given the focus on our roading network it is a race to bottom.</p> <p>I also feel Taranaki needs to invest in a train network for transporting goods around more rather than relying on trucks which are causing so many problems with our roads. I'm unsure if this links in with the central governments wider train network plans but fully support this.</p>	<p>Comments noted. Officers refer the submitter to the response to submission point 11.1.</p> <p>Officers also note, that in relation to opportunities around greater use of rail, the following two methods have been recommended for adding in Section 4.4 under Objective 1 [Integrated] –</p> <ul style="list-style-type: none"> <li>▪ <a href="#">RTC commissioning a (mode-neutral) study on the future management of freight throughout the region.</a></li> <li>▪ <a href="#">RTC.with affected stakeholders, commissioning a feasibility study for commuter rail in Taranaki.</a></li> </ul>

43.5	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p>	<p><b>Officers' comments</b></p>
	<p>Bike trails I am supportive of if they will significantly reduce carbon emissions particularly if they used to provide an alternative to a combustion motor vehicle. If recreational bike trails do not reduce emissions then they are not high enough priority and instead a nice to have under the current CLIMATE EMERGENCY.</p> <p>For example the Maunga to moana cycling and walking track...for me it is not high enough priority and will not significantly reduce emissions.</p> <p>The fastest trending transport option as of this year are e-bikes which have now outstripped all car sales. E-bikes from research overseas and in NZ have huge benefits. The number 1 benefit is they are 1/100th of the emissions of a car. Others benefits from research show they get people out of cars, do not clog up the road network (cause traffic jams), are used more than the bicycle alternative, are much more popular with females, can still transport passengers and baggage, take up less space, allow greater transport flexibility, are cheaper to buy than a car etc. Another major benefit is they are innovating faster than cars and so becoming more adaptive to the commuting needs of their customers.</p> <p>Investment in bike trails should have a requirement that they must prove significant reductions in emissions. If they don't then they are a nice to have but not high enough priority</p>	<p><b>Trails Trust response:</b> Comments are noted. The Trust believes that there is a link between having recreational trails and getting more people cycling. Giving people a fun riding experience at the weekend, develops their enjoyment of biking and confidence, making them more likely to commute by bike.</p>
43.6	<p><b>Your comments on any other issues:</b></p>	<p><b>Officers' comments</b></p>
	<p>Q) Will these actions reduce our high transport emissions?</p> <p>I do worry from the proposed plans that a serious focus on reducing emissions is not high enough on the list.</p> <p>I as a rate payer would be very comfortable for TRC to invest money in contracting in expertise to ensure that measured reductions in greenhouse gas emissions target is going to be achieved each year and not just an aspirational target. For example lowering the speed limit from 100 to 90km/hr on an open road will give you at least 10% reductions in emissions. This is an action that is measurable and will give instant results. All actions / plans need to be S.M.A.R.T. If they are not smart actions then they are just aspirational ones and I as a ratepayer want intelligent people making the right decisions for the low carbon future.</p>	<p>Officers note the submitter's comments and make the following responses:</p> <p>In relation to having measurable targets, officers are unclear as to how much influence the submitter believes these plans have on addressing climate change and therefore what measurable targets will be achievable within the current national transport planning and funding framework.</p> <p>Officers suggest that the three headline targets are measurable and consistent with the national planning framework. Officers are uncertain what the submitter seeks in relation to having more targets and measures, particularly given that measurable targets addressing climate change are more appropriately set by central government agencies in other more relevant strategies and</p>

		<p>plans plus underpinned by meaningful investment in national and local initiatives.</p> <p>In relation to lowering the speed limit from 100 to 90km/hr on an open road. The Council is not a road controlling authority and has no ability to reduce speeds on roads. In relation to highways, speed limits are set nationally by NZTA. In relation to local roads, such matters are determined by the relevant district council. It is noted that speed limit reviews are currently underway for state highways in the region as well as throughout the New Plymouth District. As part of the Tackling Unsafe Speeds Programme, Waka Kotahi is consulting on a proposed new <i>Land Transport Rule: Setting of Speed Limits 2021</i>, which proposes a range of changes to the way speed limits are decided and consulted on at a regional level. The submitter is encouraged to participate in this process at <a href="http://www.nzta.govt.nz/speedrule2021">www.nzta.govt.nz/speedrule2021</a>.</p>
--	--	--

### Submission 44: Barbara Hammonds

Submitter's comments and requests		Officers' response and recommendations
<b>44.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	I'd like to see some additions, that incorporate safe cycling and protecting our environment e.g.: A vibrant, resilient and connected region, with safe roads and safe commuter cycleways enhancing liveable places, minimising our impact on the environment and enhancing biodiversity.	<p>Noted. Officers recommend granting the relief in part by amending section 4.2 of the Plan to read:</p> <p><i>A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</i></p>
<b>44.2</b>	<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<b>Officers' comments</b>
	Safety first. Yes to road improvements for vehicle traffic safety. It's also important that the safety of cyclists and walkers is built into any road improvements, which not only will reduce accidents, but also reduces the barriers to commuter cycling and walking.	Comments noted. The submitter seeks improvements to make cycling and walking safer, to reduce barriers to

	<p>It surprises me that mode shift in general is neglected in the Land Transport Strategy, given what we know about the need to reduce our greenhouse gas emissions. A high proportion of these come from domestic transport (36% of long lived greenhouse gases in 2018), and transport emissions are continuing to rise. (pp27-28, Draft Advice for Consultation, Climate Change Commission, February 2021, <a href="https://www.climatecommission.govt.nz/get-involved/our-advice-and-evidence/">https://www.climatecommission.govt.nz/get-involved/our-advice-and-evidence/</a> )</p> <p><b>Improving cycling and walking</b></p> <p>I would like to see more attention paid to and money spent on improving the existing cycling and walking networks to make cycling and walking safer, which reduces the barriers to commuter cycling and walking.</p> <p>To encourage more people to commute by bike rather than car (to work, to socialise, etc.) we need more fully separated cycleways (not pathways shared with walkers), and ways to make cycling on the road safer, e.g.</p> <ul style="list-style-type: none"> <li>• Protecting corners on roads as has recently been done outside Vogeltown School in NP</li> <li>• No carparking along one side of a road and turning that space into a cycleway (eliminating the danger of drivers opening car doors into the path of a cyclist.)</li> </ul> <p>Let's also have a target for number of trips by bike by a certain time: e.g. Cycle Action Network (<a href="https://can.org.nz/HaveYourSayOnClimateAction">https://can.org.nz/HaveYourSayOnClimateAction</a>) want the country to aim for 8 percent of all trips by bike by 2035 (on the way to 15 percent by 2050).</p>	<p>commuter cycling and walking, and to reduce greenhouse gas emissions.</p> <p><b>NPDC response:</b> It is noted that district councils and Waka Kotahi work on improving safety, accessibility and network efficiency within their towns and urban areas and along the state highway network. Options for improving intersections and providing cycleways are considered during project business case development and based on traffic engineering standards and best practice approaches.</p>
<p><b>44.3</b></p>	<p><b>Your comments on the future sustainability and resilience of our transport networks:</b></p> <p>Yes. And when this is being planned, as above, the needs of commuter cyclists must be incorporated. When a high traffic area bridge is replaced, it must have a cycle way fully separated from vehicle transport. Even bridges in low traffic areas need to be wide enough to be safe for a cyclist to be passed by a car, a truck or a bus.</p> <p>Facilitating the installation of more fast chargers for EVs also needs to be considered.</p> <p>Mode shift to rail needs to be treated seriously. We have rail lines linking many towns and rural areas. Let's look at making use of these for commuting and shifting logs and other freight off the ever heavier trucks. If this means double handling, let's find smart ways of doing that. Once railed freight reaches its destination, move it on with electric trucks, or for smaller parcels, electric cargo bikes. I'm sure there are solutions, and that we won't be the first place in the world to do this.</p>	<p><b>Officer's comments</b></p> <p>Comments noted. Officers agree with the submitter that EVs and mode shift initiatives would contribute to the vision and targets set out in the Plan and recommend amending measures in Objective 6 [Environment: An energy efficient and environmentally sustainable land transport system] of the Plan (page 42) to more explicitly identify advocacy measures to encourage central and local government investment in the region to promote, amongst other things, EVs, active transport modes, and the use of rail to reduce traffic congestion (and carbon emissions) associated with our roads.</p>
<p><b>44.4</b></p>	<p><b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b></p> <p>I am dismayed at the extent of the planned cycling trails. To me these are tourist attractions, which should not be our focus. We need to decarbonise transport as one of our top priorities, not encourage more people to the region.</p>	<p><b>Officers' comments</b></p> <p><b>Trails Trust response:</b> Comments are noted. The Trust believes that there is a link between having recreational trails and getting more people cycling. Giving people a fun riding experience at the weekend, develops their</p>

We also need to protect and enhance biodiversity. I can't see how a cycle track around the Mouna will do that; more likely the reverse. Cycling tracks need to be wider and have harder surfaces, which means they're more expensive and destroy more native habitat than walking tracks.

If any of them are to be in the National Park, who will pay for their maintenance? DOC doesn't have the money to properly maintain the current tracks in the Park, except the very high use ones.

More tracks also means more access for pest animals and plants, not to mention more temptation for mountain bikers to use the walking tracks in the National Park.

Mountain bikers using walking tracks needs to be discouraged, not encouraged. Mountain bikers already use the Davies Track and the Wairau Track in the Kaitake Ranges, causing track damage and spreading the pest plant *Selaginella kraussiana*. DOC seems powerless to stop them.

The Taranaki Traverse and associated walking and cycling routes like the Kaitake Trail are not aimed at encouraging us out of cars and into greener modes of travel, or even aimed at locals at all. They are a tourism venture.

International tourism has a highly uncertain future for one thing (pandemics, climate change), and for another, how many locals actually want to feel swamped by visitors? 'Research has shown a strong sentiment that, even within tourism hotspots, up to three quarters of residents felt there was too much pressure from international visitors.' (Arenia Williams in the Conversations column, p23 North Taranaki Midweek, March 31, 2021.)

Also in the same Midweek, in crowd numbers double at the Bowl (p9), '*... despite no international acts as a drawcard, Taranaki was still the second-highest performing domestic tourism region this summer... The tourism spend in January was \$28 million, up 13% on January last year' and December 2020 was 'up 2% on December 2019.'* New Zealand tourists are coming to the region anyway.

It seems there are many reasons why spending ratepayers' money on a tourism venture is not wise - and presumably there will be taxpayers' money too for any national park sections of these proposed trails.

The Parliamentary Commissioner for the Environment, Simon Upton, suggests the pandemic is time for a rethink of tourism. In a recent talk to the Otago Tourism Policy School annual forum (18 March 2021) (<https://www.pce.parliament.nz/media/197099/address-to-otago-policy-school-tourism-and-the-environment-pdf-210kb.pdf> accessed 5 April 2021, from <https://www.pce.parliament.nz/our-work/news-insights/address-at-the-otago-tourism-policy-school-annual-forum>), he summarises the findings and recommendations of his Office's two reports on tourism 'Pristine, popular... imperilled?' (December 2019), and 'Not 100% - but four steps closer to sustainable tourism' (February 2021). I highly recommend taking a look at the talk notes and slides. (All subsequent quotes are from his talk).

'One key theme that emerged [from the first report] was that a lot of historical and existing tourism policy had been dedicated to sponsoring the industry's growth.'

enjoyment of biking and confidence, making them more likely to commute by bike. We support trails development for both transport decarbonisation and increased tourism

The Trust has been established with the aim of raising more funding for trails development, not to expect DOC to pay for trails.

Trail's development in other regions has also helped with predator control, e.g. by access tracks to traps and building fences to protect areas.

That policy largely focussed on symptoms not underlying causes, including improving the resilience of places to tourism pressures. Approaches that rely on this have shortcomings: 'In practice, that has meant dispersing tourists to an ever-growing number of places and using public money to pay for the infrastructure needed to accommodate them.'

The infrastructure of course has its own environmental footprint (the Taranaki Traverse and associated trails will certainly have that); and new infrastructure simply buys time; without controls on tourist numbers, in time more infrastructure will be needed.

And as he says in his talk, 'Few people have been brave enough to question the number of tourists we seek to welcome, what they choose to spend their money on, or the environmental footprint of our tourism operators. 'I expect I'll get cries of protest in suggesting these tourism ventures are not what the region needs.

And then Covid changed the context: in some regions, including Taranaki, the spending from domestic tourism has more than compensated for the loss of international tourists, admittedly based on only one month's data (November 2019 and 2020, intentionally chosen to avoid our domestic holiday season). The data referred to earlier from the Midweek article also paints a similar picture.

What will happen when the borders open, with tourists from Australia being imminent? Forecasts presented in the talk show that: *'...in five years' time, tourism could be generating exactly the same set of environmental and social pressures that it was prior to Covid. That could happen as the result of a conscious decision that the benefits of mass tourism are worth the damage. Or it could happen because we just don't get round to having a proper debate and allow tourism to re-establish its old footprint.'*

'... But one thing is very clear: tourism on a more sustainable footing will not happen by accident. Any such shift will require real changes to business models and real changes to tourist behaviours.'

I know some of these decisions need to be made at a national level, but we need to be aware of them, and contribute to the discussion and the outcomes.

I haven't yet read the full Not 100% - but four steps closer to sustainable tourism report and its recommendations, but include the summary of the 3rd and 4th of his four recommendations from his talk here (my highlights): '- Thirdly, I focused on visitor management in the conservation estate - in particular, how to address the loss of wildness and natural quiet that has occurred at some of our most iconic natural attractions. There are some important recommendations about how DOC manages its concessions and how it imposes limits on the numbers of people that can be accommodated in much sought-after places like Milford or the Tongariro Crossing.'

'- Finally, I decided to tackle the greenhouse gas emissions that result from flying tourists to and from New Zealand. This is arguably the most pressing environmental challenge facing the tourism sector. For that reason, I'd like to focus on tackling aviation emissions for the remainder of this talk.'



	<p>I wholeheartedly agree with the 3rd recommendation, and see that as another reason to not try to attract more tourists to Taranaki. I agree with what he's suggesting in the 4th one, and won't go into more detail on that: see the talk notes and slides.</p>	
<p><b>44.6</b></p>	<p><b>Your comments on any other issues:</b></p>	<p><b>Officers' comments</b></p>
	<p>Whatever we do for transport in Taranaki, we must not forget about nature.</p> <p>Nature is under threat: things in the natural world are getting worse not better. Nature: Humanity at a crossroads, UN warns was the headline for the September 2020 press release on the UN's Global Biodiversity Outlook 5 published by the UN Convention on Biological Diversity. (<a href="https://www.unep.org/news-and-stories/press-release/nature-humanity-crossroads-un-warns">https://www.unep.org/news-and-stories/press-release/nature-humanity-crossroads-un-warns</a>)</p> <p>The Covid-19 pandemic has given us the space to 'rethink our relationship with nature and to consider the profound consequences to their own wellbeing and survival that can result from continued biodiversity loss and the degradation of ecosystems...' "The pandemic has also demonstrated that transformative changes are possible when they must be made" (UN Convention on Biological Diversity Executive Secretary, Elizabeth Maruma Mrema).</p> <p>Three of the report's eight transformative changes 'urgently needed to ensure human wellbeing and save the planet' are directly relevant to the Land Transport Strategy:</p> <ul style="list-style-type: none"> <li>○ The land and forests transition: conserving intact ecosystems, restoring ecosystems, combatting and reversing degradation, and employing landscape level spatial planning to avoid, reduce and mitigate land-use change</li> <li>○ The sustainable climate action transition: employing nature-based solutions, alongside a rapid phase-out of fossil fuel use, to reduce the scale and impacts of climate change, while providing positive benefits for biodiversity and other sustainable development goals.</li> <li>○ The cities and infrastructure transition: deploying "green infrastructure" and making space for nature within built landscapes to improve the health and quality of life for citizens and to reduce the environmental footprint of cities and infrastructure</li> </ul> <p>Together, these transitions recognise 'the value of biodiversity, the need to restore the ecosystems on which all human activity depends, and the urgency of reducing the negative impacts of such activity'.</p>	<p>Comments noted.</p>

### Submission 45: Andrew Moffat

Submitter's comments and requests		Officers' response and recommendations
<b>45.1</b>	<b>Your comments on the vision:</b>	<b>Officers' comments</b>
	It would be good to include a specific reference to trails and pathways in your vision as these are important components of liveable places.	Officers recommend granting the relief in part by amending section 4.2 of the Plan to read:  Officers recommend amending Vision as follows:  <u>A vibrant, resilient and connected region, with a safe roads transport system</u> enhancing liveable places.
<b>45.2</b>	<b>Select your priority for each project:</b>	<b>Officers' comments</b>
	Priority 1 = SH3/3A NP-Hāwera safety Priority 2 = Coastal Path to Waitara Priority 3 = Coronation - Cumberland lights NP Priority 4 = SH3 Bell Block-Waitara safety Priority 5 = Underpass (SH45) & lights (SH45, SH3) Priority 6 = Brecon Rd extension Stratford	Preferred priority ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
<b>45.3</b>	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	Tracks and bike trails have a significant part to play in big picture planning. Resourcing these to make them viable commuter links as well as recreational and tourist assets will pay off in a number of ways and will help us build a more sustainable and connected community.	<b>Trails Trust response:</b> We agree with the comments.  <b>NPDC response:</b> NPDC has developed a draft strategic cycle network which proposes a network of connected cycle routes for cyclists with different abilities and levels of confidence. The urban cycle networks will link to the Taranaki Trails to 2050 project.

## Submission 46: New Plymouth District Council

Submitter's comments and requests		Officers' response and recommendations
<b>46.1</b>	<p><b>Background</b></p> <p>The Council makes this submission in recognition of:</p> <ul style="list-style-type: none"> <li>• Its functions and responsibilities as a Road Controlling Authority and a contributor to the Regional Land Transport Plan and;</li> <li>• The fact that the TRC is only one of many contributors to the Regional Land Transport Plan, including the three Taranaki District Councils and Waka Kotahi (the New Zealand Transport Agency)</li> </ul> <p>In making this submission the Council has considered the proposed Regional Land Transport Plan in the context of the previous 2015 Regional Land Transport Plan (as amended in 2018).</p>	<p><b>Officers' comments</b></p> <p>Background comments noted.</p>
<b>46.2</b>	<p><b>Comments on the Waka Kotahi Investment Plan</b></p> <p>The Council has had long-standing concerns about the level of investment Waka Kotahi is making into the State Highway Network in the Taranaki Region. We are equally concerned about the Agency's capability and capacity to deliver their proposed investment plans.</p> <p>The Council is concerned that, whilst Waka Kotahi's gross investment in the Taranaki State Highway network is increasing to \$538.8m over 10 years compared to \$458.5m in the previous <i>2015 Regional Land Transport Plan</i>, the total funding for state highway improvements over the next ten years has been reduced.</p>	<p><b>Officers' comments</b></p> <p><b>NZTA response:</b> Waka Kotahi recognises that proposed investment in State Highways Improvements is down on previous investment levels. However, they believe this recognises that there has been significant investment in the region's state highway network in the previous two-regional land transport plan periods.</p> <p>Waka Kotahi is planning to invest \$77.5M in Maintenance, Operations and Renewals in the 21-24 period, an increase from \$55.6M in the current 18-21 period.</p>
<b>46.3</b>	<p><b>Comments on the SH3 Waitara to Bell Block</b></p> <p>The <i>2015 Regional Land Transport Plan</i> included over \$43m for safety improvement projects on SH3 between Waitara and Bell Block which should have been substantially complete by the end of the 2021/22 year according to the programme set out in that Plan. The Council is deeply concerned that, not only are many of these projects yet to commence construction, this funding has been reduced to just \$26.8m in the proposed <i>Regional Land Transport Plan</i> and that Waka Kotahi are currently consulting on alternative designs for smaller roundabouts than those recommended in the business case.</p> <p>Since 1 July 2015 the road toll on SH3 between Waitara and New Plymouth includes 7 fatalities and 27 people serious injury. Even when taking a clinical view of these crash statistics, with an estimated social cost of \$43.3 million, there is a</p>	<p><b>Officers' comments</b></p> <p>Comments noted. The Council shares the concerns and frustrations expressed regarding the lack of progress in addressing the safety issues on this important corridor, with this project having been the region's #1 RLTP priority since 2015.</p> <p><b>NZTA response:</b> Waka Kotahi has undertaken two business cases along the SH3 Waitara to Bell Block corridor. These business cases have identified a number of high-risk</p>

	<p>clear and compelling case for investment to prevent further crashes and harm to our community. It is the Council's view that further delay will inevitably lead to further loss of life.</p> <p>The Council submits that Waka Kotahi immediately commits the necessary funding to provide the fit-for-purpose infrastructure that was recommended by the business case for the Waitara to Bell Block Safety Improvement projects. Wasting time by redesigning these projects to deliver fit-for budget solutions will result in further harm to our community and it is, in the Council's view, categorically unacceptable.</p>	<p>intersections along this corridor needing investment to make them safer for all road users and to support future growth. Waka Kotahi is proposing a number of improvements including median barrier, wide centrelines and road markings amounting to \$29M in the 2021-2024 period. Waka Kotahi will continue to work with NPDC to ensure that the highest priority interventions are delivered noting the current fiscally constrained environment.</p>																		
<p><b>46.4</b></p>	<p><b>Comments in addition to the SH3 Waitara to Bell Block</b></p>	<p><b>Officers' comments</b></p>																		
	<p>Beyond the SH3 Waitara to Bell Block projects, the Council is concerned that:</p> <ul style="list-style-type: none"> <li>• There is a lack of low cost/low risk funding for the region's state highways. The draft <i>Regional Land Transport Plan's</i> proposed expenditure on the state highway network is only 1/10th of what is being proposed for the local road network.</li> <li>• Despite the corridor study being undertaken in 2016, financial constraints have meant that projects on SH3 between New Plymouth and Hāwera are not currently funded, this includes SH3 Coronation Ave/Cumberland Street intersection, Dudley Rd/SH3 intersection, and Durham Rd/SH3 intersection upgrades.</li> </ul> <p>The \$8,583,930 budgeted from 2021/22 to 2023/24 in the previous Regional Land Transport Plan for the SH3A Bell Block to Inglewood safety improvements is no longer funded.</p>	<p>Comments noted. The lack of progress and visibility on the corridor study of SH3 New Plymouth to Hāwera that commenced in 2016 has been an ongoing frustration for the RTC.</p> <p><b>NZTA response:</b> Due to the new Road to Zero activity class, a number of Low Cost Low Risk activities are now captured in the Road to Zero Infrastructure and Speed Management Low Cost Low Risk activities. Total Low Cost Low Risk investment across both the State Highway Improvements and Road to Zero activity classes is proposed to be \$10.5M in the 21-24 period. This is an increase from \$7.1M in the current 18-21 RLTP.</p>																		
	<p><b>Comments on Waka Kotahi's asset management capabilities and practices</b></p>	<p><b>Officers' comments</b></p>																		
<p><b>46.5</b></p>	<table border="1" data-bbox="293 1024 1039 1227"> <thead> <tr> <th>Road Classification</th> <th>Waka Kotahi State Highways</th> <th>NPDC Local Roads</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>67</td> <td>90</td> </tr> <tr> <td>Primary Collector</td> <td>72</td> <td>75</td> </tr> <tr> <td>Secondary Collectors</td> <td>102</td> <td>86</td> </tr> <tr> <td>Access</td> <td>N/A</td> <td>99</td> </tr> <tr> <td>Low Volume</td> <td>N/A</td> <td>102</td> </tr> </tbody> </table> <p>With the exception of arterial roads, the Council's local road network is in a comparable or better condition than the state highways; in fact most of NPDC's low volume, access and secondary collector roads offer a materially smoother journey than the State Highway secondary collectors.</p>	Road Classification	Waka Kotahi State Highways	NPDC Local Roads	Arterial	67	90	Primary Collector	72	75	Secondary Collectors	102	86	Access	N/A	99	Low Volume	N/A	102	<p>Comments noted and referred to Waka Kotahi.</p> <p><b>NZTA response:</b> Waka Kotahi is working in a constrained funding environment however Waka Kotahi recognise that, due to COVID a number of planned sealing work was not undertaken in the 2019-20 season. Additional investment was made in the 20-21 season to bring the network back to an optimal condition. Waka Kotahi is planning to invest \$77.5M in Maintenance, Operations and Renewals in the 21-24 period, an increase from \$55.6M in the current 18-21 period.</p>
Road Classification	Waka Kotahi State Highways	NPDC Local Roads																		
Arterial	67	90																		
Primary Collector	72	75																		
Secondary Collectors	102	86																		
Access	N/A	99																		
Low Volume	N/A	102																		

	<p>Whilst the Council is supportive of Waka Kotahi’s plans to increase its investment in maintenance and renewals activities by approximately \$105m over 10 years, we are concerned that the Agency will continue to deliver sub-standard value for money for the Taranaki Region by spending twice as much to deliver a comparable or worse result than the region’s local authorities.</p> <p>As the Council has matured its own asset management capabilities in pursuit of ISO 55001 certification, it has taken a strategic approach to procurement and decisions to outsource or bring in-house its asset management functions. It is the Council’s opinion that Waka Kotahi’s current approach through the performance based “Network Outcome Contracts” (NOC) has systematically outsourced much of the Agency’s asset management functions and, in doing so, stripped it of the skills, knowledge and capability to effectively manage its assets.</p>	
46.6	<p>The fact that there are no plans to wholesale upgrade the state highway street lighting network to LEDs is one such piece of evidence of this lack capability. Despite the compelling case for investment in LED lighting demonstrated by multiple business cases from local authorities across the county, Waka Kotahi persists with technology that is effectively obsolete whilst foregoing the whole-of-life cost savings, and the broader outcomes associated with carbon emissions reductions and improvements to our community’s perceived safety due to better lighting quality.</p>	Comments noted and agreed.
46.7	<p>The Council submits that, if it hasn’t already done so, Waka Kotahi undertakes an independent assessment of its asset management maturity and discloses both the results and an associated improvement action plan. This would be greeted as the first step in rebuilding our region’s confidence in the agency.</p>	Comments noted and agreed. Referred to Waka Kotahi.
46.8	<p><b>Monitoring/accountability for Waka Kotahi’s executing of the RLTP</b></p> <p>The Council also submits that, as the chair of the Regional Land Transport Committee, the Taranaki Regional Council takes a firm approach to monitoring the execution of the Regional Land Transport Plan and holds Waka Kotahi accountable for its performance on behalf of the communities of our region.</p>	<p>The Council agrees with the submitter and notes the ongoing challenges with getting appropriate project updates from Waka Kotahi despite frequent requests.</p> <p>The Council shares the submitter’s frustrations and objectives.</p>
	<b>General comments on the Regional Land Transport Plan</b>	<b>Officers’ comments</b>
46.9	<p>The Council supports the Thirty year vision of: <i>“A vibrant, resilient and connected region, with safe roads enhancing liveable places”</i>.</p> <p>However, the Council submits that the words “safe roads” be removed and replaced with <i>“a safe transport network”</i>. This change supports a more systemic approach that recognises safety across all transport users, including off-road</p>	<p>Comment noted and agreed. Officers recommend amending Vision as follows:</p> <p><i>A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</i></p>

	walking and cycling pathways, the rail network, public transport infrastructure such as bus stops and town centre shared spaces	
46.10	The Council supports the thirty year strategic objectives included in the plan. However, we note the following issues and/or opportunities:	Support noted.
46.11	<p>• <b>Objective 1: Integrated – An integrated and collaborative approach to transport and land-use planning that maximises transport effectiveness</b></p> <p><b>Opportunity</b> – The Council and TRC are required to develop a Future Development Strategy under the National Policy Statement – Urban Development, which will provide an integrated approach for the future management of growth in the New Plymouth district.</p> <p>The Council looks forward to working collaboratively with the TRC to develop its Integrated Strategic Transport Plan which will be a key contributor to the Future Development Strategy. A key outcome of this plan is to enable more integration between the modal networks and transition the key moves for individual network plans into one strategy. This will be supported by the development of robust land use / transport scenarios for New Plymouth to inform the planning for the Future Development Strategy.</p> <p><b>Issue</b> - The impact of the road freight (particularly logging) on the region’s road network, the natural and urban environment, and communities (e.g. noise, vibration, severance, safety, etc.) is one of the key issues facing the region over the next 5-10 years. The Taranaki 2050 roadmap has also identified the need to identify new infrastructure or opportunities that lead to better-integrated and sustainable outcomes for transport infrastructure and services. The future management of freight would seem to be one of the key areas where a more collaborative and integrated approach between Taranaki’s local and central government planning authorities and service providers (e.g. RTA operators, KiwiRail, Port) is required to rebalance the over-reliance on road freight operation to achieve more sustainable outcomes.</p>	<p>Comments noted and agreed.</p> <p>The future management of freight, particularly improved integration of modes and lessening the reliance on road freight, is a key issue for a range of outcomes. Recommend strengthening related provisions in the Plan, including adding the following method in Section 4.4 of the Plan –</p> <ul style="list-style-type: none"> <li>▪ <a href="#">RTC commissioning a (mode-neutral) study on the future management of freight throughout the region.</a></li> </ul>
46.12	<p>• <b>Objective 2: Enabling – An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</b></p> <p><b>Issue</b> – there is a need to investigate rail options to help mitigate the impacts of road freight through a wider economic benefit and climate change lens. An action promoting the investigation of inland rail freight hub(s) could be included.</p>	<p>Comments noted and agreed.</p> <p>Recommend amending the measure in Section 4.4. of the Plan as follows –</p> <ul style="list-style-type: none"> <li>▪ <a href="#">Promote investigation into, and recognise Recognising the impact of, inland freight hub developments.</a></li> </ul>
46.13	• <b>Objective 3: Safe – A safe transport network increasingly free of death and serious injury.</b>	Comments noted. The Policies and Measures supporting this Objective already directly link to the Road to Zero

	<p><b>Issue</b> - NPDC sees benefit in aligning this objective with New Zealand’s Road Safety Strategy 2020-2030, Road to Zero, where the vision is “A New Zealand where no one is killed or seriously injured in road crashes”. The Road to Zero wording provides stronger support to New Zealand’s Road Safety Strategy.</p>	<p>vision. The objective itself is broader than solely roads and it is recommended that this is retained, especially as work is undertaken to greatly support mode shift. Refer below to 46.15.</p>
<p>46.14</p>	<p>• <b>Objective 4: Accessible – A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</b></p> <p><b>Opportunity</b> – The Council’s growth strategy will require a much higher level of public transport provision in the City’s urban area and identified future growth areas over the next 30 years to support more densified living and sustainable travel behaviour in New Plymouth. The Council previously submitted on the TRC’s Public Transport Plan and the comments made therein remain valid.</p> <p>TRC’s draft <i>Long Term Plan (2021/31)</i> proposes 3 bus service options for submitters to consider. There is an opportunity to improve the current bus routes and timetables so that they better deliver for the communities of interest and on some of the wider future development priorities for the District. This should also be a focus of the Regional Land Transport Plan. The Council would like to work collaboratively with TRC to assess how the level of public transport provision can be significantly improved over the next 10 years. The Council is developing a Central City Strategy. Feedback has been received on the importance of public transport to ensuring our CBD can be a vibrant and economic hub.</p> <p>The Council would like to work with the TRC on an integrated approach to managing transport in the CBD and surrounds. For example, any improvement in subsequent bus service levels would need to be supported by improvements in complementary district level measures such as parking management, bus priority and service infrastructure, cycle and walking improvements. This underscores the importance of an integrated and collaborative approach amongst Taranaki’s transport planning authorities.</p>	<p>Comments noted and agreed. Strongly support the acknowledgement that any improvement in bus service levels needs to be supported by improvements in complementary district level measures such as parking management. The Council welcomes the offer from NPDC to work more collaboratively to assess how the level of public transport provision can be improved. The Council notes that it’s 2021-31 Long-Term Plan as adopted on 18 May 2021 resolved to investigate alternative fuel options for the New Plymouth Citylink bus fleet, and also to investigate and trial new Citylink routes and extra services on existing routes. When costs for the fuel conversions and extra services are finalised, budgeting provisions will be included in the 2022/2023 Annual Plan.</p> <p>Recommend addition of the following measures under Objective 4 in section 4.4:</p> <ul style="list-style-type: none"> <li>▪ <a href="#">TRC investigating and trialling increasing the level of public transport provision in the region (per TRC’s 2021/2031 Long-Term Plan).</a></li> <li>▪ <a href="#">RCAs working collaboratively with TRC to ensure an integrated approach for successful public transport provision (e.g. RCAs using the tools they have such as parking measures and service infrastructure to encourage greater use of public transport).</a></li> </ul>
<p>46.15</p>	<p>• <b>Objective 6: Environmentally sustainable – An energy efficient and environmentally sustainable land transport system</b></p>	<p>Comments noted and agreed.</p> <p>Recommend incorporating health benefits into <b>Objective 3</b>, so that it reads:</p>

	<p><b>Issue</b> - There does not seem to be an explicit strategic objective that covers the health benefits of improving the sustainability of the current transport system and the operation of it. This could be included more explicitly in the text for objective 3 or 6.</p>	<p><b>Safe and healthy people</b> – A safe transport network increasingly free of death and serious injury. Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option.</p>
	<p><b>Ten-year headline targets</b></p>	<p><b>Officers' comments</b></p>
46.16	<p>The council supports the Ten-year headline targets in principal, but makes the following suggestions for improvement:</p> <ul style="list-style-type: none"> <li>• <b>Overview</b> More specific targets should be put in place to ensure that the achievement of the vision and objectives can be measured. Inclusion of specific targets would align better with the current urgency amongst NZ's scientific community, Central Government and the wider community about making meaningful change and monitoring progress to address the impacts of climate change, intergenerational inequity and travel behaviour.</li> </ul>	<p>General support and suggestions noted.</p> <p>As footnoted beneath the targets in Section 4.3, while assigning percentage changes were considered for each of the headline targets, it was decided that the trend over time was of more importance than a potentially arbitrary percentage change.</p> <p>Section 8.1 [Monitoring the Plan] also states that a monitoring framework will be established to assess implementation of the Plan, with the headline targets being key parts of this framework. Further that there was too much uncertainty over which indicators would be most suitable, and also most readily accessible, to set the framework from the outset of the Plan. Officers welcome guidance from NPDC in identifying appropriate measurable indicators for these targets.</p>
46.17	<ul style="list-style-type: none"> <li>• <b>Improving safety – A reduction in deaths and serious injuries</b> A measurable target needs to be developed and assigned to this area. The safety target should align with Road to Zero which is “to reduce deaths and serious injuries on our roads by 40 percent by 2030”.</li> </ul>	<p>Refer to response to 46.16.</p>
46.18	<ul style="list-style-type: none"> <li>• <b>Increasing mode shift – More trips made by walking, cycling and public transport throughout the region</b> A measurable target for walking, cycling and public transport uptake is highly desirable. The 2018 census results could help to provide the bench line for each mode, from which a 10 year target could be planned.</li> </ul>	<p>Refer to response to 46.16. Officer's note that Census data is already referenced as part of this monitoring framework.</p>
46.19	<ul style="list-style-type: none"> <li>• <b>Improving reliable connectivity – Less travel disruption for road traffic</b> A measurable target for connectivity is also essential to monitoring the performance of our transportation systems.</li> </ul>	<p>Refer to response to 46.16.</p>
	<p><b>Ten-year transport investment priorities</b></p>	<p><b>Officers' comments</b></p>



46.20	<p>The Council supports the Ten-year transport investment priorities; however the following statement is considered to be too broad:</p> <ul style="list-style-type: none"> <li>• <b>Safety – Improve safety at high-risk intersections and on high-risk roads</b></li> </ul> <p>The Council would like to see the TRC work closely with Road Safe Taranaki to determine one or two specific areas to focus on.</p>	<p>Support and comments noted. Roadsafe Taranaki were involved in setting these priorities and will continue to be involved in giving effect to them. No change recommended.</p>
-------	---	--

### Submission 47: Kaitake Community Board

Submitter's comments and requests		Officers' response and recommendations
47.1	<p><b>Background and supporting documents</b></p>	<p><b>Officers' comments</b></p>
	<p><i>Refer to the full submission provided in the separate document to view associated photos/maps from the submission, along with appendices of:</i></p> <ul style="list-style-type: none"> <li>▪ <i>The documentation from the 2020 consultation the KCB carried out regarding land transport issues and between Okato and New Plymouth;</i> <ul style="list-style-type: none"> <li>- <i>Road Safety</i></li> <li>- <i>Walking and Cycling Safety</i></li> <li>- <i>Walking and Cycling Connectivity</i></li> </ul> </li> <li>▪ <i>The Kaitake Community Plan, including the required Point of Entry list for the NPDC 2018/28 LTP.</i></li> </ul> <p><b>Preamble</b></p> <p>The Kaitake Community Board (KCB) makes this submission on behalf of Kaitake Community Ward. The submission is supported by the information gathered from the extensive public consultation carried out in 2020 and the subsequently updated Kaitake Community Plan 2020-2023.</p>	<p>Introductory comments and appendices noted.</p>
47.2	<p><b>SH45 Wairau Road Walking/Cycling Underpass</b></p>	<p><b>Officers' comments</b></p>
	<p>We quote from the <i>Draft Regional Land Transport Plan for Taranaki 2021-27</i> Page 50 -'Regionally significant activities proposed for funding' The item coming in at 5th on that list is:</p>	<p>Comments and concerns regarding the inclusion of the SH45 Wairau Road Walking/Cycling Underpass project are noted. This project has been proposed for funding within the Plan by NPDC, in alignment with their proposal within their Long-Term Plan.</p> <p>This project is one of four within Table 6 of the Plan, with a footnote stating, "these particular 'Low Cost Low Risk'</p>

### 6.3 Proposed 'regionally significant' activities

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

Table 6: Regionally significant activities proposed for funding

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate (\$)						Separated funding source	FAR from NLT	Requested investment share (over 6-year RLTP)	Contribution to regional priorities	Ten-year investment priority	Regional priority	
						NLT 2021-24			NLT 2024-27									6 year RLTP
						2021/22	2022/23	2023/24	2024/25	2025/26	2026/27							
NPDC	SH45 Wairau Road Walking / Cycling Underpass	Improving travel choices and safety	Walking & Cycling	Implementation	2023/24	-	100,000	650,000	-	-	-	\$ 750,000	N.B.L.	5%	\$ 382,500	S1, S2, S3, A3, I2, E2	IP: (safety)	5

The Taranaki Regional Land Transport Plan documentation lists the definition of significance as an activity defined as any new improvement in the region where funding from the NLT Fund is required within the first three years of the Plan. It also states that significant activities are to be presented in order of priority. We question what is regionally significant about this underpass?

Territorial authorities do participate in the land transport planning and funding system in several important ways. In this instance that role is the provision of infrastructure that facilitates walking and cycling activities. Each territorial authority submits their district's programme of proposed land transport activities for the upcoming six financial years to the Regional Committee for inclusion in the Plan. However it is disturbing that we have not been able to establish what the purpose of the underpass is, who decided to include it, and who has been consulted before its inclusion in the Taranaki Regional Land Transport Plan.

With the proposed underpass coming in at 5th on the proposed regional significance list to 'improve travel choices and safety' it is our qualified opinion that its inclusion under this description is particularly unconvincing. At this point, we don't believe that it is an important element in the safe and efficient road transportation network at Oākura and SH45 in particular. The KCB has consulted widely on traffic safety in our ward and can point to a large number of other issues that need addressing to 'improve travel choices and safety' that would rank well above this activity in any list. At this point, not one of them is being addressed.

It is pertinent that during the recent NPDC PPC48 Consent Hearing by a developer to create 395 residential lots ranging in size from 300m2 to 700m2 on the adjacent land on the southern side of SH45 all experts agreed there was uncertainty about whether the underpass proposal to address movements between Upper and Lower Wairau Road would be effective and it was subsequently removed from the consent application.

There is no usage or design information available to appropriately assess this from a community perspective. The KCB believes it would not discourage people from crossing the highway at grade level and believes many other more pressing highway issues that impact the community should be addressed first. With this lack of clarity, the KCB is concerned that the NPDC and TRC have already signalled its development and priority.

*projects are on state highways however have been proposed by NPDC (with partial funding by themselves) rather than NZTA, due to wanting these progressed based on their importance to the community.”* The submitter is correct in thinking that this project would not usually be considered sufficiently 'regionally significant' to be included in this ranked table. However, ongoing frustration with Waka Kotahi not addressing/progressing projects of importance to the community saw NPDC putting these state highway projects forward themselves – and the Regional Transport Committee agreeing to include them within the ranked list to elevate this situation.

**NPDC response:** The SH45 Wairau Road Underpass and the SH45 Dixon St to Corbett Park Walkway are included in the NPDC's Long Term Plan and phased in occur over 2022-24.

The underpass at the Wairau Road end of Oakura will enable a safe, separated walking/cycling crossing across SH45, particularly for school children walking or cycling to/from school from the surrounding catchments. The project will include a new footpath to link up both sides of Wairau Rd. The underpass also provides a safe link to the proposed Kaitake Trail from Oakura, programmed for development by 2030.

NPDC will work with the Kaitake Community Board on improving the safety and accessibility of local roads in Oakura and working with Waka Kotahi to improve safety and speed management on SH45.

The Let's Go programme will continue to deliver and plans to ramp up cycle skills training to our youths through their schools. The Let's Go programme will also be looking at a higher engagement with adult training.

Is the underpass part of the proposed Kaitake Trail from Pukeiti? We have been led to believe on numerous occasions that the trail will finish on the ~~western~~ <sup>eastern</sup><sup>1</sup> side of Upper Wairau Road. If the intention is to link the underpass scenario to the Pukeiti Trail then we would expect, as a matter of course, that trip generation rates have been adequately identified through relevant published standards and other relevant means that can be realistically regarded as primary data.

We are not aware of any pedestrian/cyclist surveys carried out at the existing Wairau Road intersection, so there is no available data to inform effective judgement regarding the proposed underpass and pedestrian/cyclist needs. We are also interested in how the council intends to address the lack of an esplanade connection strip on the seaward side of the planned underpass. There is consequently nowhere for the users to go except out onto the state highway in the 100kph zone and adjacent to the dangerous intersection. Put more simply (and based on our discussions with landowners) an underpass to nowhere.

We question the methodology (or standards) used by both the NPDC and TRC in concluding that an underpass is needed. If this decision has been thought through then we believe it is based on unreliable data. With this lack of clarity, it does appear in this instance that the NPDC and the TRC are focused entirely on recreational visitors to our community rather than on local ratepayers and residents.

Local Government New Zealand states, *'that one of the strengths of local government is the opportunity it allows for citizens to be directly engaged in the process of governing their own towns, cities and regions. The practice of self-government enhances our understanding of citizenship while ensuring public services are responsive to the needs of the communities they are designed to serve.'*

We therefore would urge the TRC to put the equivalent spend towards our more pressing and evidence-based land transport issues in our community such as the provision of a shared pathway from Donnelly Street to Upper Wairau Road. The community requires a short section of footpath to be developed into a shared pathway from the Donnelly Street/SH45 intersection to the Upper Wairau Road/SH45 intersection and extending into Upper Wairau Road. This will then connect the planned shared pathway from the Donnelly/SH45 intersection to Oākura School. Currently, there is no footpath connection for more than 60 houses on Upper Wairau Road up to the Surrey Hill Road intersection. This is an easy walking and cycling distance of around 700 metres. Consequently, most parents choose to drive their children to the primary school or the secondary school bus collection point rather than have them walking, skating or biking to cross at the dangerous Wairau Road intersection. Over 60 children from the area currently attend Oākura School and there are more high school students who catch buses to New Plymouth and Okato from the school and Oākura hall. It will also benefit Upper Wairau Road residents for trips to and from the school and invariably to other village utility destinations. And as we have always been led to believe this would also provide the end point for the Pukeiti Trail.

---

<sup>1</sup> Correction from western to eastern requested by submitter via email on 20 May 2021

<p>This connection would prove a godsend for the community and would go a long way to alleviate the serious congestion issues outside Oākura School and clogged parking in the commercial area of the village.</p> <p>This is only one example of where the community is asking for some leadership from our territorial authorities. Any engagement with the community would have found other examples requiring urgent health and safety attention. These are the Hampton Road/SH45 intersection in Okato and the highway west to the Kaihihi Road intersection. Another pressure point is the Hau Lane, Dixon Street, Butler Lane intersection with SH45 in Oākura.</p> <p>From a recreational trail connection perspective, the long-standing Weld Headland issue does require ongoing attention. This has been an ongoing project for the past 40 years, it has universal support from mana whenua and the community. A positive outcome at that pinch point will provide a far more beneficial recreational long term outcome for the community than the proposed underpass.</p> <p>The KCB takes our responsibilities seriously, we consult extensively and regularly, we have undertaken a rigorous community-led process to develop the Kaitake Community Plan. We hope that you also take that work seriously and recognise our priorities in your planning.</p>	
--	--

### Submission 48: Aggregate and Quarry Association

Submitter's comments and requests		Officers' response and recommendations
<b>48.1</b>	<b>Importance of aggregate resources</b>	<b>Officers' comments</b>
	<p>The Aggregate and Quarry Association (AQA) is the industry body representing construction material companies which produce 45 million tonnes of aggregate and quarried materials consumed in New Zealand each year.</p> <p>Funded by its members, the AQA has a mandate to increase understanding of the need for aggregates to New Zealanders, improve our industry and users' technical knowledge of aggregates and assist in developing a highly skilled workforce within a safe and sustainable work environment.</p> <ol style="list-style-type: none"> <li>Aggregate (crushed rock, gravel and sand) is an essential resource for the building of roading projects and other transport infrastructure and due to the unprecedented levels of construction and infrastructure development activity generally, aggregate is increasingly in short supply in many parts of New Zealand including the Taranaki region.</li> </ol>	<p>Submitter highlights the importance of the aggregate industry to the transport network. The submitter's comments are noted.</p>

2. We are writing this submission to the Taranaki Regional Council on the draft Regional Land Transport Plan (the Draft Plan) to ensure that availability and supply of aggregate is top of mind as the councils' planning processes progresses.

#### **Aggregate and the Transport System**

3. Road construction and maintenance uses aggregate in large quantities. Different grades of aggregate and sand are used for the road's base layer, the pavement and the seal on top. To build 1km of a two-lane motorway, you need around 14,000 tonnes of construction aggregates (400 truckloads).
4. Aggregate is also used for general construction - in concrete, asphalt, mortar and other building products. (For example, the building of an average house, requires about 250 tonnes of aggregate.)
5. Aggregate is also used to increase resilience of the transport network to natural hazards and climate change. Aggregates, for example, are needed for flood protection and to adapt to sea level rise and coastal erosion through strengthening of sea walls etc. They will be needed to repair damage to coastal infrastructure such as roads and to make infrastructure more resilient generally to greater intensity storms and extreme weather events.

#### **Planning for Aggregate**

6. It is important to note, aggregates and other quarry materials are a site-specific resource. They are not universally available and can only be sourced from where they are located. Without planning to provide for adequate access to resources at workable locations there is the real risk of losing access to the resource. It is critical that planning is streamlined, and quarry resources are protected so they can supply vital construction materials including those which will be needed for the projects in the Regional Land Transport Plan.
7. A lot of land comprising suitable aggregate resource in Taranaki has already been built on or has been sterilised as a result of inadequate planning in years gone by. With a proliferation of competing land uses it is important that land with suitable aggregate resource is first identified and then protected for future use.
8. Just as aggregate is an essential and underappreciated component in the transport infrastructure supply chain, the transportation of aggregate from quarry to destination is an issue given the heavy costs of shifting it (an additional 30 km travel cost typically doubles the cost of aggregate). This means potential aggregate resource must be able to be accessed as close to roading projects as possible to reduce the cost of construction.
9. There are several examples of roading projects around the country where aggregate has had to be transported large distances due to a lack of local product. Some of the delays at Transmission Gully in Wellington are a well-documented example of this. Failure to adequately plan for future aggregate extraction would lead to a

	<p>substantial increase in cost of development and maintaining of transport infrastructure, delays as aggregate is sourced from outside the region and congestion as truckload after truckload is transported to the site.</p> <p>10. It should also be noted that quarries have a limited lifespan and aggregate extraction is a temporary land-use. Once all the aggregate material has been extracted, quarry land is returned to the community to a former use, or an alternative use.</p> <p><b>Conclusion</b></p> <p>In summary, to ensure the projects identified in the Regional Land Transport Plan are able to be undertaken as cost effectively as possible, sound planning is required so that future access to aggregate resources is sufficiently recognised, protected and provided for. It is important that there is good coordination between all parts of the planning process and that planning for land use and quarries is linked to the transport plan.</p>	
--	--	--

### Submission 49: Sustainable Taranaki

Submitter's comments and requests		Officers' response and recommendations
<b>49.1</b>	<b>Recommendations from a public future transport forum hosted by Sustainable Taranaki</b>	<b>Officers' comments</b>
	<p><i>Refer to the full submission provided in the separate document to view associated appendices of:</i></p> <ul style="list-style-type: none"> <li>▪ <i>BT Concepts – A little crazy</i></li> <li>▪ <i>BT Concepts – Novel</i></li> <li>▪ <i>BT Concepts – Progressive</i></li> <li>▪ <i>The Future of Transport – What's your vision for Taranaki</i></li> </ul>	
<b>49.2</b>	<p><b>Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki</b></p> <p>Sustainable Taranaki, with funding support from TSB Community Trust and Venture Taranaki, held a public workshop on better (sustainable) travel on <b>8 April 2021</b>. This is part of a series of better travel pilot activities within Sustainable Taranaki's behaviour change programme. 18 people attended in person in New Plymouth and the live stream had circa 100 logins (though livestream participants could not participate in the work groups).</p> <p>This 8 April public information evening focused on personal (including work) travel and included briefing presentations on the He Pou a Rangī recommendations, the opportunities for changes, challenging perceptions on barriers and apparent quick wins, NPDCs investments/ activities (which stimulated quite a bit of interest), the benefits of EVs, the link car sharing app/ vision and future transport visions, followed by break out groups to envision change.</p>	<p>Sustainable Taranaki is thanked for providing these comments.</p>

	<p>The outputs of the workshop discussion are summarised as a submission below. In our opinion it substantially captures the broad range of views from participants as presented from working groups at the event, but it is not a collectively agreed perspective. This is provided for information, and is not a formal endorsement of recommendations by, or a submission on behalf of, the author, individual participants, funders or event organisers.</p> <p>Sustainable Taranaki acknowledges that only some of the below is directly relevant to TRC but many are relevant collectively as TRC works with the district councils and Waka Kotahi on integrated transport and urban plans.</p>	
	<p><b>Future transport – workgroup outputs</b></p>	
<p><b>49.3</b></p>	<p><b>1. Infrastructure and urban form group</b></p> <p><b>Vision</b></p> <p>The group did not summarise a vision but formed around the opportunity to integrate urban form changes, public/ other shared and multi-modal transport infrastructure/ service/ innovation investment and digitalising services, incentives and (sometimes painful) triggers to change people’s transport options/ decisions/ preferences.</p> <p>The group focused heavily on the current convenience of (often) single occupancy cars. The actions reflect a view that painful triggers were needed to make these less attractive as well benefits that make alternatives more attractive/ flexible/ convenient. These changes need to go in parallel.</p> <p><b>Things to start right now</b></p> <ul style="list-style-type: none"> <li>• Better, safer roads for bikes – simple, cost effective things like more bold painted lanes or markings on “interchanges” to get lots done quickly</li> <li>• Change parking to drive low carbon behaviours. Best spots for car share / pooling, EVs and small/ compact cars (e.g. small spaces). If it’s a long walk when you come in a single occupancy or in a big car, you will make more effort to share.</li> <li>• Use car plate or car colour rules, etc. so we limit the days any car can come in to town to encourage sharing (unless car pooling?).</li> <li>• Introduce CBD or congestion charge, potentially graded by occupancy of car, size of car, etc.</li> <li>• Add a local fuel surcharge, as Auckland has, to fund shared transport.</li> </ul> <p><b>Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki</b></p> <ul style="list-style-type: none"> <li>• More support for digital investments to facilitate clean transport over physical road investments e.g.:             <ul style="list-style-type: none"> <li>o the tools to manage the restrictive/ preferential parking/ CBD access rules above,</li> <li>o integrating with/ promoting of car sharing apps, or</li> <li>o integrating the Bee card/ an app regionally, with other shared transport options appropriate to our regional needs (e-scooter or e-bike hire at destinations/ ride share etc.) and with available service and timing information on buses and car share etc.</li> </ul> </li> </ul>	<p>Comments from workshop discussion are noted.</p>

	<p><b>3-5 years</b></p> <ul style="list-style-type: none"> <li>Investing more in buses with focus on frequency and a central loop service with lots of things in walkable/ e-scooter/ bike easy reach (TDHB, WITT, Fitzroy, CBD, Waiwhakaiho) rather than primarily arterial routes in town (and provide facilities for e-scooter/ bike share etc.).</li> <li>Use existing rail for a high frequency service Waitara to the port.</li> </ul> <p><b>10 years</b></p> <ul style="list-style-type: none"> <li>Integrated urban planning for denser CBD, denser populations on key arterial routes/ around planned multimodal transport interchange points, multi-activity urban villages (including daily shopping needs, DRs, shared workspaces etc.) that reduce the need to travel, integrated multimodal transport routes and connections (include easy interchange between bike etc. and shared transport and dry, safe ways to reach destination).</li> <li>Leverage rail for long distance and freight.</li> </ul> <p><b>Key Barriers</b></p> <ul style="list-style-type: none"> <li>Behaviours, habits,</li> <li>Structure of roads and the attitude of car drivers,</li> <li>No incentive to change when car is so convenient and flexible,</li> <li>Lack of central co-ordination.</li> </ul> <p><b>Barrier Busters</b></p> <ul style="list-style-type: none"> <li>Big triggers (pain points reducing convenience and flexibility of the car) and incentives.</li> <li>Behaviour change investments.</li> <li>Creating a culture of respect for cyclists etc., and users of shared transport.</li> </ul>	
<p><b>49.3</b></p>	<p><b>2. Active transport group</b></p> <p><b>Vision</b></p> <p><b>A city that embraces, enables and drives the growth of “micro EVs” to replace the car</b></p> <ul style="list-style-type: none"> <li>e-scooters, e-bikes, skateboards, e-motorbikes, e-“carts” (e.g. NZ Post uses)</li> </ul> <p><b>Things to start right now</b></p> <ul style="list-style-type: none"> <li>Free easy parking for micro-EVs and similar non ICE options</li> <li>Encouraging etiquettes e.g. slow down and use bell when behind folks (without scaring them)</li> </ul> <p><b>Key Barriers</b></p> <ul style="list-style-type: none"> <li>Safety from other vehicles for cyclists, e-bikes and when alone (pedestrians at night) – better painting and signage are a near term opportunity for cycling especially where lanes end/ merging to roundabouts where participants noted recent accidents;</li> <li>Weather – winter/ rain (incl. what do if wear glasses etc.);</li> </ul>	<p>Comments from workshop discussion are noted.</p>



	<ul style="list-style-type: none"> <li>e-bikes heavy for some; arriving sweaty/ dishevelled; Disabled access</li> </ul> <p><b>Barrier Busters</b></p> <ul style="list-style-type: none"> <li>More cycle lanes; space between cars and bikes; dedicated cycle ways; dedicated walkers space; walking buses (kids, safety)</li> </ul> <p><b>Triggers Enablers</b></p> <ul style="list-style-type: none"> <li>See actions above plus getting community to value quieter community, fitness/ health, clean air, social interaction.</li> <li>Reduced, or flexible, work hours that allow people to make use of these different options</li> </ul>	
<p><b>49.3</b></p>	<p><b>3. EV group</b></p> <p><b>Vision</b>  <b>Embracing a coming wave of low cost EVs (e.g.: 3D printed EV Waikato; low cost Indian/ Chinese produced fit for purpose urban EVs) including recycling ICE cars with electric motors, integrating EVs with solar power and running our homes.</b></p> <p><b>Things to start right now</b></p> <ul style="list-style-type: none"> <li>EV owners to drive the cars, spread the work, attend meetings</li> </ul> <p><b>3-5 years</b></p> <ul style="list-style-type: none"> <li>As our EVs age sell to someone who has the right use case (e.g. lower daily max KMs)</li> </ul> <p><b>10 years</b></p> <ul style="list-style-type: none"> <li>Upgrade our cars and/ or replace battery as prices drop</li> </ul> <p><b>Key Barriers</b></p> <ul style="list-style-type: none"> <li>Battery replacement and disposal</li> </ul> <p><b>Barrier Busters</b></p> <ul style="list-style-type: none"> <li>New technologies including improving recycling (Germany already recycles 72% of components); battery re-use (stationary applications needing energy rather than power output e.g. home solar storage, “grid” support)</li> <li>Subsidising costs of EVs and assisting the new industries/ support services to get the best value from them</li> </ul> <p><b>Triggers/ Enablers</b></p> <ul style="list-style-type: none"> <li>Supporting innovators e.g. Blue Cars who are now assembling batteries in NZ building capacity and jobs here.</li> </ul>	<p>Comments from workshop discussion are noted.</p>
<p><b>49.3</b></p>	<p><b>Envisioning the Future – Strawman Scenarios</b></p>	<p>The three pictorial future vision scenarios provided are noted and commended.</p>

Through the course of public workshops, events and employer engagements over the last year, the three future vision scenarios attached with this submission were designed to promote further discussion. They visually capture significant elements of what we have heard and therefore are being shared to help promote the on-going dialogue.

Sustainable Taranaki acknowledges the many people who have provided time and ideas that are represented within these concept futures.

## Submission 50: Silk Advisory

Submitter's comments and requests		Officers' response and recommendations
<b>50.1</b>	<p><b>Your comments on the vision:</b></p> <p>It is a powerful, succinct vision but fails to convey the urgency for transformation in our transport choices if we are to meet the He Pou A Rangi budgets. The vision needs to capture this transformational need and so cascade through council decision making, partners, options analysis and actions the investments needed to deliver that change.</p> <p>Specifically this needs to drive a reduction in vehicle KMs travelled, enabling different transport infrastructure (digitising options, private car sharing ideally integrated to public transport, road infrastructure that favours alternatives to single occupancy vehicles and that integrates with low travel need urban forms). This must consider also the embedded carbon in alternatives so we reduce global cumulative GHG fast and not just "export" the problem.</p>	<p><b>Officers' comments</b></p> <p>Comments are noted.</p> <p>Officers note that the vision must necessarily be succinct and is aspirational. It does not (nor is it intended to) provide the detail sought by the submitter on how to meet that vision. This detail is outlined in the supporting Plan objectives, headline targets and investment priorities and programming of activities.</p> <p>Notwithstanding that, officers believe the submitter is raising issues raised by other submitters that the vision needs to be broadened to identify other transport modes that may reduce carbon emissions. Accordingly, Officers recommend amending Vision as follows:</p> <p style="padding-left: 20px;"><a href="#">A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</a></p>
<b>50.2</b>	<p><b>Your comments on the priorities. Do you think the list should include other projects?</b></p> <p>We acknowledge the importance of major safety interventions but note our goal has to be reducing vehicles KM travelled and so vehicles. We urge that the business case and intervention considers the residual benefits in a scenario where we successfully invest in and deliver on low carbon scenarios.</p> <p>We support the investment in active transport choices but urge that these give priority to ones that most accelerate the substitution of carbon generated by road traffic to active cycling. - if priority 3 does this, that is great - otherwise other active or car substituting investments (such as supporting private car sharing should replace it).</p> <p>We believe a high hurdle needs to be set on new investments that reduce congestion and so encourage more sole occupancy car use and aggravate our climate transition challenge. These are regressive and low carbon alternates need to be invested.</p>	<p><b>Officers' comments</b></p> <p>Comments noted. See discussion in 50.1 above.</p>

50.3	<b>Your comments on the future sustainability and resilience of our transport networks:</b>	<b>Officer's comments</b>
	<p>We agree with the prioritisation but also urge TRC to introduce new steps to screen what to STOP or DEFER investing in to fund accelerating change. See specific comments on priorities above.</p> <p>All TRC investments need to be screened against the criteria of driving a greater than 47% reduction in carbon emissions by 2035 considering the embedded carbon in new EVs/ infrastructure and other bio physical constraints in our materials use.</p> <p>Where investments do not support this, they must be challenged hard and we need to innovate to find better options.</p> <p>We acknowledge the renewal needs in ageing infrastructure noted above and that the focus of the spend is being led by existing road demand. However this road demand will continue to follow where the transport infrastructure dollars go until TRC take leadership in reshaping transport behaviour change (including working with sources of HGV transport to understand future needs) as a prudent investment to reduce transport demands and defer/ optimise some renewal needs.</p>	<p>Issues raised by the submitter largely lie outside the scope of this Plan. In relation to TRC investments and expenditure such matters should have been addressed in the Council's long term planning processes.</p> <p>Of note the Council is not a RCA nor is it a significant asset manager. So it is unclear how the submitter expects TRC investments to drive "...a greater than 47% reduction in carbon emissions by 2035" and/or contribute to considering the embedded carbon in new EVs/ infrastructure and other bio physical constraints in our materials use.</p>
50.4	<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	<b>Officers' comments</b>
	<p>The trail vision is exciting from recreational, health, carbon and affordable transport perspectives.</p> <p>We support the investment in active transport choices but urge that these give priority to ones that most accelerate the substitution of carbon generated by road traffic to active cycling as our carbon reduction is urgent. We also urge that TRC works with other councils and stakeholders to prioritise low cost, fit for purpose initiatives to open up maximum KMs over flagship, high quality projects that we can upgrade to later as demand or issues (waterlogging/ mud) dictate later.</p> <p>As an example the UK has a vast cycle network from historic bridleways mostly with the simple investment in low cost painted posts for signage and with surface and water management upgrades only selectively made according to need. If we could open up our paper roads and other select opportunities on this basis, could we deliver a lot of KMs at relatively low cost</p>	<p><b>Trails Trust response:</b> Comments are noted. The Trust believes that there is a link between having recreational trails and getting more people cycling. Giving people a fun riding experience at the weekend, develops their enjoyment of biking and confidence, making them more likely to commute by bike.</p>
50.5	<b>Your comments on any other issues:</b>	<b>Officers' comments</b>
	<p>The plan is road transport demand led.</p> <p>It does not reflect the urgency of the carbon transition nor (visibly) how to meet the <i>He Pou a Rangī</i> goals.</p> <p>TRC (in partnership with other Councils and agencies) has a leadership role in enabling the transition needed, re-directing investment to the digital, sharing and other infrastructures needed for low carbon investment and breaking our love affair</p>	<p>Comments noted. See discussion in 50.1 above.</p>

<p>with single occupancy cars (and simply switching to EVs does not solve the problem due to the embedded carbon in their production). The RTP needs to be part of leading this.</p> <p>Councillors collectively, as the governance body, need to embrace the new good practices for directors to mitigate and adapt to climate change reflected in the Task Force For Finance Related Climate Disclosures good practice. This is as they are personally accountable to current and future generations for how council spending is driving individual decisions that perpetuate our bad carbon habits and a lack of alternative council investments make it hard for people to change.</p>	
--	--

### Submission 51: Sport Taranaki

Submitter's comments and requests		Officers' response and recommendations
<b>51.1</b>	<b>Introductory comments</b>	<b>Officers' comments</b>
	<p>Sport Taranaki is one of fourteen regional sports trusts in New Zealand. We are responsible for leading and supporting the sport and recreation sector including regional organisations, clubs, facilities, and schools to deliver quality sport, active recreation, physical education, and play experiences for the whole community. Sport Taranaki is striving for 'a healthy, active Taranaki'. Sport New Zealand, Councils, and Community Funders are critical partners to Sport Taranaki to enable the delivery of quality opportunities across the region.</p>	<p>Background comments noted.</p>
<b>51.2</b>	<b>Regional Land Transport Plan Vision</b>	<b>Officers' comments</b>
	<p>Sport Taranaki supports the proposed vision with the addition of the words "and pathways" to recognise the role that pathways play in enhancing liveable places and the wellbeing of our community through supporting active transport options.</p> <p>Sport Taranaki's suggested vision is: <i>"A vibrant, resilient and connected region, with safe roads and pathways enhancing liveable places."</i></p>	<p>Support for the vision noted. Officers further agree and recommend granting the relief sought in kind by amending the Plan vision to explicitly recognise other modes of transportation such as pathways.</p> <p>Officers recommend amending Vision as follows:</p> <p><i>A vibrant, resilient and connected region, with <u>a safe roads transport system</u> enhancing liveable places.</i></p>
<b>51.3</b>	<b>Major projects</b>	<b>Support noted.</b>
	<p>Sport Taranaki supports two of the major projects listed:</p> <ul style="list-style-type: none"> <li>- New Plymouth Coastal Pathway extension from Bell Block to Waitara.</li> <li>- Traffic signals at the intersection of Coronation Avenue (SH3) and Cumberland Street, New Plymouth.</li> </ul>	

<p><b>51.4</b></p>	<p><b>New Plymouth Coastal Pathway extension from Bell Block to Waitara</b></p> <p>Sport Taranaki supports the continued programme of maintaining, extending, and connecting the network of trails for both walking and riding. We agree and support the Coastal Pathway extension from Bell Block to Waitara as a priority.</p> <p>From Sport Taranaki’s perspective it is vital that there is equitable access to pathways, tracks, and trails including considerations for people with disabilities and safe connections for young people and more marginalised communities where traditional transport may be a barrier.</p>	<p>Comments noted.</p>
<p><b>51.5</b></p>	<p><b>Traffic signals at the intersection of Coronation Avenue (SH3) and Cumberland Street, New Plymouth.</b></p> <p>Sport Taranaki have led a needs assessment and the development of a Multi-Sport Hub Master Plan within the recommended location of the New Plymouth Racecourse Reserve on Coronation Avenue. This project is a collaboration between Sport Taranaki, New Plymouth District Council, Te Kotahitanga o Atiawa, and sporting codes/stakeholders. The project is included in New Plymouth District Council’s Draft Long Term Plan.</p> <p>The Multi-Sport Hub will include indoor and outdoor sporting facilities which will benefit a wide cross section of the community. The Hub is not just about sport and will provide social opportunities, spaces for play, and non-sporting activities including the opportunity for shared administration of sports and related organisations.</p> <p>The location of the hub is recommended in part due to the close proximity of a large residential population and also a number of schools, with over 4700 students within a 2 kilometre walk of the Racecourse Reserve. Opportunities for safe active and public transport enhancements in and around the site is a consideration of the next phase of the project.</p> <p>We anticipate that this project, along with general population growth, will put pressures on the transportation network. Upgrades such as traffic signals at the intersection of Coronation Avenue and Cumberland Street will support the growth of the city and the development of the Multi-Sport Hub, while also enhancing active transport routes for surrounding schools. For these reasons, we support this priority project.</p> <p>In addition, we expect that other intersection upgrades will be needed along the Coronation Avenue transport corridor. Sport Taranaki request that the Regional Transport Plan acknowledges the Multi Sport Hub proposal and includes the opportunity for this priority project to be expanded to include other intersections along Coronation Avenue as required.</p> <p>The Multi-Sport Hub is now in a feasibility study phase with a number of workstreams, one which includes consideration of the impact on the transportation network. Results of an Integrated Transport Assessment will be available later in 2021.</p>	<p>Sport Taranaki’s involvement in the development of the Multi-Sport Hub proposal is noted, along with the request for the Plan to acknowledge the proposal.</p> <p>Recommend that the proposal for a Multi-Sport Hub is referenced within the Plan.</p> <p>Note that variations to the Plan may be undertaken to include other works if required during the life of the Plan. This may well be the case if the Multi-Sport Hub proposal proceeds.</p>

<p><b>51.6</b></p>	<p><b>Walking and Cycling network role in transport planning</b></p> <p>Sport Taranaki acknowledge the important role that active transport plays in both sustainable environmental outcomes, improved traffic management, and also the physical wellbeing of participants.</p> <p>Walking and riding should play an important role in big picture transport planning particularly where there are opportunities to influence the next generation through providing infrastructure that supports active transport around schools and into the central business district thus contributing to creating more liveable communities.</p> <p>Sport Taranaki are aware through our work with schools that a number have significant challenges related to safe walking and riding by their students particularly where a school adjoins or are near a state highway.</p> <p>Sport Taranaki support the work of the Taranaki Trails Trust and the trails identified by the Trust should be included in the Regional Land Transport Plan as they contribute to the vision of enhancing liveable places. The Draft Regional Land Transport Plan does not consider how the trails proposed fit into or complement the wider transport planning or degree in which they support the objectives of the plan or identified regional priorities (with the exception of the Bell Block to Waitara Coastal pathway).</p>	<p>Submitter support for active transport modes, and the work of the Taranaki Trails Trust is noted.</p> <p>Support for the 'Vision for Taranaki Trails to 2050' proposed by the Taranaki Trails Trust and included within the Plan is also noted.</p>
<p><b>51.7</b></p>	<p>Sport Taranaki notes that the plan does not reference the <i>Regional Walkways and Cycleways Strategy</i>, although given its age we appreciate that it being out of date may be the reason for this. We would like consideration to be given to a review of the regional strategic framework around walking and riding and how the outcomes of this review could be incorporated into the next iteration of the Regional Land Transport Plan. This may enable a greater emphasis and understanding of how active transport and trails infrastructure could have the most impact on the vision and objectives of the Land Transport Plan, while helping to identify and gain support for regional priorities.</p>	<p>Noted and agreed. Scoping for a review of the <i>Taranaki Regional Walkways and Cycleways Strategy (RWCS)</i> is planned to commence in the second quarter of 2021/22. The inclusion of the Trails Vision within the Plan has been a first step, using the Plan as a vehicle to socialise the Trust's Vision with the wider community.</p> <p>Recommend making specific reference to the RWCS in Section 3.4 of the Plan.</p>

## Submission 52: Climate Justice Taranaki

Submitter's comments and requests		Officers' response and recommendations
<p>In addition to the comments provided below, the submission was supported by an appendix of their 'Toitū Taranaki 2030: A Community Powered Strategy for a Fast and Just Carbon Neutral Transition' (published March 2021). This is provided in the document of full submissions.</p>		
<b>52.1</b>	<b>Comments on the vision</b>	<b>Officers' comments</b>
	<p>The old vision of 'A vibrant, resilient and connected region, with safe roads enhancing liveable places' is outdated. We recommend 'transport routes' instead of 'roads'. The future of transport will be diverse, from river waka and electric rail to walking, biking and skating routes.</p>	<p>Officers agree and recommend amending the Plan vision to explicitly recognise other modes of transportation so that it is not just about roads. Officers recommend amending Vision as follows:</p> <p><a href="#">A vibrant, resilient and connected region, with a safe roads transport system enhancing liveable places.</a></p>
	<b>Comments on priorities</b>	<b>Officers' comments</b>
<b>52.2</b>	<p>The funding priorities set out at a cost of around \$149million over six years is absurd. If safety is the priority, council would do better to follow the advice of the police and <b>reduce speeds on roads</b>, particularly in these problem areas, and face the fact that air travel has little future. Instead of expensive road upgrades the council should encourage and assist people to use public transport, car-sharing and other non-petrol powered means of getting around. \$149 million could support <b>free renewable-energy public transport</b> for many years and boost the mental and physical well-being of our communities and environment. Financial support for community-run shared transport initiatives would be very helpful also.</p>	<p>Officers note the submitter's comments and make the following responses:</p> <p>Speed - The Council is not a road controlling authority and has no ability to reduce speeds on roads. It is noted that speed limit reviews are currently underway for state highways in the region as well as throughout the New Plymouth District. Also, as part of the Tackling Unsafe Speeds Programme, Waka Kotahi is consulting on a proposed new <i>Land Transport Rule: Setting of Speed Limits 2021</i>, which proposes a range of changes to the way speed limits are decided and consulted on at a regional level. The submitter is encouraged to participate in this process at <a href="http://www.nzta.govt.nz/speedrule2021">www.nzta.govt.nz/speedrule2021</a>.</p> <p>Officers note that the ranking of 'regionally significant projects' is a statutory requirement of the Plan, but the projects within Table 6 should not be considered in isolation. The majority of activities that will be undertaken</p>



		<p>during the life of the Plan, are broader in nature, and are outlined at a high level in Table 4 [Business as Usual] and Table 5 [Committed Projects].</p> <p>Refer to response 52.4.</p>
52.3	<p>We support the Wairau Rd underpass and other active mode assistance.</p> <p>We support the Waitara coastal pathway as long as iwi, hapū and the affected communities are in support.</p>	<p>Support noted for the active mode activities proposed, including the Wairau Road underpass and Coastal Pathway Extension to Waitara.</p>
52.4	<p><b>Bus services [copied from our LTP submission]:</b></p> <p>Bus fuel - our transport emissions are far too high and we strongly support an urgent replacement of buses to EV and/or conversion to biodiesel (100% non-fossil-fuel content by 2030). <b>We support your option two</b> for now.</p> <p>We suggest further investigation into using <b>smaller and more frequent buses</b> that require less capital cost, less energy and provide more frequent services and are ultimately easier to fill with passengers and have less impact on roads and road safety. We need to think long term to a world quite different from now. While we've heard arguments from TRC staff that bus procurement is not Council's decision, we think Council can still encourage or incentivise bus operators to shift. It would be a far quicker trip for passengers and cheaper to have for example two smaller school buses sharing the route to town (eg. Some doing upper ring roads and some doing lower ring roads) and would allow more options for students who have early morning or after school activities. If <b>adults were also allowed on 'school' buses</b>, which adults have long been asking for, then there would be less need for daytime buses and less disruptive behaviour from students on the buses. This would all create more jobs and a better work environment while serving a wider sector of the community to ditch their private cars and reduce carbon emissions.</p>	<p>This section has been considered under the Council's LTP consultative process.</p> <p>It is noted however, that an expanded range of public transport services will require a collaborative effort from NZTA, NPDC and TRC to be successful. TRC is developing a proposal (as agreed to through the recently completed LTP process) on the bus fleet, including an expanded bus network, alternative fuel options and funding models. It is anticipated that a revised service will be implemented from 1 July 2022.</p> <p>The first iteration of technology support and automated card use is now live and learnings are being taken from these to support consistent bus use and data/analytics to provide adequate services to our communities.</p>
52.5	<p>Bus service options – we support <b>more than option 3, including more rural services</b> to suit daily school and work commuters, especially to the north and on the central coast. We have said this for years but will reiterate it again, the Council must not wait for demand to increase but must <b>actively encourage people to take public transport</b>. This can be via promotional multi-media, restrictions and discouragement of private vehicle use, and lowering costs by seeking further support from central government or private sponsors and adding multi-trip cards and whānau cards. More and better bus shelters alongwith more frequent services would also encourage people to not fear the rain. Park'n'ride facilities such as bike lock-ups, commuter bike lanes and priority bus/carpool lanes and better coordination of bus timetables with connecting buses and school pick-up etc would also greatly help those coming from outside of our two main cities. City loop services that connect to outer city and regional services would make transport easier and more accessible too. User-friendly bike carriers on all buses is highly recommended. Given public transport passengers have almost doubled in the past decade (349k to 650k), surely much greater investment spending is required to provide for the increasing demand.</p>	<p>Refer to 52.4 above</p>

	Yet only 50% (4.8m- 6.3m) more expenditure is planned (Pg57). In our opinion we need to aim for even greater increases in passenger numbers this decade, to get as many cars off the road as possible.	
<b>52.6</b>	<b>Comments on the Taranaki Trails</b>	<b>Officers' comments</b>
	While we support getting the community out on bikes for recreation the council's priority should be for <b>investment in more cycle lanes and infrastructure to support daily commuters</b> getting on bikes and out of private vehicles.	<b>Trails Trust response:</b> Comments are noted. The Trust believes that there is a link between having recreational trails and getting more people cycling. Giving people a fun riding experience at the weekend, develops their enjoyment of biking and confidence, making them more likely to commute by bike.
	<b>Comments on looking to the future</b>	<b>Officers' comments</b>
<b>52.7</b>	We 100% agree that we need to respond proactively to climate change and build a more sustainable transport system. We strongly believe that the economic and social impacts of making our transport networks resilient and sustainable will be far lower the sooner and better we act. The longer we kick the can down the road the worse mess we will have to clean up and in far less time.	Comments noted and agreed.
<b>52.8</b>	We strongly support increasing public transport, car-sharing and active body transport and the smart connections of these modes of transport. We believe rail and vehicles should shift to renewable electricity and that these are prioritised for those who need them most eg. mobility impaired and emergency services. 100% sustainable, ethical biodiesel could be acceptable for heavy machinery such as tractors and cranes. We do not support hydrogen energy as it is a wasteful inefficient use of electricity and continues the production of synthetic urea which poisons soils and waterways, puts farmers in debt and emits vast amounts of greenhouse gas. We do not support upgrading or repairing roading infrastructure to support heavy vehicles as these forms of transportation need to be phased out and replaced with smaller vehicles, rail or none.	Support and comments noted.

## Submission 53: Waka Kotahi NZ Transport Agency

Submitter's comments and requests		Officers' response and recommendations
<b>53.1</b>	<p><b>Background comments on role of Waka Kotahi including GPS 2021 priorities</b></p> <p>Waka Kotahi, the NZ Transport Agency (Waka Kotahi), is a Crown Entity required by the <i>Land Transport Management Act 2003</i> to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi's functions include:</p> <ul style="list-style-type: none"> <li>to manage the State Highway system, including planning, funding, design, construction, maintenance and operation;</li> <li>to assist, advise, and co-operate with approved organisations; and</li> <li>to manage funding of the land transport system.</li> </ul> <p>Waka Kotahi is also required to give effect to the Government Policy Statement (GPS) on Land Transport. The 2021 GPS identifies four strategic priorities:</p> <ul style="list-style-type: none"> <li>Better travel options</li> <li>Safety</li> <li>Climate change</li> <li>Improving freight connections</li> </ul>	<p><b>Officers' comments</b></p> <p>Background comments noted.</p>
<b>53.2</b>	<p><b>Support for approach of Plan and its alignment with national strategic direction</b></p> <p>Waka Kotahi acknowledges the importance of the publication of the <i>Taranaki Regional Land Transport Plan</i>.</p> <p>Waka Kotahi is supportive of the overall approach to land transport in the Taranaki Region as set out in the draft RLTP</p> <p>Waka Kotahi notes the strong alignment with the objectives set out in the draft RLTP with the direction set out in the GPS and the strategic priorities set out above.</p> <p>Waka Kotahi highly values its role, alongside partners in the Taranaki Region, as a co-investor in the transport system for the Taranaki Region. Waka Kotahi continues to work closely with Councils and key stakeholders on a range of initiatives to improve transport in Taranaki and in ensuring that transport is fully integrated with land use. Waka Kotahi supports the proposed level of investment in transport that the draft RLTP enables to give effect to GPS.</p>	<p><b>Officers' comments</b></p> <p>Support for the Plan noted.</p> <p>However, in relation to aligning with national priorities and Waka Kotahi working closely with Councils and key stakeholders, significant improvements are required to address persistent issues in receiving quality and timely information from Waka Kotahi regarding what activities they propose on state highways. It is also noted that the level of investment is strongly led/constrained by Waka Kotahi.</p>

53.3	Request to amend proposed expenditure in the Waka Kotahi Road to Zero programme	Officers' comments
	<p>Waka Kotahi requests the opportunity to update the Waka Kotahi draft programme that is detailed in the draft RLTP. Waka Kotahi has undertaken Road to Zero programme prioritisation processes since the draft RLTP was released and now requests amendments to the Waka Kotahi Road to Zero programme which are appended to this letter. <i>Refer to full submission for table of requested changes.</i></p> <p>Waka Kotahi would like to commend the Regional Transport Committee and Council staff for their efforts in developing the draft RLTP.</p>	<p>Request for changes to Waka Kotahi's proposed expenditure within the Road to Zero activity class is agreed. However, the timing of such changes by Waka Kotahi is of ongoing concern as it means that substantive changes are made to RLTPs after they have been consulted on, which in turn undermines the value of the public consultation process.</p>

## Submission 54: Bluehaven Group

Submitter's comments and requests		Officers' response and recommendations
<b>54.1</b>	<b>Commercial development on ex-Ravensdown site in the Waiwhakaiho</b>	<b>Officers' comments</b>
	<p>This submission is made on behalf of Devon 662 Limited Partnership a subsidiary of Bluehaven Group (Bluehaven). Bluehaven have started demolition works on a \$200 + million dollar commercial development on the ex-Ravensdown site in the Waiwhakaiho. This development was granted land use resource consent by New Plymouth District Council (NPDC) and a suite of land use and discharge resource consents from Taranaki Regional Council (TRC) in early 2020.</p> <p>The consented development includes a recontoured Aōtere Pā site to be used as community/recreation space, large format retail, visitor accommodation, supermarket, offices, food and beverage premises, cinema, other complementary specialty retail, and associated parking, servicing, landscaping and public transportation node.</p> <p>Upgrades to the surrounding road network are also proposed to ensure that the development maintains the safety and efficiency of this road transportation network. Roading improvements will be completed over two stages.</p> <p><i>Development plans showing the roading upgrades are included in the full submission document.</i></p> <p>The development will be one of the largest private investments undertaken in New Plymouth and be a significant GDP contributor to the Taranaki economy. Benefits include the following:</p> <ol style="list-style-type: none"> <li>1. One off regional GDP benefits of \$85 million and full-time employment for 186 people are independently forecast over the construction period.</li> <li>2. On-going benefits from the completed development after opening, will see regional GDP boosted by \$125 million per annum, an increase of over 50% in the sectors of wholesale trade, retail trade, accommodation and food and beverage services.</li> <li>3. The development will also provide employment for more than 1,900 full-time staff (primary, secondary and induced) and sustain regional household incomes of \$55 million per annum.</li> </ol> <p>The first stage of the consent has started, with all the old fertiliser buildings having been fully cleared of asbestos and all structures demolished. Soil remediation and bulk earthworks are set have also now commenced, including re-formation of Aōtere Pā working in collaboration with Ngāti Tawhirikura Hapū Charitable Trust on their land adjoining Smart Road and the development site.</p> <p>The development will be transformational for the New Plymouth city and in particular its gateway presence, initially by removing buildings that have been an eyesore and a public health risk, and then with the establishment of a modern and high-presentation centre.</p>	<p>The submitter's background comments regarding Bluehaven's development on the ex-Ravensdown site in the Waiwhakaiho are noted.</p>

	<p>The creation of employment during construction and once operational are key in providing employment opportunities for residents of the city and the region, who will work in a mix of new businesses.</p> <p>The destination hub has been carefully designed to provide for a range of multi-modal connection points, be it in the form of public transportation, cycling, walking and vehicles and has the potential to relieve the wider network traffic congestion elsewhere, including the Waiwhakaiho bridge.</p> <p>Consolidation of major development activities such as this development site should also see the reduction of CO2 emissions with the take-up of multi-modal usage and reduced travel distances, as they are contained within the catchment area.</p> <p>From reviewing TRC's consultation documentation, it is clear that safe and efficient roading networks and the contribution of the transport network to the regional economy are key to supporting the growth of the city.</p>	
<b>54.2</b>	<b>Other comments: Team traffic expert traffic advice</b>	<b>Officers' comments</b>
	<p>Bluehaven has sought expert traffic engineering advice from Team Traffic director, Phillip Brown. Mr Brown has completed a considerable amount of traffic survey work and assessment in New Plymouth.</p> <p>Team traffic have identified a number of concerns with the current funding package as proposed in the RLTP and recommend that funding is provided with regard to the roading upgrades on Devon Road / Smart Road intersection and also on the Devon Road / Egmont Road intersection (upgrading to signals). <i>The technical memo is included in Appendix B.</i></p>	<p>Comments and concerns regarding proposed funding requests noted. Per s16(4) of the <i>Land Transport Management Act 2003</i>, "An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity." The RLTP can only contain projects that have been put forward for funding by the relevant organisation – in this case, NPDC and NZTA. Refer to response 54.4.</p>
<b>54.3</b>	<b>Other comments: Relevant assessment of objectives and policies of the RLTP</b>	<b>Officers' comments</b>
	<p>The following assessment has been undertaken on the RLTP objectives and policies in relation to the proposed commercial development locate on a key strategic gateway to New Plymouth City.</p>	<p>Assessment noted.</p>

**Objective 1 – Integrated: An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness**

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
I1	Take a one network approach to managing the transport system.	The commercial development includes provision for bus connections, pedestrian / cycleway connections in the area.
I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner	
I3	Ensure road standards are developed to meet ONF requirements and support land use change.	

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

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.	In line with Policy G1, G2 and G3 of the Draft Regional Land Transport Plan for Taranaki 2021-2027 SH3 is a strategic road corridor for New Plymouth being the only road north to the Waikato. It also provides a critical linkage to Port Taranaki. Funding for upgrades of this strategic road is important to continue to connect Taranaki to the Waikato to assist in supporting the tourism and productive sector.
G2	Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.	
G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.	

**Objective 3 – Safe: A safe transport network increasingly free of death and serious injury.**

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
S1	Promote infrastructure and safety improvements on strategic corridors.	Policy S1 requires TRC to promote infrastructure and safety improvements on strategic corridors. As outlined above SH3 and local roads adjoining the commercial development site require upgrading which will benefit the wider city. As a result, funding through the RLTP and / or NPDC's Long Term Plan (LTP) is supported.
S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.	
S3	Support the aims of Road to Zero and Roadsafe Taranaki.	

**Objective 4 – Accessible: A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.**

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.	As described above development site should also see the reduction of CO2 emissions with the take-up of multi-modal usage and reduced travel distances, as they are contained within the catchment area. The design provides for regional bus service connections, pedestrian / cycleway access. Electric vehicle charging stations will also likely be incorporated into the parking design.
A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.	
A3	Ensure a range of travel options are available to the region's residents, including the transport disadvantaged.	

54.4

This submission seeks the following outcomes:

- For funding to be allocated in the RLTP for roading upgrades to Smart, Katere and Devon Road that are required to support the housing and employment growth in the city to the east, a safe and efficient road network, promotion of multi-modal activities, and to support significant growth and employment that is part of the NPDC land use resource consent for the commercial development (as described in Appendix A) (the Consent).
- Devon Road (SH3) is the only route into the city from the northeast and NPDC should enable improved access through funding allocation which will benefit the whole city.
- It is suggested that this funding be considered as an addition to Section 6.3 of the RLTP that covers proposed 'regionally significant' activities.
  - o The consented improvements provide a comprehensive upgrade with safety improvements, multi-modal provision, extra capacity/additional lanes/slip lanes from Constance Street to Katere Road including improvements to the side approaches of both sides of Smart Road and for the Katere Road approach to Devon Road. Including project contingency, the amount for inclusion in the 2021-2031 NPDC LTP and / or RLTP should be \$10.5 m.
  - o The traffic modelling of the existing environment, growth to the east of the city and fully developed consent shows this section of State Highway could then operate efficiently before other network improvements are required.
- Funding had previously been allocated in the New Plymouth District Council (NPDC) 2018-2028 LTP for the following projects:

Comments and requests noted.

**NPDC response:** In its Long-Term Plan, NPDC are proposing a second bridge over the Waiwhakaiho River and the formation of a parallel road to SH3 (between Henwood Rd and Smart Rd), these are the proposed Colson Rd extension and Bishop Rd extension.

Over the next couple of years, NPDC are also developing an Integrated Strategic Transport Plan to allow for more sustainable transport options, including more frequent public transport and better cycling and walking connections. The impact of the second bridge, the development of a ring road around New Plymouth and other scenarios will be considered in parallel with the development of the plan.

The funding of safety improvements at the SH3 Smart Road and Egmont Rd intersections is a Waka Kotahi NZTA matter, and has been identified (through a recently developed Network Operating Plan) for Waka Kotahi to take action. As a consequence the historic Council



<ul style="list-style-type: none"> <li>o The Smart Road/SH3 intersection upgrade was allocated \$3.5 million to be completed between 2025/2026, with growth being identified as the primary driver.</li> <li>o A second bridge crossing over Waiwhakaiho River and build new collector road to service the Smart Road growth area was identified for \$16.0 million to be completed in year 2030+.</li> </ul> <p>The recent LTP consultation documentation from NPDC has removed this funding allocation. This submission seeks that this funding is reinstated and acknowledged in both the NPDC LTP and RLTP.</p>	<p>allocation for this project has been removed from the LTP.</p> <p>NPDC have not provided for any improvements along the SH3 corridor between Constance St and Katere Road as this is a State Highway Waka Kotahi NZTA funded activity.</p> <p>Additional response in NPDC’s LTP:</p> <p>Council have budgeted for an extension to Colson Road (Egmont Road - Smart Road) as a consequence of lack of short-term investment by Waka Kotahi NZTA on improving the state highway between Egmont Road and Smart Road.</p> <p>Council have budgeted creating a walking/cycling bridge across the Waiwhakaiho to link the Valley to Fitzroy, and minimise these vulnerable users exposure to the motor vehicle-centric SH3 traffic. A second motor vehicle bridge is still in the budget. The location of this second bridge will come out of the Integrated Transportation Strategic Plan currently in development.</p>
---	---

### Submission 55: Taranaki Regional Council

Submitter’s comments and requests		Officers’ response and recommendations
<p><b>55.1 Request to make consequential amendments to effect changes sought by submitters</b></p> <p><u>That</u> Officers identify and make any consequential amendments to the draft Plan that are necessary to give effect to specific changes sought by submitters, and agreed by the Regional Transport Committee through this Plan consultation process.</p> <p><u>Reasons:</u> The Council notes that in response to specific relief sought by (and granted to) other submitters, there are likely to be consequential amendments required to be made to other parts of the draft Plan. The relief sought recognises that the draft Plan should be read as a whole and that changes made to one part of the Plan can have implications for other</p>	<p><b>Officers’ comments</b></p> <p>Comments and request noted.</p> <p>Recommend that consequential changes be made as required to update the Plan as requested, with changes from the draft Plan tracked for consideration of the Committee.</p>	

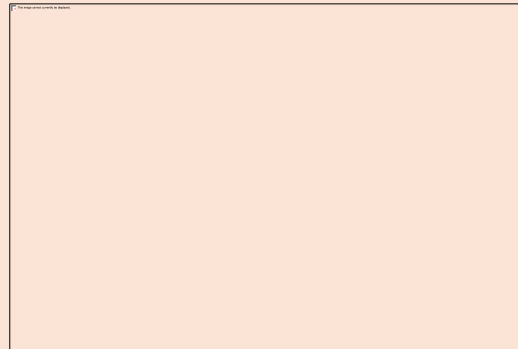
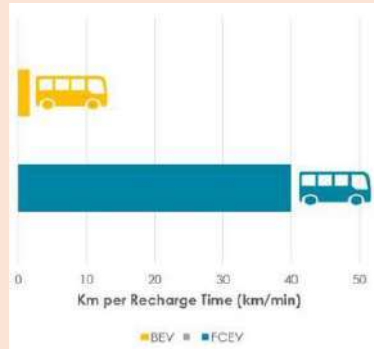
	parts of the Plan. It is not always possible to chart these consequential amendments in advance. The relief further recognises that submissions may overlap and that the most effective and efficient means of dealing with that situation may be to make an amendment in a form that is different to the submissions received.	
<b>55.2</b>	<b>Request to make minor changes to improve internal consistency and readability</b>	<b>Officers' comments</b>
	<p><u>That</u> Officers audit the draft Plan for internal consistency and readability after the consideration and incorporation of the matters contained in the other submissions received by the Council and that all necessary inconsequential amendments be made.</p> <p><u>Reasons:</u> The Council notes that minor amendments may be necessary to ensure that the full effects of amendments made in response to matters contained in submissions are considered and that amendments are not simply made on an <i>ad hoc</i> basis. The relief includes making any minor editorial changes to improve the readability of the draft Plan (but not to change policy intent) or to correct minor typographical errors.</p>	<p>Comments and request noted.</p> <p>Recommend that minor changes be made as required to update the Plan as requested, with changes from the draft Plan tracked for consideration of the Committee.</p>
<b>55.3</b>	<b>Request to make necessary changes to the programme and funding sections as advised by contributing organisations</b>	<b>Officers' comments</b>
	<p><u>That</u> all necessary changes to the programme and funding sections of the draft Plan are made by Officers to reflect the situation as it evolves prior to the next Regional Transport Committee meeting in June 2021, including:</p> <ul style="list-style-type: none"> <li>• Updates to the activities outlined in the programme component of the Plan as advised by contributing organisations.</li> <li>• Amending all affected Programme (Section 6) and Funding (Section 7) components of the Plan, along with related appendix tables, as advised by contributing organisations.</li> </ul> <p><u>Reasons:</u> As noted in Section 3.4 and Section 6 of the Plan, the activities outlined in the programme component of the Plan are generally subject to change, particularly in regard to estimated costs and timings, as each organisation goes through processes refining their proposed activities — be they council long-term plan development, or the 10-year <i>Waka Kotahi Investment Proposal</i> (WKIP). Additional funding constraints being experienced due to the COVID-19 pandemic, the effects of which are still being analysed by organisations, have increased the likelihood of such changes.</p>	<p>Comments and request noted.</p> <p>Recommend that changes be made as required to update the Plan as requested, with changes from the draft Plan tracked for consideration of the Committee.</p>
<b>55.4</b>	<b>Seek assurance that Waka Kotahi improve their processes</b>	<b>Officers' comments</b>
	In addition to the above, it is noted that there were additional challenges involved in preparing this 2021 draft Plan for consultation. Most significant were the persistent issues in receiving quality and timely information from Waka Kotahi regarding what activities they proposed on state highways. This means that Taranaki (like all other regions around the	Recommend granting the relief sought by seeking a formal response from Waka Kotahi and an assurance this situation will not be repeated for future planning processes.

	<p>country), were placed in the position of needing to consult on a draft document which is likely to require substantive change once more information is available from Waka Kotahi about their proposed activities.</p> <p>Given that regional land transport plans are the only statutory means through which such proposed state highway activities are publically consulted on, this is highly unsatisfactory. The Council seeks that the Regional Transport Committee seek an assurance from Waka Kotahi that this situation will not be repeated for future planning processes. It is Council's contention that this situation appears to be part of an ongoing disconnect between the State Highways section within Waka Kotahi and other parts of the organisation. Waka Kotahi would never accept such poor quality information and planning from another approved organisation seeking national funding.</p>	
<p><b>55.5</b></p>	<p><b>Request to make minor updates to strategic sections of Plan</b></p>	<p><b>Officers' comments</b></p>
	<p><u>That</u> sections 2 [Strategic context – our region], 3 [Strategic context – the planning environment] and 4 [Strategic framework] of the draft Plan be updated to identify any additional transport programmes, activities and/or initiatives relevant to the Taranaki context.</p> <p><u>Reasons:</u> The previously noted difficulties in accessing proposed state highway activities was compounded by the unavailability of the Transport Investment Online system during development of the draft Plan. Both these factors substantially increased workload and had consequential impacts on the detailed level of review and information contained in sections 2, 3 and 4 of the Plan. The amendments sought are minor and inconsequential and do not affect the strategic framework and/or direction of the Plan. Rather they seek to improve the 'scene setting' information contained in the Plan and to better explain the Taranaki transport context.</p>	<p>Comments and request noted.</p> <p>Recommend granting the relief sought by amending and updating the Plan as requested, with changes from the draft Plan tracked for consideration by the Committee.</p>
<p><b>55.6</b></p>	<p><b>Request to update to ensure consistency with the Council's final 2021/2031 Long-Term Plan</b></p>	<p><b>Officers' comments</b></p>
	<p><u>That</u> any necessary changes be made to the Plan to ensure consistency with the Taranaki Regional Council's final 2021/2031 Long-Term Plan (LTP) which will be adopted on 18 May 2021.</p> <p><u>Reasons:</u> The Taranaki Regional Council's <i>2021/2031 Long-Term Plan Consultation Document</i> sought community feedback on making significant changes to bus services and bus fuel options. The final LTP will be adopted prior to the Plan, which gives opportunity for the Plan to be updated to ensure consistency with the direction determined for public transport in the region.</p>	<p>Agree. Recommend that changes be made as required to update the Plan as requested, with changes from the draft Plan tracked for consideration by the Committee.</p>

## Submission 56: Hiringa Energy

Submitter's comments and requests		Officers' response and recommendations
<b>56.1</b>	<b>Strategic direction for net zero emissions</b>	<b>Officers' comments</b>
	<p>Our submission focusses on assisting Taranaki Regional Council and our community to achieve Objective 6 Environment: An energy efficient and environmentally sustainable land transport system.</p> <p>Hiringa Energy supports the direction set within <i>Tapuae Roa</i> and <i>Taranaki 2050</i>, as well as our national target of net zero emissions by 2050. Hiringa Energy has also made a submission to the Climate Change Commission's Draft Advice to Government which outlines how green hydrogen as a fuel for heavy vehicles (trucks and buses) is a low hanging fruit that can decarbonise a hard to treat sector quickly for little relative investment.</p> <p><i>A copy of Hiringa's submission to the Climate Change Commission is included in the full submissions document.</i></p>	<p>No action required. As far as practicable, <i>Tapuae Roa</i> and <i>Taranaki 2050</i> were taken into account in the preparation of this Plan.</p>
<b>56.2</b>	<b>Decarbonising of public transport bus fleets</b>	<b>Officers' comments</b>
	<p>It is a commonly held view that in order to decarbonise public transport bus fleets a combination of battery electric and hydrogen fuel cell buses will be required. Many New Zealand regional councils see hydrogen fuel cell buses being used in their busiest and longest routes given their longer range, higher payload and quicker refuelling times, without the need for sometimes significant grid upgrades and battery-electric recharging infrastructure in their compact urban areas.</p> <p>In a recent Stuff article, Auckland Transport chief executive Shane Ellison said that "<i>hydrogen fuel offers far greater flexibility for public transport operators and will complement battery electric services. Ellison said the hydrogen fuel cell technology would allow its buses to travel further than current electric vehicles on some of the city's longer routes before refuelling. The capacity of the electricity network to handle both the increased use of electric buses and private electric vehicles was also another consideration. He said the use of hydrogen buses would help reduce demand for electricity</i>". <a href="#">Link</a></p> <p><i>"A smart and complementary combination of the electric charging and the hydrogen refuelling infrastructure can join the strengths of both and can avoid non-sustainable solutions with low systems relevance or efficiency. Taking advantage of low hanging fruits like overnight charging of battery electric vehicles for short distance travel and meeting the challenges in long distance and heavy duty transport by fuel cell electric vehicle and hydrogen refuelling can be beneficial with regard to systems solutions"</i>. <a href="#">Link</a></p> <p>Hiringa sees battery electric buses playing a key role in the delivery of shorter distance bus services where payload isn't an issue and local electrical grids are able to support them. RedBus's integration of battery electric buses into their Christchurch fleet highlighted that small battery electric fleets can be simple to roll out, however if 40 battery electric</p>	<p>As part of the decarbonisation studies that will be undertaken for the public transport review during 2021/22, Hydrogen Cell use will be a key consideration for the Council, and accordingly will form part of any project scoping within the Fleet decarbonisation space. This will be a carefully considered piece of work and the Council is now considering options around managing this and providing tangible outcomes for the future of the Taranaki Public Transport Fleet. It is essential that emerging technologies are considered in conjunction with long term sustainable management of the bus fleet – including term of life, supporting infrastructure and of course financial returns on investment. Key learnings and outtakes from the Auckland Transport hydrogen trial will be observed with great interest by the TRC.</p>

buses were needing to recharge it would require 320 megawatts, which was comparable to the power draw of a small suburb and was likely to push past the capacity of the nearest substation. [Link](#)



The Labour government's announcement regarding all new public transport buses procured from 2025 to be zero emission only will see a significant increase in the uptake of hydrogen fuel cell buses

and Hiringa is helping regional councils prepare to transition their fleets. Hiringa has identified the need to aggregate hydrogen fuel cell bus interest from around the country in order to achieve purchasing economies of scale and gain the interest of international bus manufacturers supplying early adopters.

Hiringa is working with major regional councils around the country on the integration of hydrogen fuel cell electric buses into their fleets, with one council committing to 12 in principle. Auckland Transport (AT) is currently trialling New Zealand's first hydrogen fuel cell bus after being assembled in Christchurch [Link](#). AT and Hiringa have signed an MOU to assess feasibility of commercial hydrogen fuel cell electric buses entering their fleets from 2023 with a commercial framework being developed at present.

Hiringa is also in discussions with international and domestic hydrogen fuel cell bus manufacturers about their ability to deliver buses that meet New Zealand's regulations and common council preferences, at what cost and with what lead in time required. Based on the renewal programmes of the larger regional councils, we believe that around 200 hydrogen fuel cell buses will be required by 2025 and over 1200 will be required by 2035 in order to decarbonise the longer, more heavily laden, hill-based bus routes or where there are electrical grid constraints. There are examples of successful centralised hydrogen FCEV bus deployment in Europe as demonstrated in FCHJU's *Strategies for Joint Procurement of Fuel Cell Buses* and JIVE's *Best Practise Report January 2020* and the *H2 Bus Consortium*. [Link](#)

We understand that TRC is undertaking an Alternative Fuel Study to understand its options for zero emission bus mobility and we would like to once again reiterate our willingness to contribute. As discussed with TRC staff previously, we would also like to include TRC in the work we are doing with global/NZ bus hydrogen fuel cell bus manufacturers and the larger regional councils, which will give TRC access to cheaper zero emission buses and share in the operational IP developed as these buses are rolled out. We understand that cost is of high significance to TRC and joining with other regional councils

to achieve economies of scale and strengthening the call on central government for financial support is a pathway more likely to succeed than 'going it alone'.

With the need for a Just Transition in Taranaki growing stronger, we see a role for TRC in supporting the development of a local hydrogen economy as envisaged in the H2 Taranaki Roadmap, in order to retain highly paid energy sector jobs [link](#). While the TRC's bus fleet is small and not likely to result in high hydrogen consumption, the roll out of hydrogen fuel cell buses would show congruence within Taranaki around the transition of our economy. Taranaki also has the opportunity to increase its energy resilience with green hydrogen being produced at the Ballance Agri Nutrients plant in Kapuni. With the TRC on board, Taranaki can showcase its innovative culture and retain its place as energy capital of New Zealand into the future.

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 11, 2021 4:58 pm  
Browser: Chrome 88.0.4324.190 / Windows  
IP Address: 122.56.205.67  
Unique ID: 776805809  
Location:

## Your details

---

**Name** Nick Jones

---

**Organisation (if applicable)** Indemic Limited

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** Yes

## Your submission

---

**Your comments on the vision:** The vision seems to focus on roads, rather than people, all modes of transport, and 'safe passage'

---

**Select your priority for each project**

- Priority 1 = SH3/3A NP-H?wera safety
- Priority 2 = SH3 Bell Block-Waitara safety
- Priority 3 = Coastal Path to Waitara
- Priority 4 = Coronation - Cumberland lights NP
- Priority 5 = Brecon Rd extension Stratford
- Priority 6 = Underpass (SH45) & lights (SH45, SH3)

---

**Your comments on the priorities. Do you think the list should include other projects?**

Yes. Clearly SH3 through Inglewood is completely ignored here (as a project in and of itself, rather than being lumped into the 'generic SH3 problem'). This is a town having to deal with large volumes of heavy traffic, high peak traffic flows, the merging of two state highways (poorly, at multiple locations), a growing population, and very few features to manage or slow traffic through the town for the resident population. The Population of Inglewood is over double that of Oakura, with much higher volumes of traffic - yet Oakura appears to be getting attention to its needs (what a surprise). Likewise, lights being proposed at Cumberland/Coronation - the very same traffic flows straight through Inglewood unmanaged. This is myopic ignorance of the highest order. We have inadequate crossing points, as well as far too few, we have primary school age children crossing the road daily at peak times, we have no bus stops at the busiest 'bus stop' in Inglewood adjacent to Hinau St corner. We have no gated signage or 70K zones at either end of town like all other towns on this route have.

**Your comments on the future sustainability and resilience of our transport networks:**

I would accept it if it happened here in Inglewood rather than having to fund everyone elses walkway, cycleway and lifestyle infrastructure. Inglewood is a town where few people should need to drive, but everyone has to drive, such is the unsafe nature of the roads.

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

Once again, I have no faith that my ratepayer money will be spent here in Inglewood. We will be paying for a lovely cycle path in New Plymouth no doubt. Your 'Big-picture' is probably only big enough to encompass where the bulk of the population live, or where the wealthy demand such things. Please take stock of the assets currently, from a geographic perspective. See which communities are being catered for and served already, and where the deficits lie at a community level. Then plug the gaps. The obvious deficit, from both a walking and cycling perspective, is Inglewood. Lets give Oakura the Kaitake trail though, on top of the coastal walkway and the other minor projects planned..

**Your comments on any other issues:**

Clearly no-one sitting at either the TRC or NPDC table are focused on the needs of Inglewood. Waitara, Oakura, Bell Block and many of the central and Sth Taranaki towns are getting attention. This is bullshit.

**Supporting documents 1**

<https://www.formstack.com/admin/download/file/10195427941>



Where is the most likely place for a problem to exist?



CLUE

**THE MAIN PROBLEM - POOR ROADING DESIGN + NEW PLYMOUTH GETTING LIONS SHARE TOWN USE HAS CHANGED DRAMATICALLY SINCE ORIGINAL SETTLEMENT**



2 x State highways merging/crossing  
 A railway track sandwiched between  
 = 3 major transit routes all within close proximity - too much going on  
 Combined with a busy East-West Link to the back country (4 major flows total, many other issues too)  
**ALL IN THE CENTRE OF OUR TOWN!**

**MASSIVE DESIGN FAILS**

Short breaking distances  
 Bad drivers  
 Very poor pedestrian provisions - everything is designed around road traffic  
 Poorly designed intersections everywhere  
 Town was designed when trucks weren't heading north, and east-west flow was more dominant  
 No features to promote the slowing of traffic, particularly on Rata St

**AN OBVIOUS PROBLEM**

4.1.8 Backing boards  
 A backing board is a larger surrounding panel or board on which a standard traffic sign (or combination of traffic signs) is placed, creating a larger visual target that enhances its conspicuity. In general, increasing the size of the standard sign is the preferred, and often necessary, option. However, it is recognised in some locations that the environment (often low or high levels of light), background contrast and competing or distracting roadside features may justify the use of backing boards.  
 Backing boards are typically used:

- on temporary traffic signs for level 2 and 3 roads (figure 4.2)
- on urban or rural speed threshold sites (figure 4.3) where the backing board also contributes significantly to the 'gating' effect being sought
- when all other normal treatments have been tried (eg larger signs and upgraded delineation) and when a higher-than-expected crash rate is still experienced (figure 4.4).

Taken from:  
<http://www.nzta.govt.nz/assets/resources/traffic-control-devices-manual/docs/draft-tcd-traffic-signs.pdf>

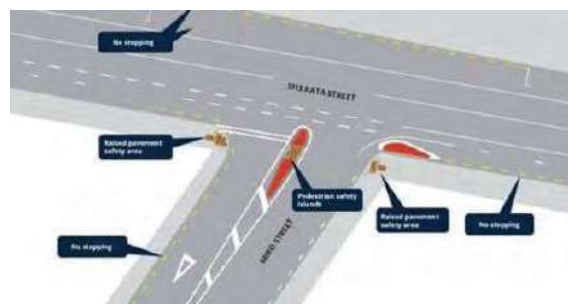


**Eltham  
 Stratford  
 Egmont Village!**

## THE HEAVY TRAFFIC PROBLEM



## OVERARCHING PROBLEMS - DESIGN TO PROMOTE SLOW +SUPPORT WALKING/CYCLING



<https://theorewaurbanist.wordpress.com/2017/12/06/vision-zero-an-example/>

**Why just one intersection???**  
**Is this solution correct ?**

- X CURRENT PEDESTRIAN CROSSINGS
- X MINIMUM REQUIRED NEW PEDESRIAN PROVISIONS (NOT NECESSARILY CROSSINGS)



**All pedestrian provisions in town centre  
All our people live far from crossings.**

**A BOLD SOLUTION**

Train Tunnel Entrance

Train Tunnel Entrance



**INGLEWOOD'S REVITALISED HEART!  
MORE LAND**

EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL



**EXECUTION WHICH WORKS FOR ALL**



**EXECUTION WHICH WORKS FOR ALL**



EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL





EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL



EXECUTION WHICH WORKS FOR ALL



**EXECUTION WHICH WORKS FOR ALL**



**EXECUTION WHICH WORKS FOR ALL**



**EXECUTION WHICH WORKS FOR ALL**



**EXECUTION WHICH WORKS FOR ALL**



**EXECUTION WHICH WORKS FOR ALL**



**Thank You**

Form Name:	Regional Land Transport Plan 2021
Submission Time:	March 11, 2021 9:54 pm
Browser:	Mobile Safari / iOS
IP Address:	115.189.87.83
Unique ID:	776856133
Location:	

## Your details

**Name** Emma B

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Select your priority for each project**

- Priority 1 = SH3/3A NP-H?wera safety
- Priority 2 = SH3 Bell Block-Waitara safety
- Priority 3 = Coronation - Cumberland lights NP
- Priority 4 = Underpass (SH45) & lights (SH45, SH3)
- Priority 5 = Coastal Path to Waitara
- Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?**

How about an upgrade in Inglewood? It's a SH right through the middle of town, yet the pedestrian crossings are in the most dangerous spots possible. There isn't even a streetlight to stop traffic like Westown. Absolutely ridiculous.

Secondly, Norfolk school need turning lanes. Let alone the passing lane right there is an accident waiting to happen. School kids should be a priority - having cars flying up behind at 100kmph when trying to turn is horrendous for everyone.

Kids safety should be paramount before a costal walkway or bike tracks. Come on. Kids have already been killed trying to cross roads - how many more does there need to be?

**Your comments on the future sustainability and resilience of our transport networks:**

No, we pay enough rates as it is and the roads aren't in a state they should be. Why should we pay more when the funds we already pay just get patches.

**Your comments on any other issues:**

Refer above.

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 12, 2021 6:45 am  
 Browser: Android browser 4.0 / Android  
 IP Address: 222.152.135.157  
 Unique ID: 777084131  
 Location:

## Your details

<b>Name</b>	No Body
<b>Phone</b>	
<b>Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?</b>	No

## Your submission

<b>Your comments on the vision:</b>	Safe, no potholes and cycles lanes all thru Taranaki
<b>Select your priority for each project</b>	Priority 1 = SH3/3A NP-H?wera safety Priority 2 = Underpass (SH45) & lights (SH45, SH3) Priority 3 = Brecon Rd extension Stratford Priority 4 = SH3 Bell Block-Waitara safety Priority 5 = Coronation - Cumberland lights NP Priority 6 = Coastal Path to Waitara
<b>Your comments on the priorities. Do you think the list should include other projects?</b>	Yes what about main roads between inland towns? EG :Eltham - Opunake - New Plymouth
<b>Your comments on the future sustainability and resilience of our transport networks:</b>	Why is there not 2 lanes all the way thru Taranaki, there are quite a lot more cars, bikes and trucks on the road, common sense to build for the future. Take tra tors off the road and onto trucks
<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	All main roads should have a dedicated cycle lane, these bikes are a danger to vehicles.
<b>Your comments on any other issues:</b>	Doublelanes on highways,, cycle lanes on al roads, take tractors off the road onto trucks and THEY should be paying RUC also.

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 12, 2021 7:26 am  
 Browser: Chrome Mobile 89.0.4389.86 / Android  
 IP Address: 101.98.253.167  
 Unique ID: 777105326  
 Location:

## Your details

**Name** Lee-Ami McConnell

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** I feel roundabouts instead of lights would be a better solution and keep traffic moving through the region especially in the CBD

**Select your priority for each project**

- Priority 1 = Coronation - Cumberland lights NP
- Priority 2 = Coastal Path to Waitara
- Priority 3 = SH3/3A NP-H?wera safety
- Priority 4 = Brecon Rd extension Stratford
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = SH3 Bell Block-Waitara safety

**Your comments on the priorities. Do you think the list should include other projects?** Yes the road to ingelwood leaving town and the coast road

**Your comments on the future sustainability and resilience of our transport networks:** I believe ratepayers are already stretched beyond a liveable wage. Some are just paying their mortgages.

**Your comments on the place of bike trails in our 'big-picture' transport planning:** The coastal walkway is beyond beautiful and the continuation to waitara is agreed however I believe our region needs to get traffic flowing before getting more tourism



Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 15, 2021 11:16 am  
 Browser: Chrome 89.0.4389.82 / Windows  
 IP Address: 23.254.106.6  
 Unique ID: 778306126  
 Location:

## Your details

**Name** Adam Jasinski

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Select your priority for each project**

- Priority 1 = Coronation - Cumberland lights NP
- Priority 2 = Coastal Path to Waitara
- Priority 3 = SH3 Bell Block-Waitara safety
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?** Yes. Traffic lights or flow improvements from Egmont Rd to SH3.

**Your comments on the future sustainability and resilience of our transport networks:** Be careful not to rush electric transport. It is still environmentally heavy (power from non-sustainable sources, batteries production).  
 If TRC goes for electric busses I would like to see smaller busses and improved frequency (30 min or so each route)

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Bikes are all very well but rainy Taranaki and hilly New Plymouth will always be an impediment to biking (even with the electric ones)

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 16, 2021 7:56 am  
 Browser: Chrome 89.0.4389.82 / Windows  
 IP Address: 103.11.178.253  
 Unique ID: 778722862  
 Location:

## Your details

**Name** Nadine Ord

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** Accessibility must be brought into the Vision. Accessibility for those who do not, can not or choose not to drive. The vision should reflect people being connected to engage in the community, whether it be economics, environmental, cultural, social (including health purposes). Safety in relation to transport is beyond just 'safe roads'.

**Your comments on the priorities. Do you think the list should include other projects?** AS long as each project has safety and access improvements for children, those with disabilities, pedestrians, and cyclists.

**Your comments on the future sustainability and resilience of our transport networks:** Safe access in and out of the region is essential including the port. Bridge upgrades to include safe pedestrian and cyclists access. Long term planning for a move away from cars and trucks is necessary. Invest in rail for people and logs. Responsible and efficient use of rates including small rates increases is expected.

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Its exciting, but prioritise based on need - e.g. children, those with disabilities, commuting, then invest in the fun stuff.

**Your comments on any other issues:**

4.3 Objectives. Enabling - I disagree with your definition, this is purely economic for those in and contributing to business. If this is about economic growth then put that up front . Safety: While this may be the national objectives, safety has to be more than serious injury and death. People shifting modes means people need to feel safe on the transport network including bus stops, crossing roads etc. Accessible - yes! Move this to objective 2. p37: Headline target Yes to your targets. Include in reliable connectivity - safe alternative accessibility for pedestrians (including wheelchairs/pushchairs) when road works are occurring.

General (resilience, safety, access etc) - Get logging trucks off the roads, invest in rail for people and cargo within the region and connecting to out of the region.

Any investment in widening of bridges / roads to include cycle and pedestrian access.

Get rid of 'shared spaces (cars/peds)', this is not appropriate for many in access community - 'urban design (the pretty stuff)' should come after access and safety.

Accessibility audits by those in disability community and children to get user input into design and improvements.

Bus services must run later in the evening to provide real transport choices.

Thanks!

---

Form Name:	Regional Land Transport Plan 2021
Submission Time:	March 16, 2021 7:47 pm
Browser:	Chrome Mobile 89.0.4389.86 / Android
IP Address:	121.75.236.186
Unique ID:	778971501
Location:	

## Your details

<b>Name</b>	Daniel Benseman
-------------	-----------------

<b>Phone</b>	
--------------	--

<b>Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?</b>	No
--	----

## Your submission

<b>Select your priority for each project</b>	<p>Priority 1 = SH3 Bell Block-Waitara safety</p> <p>Priority 2 = SH3/3A NP-H?wera safety</p> <p>Priority 3 = Underpass (SH45) &amp; lights (SH45, SH3)</p> <p>Priority 4 = Coastal Path to Waitara</p> <p>Priority 5 = Coronation - Cumberland lights NP</p>
--	---

<b>Your comments on the priorities. Do you think the list should include other projects?</b>	<p>While I agree with the priority of the list item 2 has no mention of a safe way to cross SH3 in Inglewood. Rata Street, can be extremely dangerous and difficult to cross during peak times with children regularly taking risks going to and from their places of learning.</p> <p>This needs to be looked into with urgency.</p> <p>Please don't let it end up being a reaction to an accident which, to be blunt, is waiting to happen.</p> <p>Overpass, underpass, pedestrian crossing, lights, whatever it takes to ensure a growing community has a safe way to cross a road.</p>
--	--

<b>Your comments on the place of bike trails in our 'big-picture' transport planning:</b>	Keen for more bike trails.
---	----------------------------

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 19, 2021 6:24 am  
 Browser: Mobile Safari 14.0.3 / iOS  
 IP Address: 202.180.105.50  
 Unique ID: 780288739  
 Location:

## Your details

**Name** M Hills

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:**

Nothing on the road should be done, except Airport Drive. Nzta has two ideas when it comes to 'safety' which are closing passing lanes and lowering speed limits. Neither of these do anything other than make a road more dangerous and cause congestion, frustration and pollution. Further to this, SH3 is a wreck. Except the worst areas are ones they have most recently been attended to by nzta. If they were to do absolutely no work on SH3 ever, it would be in significantly better condition than it is at present. There is no way that if they can't even top seal a road they can be trusted to do more.

One only needs to look at the car park that is New Plymouth to realise that more traffic lights is the last thing needed. They are already causing massive congestion as they have been designed and phased so so badly. Not only will more lights cause further problems, because they break up natural traffic flow. If you put lights in, in a short time you will be telling us we need even more sets of lights on SH3 coming into NP from the south because of the congestion caused by the proposed ones.

Has anyone actually given any thought to the Brecon road extension? There are countless other options to get across Stratford already. Why destroy some lovely native trees and bush, and make the lives of people who live near absolute hell, just to spend money for the sake of it. I fully support changes to allow for sustainable transportation

**Select your priority for each project**

Priority 1 = Coastal Path to Waitara  
 Priority 2 = SH3 Bell Block-Waitara safety

**Your comments on the priorities. Do you think the list should include other projects?**

See comments above. Under no circumstances whatsoever should traffic lights be installed anywhere. They cause massive congestion and pollution which makes roads more dangerous for vulnerable users and break up the natural flow of traffic so badly that you will then want to put more lights in

**Your comments on the future sustainability and resilience of our transport networks:**

If Nzta did nothing to the roads then they would be in a better state than they currently are, and there would more money available to spend. Every bit of sh3 that requires remedial work is where Nzta has carried out resealing recently, yet there is no accountability for the fact that it has been done so badly that they leave the road worse than it was before. I guess the contractor must do it this way and get paid multiple times to rectify it.

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

Why is the timeframe for any of these so long? Most cyclists I know will be long dead before they are put in place.

---

**Your comments on any other issues:**

Just to repeat. Do not put extra traffic lights in anywhere

---

## RLTP Submissions - RLTP Submissions

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 19, 2021 12:41 pm  
Browser: Mobile Safari / iOS  
IP Address: 222.152.130.251  
Unique ID: 780450118  
Location:

### Your details

---

**Name** Jason Wright

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

---

### Your submission

---

**Select your priority for each project**

- Priority 1 = Coronation - Cumberland lights NP
- Priority 2 = Coastal Path to Waitara
- Priority 3 = SH3 Bell Block-Waitara safety
- Priority 4 = Underpass (SH45) & lights (SH45, SH3)
- Priority 5 = SH3/3A NP-H?wera safety
- Priority 6 = Brecon Rd extension Stratford

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

I've always envisioned a trail that extends the coastal walkway in New Plymouth and connecting it with the Denby Road walkway in Hawera following the coast.

This could be a 2 day ride with a stopover camping in Opunake if desired.

---

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 19, 2021 9:46 pm  
 Browser: Mobile Safari / iOS  
 IP Address: 222.152.131.163  
 Unique ID: 780555615  
 Location:

## Your details

**Name** Angela Veric

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** Sounds amazing!

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coastal Path to Waitara
- Priority 3 = Underpass (SH45) & lights (SH45, SH3)
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Coronation - Cumberland lights NP
- Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?** Coastal extension from port to back beach to Oakura to okato to opunake

**Your comments on the future sustainability and resilience of our transport networks:** Bike pathways are a great solution for health and well-being as well as tourism. Good public transport is also important

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Fantastic! I love the connectedness. Please start soon!



---

22<sup>nd</sup> March, 2021.

Matthew McDonald  
Chairman,  
Taranaki Regional Transport Committee,  
Private Bag 713,  
Stratford.

Dear Matthew,

**Submission Re: Taranaki Regional Land Transport Plan 2021**

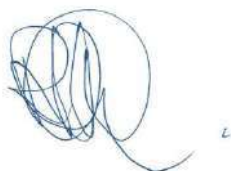
It is time for Taranaki Regional Council to investigate the potential of commuter rail – particularly on the existing rail network between New Plymouth and Hawera/Whareroa. Commuter rail could, feasibly, meet many of the expectations and issues of the Transport Plan – passenger transport, road safety, integration, regional/district access, mobility of the region’s population, rejuvenation of provincial towns and communities, provide resilience and alternatives, support environmental improvements, and decrease the carbon footprint of the existing transport network.

There are a range of financial, social and environmental benefits that could accrue from commuter rail:

- Commuter rail is twelve times safer than motor vehicle travel ([www.lightrailnow.org](http://www.lightrailnow.org)) and could remove a substantial amount of (single-occupancy) vehicles off the road
- Rail travel consumes about one-fifth as much energy per-passenger-mile as automobile travel according to Wikipedia ('politics of light rail') or up to one-tenth in other studies ('*A Cost Comparison of Transportation Modes*', Prof Patrick Condon, Foundation Research Bulletin No 7, Nov 2009)
- Commuter rail has almost 4 times less carbon emissions per passenger-mile than automobile use (ibid)
- Distance remains one of the basic determinants for modal usage for passenger transport (<http://people.hofstra.edu/geotrans/eng>)
- Passenger rail offsets the problems of congestion and environmental degradation of the motor vehicle (ibid)
- 'Hub and spoke' links could connect other provincial towns and workplaces, eg. Manaia, Kaponga.

It would be my recommendation that a feasibility study for commuter rail is included in the Regional Land Transport Strategy 2021.

Yours faithfully,



Rex Hendry.

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 22, 2021 7:23 pm  
Browser: Chrome Mobile 83.0.4103.106 / Android  
IP Address: 119.224.42.42  
Unique ID: 781625136  
Location:

## Your details

---

**Name** Jennifer Hoskin-Leece

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** Yes

## Your submission

---

**Your comments on the vision:** I agree with the vision but would question the priorities with specific focus on the sustainable transport system, design of our network and use and improving roading infrastructure as more urgent priorities.

---

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coronation - Cumberland lights NP
- Priority 3 = Underpass (SH45) & lights (SH45, SH3)
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Brecon Rd extension Stratford
- Priority 6 = Coastal Path to Waitara

---

**Your comments on the priorities. Do you think the list should include other projects?** As per above, though on a personal note while the coastal path to Waitara will be a great asset to the region I don't think it will impact much on the day to day commuter traffic to and from Waitara so would put that last behind pressing danger areas.

---

**Your comments on the future sustainability and resilience of our transport networks:**

As residents of St Aubyn street for 20 years we've seen the number and weight of trucks increase substantially. Along with this has come increased movement of our house, superficial cracking in interior plaster work and significant noise, at times 24 hours a day depending on shipping schedules. We have double glazed at our own cost and this has helped but, due to vibration, we feel the benefit is reducing. While we understand that, yes we live on a busy street, we never expected it to be this busy or the trucks to be so heavy. This means continual repairs are needed as small dips quickly become large holes with increased vibration and volume esp on empty trucks. Repairs often seem to last for very short periods which is frustrating and I am often in contact with Waka kotahi and have also let fellow residents know this is the agency to contact. I have petitioned to have the logs at least put on to trains outside of New Plymouth as this would make our roads safer, keep them in better condition and reduce the stress of noise/ traffic/ having very large vehicles using roads also shared with cyclists, children, pedestrians and residential traffic. Ideally the fertilizer trucks would also be converted mainly to rail and I understand that many just go to and from the depot, could this be converted to rail thus taking more pressure off town roading?

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

I am a cyclist and regularly bike to work, I don't tend to use the walkway as it isn't the most direct route but I do support development of bike trails as a way of helping people enjoy our beautiful region, keeping fit and being in nature. I had never heard of the Taranaki trails trust so will use this now, thanks. I do support the continuation of the coastal path to waitara but, as previously mentioned think this should be prioritised lower depending on movement on roading issues.

---

Form Name:	Regional Land Transport Plan 2021
Submission Time:	March 23, 2021 12:56 pm
Browser:	Firefox 86.0 / Windows
IP Address:	103.66.124.104
Unique ID:	782089660
Location:	

## Your details

**Name** Murray Thompson

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Select your priority for each project**

- Priority 1 = Coastal Path to Waitara
- Priority 2 = SH3 Bell Block-Waitara safety
- Priority 3 = SH3/3A NP-H?wera safety
- Priority 4 = Coronation - Cumberland lights NP
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = Brecon Rd extension Stratford

**Your comments on any other issues:**

I wish to make comment regarding the bus network run by TRC.

First up - well done moving to the Bee Card - this is a great improvement. My suggestion is there needs to be a significant improve and increase in the amount of buses run on some routes. I live in Bell Block and there is a bus once every 2 hours. If you happen to miss a bus, then it is a long wait! The amount of services run should be increased to hourly at the minimum. There are also some timing issues with the current schedule. If someone was working in the industrial area of bell block, the earliest bus comes out here at 8.20am. Not ideal if you have a job that starts at 8am.

The weekend schedule for the buses is inadequate. The Saturday schedule from Bell Block takes 40 minutes to get into NP CBD (after a long tiki tour through the eastern suburbs). The last bus from town leaves at 1pm. Again, too bad if you miss that bus.

Also, why no buses on a Sunday? Surely there would be some users? I would suggest a full schedule running Monday - Saturday, then a reduced Sunday schedule.

The current pricing of a normal priced ticket is still a little on the high side. If you want to attract car users to use the bus, it needs to be more attractive for them to swap to a bus.

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 23, 2021 2:02 pm  
Browser: Chrome Mobile 89.0.4389.90 / Android  
IP Address: 202.61.114.45  
Unique ID: 782110461  
Location:

## Your details

---

**Name** Nicola Wanden

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

---

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coronation - Cumberland lights NP
- Priority 3 = Underpass (SH45) & lights (SH45, SH3)
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Coastal Path to Waitara
- Priority 6 = Brecon Rd extension Stratford

---

**Your comments on the priorities. Do you think the list should include other projects?**

Where is investment in Inglewood?????

Inglewood desperately needs a safe crossing option across SH3 near Hinau Street. So many kids take their lives into their hands running the gauntlet of trucks to get to school on the south side of Inglewood. The increase of traffic along Rata Street over the past 5 years is phenomenal and freighting for people crossing theb road.

---

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 23, 2021 4:42 pm  
 Browser: Mobile Safari / iOS  
 IP Address: 163.47.245.195  
 Unique ID: 782148872  
 Location:

## Your details

**Name** Tash Allerby

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** Inglewood needs to be realigned. We have a state highway running through our community that puts our children at risk. All of our community places require crossing the main road in the pathway of fast moving traffic and trucks.  
 Therefore inglewood is not as connected as it could be, realigning of our town would enhance the liveable places here.

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = SH3/3A NP-H?wera safety
- Priority 3 = Coronation - Cumberland lights NP
- Priority 4 = Underpass (SH45) & lights (SH45, SH3)
- Priority 5 = Coastal Path to Waitara
- Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?** Please look at safety on Rata street for children crossing the road to get to and from schools.

Divert trucks from inglewood main route.

Form Name:	Regional Land Transport Plan 2021
Submission Time:	March 23, 2021 7:16 pm
Browser:	Safari 14.0.1 / OS X
IP Address:	222.152.132.238
Unique ID:	782173316
Location:	

## Your details

**Name** Kathy Lovell

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** Given the climate change situation and changing to Electric Vehicles, we need much safer cycle ways. Getting from New Plymouth to Inglewood by bicycle is very dangerous. Also there are many more electric bikes and their range is greater so people are venturing further. If you only offer roads, that is an invitation to drive them We should be looking at reinstating rail - after all we have the lines. These could then take some pressure off the roads (Those big logging trucks going to Port Taranaki on a daily basis) plus also offer tourism opportunities for people wanting to cycle the routes in Taranaki

**Select your priority for each project** Priority 1 = Coastal Path to Waitara  
Priority 2 = Coronation - Cumberland lights NP  
Priority 3 = SH3 Bell Block-Waitara safety

**Your comments on the future sustainability and resilience of our transport networks:** We need to think beyond roads. Adding roads only encourages people to use them instead of offering alternatives such as cycle ways and rail. Imagine being able to commute between Hawera and New Plymouth by rail each day - far less traffic accidents, less use of fossil fuels, more relaxed travelling

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Bike trails are the future of tourism. Many people over the age of 50 are exploring on bicycles. This would be a great way for both domestic and International tourists to see and experience Taranaki. Bike trails and safe biking routes have to be priority

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 23, 2021 8:31 pm  
 Browser: Chrome Mobile 87.0.4280.77 / iOS  
 IP Address: 115.189.86.35  
 Unique ID: 782185420  
 Location:

## Your details

**Name** James Donald

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** Don't just focus on roads, I'd like to see cycle paths and walkways included too.

I'd like to see a vision that includes something to enhance Taranaki as a place to visit, not just liveable.

**Select your priority for each project**  
 Priority 1 = Coastal Path to Waitara  
 Priority 2 = SH3/3A NP-H?wera safety  
 Priority 3 = SH3 Bell Block-Waitara safety

**Your comments on the priorities. Do you think the list should include other projects?** No Traffic signals at the intersection of Vivian Street and Morley Street (SH45), New Plymouth. I live nearby and use the intersection multiple times a day, it will become an unnecessary bottleneck. Traffic may be queues slightly at peak hour, but nowhere near as much as traffic lights along the rest of Vivian.

**Your comments on the future sustainability and resilience of our transport networks:** I agree infrastructure should be paid for by us ratepayers.

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Very important. People want experiences in nature. Look at popularity in south island and the tourism it generates. Also look at high usage and asset coastal walkway is. More variety and more locations creates more interest and access by more of taranaki.



Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 23, 2021 9:24 pm  
 Browser: Mobile Safari / iOS  
 IP Address: 202.61.115.38  
 Unique ID: 782194916  
 Location:

## Your details

**Name** Steve Wilson

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** The vision is a well written marketing rhetoric. Unfortunately the strategies and substances of the actions to drive this vision is biased at best and inequitable in reality. It is obvious that the safety of children in Inglewood is not a priority. It appears that families, businesses and individuals in Inglewood are prescribed and expected to pay for betterment projects in areas outside if Inglewood. It's a joke

**Your comments on the priorities. Do you think the list should include other projects?** No priority. What about safe crossings for children walking to Inglewood primary, intermediate and high schools? What about finally finding the Windsor walkway? Inglewood infrastructure and road safety needs to be taken seriously. We don't want to pay for others improvements.

**Your comments on the future sustainability and resilience of our transport networks:** We need to discuss current issues as well as future visions and sustainability. In Europe, sustainability focuses on wellbeing, a lesson that should be learnt. Yet my 85 year old mother has endless barriers transporting to New Plymouth from Inglewood

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Yes, finally agree

**Your comments on any other issues:**

Put Inglewood families, children and elderly a priority for safety when waking around their own town. If Inglewood isn't a priority when the pool of Inglewood funds is going to other prioritised projects, perhaps funding allocation should be divided by suburbs where residents determine the most appropriate projects to receive funding. This is a bottom up approach, the base of civic and community engagement

---

## RLTP Submissions - RLTP Submissions

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 24, 2021 9:52 am  
Browser: Chrome Mobile 89.0.4389.105 / Android  
IP Address: 203.211.98.238  
Unique ID: 782540669  
Location:

### Your details

---

**Name** Shaye Greaves

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

---

### Your submission

---

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 24, 2021 10:34 am  
 Browser: Chrome Mobile 89.0.4389.90 / Android  
 IP Address: 163.47.236.238  
 Unique ID: 782559639  
 Location:

## Your details

**Name** Jesse Hona

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** Your vision is very short of information and promise that all other factors including Te ao Maori will be considered under Te tiri o waitangi and that hapu,iwi and all applicable people will be consulted and involved in the planning and decision making processes.

**Select your priority for each project**

- Priority 1 = Coastal Path to Waitara
- Priority 2 = SH3/3A NP-H?wera safety
- Priority 3 = SH3 Bell Block-Waitara safety
- Priority 4 = Coronation - Cumberland lights NP
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?** Yes.

**Your comments on the future sustainability and resilience of our transport networks:** Yes and i am willing to what is necessary to be sustainable and more enviornmentally conscious.

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Further comment below.

**Your comments on any other issues:**

We as tangata whenua/Maori discourage any activity that threatens the below items

1. potential damage to wahi tapu;  
potential degradation to our awa and moutaitai reefs from construction (trails, bridges, machinery impact) and pollution (increased human presence);
2. loss of mauri from vegetation clearance to build trails affecting plants, birds and animal ecosystem;
3. conservation values within Te Papakura o Taranaki being compromised by increased human and unwanted species (dogs in particular) presence in the National Park;
4. Questions over sustainable economic benefit especially for Māori and our hapū members from the trails
5. Authentic and genuine consultation with mana whenua

At a minimum we would like to see proposals for any trails in the National Park dropped. We believe in time the proposed Mouna Negotiations Authority should be enabled to have much more control over access to our Mouna environment like caps on numbers, visitor charges, guiding permits etc

---

## RLTP Submissions - RLTP Submissions

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 24, 2021 10:49 am  
Browser: Chrome Mobile 89.0.4389.90 / Android  
IP Address: 202.134.34.199  
Unique ID: 782565862  
Location:

### Your details

---

**Name** Meretini Manukonga

---

**Address**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

---

### Your submission

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:** No bike trail in national park please, they ruin the walking tracks and make it un safe when you are walking looking at the plants and they come past.

---

**Your comments on any other issues:** If you want a bike track buy some farm land and make one just for bikes with humps ect. You could also plant some pine and collect credit that way and also a tree adventer obstacle in it attracting more visitors.

Please no bikes in national park keep protect the forst bio life with minamal harm to there enviroment please

---

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 25, 2021 7:01 am  
 Browser: Chrome 89.0.4389.90 / OS X  
 IP Address: 121.75.241.88  
 Unique ID: 783018119  
 Location:

## Your details

**Name** elayne kessler

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** This matches my vision completely. I am an older bike rider who rides for leisure rather than transportation. This leisure activity is important to me as I age in an active, healthy manner.

I do not feel safe riding on our roads (nor on rough mountain bike trails). For me to enjoy my leisure bike riding I generally must travel to a town that has safe trails that are suitable for me.

**Select your priority for each project** Priority 1 = SH3/3A NP-H?wera safety

**Your comments on the priorities. Do you think the list should include other projects?** Anther road that need attention is between Oakura and Okato, which gets increasingly greater use. The narrow bridges are dangerous.

**Your comments on the future sustainability and resilience of our transport networks:** With fiscal responsibility, I will agree to increased rates.

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 25, 2021 10:05 am  
 Browser: Chrome Mobile 89.0.4389.90 / Android  
 IP Address: 49.227.60.5  
 Unique ID: 783134787  
 Location:

## Your details

**Name** Lynne Moore

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

Horse access should be included on all multi-use shared pathways as this will increase use and bring economic activity into the region. Horse riders will travel great distances to access safe off road riding areas, and if facilities permit (horse friendly hospitality and accommodation options) stay in the area for several days enjoying the environment in the same way cycle tourists do.

Catering for horse access need not be expensive or complicated, simply thought about and planned for as gates, barriers, bridges etc are installed.

**Your comments on any other issues:**

Please consider horses in plans for upgrading reading as they remain legal road users and are usually ignored in upgrade designs.

Verges are removed and steeply sloped pushing horses onto the road itself. Bridges designed for cars make no allowance for alternative routes that may be safer for horses. Access for horses automatically improves safety and access for cycling, however planning for cycling generally excludes horse use.





24 March 2020

Regional Land Transport Plan submission  
The Chief Executive  
Taranaki Regional Council  
Private Bag 713  
Stratford 4352

### **Submission on Draft Taranaki Regional Land Transport Plan**

Venture Taranaki congratulates the Taranaki Regional Council on the release of its draft Regional Land Transport Plan (the "Plan").

The land transport infrastructure of Taranaki is critical, not to only to the Taranaki regional economy, but also New Zealand's economy. We also want to recognise the significant mentions and links between the Plan and Tapuae Roa and Taranaki 2050. It is pleasing to see strong alignment of the Plan to both these documents.

We also fully support the measure of "Promoting and supporting the Taranaki 2050 work towards a low-emissions future for Taranaki" (Measure for Objective 6 on p.42).

### **Feedback on the vision: *A vibrant, resilient and connected region, with safe roads enhancing liveable places***

Venture Taranaki supports this vision. Resiliency, vibrancy and connection are all part of the Venture Taranaki Impact Strategy, so the vision aligns well with our regional direction.

We have considered whether the term "safe roads" unduly limits the modes of transport (i.e. offroad mechanisms). We conclude however, that the most pressing safety issues are on roads, and the statement also includes reducing incidents for walkers and cyclists who use roads.

### **Immediate priorities**

Venture Taranaki supports the priority projects and major capital items identified in the document. We have no comment on the prioritisation, noting many of the projects are driven by safety needs.

We do note that as part of Taranaki 2050, encouraging low-emissions transport was a priority, so particularly see the benefits of the Coastal Walkway extension to Waitara.

We note that all the other projects we support are included in the "activities for future consideration". For example:

- Increased accessibility for all Te Papakura o Taranaki (Egmont National Park) entrances
- SH44 and improvements to safety and freight route efficiency, for ease of access to Port Taranaki through Moturoa.
- Electric / hydrogen vehicle infrastructure

- Long-term retention of rail line between Hāwera and NP
- New Plymouth Public Transport Hub
- Regional cycleway network
- Taranaki Crossing 'Maunga to Surf'
- Emerging tourism routes.

Given their important linkages with our regional strategy work (Tapuae Roa and Taranaki 2050) prioritising discussion around their status and potential advancement would be welcomed.

### **Looking to the future**

Venture Taranaki agrees with the themes discussed under “looking to the future”. We particularly support the inclusion of the climate change challenge and the need for sustainability. These areas are welcome additions to the Plan that we fully support.

### **Regional cycleways vision**

Venture Taranaki fully supports the Regional Trails Vision to 2050, developed by the Taranaki Trails Trust. This is a well laid out, clear articulation of the potential of trails for the region. It is great that the Taranaki Regional Council and district councils have supported the work of the Trails Trust and the end product is a map that has come from the community.

Cycleways and trails have a wide variety of benefits, such as reducing carbon emissions, promoting active lifestyles, and, provided these are well-designed, acting as a tourist attraction for the region.

We support the Taranaki Regional Council, district councils and NZTA continuing to support the Taranaki Trails Trust and the development/support for cycles as a core means of transport in general (including e-bikes etc as well).

### **Other comments**

Venture Taranaki also notes there may be concerns over possible reductions in government funding. The importance of ensuring adequate levels of government investment in roading and related infrastructure is vital to our own region's resilience and shared prosperity and to our contribution to Aotearoa. We support the continued advocacy and work of the Regional Transport Committee in this area.

Yours sincerely



Justine Gilliland  
Chief Executive

Form Name: Regional Land Transport Plan 2021  
 Submission Time: March 30, 2021 11:02 pm  
 Browser: Mobile Safari / iOS  
 IP Address: 103.21.173.67  
 Unique ID: 785490557  
 Location:

**Your details**

**Name** Zara Ryan

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

**Your submission**

**Your comments on the vision:** The vision needs to include being forward thinking/planning and a to be better set for the future (not trying to keep up) . I see our transport as being 2 decades behind it's time. The ridiculous attempt at a "highway" between Bell Block and New Plymouth is a classics example of this. To get this work done took decades and then by the time it was finally built it no longer fitted the purpose because the population of Bell Block has grown too much. This is what is going to happen to the Bell Block to Waitara work. This should have been done a decade ago!! Look how far behind with that work we are now - it hasn't even started.

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coastal Path to Waitara
- Priority 3 = SH3/3A NP-H?wera safety
- Priority 4 = Coronation - Cumberland lights NP
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?** Why are we still talking about whether the Bell Block to Waitara work is a priority or not!! This has been a massive priority for years and years and STILL nothing is done. I would hate to see how long the non-priority work takes. All you are doing is putting on bandaids that are cheap and nasty and don't last 5 minutes. Get on with it and save lives. Stop with all the traffic lights. We need roundabouts like they do in every other NZ modern town/city.

A priority that is missing is stopping ALL of the constant trucks going through town to get to the port. They should be redirected another way - they are ruining our roads.

**Your comments on the future sustainability and resilience of our transport networks:**

Before you start talking about the effects that more transport work will have on other parts of our lives I think you all need to take some lean training. everyone working in transport (right from senior management down to the lollipop person) needs a massive learning curve in lean. There is so much money wasted, so much time wasted, so many inefficiencies, so much crap materials being used meaning constant rework - I see it every day with the road works that is happening along my road that I live on. Why does one contracting company reseal a small section of our road and then a week later a different road contractor comes and seals the next little bit right beside it? Why do all the road workers regularly go for "Sunday drives" up and down our road doing nothing? Why do the workers turn up and sit around and talk for an hour before any work actually gets done? Why are they always back resealing the same patches again and again and again because nothing is ever done properly in the first place? Why do they start working on a section of road but then disappear for 3 weeks, to finally come back and have to start all over again because the road has deteriorated so badly? I could go on all night!

Get a lean coach and take a hard look at yourselves before you start making sacrifices in other areas who actually do make our community resilient, connected and vibrant.

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

The fact that you call bike trails a "big-picture" is laughable. Once again we are debating things that should have been done decades ago. Every other region has a brilliant network of off road biking trails for all types of levels. Get on with it and stop stifling the vibrancy of our community.

---

**Your comments on any other issues:**

Get on with the Bell Block- Waitara improvements NOW before the plans become out of date

---

## RLTP Submissions - RLTP Submissions

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 31, 2021 7:18 am  
Browser: Chrome Mobile 89.0.4389.105 / Android  
IP Address: 103.96.86.172  
Unique ID: 785741119  
Location:

### Your details

---

**Name** Meihana McDonald

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** Yes

### Your submission

---

**Your comments on the vision:** End of raleigh street intersection onto the main road this needs better marking to enable merging cars to feel safe pulling into the main traffic.

---

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coronation - Cumberland lights NP
- Priority 3 = Coastal Path to Waitara
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Brecon Rd extension Stratford
- Priority 6 = Underpass (SH45) & lights (SH45, SH3)

---

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 31, 2021 7:19 am  
Browser: Chrome Mobile 89.0.4389.105 / Android  
IP Address: 115.188.74.71  
Unique ID: 785741876  
Location:

## Your details

---

**Name** Tama Blackburn

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

---

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coastal Path to Waitara
- Priority 3 = Underpass (SH45) & lights (SH45, SH3)
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Coronation - Cumberland lights NP
- Priority 6 = Brecon Rd extension Stratford

---

**Your comments on the future sustainability and resilience of our transport networks:** No increase to rates

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Mana whenua must be on the planning group. The trails trust has already failed there.

---

## RLTP Submissions - RLTP Submissions

Form Name: Regional Land Transport Plan 2021  
Submission Time: March 31, 2021 8:22 am  
Browser: Chrome Mobile 89.0.4389.105 / Android  
IP Address: 116.251.168.94  
Unique ID: 785814327  
Location:

### Your details

---

**Name** Charlotte Arbuckle

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

---

### Your submission

---

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = SH3/3A NP-H?wera safety
- Priority 3 = Coronation - Cumberland lights NP
- Priority 4 = Coastal Path to Waitara
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = Brecon Rd extension Stratford

---

Form Name: Regional Land Transport Plan 2021  
 Submission Time: April 3, 2021 5:02 pm  
 Browser: Chrome 89.0.4389.114 / Windows  
 IP Address: 151.210.162.108  
 Unique ID: 787439143  
 Location:

## Your details

**Name** Graeme Lindup

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** A better vision: "A vibrant, resilient and connected region, with safe active transport options as a priority thus enhancing liveable places".

**Select your priority for each project**

- Priority 1 = Coastal Path to Waitara
- Priority 2 = Brecon Rd extension Stratford
- Priority 3 = Underpass (SH45) & lights (SH45, SH3)
- Priority 4 = SH3 Bell Block-Waitara safety
- Priority 5 = Coronation - Cumberland lights NP
- Priority 6 = SH3/3A NP-H?wera safety

**Your comments on the priorities. Do you think the list should include other projects?** Implementing projects that help reduce the region's carbon footprint is a priority; so the projects that directly help active transport should given the highest priority.

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Implementing projects that help reduce the region's carbon footprint is a priority; so the projects that directly help active transport should given the highest priority. Bike trails are part of this picture and what is shown will in the long run provide people with means of connecting with the outdoors and exercising while having a small carbon footprint.



Form Name: Regional Land Transport Plan 2021  
 Submission Time: April 5, 2021 7:23 am  
 Browser: Chrome 89.0.4389.90 / Windows  
 IP Address: 121.75.159.52  
 Unique ID: 787851991  
 Location:

## Your details

<b>Name</b>	Philip Macey
<b>Organisation (if applicable)</b>	Taranaki Motorsport Charitable Trust
<b>Address</b>	
<b>Email</b>	
<b>Phone</b>	
<b>Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?</b>	Yes

## Your submission

<b>Your comments on the vision:</b>	<p>I would like to see the SH3 area from Midhurst to Flint Road added to the plan to take into account the already high traffic levels and the proposed multi use facility being planned by the Stratford A &amp; P. the use of roundabouts introduced progressively with the developments progress will greatly increase safety around the area.</p> <p>Assisting with additional access to the A &amp; P land through Monmouth Road would also reduce congestion and increase safety.</p>
<b>Select your priority for each project</b>	<p>Priority 1 = SH3 Bell Block-Waitara safety                  Priority 2 = SH3/3A NP-H?wera safety                  Priority 3 = Brecon Rd extension Stratford                  Priority 4 = Coastal Path to Waitara                  Priority 5 = Underpass (SH45) &amp; lights (SH45, SH3)                  Priority 6 = Coronation - Cumberland lights NP</p>
<b>Your comments on the priorities. Do you think the list should include other projects?</b>	Yes as above

Form Name: Regional Land Transport Plan 2021  
 Submission Time: April 5, 2021 10:49 am  
 Browser: Chrome 89.0.4389.90 / Windows  
 IP Address: 121.75.243.66  
 Unique ID: 787884923  
 Location:

## Your details

**Name** Paul Lamb

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:**

1. Fine, but acknowledge there's a partnership role for safe motorists too... it's all about the people! "A vibrant, resilient and connected region, partnering motorists with safe roads enhancing liveable places."
2. I'm not convinced 'vibrant' fits well with the goal of a 'more sustainable transport system'... I'm confused, is the goal is to curb demand for "unnecessary travel" or create a system that allows for unconstrained travel in the most efficient way?

**Select your priority for each project**

Priority 1 = Coronation - Cumberland lights NP  
 Priority 2 = SH3 Bell Block-Waitara safety  
 Priority 3 = Coastal Path to Waitara  
 Priority 4 = Underpass (SH45) & lights (SH45, SH3)  
 Priority 5 = SH3/3A NP-H?wera safety  
 Priority 6 = Brecon Rd extension Stratford

**Your comments on the priorities. Do you think the list should include other projects?**

1. Airport roundabout would be great... but the rest of the road Bell Block to Waitara seems okay to me.
2. SH3/3a... I'm not aware of the safety concerns, seems okay to me.
3. Pathway extension to Waitara, it would be great to get a trail asap to link these communities together. I'd be happy for it to be a grass-path to start with... and a constructed path to follow.
4. Cumberland lights would really help!
5. Lights at Morley st would surely increase safety! In regards to the Wairau underpass I'm not aware of the safety concerns.
6. Brecon Rd extension... I'm not aware of the safety concerns.

**Your comments on the future sustainability and resilience of our transport networks:**

Yes please, and good luck.

1. Economic impacts - Goods: I like trucks moving goods in and around the region to be the priority.
2. Economic impacts - Labour: I'm happy with daily commuters that choose to live away from their daily employment to be severely impacted and inconvenienced and taxed to pay.
3. Economic impacts - Tourism: I'm angered by the "sight-seeing" travel industry, it can't be any good for the planet.
4. Social impacts - Safety: Death and injury, especially of innocent pedestrians and cyclists is not okay, all risk must be eliminated!
5. Social impacts - Noise: Covid-19 alert level 4 was a reminder of how beautiful our world can be, the constant drone of motor traffic is such a pointless inconvenience.
6. Social impacts - Stress: The race to get to places on time, in this our 24/7 pause and rewind society is surely ripe for social re-engineering... many work places include glide start and finish times... can schools try to add "self study times" at the start and end of the school day to reduce the arrival and departure peak demands on the roading network.

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

Biking on trails is a fun leisure activity, it has very minimal impact on 'big-picture' transport planning.  
Commuting by bike is about the last couple of km's, i.e. not the journey across the regions.  
Please stay focused on motoring safety.

---

**Your comments on any other issues:**

I believe there is a need for an app that tracks your driving route, which then shares the data with transport planners (and possibly the police), with the only additional function being to identify road hazards and safety concerns.  
In time, the app could be developed to share your route with social media, to encourage ride sharing with people you know.

---

10 YEAR PLAN 2018-2028 | INFRASTRUCTURE STRATEGY

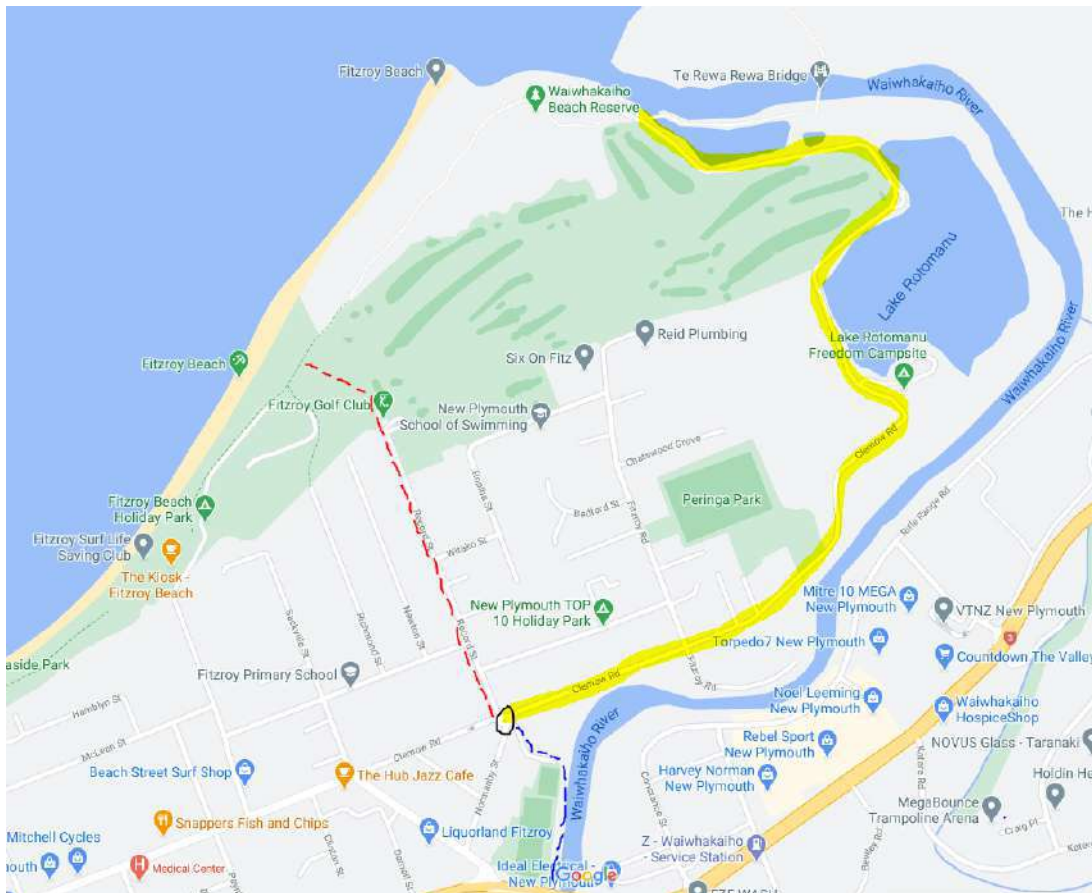
**Taranaki Traverse (Waiwhakaiho River section)**

The Council has the long-term aspiration of creating a link between Mount Taranaki and the Waiwhakaiho River Mouth as a part of the Taranaki Traverse project. This project aims to enable accessibility to key natural and cultural assets, linking to and leveraging existing attractions, open spaces and walking and cycling networks.



Figure 16: Taranaki Traverse

Route should not go down Record Street but instead should follow Clemow Road along the river and past Lake Rotomanu – see below



Past jump park (cycle related)

Avoid crossing Clemow

Avoid T-intersections if stay south of Clemow

Follow River and see Lake Rotomanu

Less development required

More consistent with cycle/walkway lets go strategies and national strategies?

Avoids development of Fitzroy reserve (currently unsuitable for cycling (steep, grass, rutted, near misses/accidents)

Maintains Fitzroy village feel and narrow village roads along Record St (consistent with Newton/Richmond/Sackville) – Fitzroy and Record Street are recognised by NPDC as heritage areas:  
[https://www.newplymouthnz.com/-/media/NPDC/Documents/Council/Council%20Documents/Plans%20and%20Strategies/District%20Plan/Proposed%20District%20Plan%20section%2032%20reports/09%20-%20Historic%20Heritage/ECM\\_7667684\\_v35\\_Historic%20Heritage%20s32%20Report%20docx.aspx](https://www.newplymouthnz.com/-/media/NPDC/Documents/Council/Council%20Documents/Plans%20and%20Strategies/District%20Plan/Proposed%20District%20Plan%20section%2032%20reports/09%20-%20Historic%20Heritage/ECM_7667684_v35_Historic%20Heritage%20s32%20Report%20docx.aspx)

See Lake Rotomanu which is otherwise bypassed by coastal walkway

Follow river – better

Results in development of Clemow Road which is a higher traffic road and one our visitors / tourists see – so better and better intro to Te Rewa Rewa



# Submission on the Taranaki Regional Land Transport Plan 2021/22 – 2026/27

## Introduction

The New Zealand Walking Access Commission Ara Hikoi Aotearoa is the Crown agency responsible for providing leadership on outdoor access issues. Our role is to provide New Zealanders with free, certain, enduring and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help resolve access disputes and negotiate new access.

The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the Walking Access Act 2008.

Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling connectivity both for recreation and for commuting to local destinations such as schools, places of work and shops.

## Support for the draft plan

We note the draft plan has been developed by the Taranaki Regional Land Transport Committee, which is a joint committee of the region's councils, as well as Waka Kotahi NZ Transport Agency.

The Commission supports the broad approaches of the plan that support safety, multi-modal transport and those that encourage active transport. Active transport such as walking and cycling improves health, safety and sustainable travel.

The Commission helped facilitate the preparation of the initial Taranaki Tracks and Trails Strategy. We support the Taranaki Tracks and Trails Trust and its vision to provide tracks and trails throughout the region. The Commission will continue to work with, and support, the Trust in its ongoing endeavours.

The Commission acknowledges the Councils' efforts to provide walking and cycling opportunities. We acknowledge the extensive work that the New Plymouth District Council undertook in providing access opportunities and providing for future opportunities in its urban growth plans.

The Ministry of Transport's Outcomes Framework 2018 provides the overarching national direction for transport in New Zealand and outlines outcomes relating too:

1. Inclusive access
2. Healthy and safe people
3. Environmental sustainability
4. Resilience and security
5. Economic prosperity

Alternative transport modes, including cycling and walking, will contribute to achieving the 5 outcomes. The Commission supports all strategies and proposals in the draft plan that will encourage and enable increased walking, cycling and other access opportunities.

The Commission notes the vision and the 6 strategic objectives set to deliver the vision. This includes

objective 4 which relates to accessibility.

The 3 headline targets include 1 for increasing mode shift. This is defined as “more trips made by walking, cycling and public transport throughout the region”. The Commission supports this target.

The policies and measures (methods) section gives effect to the objectives. The policies and measures for the accessibility objective include:

- Providing safe walking/cycling infrastructure and services.
- Promoting active modes of transport, such as walking and cycling, and hence increased opportunities for physical activity and social interaction.
- Supporting the Let’s Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling.
- Encouraging the use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types – including physical separation measures where possible.
- Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle.
- Considering the needs of all users, particularly the elderly, young or those with impairments, when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.
- Providing multi-modal travel choices for our communities in a well-integrated manner, to ensure appropriate access, connectivity and resilience.

The Commission supports these measures.

A further measure,

- Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy

is included for the Environment objective. The Commission supports this too.

Making walking, cycling and public transport a safe and attractive choice for more trips throughout the region is an investment priority for the plan. This priority has the highest strategic alignment with the MOT Outcomes, GPS 2021 priorities, RLTP Objectives and the RLTP Targets.

Business as usual activities, major works in progress, regionally significant activities and activities for future consideration are listed in table form. When reviewing these tables, it appears the only specific walking and cycling initiatives in the current programmes are:

- the New Plymouth District Council projects to extend the coastal walkway (2021/22), and
- the Wairau Road underpass (2023/24).

A regional cycleway network, the Taranaki Crossing and some emerging tourism routes that include on-road cycling are listed as activities for future consideration.

The Commission accepts that several improved walking and cycling access opportunities will arise from some of the roading improvement projects in the plan. But it is not apparent from the name or activity class listed. The Commission acknowledges improved cycling and walking opportunities would be evaluated for all projects. Some strategic work has been previously undertaken to identify alternative walking and cycling options for when significant improvements to the state highways are being considered. This work is related to sections of the State Highway 3 route from Whanganui to New



Plymouth. The Commission prefers to have walking and cycling paths separated from road carriageways.

The Commission notes the large number of intersections and bridge upgrades and the number of State Highway improvements described in the proposed list of activities in the plan. The Commission submits that it is both practical and cost effective to include facilities for walking and cycling at the design stage for these activities. While this may not provide immediate safety or connectivity benefits for active modes, the prohibitive costs for retrofitting these facilities at a later stage effectively closes off the opportunities for future mode shifts.

### Recommendations

1. That the RLTP recognise the Taranaki Tracks and Trails Trust as an organisation to be consulted on projects that may affect tracks and trails, both existing and future, in the region.
2. That the Taranaki Tracks and Trails Strategy document be referenced when projects in the region are being developed.
3. That consideration be given to listing where walking and cycling improvements will result from roading projects listed in the plan.
4. That strategic work continues to be undertaken to provide guidance as to where off-road cycling and walking opportunities can be provided when substantial road improvements are being made to the State Highways in the region.
5. That facilities for walking and cycling be included at the design stage for all strategic intersection and rural road improvement projects and bridge upgrades.



8 April 2021

«File reference»  
«Year/Accession No:» «Initials»

Taranaki Regional Transport Committee  
C/- Chief Executive  
Regional Land Transport Plan submission  
Taranaki Regional Council

Via email: [transport@trc.govt.nz](mailto:transport@trc.govt.nz)

Dear Sir/Madam,

### **DRAFT TARANAKI REGIONAL LAND TRANSPORT PLAN 2021-31 – SUBMISSION**

Thank you for the opportunity to consider and make a submission to the draft Taranaki Regional Land Transport Plan 2021-31 (RLTP).

This submission has been made on behalf of the Horizons Regional Transport Committee (the Committee). The submission was presented to the Committee for endorsement at their last meeting on 30 March 2021.

Firstly, we would like to thank the Taranaki Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.

The Committee supports the strategic direction of the Taranaki draft RLTP. There are similarities with the strategic focus of Horizons' draft Plan. Given the importance of connections between our two regions, it is reassuring to see our two strategic land transport documents aligning with each other.

The Committee supports the Taranaki draft RLTP's vision of *"A vibrant, resilient and connected region, with safe roads enhancing liveable places"*. In particular, we support the concept of integration across the whole of the transport system and ensuring inter-regional connections are safe and resilient. Transport priorities, objectives and policies relating to effective and efficient strategic road and rail corridors and the removing constraints on inter-regional corridors is notably supported. There are a number of current and future pressures on the transport corridors between the Taranaki and Horizons regions primarily relating to safety and efficiency of the key routes between our regions. The Committee are supportive of the draft RLTP's focus in these areas, and encourage investment in the State Highway network along this route.

The Committee would like to draw attention to the proposed Marton Rail Hub, which has secured government funding for the development of a debarking facility and forestry hub. Planning for this project is well underway and once up and running, the Marton Rail Hub will act as a key logistics point for log transport to North Island Ports such as Port Taranaki. The Committee therefore **supports and encourages** the investment in road and rail connections surrounding Port Taranaki to ensure safe and efficient connections to the Marton Rail Hub.





Thank you for the opportunity to submit. The Committee does not wish to speak in support of its submission but if required are happy meet and discuss the points raised.

Please don't hesitate to contact Leana Shirley at [leana.shirley@horizons.govt.nz](mailto:leana.shirley@horizons.govt.nz) or on 0508 800 800 should you wish to discuss this further.

Yours sincerely,

A handwritten signature in blue ink that reads "R Keedwell".

Rachel Keedwell  
**CHAIR**

Form Name:	Regional Land Transport Plan 2021
Submission Time:	April 8, 2021 11:09 am
Browser:	Firefox 87.0 / Linux (Ubuntu)
IP Address:	210.48.190.61
Unique ID:	789438435
Location:	

## Your details

**Name** Urs Signer

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** Yes

## Your submission

**Your comments on the vision:** The 30-year vision sounds good. The problem I see is that it just doesn't materialise because Council is once again not prepared to adequately fund a public transport system. As long as Council fails to pour the money needed into creating a connected, affordable (free), frequent and green public transport system, you will fail this region, its inhabitants and quite frankly the planet.

**Select your priority for each project** Priority 1 = Coastal Path to Waitara

**Your comments on the priorities. Do you think the list should include other projects?** None of these are priorities!

In my top 1000 priorities for the region, most of these wouldn't even make it on that list! It's sad to see such an excellent 30-year vision that boils that to more or less nothing in the 10-year priorities.

The extension of the coastal path to Waitara is a good thing. However, it was my understanding that NPDC was working on this (as described in their 10 year LTP recently).

**Your comments on the future sustainability and resilience of our transport networks:** We need to stop pouring all this public money into roads and instead pour public money into public transport in order to decarbonise our movements.

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

Bike trails are great for commuting. If it's just another recreational activity for the rich and wealthy, then I don't understand why public money should be poured into these trails. People driving in their private cars to somewhere 'nice' so that they can then go for a bike-ride is just non-sensical in 2021. We need to combine the joy of riding a bike with getting from A to B as part of our commuting and keep recreational biking to our neighbourhoods where we live.

---

**Your comments on any other issues:**

In my view, the Council failed in its recent public transport plan to adequately fund Taranaki's public transport network.

I am not surprised that TRC staff do not use the public transport system either (as a recent OIA of mine affirmed) and I won't be surprised to get the same answer from the other three councils. If large organisations - like all four councils, the DHB, and big employers actually pour their collective money into a decent public transport system, then - together with public money - we could create a world-class public transport system. The students are already leading the way in terms of using the buses or active transport to get to school. It is our collective responsibility to properly fund and design a public transport network that is integrated, frequent and affordable (free).

This is a climate frontline. This is an emergency. Please act accordingly.  
Ng? mihi

---



Taranaki District Health Board  
Private Bag 2016  
New Plymouth 4342  
New Zealand  
Telephone 06 753 6139  
Facsimile 06 753 7770  
Email: corporate@tdhb.org.nz  
Website www.tdhub.org.nz

9 April 2021

Regional Land Transport Plan Submission  
The Chief Executive  
Taranaki Regional Council  
Private Bag 713  
Stratford 4352

Email: [transport@trc.govt.nz](mailto:transport@trc.govt.nz)

**TO WHOM IT MAY CONCERN**

**We do not wish to speak in support of our Submission.**

The Taranaki DHB Public Health Unit welcomes the opportunity to provide feedback on the **Taranaki Regional Council Regional Land Transport Plan**.

Taranaki PHU is committed to creating a fairer society where everyone has the opportunity for good health, and where our societal systems consider the needs and aspirations of Māori as tangata whenua and work in partnership with Māori through the application of Te Tiriti o Waitangi articles and principles.

Taranaki PHU is one of 12 public health units providing public health services across Aotearoa/New Zealand. We provide a range of services with a focus on promoting health equity and protecting communities against public health hazards, including through a Wellbeing in All Policies approach (WiAP). One of the roles of the Medical Officer of Health is to advise Territorial Authorities and Regional Councils on issues that may impact on the health of the public.

WiAP is a cross-sectoral approach to policy that considers the health and wellbeing implications of policy decisions, in order to improve population health and equity. Many of the determinants of health lie beyond the control or influence of the health sector and the individual and form a complex system of factors that determine health outcomes (Figure 1). The decisions of local government play a direct role in the determinants of health in communities.

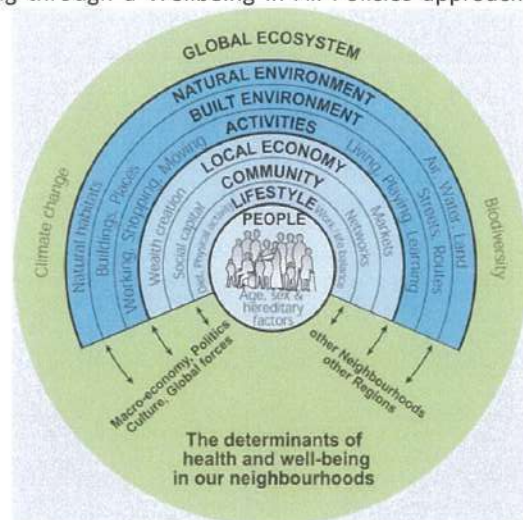


Figure 1 The Determinants of Health and Wellbeing in Communities (Whitehead & Dahlgren, 2006)

Please find the following comments for your consideration:

**Improving Safety: A reduction in deaths and serious injuries**

We support the provision of strategies that reduce deaths and serious injuries in our transport system. Taranaki has one of the highest rates of traffic injury hospitalisation (119.1 per 100,000 population), the third highest in 2018.<sup>1</sup> In the Midland region (Bay of Plenty, Lakes, Hauora Tairāwhiti, Taranaki and Waikato), road traffic crashes are over-represented in major trauma statistics and are the second greatest contributor to causes of injury, closely followed by motorcycle crashes and cycle crashes.<sup>2</sup>

Road systems should be safe for everyone, whether young or old, walking, cycling, driving or on public transport. The design of urban environments impacts on the health and wellbeing of communities. Effective urban design incorporates access to open public spaces, opportunities for physical activity and active transport, infrastructure quality, safety and minimising hazard exposure and should be utilised in decision making.<sup>3</sup> Roads are public spaces and should cater to all users, not only drivers of motor vehicles but pedestrians and cyclists and must be safe and appropriate for all users. Safer walking and cycling environments improve the health and wellbeing of communities and promote the use of active transport and public transport.

Taranaki PHU supports the provision of strategies that reduce deaths and serious injuries in our transport system, this could be achieved through collaboration and an integrated strategy for roads, public transport, walking and cycling between the councils in Taranaki.

**Increasing Mode Shift: More trips made by walking, cycling and public transport throughout the region.**

We support investment in active transport infrastructure to promote activities that increase mode shift including; the provision of bike lanes, tracks and trails, effective, low cost public transport, and urban planning that considers an integrated transport system.

Taranaki PHU recommends that a key focus of this target should be strategies to increase the use of public transport and, therefore, reducing the number of trips taken in private vehicles and providing users with the health benefits associated with public transport use (as per the TRC Long Term Plan submission). A reduction in the total number of trips taken in vehicles has the potential to provide greater reduction in emissions and more health benefits from reduced pollution than increasing the use of low-emission vehicles.<sup>4</sup>

We support the emphasis on commuter connections in the transport network allowing people to utilise active transport choices for all or part of their day-to-day journeys to, for example, work, study/training or school. Active commuting has many benefits to health and wellbeing through increased physical activity and its associated benefits<sup>5</sup>. An environment that is supportive of people making active transport choices increases the chance that people are regularly active<sup>6</sup>.

---

<sup>1</sup> Ibid.

<sup>2</sup> Midland Trauma System Annual Report (2019). Retrieved from: [Annual Reports – Midland Trauma System](#) Accessed: 11.01.21

<sup>3</sup> Auckland Regional Public Health Service (2017) [Urban-development-authorities-discussion-20170518.pdf](#) ([arphs.health.nz](#)).

<sup>4</sup> Woodcock, J., Edwards, P., Tonne, C., Armstrong, B.G., Ashiru, O., Banister, D., Beevers, S., Chalabi, Z., Chowdhury, Z., Cohen, A., Franco, O.H., Haines, A., Hickman, R., Lindsay, G., Mittal, I., Mohan, D., Tiwari, G., Woodward, A. & Roberts, I. (2009). Public health benefits of strategies to reduce greenhouse-gas emissions: urban land transport. *Lancet* 2009;374(1930-43)

<sup>5</sup> Mizdrak, A., Blakely, T., Cleghorn, C.L. & Cobiack, L.J. (2019). Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. *PLOS-One*, 14(7):e0219316.

<sup>6</sup> New Zealand College of Public Health Medicine. (2014). Physical Activity and Health. [https://www.nzcpmh.org.nz/media/137773/2014\\_11\\_28\\_physical\\_activity\\_and\\_health\\_policy\\_statement.pdf](https://www.nzcpmh.org.nz/media/137773/2014_11_28_physical_activity_and_health_policy_statement.pdf)

Active commuting can also support efforts to address climate change<sup>7</sup>. We encourage the council to take a 'whole of trip' approach when planning tracks and trails to promote an integrated transport environment.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Becky Jenkins'.

Becky Jenkins  
GENERAL MANAGER  
PLANNING, FUNDING & POPULATION HEALTH

---

<sup>7</sup> Schäfer, C, Mayr, B, Fernandez La Puente de Battre, MD, et al. (2020) Health effects of active commuting to work: The available evidence before GISMO. *Scand J Med Sci Sports*. 2020; 30( Suppl1): 8– 14.  
<https://doi.org/10.1111/sms.13685> Citation for: SCHÄFER et al. (wiley.com) (Accessed 15/03/21)



12th April 2021

Regional Land Transport Plan Submission  
The Chief Executive  
Taranaki Regional Council  
Private Bag 713  
STRATFORD 4352

*Firstly, the Taranaki AA Council (the AA) thanks you for the opportunity to make a submission on the draft Regional Land Transport Plan for Taranaki 2021 (the RLTP).*

*The template for submissions appears too restrictive and so please accept this document in its place.*

*We would also be interested to appear in person at a hearing in Stratford on Wednesday 2 June.*

New Zealand Automobile Association  
PO Box 366  
New Plymouth

**What does success look like?**

Our suggested vision is this: *A vibrant, resilient and connected region, with safe roads enhancing liveable places.* Does this match your vision? Can you suggest a better vision?

Our comments on the vision:

*Like all of the stakeholder groups the AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively. It needs to be a connected, safe and resilient regional transport system serving and enhancing the needs of all residents, farming, business, recreation and tourism.*

**What are our immediate priorities?**

*Our Draft Regional Land Transport Plan lists major upcoming roading projects in this order of funding priority:*

- 1. Safety improvements on the Bell Block-to-Waitara section of SH3, including realignment of Airport Drive to meet a new roundabout at the De Havilland Drive intersection.*
- 2. Safety improvements on SH3 and SH3A between New Plymouth and Hāwera.*
- 3. New Plymouth Coastal Pathway extension from Bell Block to Waitara.*
- 4. Traffic signals at the intersection of Coronation Avenue (SH3) and Cumberland Street, New Plymouth.*
- 5. Walking/cycling underpass on SH45 at Wairau Road.  
Traffic signals at the intersection of Vivian Street and Morley Street (SH45), New Plymouth.  
Traffic signals at the SH3-Henwood Road interchange at Bell Block.*
- 6. Brecon Road Extension, Stratford.*

*When this list is finalised, it will be presented to the Government for inclusion in the next funding round. Are the projects in the right order? Are there any missing from the list? Let us know.* Taranaki AA considers it most important to increase investment in state highway maintenance from what it has been in recent years. In our recent Members Concerns survey, road maintenance was ranked as the top ranked transport concern.

Not intervening at the right stage of road deterioration not only increases the safety risk, it also can result in higher whole of life costs, increase the risk of road collapse (poor drainage and slips), and result in increased vehicle costs, ride discomfort etc.

We believe it is important to emphasize the importance of properly funded maintenance to secure the future of our state highway network.

We are generally supportive of the draft list in “Transport in Taranaki - The Big Picture” but we have the following questions and comments:

1. Are the proposed projects “Traffic signals at the intersection of Coronation Ave (SH3) and Cumberland St”, and “Traffic signals at the SH3-Henwood Rd interchange” the result of traffic studies at these intersections? We are unaware of such studies. Are traffic signals the best traffic solutions or will they exacerbate traffic congestion problems?
2. We recommend the following projects be included in the list of priorities:
  - Completion of the SH3 Awakino Gorge to Mt Messenger improvements project and, in particular, construction of the Mt Messenger Bypass
  - Other improvements on SH3 Waitara to Bell Block - not just the realignment of Airport Dr and new roundabout at De Havilland Dr
  - Completion of SH43 Forgotten World Highway improvements and seal extension
  - Provision of more passing opportunities for motorists (79% support from a Member survey)

#### **Other projects that should be included are:**

*Provide a daily Waverley to Hawera bus service to connect with the Connector bus service to New Plymouth. Details provided under “Equitable access to transport” as a separate item in this submission as Appendix 1 which was also separately submitted to the TRC draft Regional Land Transport Plan 2021/2022-2026/2027..*

#### **Looking to the future**

Comments on the future sustainability and resilience of our transport networks:

*Due to Taranaki’s rural environment and scattered destinations, most of Taranaki are and will continue to be reliant on cars for employment, community and social transport. Electric and alternative powered vehicles are not currently affordable by many. Practical alternatives have to be provided for them to prevent isolation. Major infrastructure renewal and resilience work should be substantially financed by Central Government through Trip (number plate recognition) or Road User Charges.*

#### **The place of bike trails**

Our comments on the place of bike trails in our 'big-picture' transport planning:

*Urban bike trails have an important commuting and social role. Other Trails may provide connectivity but be predominantly for recreation and tourism. It is essential that all road connection used to access both urban and other trails (and local rural road based cycle routes) be made safe for shared use. This is not the case currently and exposes vulnerable and potentially unfamiliar users like tourists and novice cyclists to serious avoidable risk.*

**Further comments in relation to the full document follow:**

**2.5 Strategic corridors and cross-boundary matters (pgs 17,18 &19)**

*No section on SH45. We consider there should be as this is an important link with a high accident rate and requires the same safety improvement focus as other state highways in the region.*

**Scope of Works (p69)**

*Waka Kotahi cannot include anything in the National Land Transport Programme that has not been included in a regional land transport plan. Given this it is essential that the plan be visionary giving thorough consideration be given to all upgrade and safety issues affecting the Taranaki State Highway network now and in the 30 year term of this RLTP. It is accepted that the financing of such works is limited by the 10 year financial period minimum of the RLTP.*

*As above the SH45 addition is required.*

**Comments on Policies & Methods**

*General comment – many methods seem advisory, lacking certainty that they will be properly taken into account and/or able to be interpreted in a minimal ineffective way.*

**Objective 1 “Integrated” policy 11 &12 (p38)**

*Integration of land use and transport demand is seen as an essential component of an effective RLTP. TA’s manage land use through their District Plans. The location of housing, education facilities, recreation and business contribute significantly to this demand. It is considered that this important relationship needs to be emphasised to the TA’s through the policy, strongly promoting liaison and signalling the expectation that TA’s will have due regard (even though this is expected planning practice).*

**Objective 2 “Enabling” (p39)**

*“Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43) by substituting “Addressing potentially vulnerable areas of SH3 North and South, and SH43 that would affect regional route security”.*

*“Recognising the impact of inland freight hub developments.” Statement unclear. Presume this a potential positive provided appropriately located. Needs to be clarified.*

**Objective 3 “Safe” (p40)**

*“Improving safety at intersections and crossings” should be reinforced by substituting “Addressing safety issues at....”. Suggest strengthening “Minimising conflicts between different traffic types e.g. trucks and cycles” to “identify and address potential or actual conflicts between vulnerable transport modes like cyclists due to heavy traffic, speed differential or road layout or design”.*

*Strengthening “Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour.” by replacing with “Using enforcement, education and signage to promote safe sharing behaviours between contrasting transport modes”.*  
*Suggest adding a method along the lines “Ensure that where tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared”.*

#### **Objective 4 “Accessible” (p41)**

*The policy “Improving access to public health services and facilities, employment or social services, and therefore social interaction” should be made stronger by substituting “Identifying and addressing inequities in access to...” A submission detailing AA Taranaki’s views on its concerns relating to “Equitable access to transport” within Taranaki is included at the end of this submission. Similarly, “Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.” Needs to be made stronger by substituting “Providing for the needs ....”*

#### **Objective 5 “Resilient & Responsive” (p42)**

*Add a method that addresses the access needs of emergency services both day to day and in a wider emergency.*

#### **Monitoring**

*Section 8 (p61) of the Draft RLTP outlines the monitoring method. We consider that for the RLTP to be effective, monitoring must be robust and have clear and measurable success thresholds and defined responses should expectations not be met. For instance, when will a RLTP Variation be triggered?*

*It is important to detail what success looks like for each monitored aspect.*

*The indicators quoted are very high level and do not include:*

- *Efficiency in terms of travel times for users.*
- *Time frame deadlines for significant improvements/ works.*
- *The unmet transport needs of isolated communities and low socio economic groups. Especially access to employment opportunities and essential services like education and medical. See submission below on “Equitable access to transport”.*
- *User satisfaction from the different user groups. Customer satisfaction is an essential part in our opinion. Our Share with Care work and communication with our membership indicate it is very hard for those not associated with a National Organisation like road transport or large businesses to communicate effectively, unless this is facilitated. We recommend establishing a regionally representative panel of road users who are regularly consulted in a formal way so satisfaction can be properly measured and issues identified and shared for feedback. The AA is well positioned to represent its extensive Taranaki community membership which may otherwise not be able to contribute.*
- *The quarterly reports should be able to be understood by all. A traffic light system could indicate success or failure making compliance status clear to the wider community.*

## **Appendix 1: Equitable access to transport**

*Like all of the stakeholder groups the AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively.*

*The AA consider the draft RLTP outlines a sound strategic direction towards achieving these aims (“a one network” approach, providing for all modes, effective and efficient corridors, improved safety etc). It is pleasing to note that increased growth in public transport services for both urban NP and other areas (4.2 Pg 31) and maintaining and improving accessibility and travel options (Pg 31) are highlighted as aims.*

*As an organisation the New Zealand Automobile Association is concerned with peoples’ access to mobility. AA policy states that restricting peoples’ ability to travel freely has serious social and economic consequences. Improved public transport services are an essential component in the planning of roading systems and private transport cannot be considered in isolation - it must be developed in conjunction with an efficient public transport service.*

*Again it is pleasing to note that this philosophy is echoed in (2.7 Pg 16 ) of the plan which states “a fit for purpose public transport system in Taranaki offers a number of potential environmental, financial and social benefits”. This section also states “the route along SH3 provides a vital connection between South and North Taranaki”.*

*As outlined in the RLTP, accessibility is a very serious problem for many low socio-economic groups particularly in South Taranaki. As far back as 2006/07 the National Land Transport Plan identified access and mobility as a growing issue for the smaller isolated rural communities in Taranaki. The problem is likely to have worsened, given the economic conditions in recent years.*

*The Taranaki AA Council sees the needs of the transport disadvantaged as a priority issue and looks forward to more progress being made under the 2021/2027 Regional Land Transport Plan.*

*The residents of the communities on SH3 south of Hawera do not have a public transport bus service to access educational opportunities and medical services in New Plymouth. This is a very regrettable state of affairs and reflects badly on the controlling authority.*

*Discussions with social services reveal a huge need for improved access to health and vocational services based in Hawera as many of their clients are isolated in the smaller communities of South Taranaki.*

*Social workers report many cases of families whose budgets are severely compromised by their attempts to run a motor vehicle to overcome the restrictions imposed by their isolation. In 2006, 21% of the population of Patea had no access to a motor vehicle.*

*Inquiries within the community as to how people currently cope without public transport reveal a range of informal strategies. Currently, transport disadvantaged residents from the Patea/ Waverley area are still forced to rely on private cars, an informal “standby” system which consists of asking friends for rides, or hitch hiking. A bus to Hawera High School from Patea is fully funded by parents.*

*A private operator recently began operating a van as a taxi service in the Patea area and it is not known whether this service receives a subsidy from the TRC.*

*In 2006 ( the latest figures available) the average NZ Deprivation score for South Taranaki was 6.7 compared to 5.2 for the rest of the Taranaki region. A higher proportion of people in South Taranaki (27%) were living in communities with a deprivation index of 9 or 10 compared with the rest of*

*Taranaki (10%). The most deprived areas (NZ score 10 and 9) in South Taranaki include Kaponga, Waitotara, Patea, Waverley, Opunake and Manaia.*

*The introduction of the Connector bus service in 2014 (after extensive lobbying by the Stratford District Council and the AA) has been a great step forward in improving the Taranaki wide public transport service, but much still needs to be done.*

*The lack of a daily service from Waverley to Hawera to link with the Connector service to New Plymouth is now the obvious gap in the system. It is disappointing to note that the draft plan does not include any intention to put into operation the plan's philosophy, with regard to the lack of a daily Waverley to Hawera bus service.*

*The Taranaki District Council of the New Zealand Automobile Association respectfully request that the Taranaki Regional Council address the concerns regarding the lack of a daily Waverley to Hawera bus service as outlined in this submission in the final 2021-2027 Regional Public Transport Plan.*

*With considerable public funds involved in providing the New Plymouth services, it is important that an equitable provincial-wide solution is reached.*



**John Maxwell**

**Taranaki AA District Chairperson**



9 April 2021

## **Submission on draft Taranaki Regional Land Transport Plan**

This is a submission from the Taranaki Trails Trust. We congratulate the Taranaki Regional Council and Taranaki Regional Transport Committee on running an easy to engage with consultation process and all the work done to date to support trails in our region. We use the term “trails” to cover walking and cycle ways, with a particular focus on those that can be used for multiple active transport types.

This submission is endorsed by all Trustees of the Taranaki Trails Trust, with the exception of Charlotte Littlewood, who has declared a conflict and taken no part in this submission.

### **Background on the Taranaki Trails Trust**

The Taranaki Trails Trust is a community-led charitable trust, created to connect Taranaki through trails and make our region a world class trails destination.

We were established in December 2019, and our trustees and supporters came together with a shared belief that our incredible region, Taranaki Maunga and the stories of our people have a huge potential to create a unique trails experience.

Our trails and journeys also have the capacity to unite and connect our communities. They can enrich our physical, mental and social well-being, as well as creating business opportunities and prosperity.

Our Trustees are Darryl Gaudin (Chair), Charlotte Littlewood (Secretary), Rob Haveswood (Treasurer), Ian Armstrong, Paul Roberts, Stacey Hitchcock, Darrel Nicholas and Blair Cox. We also provide a mentoring position on our Trust each year. The current position is held by Marc Ocampo Ramos.

### **Trails have a wide number of cross cutting benefits.**

The Trust passionately supports the development of more trails in Taranaki due to their multiple benefits. These include:

- Trails encourage people to replace car journeys with walking, cycling, scootering and other means of active transport. The Climate Change Commission’s draft budgets propose **reducing transport emissions** by nearly 50%. This will require increasing walking and cycling. One of the most common barriers to cycling in the region is safety. Trails help address this.



- **Connecting people to the whenua** and environment
- Active transport also is much **healthier** than travelling by car. Recreational trails also support this by being an increasingly popular activity to burn some energy and get the heart rate going, as well as building a love of cycling and confidence cycling. This may mean people are more likely to commute by cycling.
- Active transport can also **reduce congestion** in our cities, and be part of greening our cityscapes and making them more attractive places, with less air pollution and need for car parking spaces.
- Recreational trails provide a significant **tourist attraction**. Cycle tourism has seen a huge growth in the last decade, and the increasing uptake of e-bikes makes trails popular to a much wider number of people than ever before. Tourism brings important revenue into the region.
- Trails contribute to making Taranaki an **attractive place to live and settle**, helping to attract talented and skilled people to support our economy.

### **Recommendations**

The Trails Trust commends the Regional Transport Committee and Regional Council for its support of the Trails Trust and working with us to include a regional trails vision. We note this vision includes a Round the Maunga trail, which has significant potential to be a great ride and attract increased visitors to the region. We note that this concept is subject to the Taranaki Maunga settlement and positive engagement with iwi and hapū.

We look forward to seeing the submissions to the regional trails vision and working with the Regional Transport Committee to confirm a thirty year vision for what trails could look like in Taranaki.

Ngā mihi nui,

**Darryl Gaudin**

Chair, Taranaki Trails Trust



Form Name: Regional Land Transport Plan 2021  
 Submission Time: April 12, 2021 7:43 am  
 Browser: Chrome Mobile 89.0.4389.105 / Android  
 IP Address: 219.89.103.42  
 Unique ID: 790864333  
 Location:

## Your details

**Name** Stephen Hobo-Tuck

**Address**

**Email**

**Phone**

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

**Your comments on the vision:** I think this vision is spot on.

**Select your priority for each project**

- Priority 1 = SH3 Bell Block-Waitara safety
- Priority 2 = Coastal Path to Waitara
- Priority 3 = Underpass (SH45) & lights (SH45, SH3)
- Priority 4 = SH3/3A NP-H?wera safety
- Priority 5 = Brecon Rd extension Stratford
- Priority 6 = Coronation - Cumberland lights NP

**Your comments on the future sustainability and resilience of our transport networks:** We need to use rail more and get trucks off our roads. Trucks are wrecking our roads and costing us huge money to maintain.

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Bike trails are necessary to encourage people to cycle more. Safer than on the roads.



Taranaki Regional Council  
47 Cloten Road  
Stratford

25 March 2021

### **Submission on sustainable transport**

Venture Taranaki and Sustainable Taranaki held a joint workshop on sustainable transport on 22 March 2021. One of the drivers for this was an action from the Taranaki 2050 programme, to feed into the development of regional plans impacting sustainable transport. 43 people attended the workshop from a wide range of backgrounds. This included local government, schools, WITT, community groups, environmental groups, the Taranaki District Health Board and large employers.

The outputs of the workshop discussion, captured from participants, have been written up and is attached as a submission. In our opinion it substantially captures the broad range of views as presented from working groups at the event, but it is not a collectively agreed perspective with at times divergent views expressed. This is provided for information, and is not a formal endorsement of recommendations by, or a submission on behalf of, the authors, individual participants or event organisers.

### **Our Transport Vision is:**

- To empower people to treat transport decisions as an environmental / ethical decision through education to all generations
- Coordinated transport plan between all councils, community and Iwi
- Strengthening and integration of communities in decisions
- Mobility without carbon emissions by 2030
- Available transport options can all be found on a single platform, e.g., a directory for public use. This extends beyond publicly funded options like bus and active transport infrastructure to, for instance, commercial and community ride share options
- Behavior changes to how Taranaki views transport, e.g., encouraging less small vehicle trips for single passengers, using smaller cars which is likely to need to include changes in the CBD/ workplaces to discourage high carbon options/ encourage lower carbon. Driving both rewards and incentives and also peer pressure and “pain” triggers to break habits.
- Changes to the bus system:
  - Smaller busses
  - More routes
  - Higher frequency of trips
  - Late night trips
  - On time for school and work
- Changes to the Rail system:
  - Links to Auckland, Wellington and Taupo
  - Electrify rail
  - Increasing logging transport by rail

[www.taranaki.info](http://www.taranaki.info)

T: +64 6 759 5150 E: [info@venture.org.nz](mailto:info@venture.org.nz)

A: 25 Dawson Street, New Plymouth 4310, Taranaki, New Zealand



# venture

## T A R A N A K I

Te Puna Umanga

- Use rail for transporting waste management
- Higher density CBD and main transport artery actions to support public transport such as:
  - Ride share car parks with bike storage to get to town/CBD
  - On demand public transport (ride sharing apps etc.)
- More emphasis on urban villages (i.e. Suburbs all have access to necessities near by to lower total kms traveled) and low traffic neighbourhoods
- Cycling infrastructure
  - Separated cycle lanes
  - Safe cycle lanes
  - Linked networks
  - Secure parking
  - Cycling is the first preference, i.e., parking at front of buildings rather than at the back
- Tourist ferry from New Plymouth to Hawera, including stops in between.
- Lower health costs per capita so people have capacity to be more active in transport trips
- Healthier people, community, nature and environment (healthy taioa)
- Regional self-sufficiency and services (rural & urban)

### **What we would like to see...**

#### **Now:**

- Promoting mindset shifts and “active citizenship”
- Add “Link” carpooling app to “Let’s Go”
- Promote ride share apps such as Link
- Promote alternative modes of transport
- Surveys of basic needs for Urban Villages
- Separate cycle ways so they are not shared with roads, pedestrians and roadside parks and/or other “safe cycling infrastructure” steps
- Greater links between cycleways, leading towards a cycle network
- Reduced car parks and higher fees
- Central car parks reserved for car poolers and people with accessibility needs
- Re-educating staff
- Leverage technology to work from home where possible (“fibre is cheaper than road”, “what can we do with Augmented Reality?”)
- Reduce speed limits
- Make walking school busses mandatory for journeys <3km
- Increasing bus service offerings, e.g., on weekends and evenings
- Fuel taxes
- Online education modules
- Logs and garbage by rail (after working to reduce volume first)
- Stop adverts for cars

# venture

## T A R A N A K I

Te Puna Umanga

### **3-5 Years:**

- Development of Urban Villages (“local hubs”, everything “within 3kms or a 10 min bike ride”)
- Continuation of building safer cycle lanes
- Prepare for ban on ICE vehicles
- Mobility as a service (e.g., shared EV carpool amongst companies)/ on demand public transport
- Shifting services to rural areas including schools
- Improve road layouts
- Incorporate sustainability / carbon neutrality in district plans
- Plan / build more transit stations / park and ride etc (e.g make it easy to connect to “shared” transport options in suburbs/ edge of town and to connect to destinations in town including multi modal transport changes).
- Bus storage containers on edge of city and beaches
- Rail hub for freight to the port
- On demand public transport
- Loop tram connecting parks, CBD, schools etc.

### **10 Years:**

- Use alternative fuel sources
- Be autonomous vehicle friendly
- Stop sales of ICE vehicles
- Electrify trains/ loop tram system
- Intercity trains
- Inner city hub for busses, tourism and convenience
- Be re-allocating funding from roads/ innovating new ways to fund alternate (transport carbon reducing) solutions

### **Key Barriers:**

- Community wide old thinking / culture
- Knowledge
- Car seats for kids
- Car pooling options too limited today
- No public transport in evenings
- No publication of rules for bikes vs e-bikes vs car, e.g., lane changing
- Cost of public transport to families
- Lack of safe lanes for cyclists on road
- Technology
- Money / funding / budget allocation
  - We need news ways of funding transport initiatives
- Fossil fuels are perceived to be so cheap



**Barrier busters:**

- Education (e.g. making people really aware of how much running their car costs them)
- Marketing
- Funding by central government
- Increased fees for:
  - Regional fuel
  - ETS
  - CBD parking
- Evolving technology
- Upgrading battery recycling

**Triggers / Enablers:**

- EV charging and refuelling options
- H2 development
- Online education
- Smart devices
- Start more community hubs (Urban villages) with co-working spaces
- Sharing knowledge and experiences
- Emerging green industries
  - Energy sector
  - Shift from ICE to EVs

Yours sincerely,

Jamie Silk  
Trustee  
Sustainable Taranaki

Justine Gilliland  
Chief Executive  
Venture Taranaki

File No: 21 20 86C  
Document No: 20170249  
Enquiries to: Nigel King



Private Bag 3038  
Waikato Mail Centre  
Hamilton 3240, NZ

[waikatoregion.govt.nz](http://waikatoregion.govt.nz)  
0800 800 401

8 April 2021

Taranaki Regional Council  
Private Bag 713  
Stratford 4352

To Chair of Taranaki Regional Transport Committee

### **Submission on Draft Regional Land Transport Plan 2021/22 – 2026/27**

Thank you for the opportunity to submit on your draft Regional Land Transport Plan 2021/22 – 2026/27 (draft RLTP) for the Taranaki region. As a neighbouring region and key transport partner in the SH3 Working Group, we acknowledge the strategic importance of SH3 to Taranaki, outlined in section 2.5 “Strategic corridors and cross-boundary matters” of your draft RLTP:

*“The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond.”*

Through on-going collaboration between our regions, we have seen substantial resilience outcomes advanced on this corridor through the SH3 Mt Messenger to Awakino Programme of transport activities.

The priority to continue to improve network resilience, route reliability and safety is embedded in both the draft Taranaki and draft Waikato RLTPs, and there is strong inter-regional policy alignment between our two draft RLTPs. This reflects the close working relationship we have in ensuring our mutually strategic corridor outcomes are aligned, supported and implemented. We **commend** the Taranaki Regional Transport Committee on developing a robust document that clearly articulates this priority.

In this context, we **specifically support the following policies and measures** in your draft RLTP, outlined in section 4.4 of your Plan:

- Objective 2 – Enabling policies and measures:
  - Policy G1: *Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.*
  - Policy G2: *Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.*
  - Policy G3: *Ensure those roads in the region serving tourism and the productive sector are fit for purpose.*
  - Policy G4: *Protect and promote the existing rail corridors.*
  - Associated measures for Objective 2 to *maintain inter-regional corridors to ensure continued economic development opportunities, improving inter-regional reliability and route security*

*(including SH3 north), and “ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements”.*

- Objective 3 – Safe policies and measures:
  - Policy S1: *Promote infrastructure and safety improvements on strategic corridors.*
  
- Objective 5 – Resilient and responsive policies and measures:
  - Policy R1: *Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.*
  - Policy R2: *Protect routes with lifeline functions.*

These policies and measures are complementary to policies and measures in our strategic policy framework in section 4 of our draft Waikato RLTP. SH3 is explicitly recognised and prioritised as a key strategic corridor in recognition of its economic and lifeline importance to the Taranaki region and the King Country.

We also **support** the identification of SH3 Awakino Gorge to Mt Messenger Corridor Improvements and the SH3 Mount Messenger Bypass as **activities of inter-regional significance** in section 6.4 of your draft RLTP. This is also reflected in the draft Waikato RLTP.

It is noted that the SH3 North corridor improvements project from Waitara through to Hamilton has been identified as an activity for future consideration in section 6.6 of your draft RLTP. This recognises that there is room for further improvement on this inter-regionally strategic route. The Waikato Regional Transport Committee will welcome on-going discussion through the SH3 Working Party to continue to advance corridor improvements on this route.

Collectively, the priority placed on SH3 through our RLTPs will ensure this strategic inter-regional corridor is protected for its access, freight, tourism and life-line functions, and its ongoing resilience issues continued to be addressed.

Once again, we thank you for the opportunity to submit on your draft RLTP and we wish you well with the final stage of your RLTP development process.

Please note, we do not wish to be heard in respect of this submission.

Yours sincerely

pp. 

Councillor Hugh Vercoe  
Chair of Waikato Regional Transport Committee

Form Name: Regional Land Transport Plan 2021  
Submission Time: April 12, 2021 4:50 pm  
Browser: Firefox 87.0 / Windows 8.1  
IP Address: 139.180.122.237  
Unique ID: 790968815  
Location:

## Your details

---

**Name** Kathryn Mercer

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

---

**Your comments on the vision:** I'd like to see more of an emphasis on sustainability / consideration of future generations: we are in a climate emergency and need to transition ASAP from fossil fuels to meet (preferably exceed) the science based 2030 goals.

---

**Select your priority for each project** Priority 1 = Underpass (SH45) & lights (SH45, SH3)  
Priority 2 = SH3/3A NP-H?wera safety  
Priority 6 = Coastal Path to Waitara

---

**Your comments on the priorities. Do you think the list should include other projects?** I would support the Waitara coastal pathway more strongly if there was evidence it will enable a safe commuter cycle way/micro-transport option. Potentially separate cyclists and walkers or provide more education about defensive cycling/walking approaches.

---



**Your comments on the future sustainability and resilience of our transport networks:**

I am glad that this is on the list. I recognise and agree to investment in alternatives to fossil fuelled transport including more shared/public transport. You have not mentioned rail, but I like the suggestion from the Venture Taranaki group that we work to provide a passenger electric train service between the region's towns to reduce both traffic congestion, energy use, and particularly fossil fuel use: I consider this more of a priority and a better investment than in roading.

There is currently no fossil-fuel free way to travel north out of the region, not even car rental companies provide long distance EV vehicles! Shared transport such as Intercity buses provide only a direct service to north (to the major centres like Hamilton) two days a week, flights are too high in GHG and there are no passenger trains. There is no fast-recharge option between New Plymouth and Te Kuiti which pretty much out NP for electric campervans and for older EV vehicles with limited range. Transport makes up nearly half of our emissions and we need to radically reduce these by 2030. There seems to be a lack of coordination between the various councils, central government and the electricity suppliers: it would be great if the Regional Council could take the lead and get movement.

Having said that, I am really happy to see EV charging available at Pukeiti and would love to see the same at Hollard Gardens to facilitate a full circuit drive around the mountain for EVs.

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

I think mountain bike trails for the leisure of a small percentage of the population (could still be a fashion that dies out) are a low priority, but trails that are likely to be used by commuters (including e-bikes) should be a high priority.

I know heaps of commuter cyclists who have been knocked off their bikes, as well as people who won't get a bike because of the risks of accident with cars. I have a friend who would like to commute to Omata from NP on his electric bike, but will get off his bike and push (not easy with EV weight) for some sections that are too dangerous for cyclists: he is considering giving up the work there.

There is some evidence that the sale of E-bikes will exceed the sale of cars next year (Oliver Bruce interview <https://www.google.com/search?client=firefox-b-d&q=microtransport+zealand+climate+business+podcast+>), which makes the investment in commuter cycling routes between towns seem a good investment. An e-bike or bike is more affordable than a car, low in emission and reduces traffic congestion.

---

Form Name: Regional Land Transport Plan 2021  
Submission Time: April 12, 2021 6:09 pm  
Browser: Chrome 89.0.4389.114 / Windows  
IP Address: 115.189.128.62  
Unique ID: 790983603  
Location:

## Your details

---

**Name** Nathan Hills

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

---

## Your submission

---

**Your comments on the vision:**

I've had a look at the targets of what the transport plan is wanting to do. I feel a much stronger focus should be based on how do we reduce transport emission each year. 50% of energy emissions are due to road transport. Therefore all actions should have the ultimate goal of reducing emissions which needs to happen very fast something like 7% reduction in emissions each year.

The big problem we have in Taranaki much like the rest of NZ is this focus on combustion engine vehicles particularly being used to commute people to work which something like 80% being only short distances of less than 3kms. Part of the solution is to get people out of cars!.

I've had a look at the proposed TRC transport plans actions and one i think is that is really good is the extension of the New Plymouth Coastal walkway to Waitara. This will open up many low carbon active transport options for 1000's of people who live in Waitara and nearby.

Each proposed action i feel needs to be asked the question "is it going to significantly reduce carbon emissions. If it is not then then under the current CLIMATE EMERGENCY it should not be actioned or in the mean time put on hold.

One proposal is the Maunga to moana cycling and walking track...for me it is not high enough priority and will not significantly reduce emissions. The fastest trending transport option as of this year are e bikes which have now outstripped all car sales. E bikes from research over seas and in NZ have huge benefits. The number 1 benefit is they are 1/100th of the emissions of a car. Others benefits from research show they get people out of cars, do not clog up the road network (cause traffic jams), are used more than the bicycle alternative, are much more popular with females, can still transport passengers and baggage, take up less space, allow greater transport flexibility, are cheaper to buy than a car etc etc. Another major benefit is they are innovating faster than cars and so becoming more adaptive to the commuting needs of their customers.

Infesting heavily in active modes of transport including infrastructure that separates active road users from motor vehicles will make it even safer. In the past decade the number of combustion engine cars in NZ has doubled which given the focus on our roading network it is a race to bottom.

I also feel Taranaki needs to invest in a train network for transporting goods around more rather than relying on trucks which are causing so many problems with our roads. Im unsure if this links in with the central governments wider train network plans but fully support this.

---

**Select your priority for each project**

- Priority 1 = Coastal Path to Waitara
  - Priority 2 = Underpass (SH45) & lights (SH45, SH3)
  - Priority 3 = SH3/3A NP-H?wera safety
  - Priority 4 = Coronation - Cumberland lights NP
  - Priority 5 = SH3 Bell Block-Waitara safety
  - Priority 6 = Brecon Rd extension Stratford
-

**Your comments on the priorities. Do you think the list should include other projects?**

I've ranked them according to which will ultimately allow for reductions in emissions and make it easier and safer for active modes of transport.

**Your comments on the future sustainability and resilience of our transport networks:**

We need to invest in a train network that can either transport people around or our goods and services so we have less use of cars and less use of trucks that are carving up our roads.

I've had a look at the targets of what the transport plan is wanting to do. I feel a much stronger focus should be based on how do we reduce transport emission each year. 50% of energy emissions are due to road transport. Therefore all actions should have the ultimate goal of reducing emissions which needs to happen very fast something like 7% reduction in emissions each year.

The big problem we have in Taranaki much like the rest of NZ is this focus on combustion engine vehicles particularly being used to commute people to work which something like 80% being only short distances of less than 3kms. Part of the solution is to get people out of cars!.

Each proposed action i feel needs to be asked the question "is it going to significantly reduce carbon emissions. If it is not then then under the current CLIMATE EMERGENCY it should not be actioned or in the mean time put on hold.

The fastest trending transport option as of this year are e bikes which have now outstripped all car sales. E bikes from research over seas and in NZ have huge benefits. The number 1 benefit is they are 1/100th of the emissions of a car. Others benefits from research show they get people out of cars, do not clog up the road network (cause traffic jams), are used more than the bicycle alternative, are much more popular with females, can still transport passengers and baggage, take up less space, allow greater transport flexibility, are cheaper to buy than a car etc etc. Another major benefit is they are innovating faster than cars and so becoming more adaptive to the commuting needs of their customers.

Infesting heavily in active modes of transport including infrastructure that separates active road users from motor vehicles will make it even safer.

In the past decade the number of combustion engine cars in NZ has doubled which given the focus on our roading network it is a race to bottom.

I also feel Taranaki needs to invest in a train network for transporting goods around more rather than relying on trucks which are causing so many problems with our roads. I'm unsure if this links in with the central governments wider train network plans but fully support this.

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

Bike trails i am supportive of if they will significantly reduce carbon emissions particularly if they used to provide an alternative to a combustion motor vehicle. If Recreational bike trails do not reduce emissions then they are not high enough priority and instead a nice to have under the current CLIMATE EMERGENCY.

For example the Maunga to moana cycling and walking track...for me it is not high enough priority and will not significantly reduce emissions.

The fastest trending transport option as of this year are e bikes which have now outstripped all car sales. E bikes from research over seas and in NZ have huge benefits. The number 1 benefit is they are 1/100th of the emissions of a car. Others benefits from research show they get people out of cars, do not clog up the road network (cause traffic jams), are used more than the bicycle alternative, are much more popular with females, can still transport passengers and baggage, take up less space, allow greater transport flexibility, are cheaper to buy than a car etc etc. Another major benefit is they are innovating faster than cars and so becoming more adaptive to the commuting needs of their customers.

Investment in bike trails should have a requirement that they must prove significant reductions in emissions. If they don't then they are a nice to have but not high enough priority.

---

**Your comments on any other issues:**

Q) Will these actions reduce our high transport emissions?

I do worry from the proposed plans that a serious focus on reducing emissions is not high enough on the list.

I as a rate payer would be very comfortable for TRC to invest money in contracting in expertise to ensure that measured reductions in green house gas emissions target is going to be achieved each year and not just an aspirational target. For example lowering the speed limit from 100 to 90km/hr on an open road will give you at least 10% reductions in emissions. This is an action that is measurable and will give instant results.

All actions / plans need to be S.M.A.R.T. If they are not smart actions then they are just aspirational ones and i as a ratepayer want intelligent people making the right decisions for the low carbon future.

---

## RLTP Submissions - RLTP Submissions

Form Name: Regional Land Transport Plan 2021  
Submission Time: April 12, 2021 9:19 pm  
Browser: Chrome 89.0.4389.114 / Windows  
IP Address: 202.150.127.33  
Unique ID: 791018298  
Location:

### Your details

---

**Name** Barbara Hammonds

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

---

### Your submission

---

**Your comments on the vision:** I'd like to see some additions, that incorporate safe cycling and protecting our environment e.g.:  
A vibrant, resilient and connected region, with safe roads and safe commuter cycleways enhancing liveable places, minimising our impact on the environment and enhancing biodiversity.

---

**Your comments on the priorities. Do you think the list should include other projects?**

Safety first. Yes to road improvements for vehicle traffic safety. It's also important that the safety of cyclists and walkers is built into any road improvements, which not only will reduce accidents, but also reduces the barriers to commuter cycling and walking.

It surprises me that mode shift in general is neglected in the Land Transport Strategy, given what we know about the need to reduce our greenhouse gas emissions. A high proportion of these come from domestic transport (36% of long lived greenhouse gases in 2018), and transport emissions are continuing to rise. (pp27-28, Draft Advice for Consultation, Climate Change Commission, February 2021, <https://www.climatecommission.govt.nz/get-involved/our-advice-and-evidence/> )

Improving cycling and walking

I would like to see more attention paid to and money spent on improving the existing cycling and walking networks to make cycling and walking safer, which reduces the barriers to commuter cycling and walking.

To encourage more people to commute by bike rather than car (to work, to socialise, etc.) we need more fully separated cycleways (not pathways shared with walkers), and ways to make cycling on the road safer, e.g.

- Protecting corners on roads as has recently been done outside Vogeltown School in NP
- No carparking along one side of a road and turning that space into a cycleway (eliminating the danger of drivers opening car doors into the path of a cyclist.)

Let's also have a target for number of trips by bike by a certain time: e.g. Cycle Action Network (<https://can.org.nz/HaveYourSayOnClimateAction> ) want the country to aim for 8 percent of all trips by bike by 2035 (on the way to 15 percent by 2050).

---

**Your comments on the future sustainability and resilience of our transport networks:**

Yes. And when this is being planned, as above, the needs of commuter cyclists must be incorporated. When a high traffic area bridge is replaced, it must have a cycle way fully separated from vehicle transport. Even bridges in low traffic areas need to be wide enough to be safe for a cyclist to be passed by a car, a truck or a bus.

Facilitating the installation of more fast chargers for EVs also needs to be considered.

Mode shift to rail needs to be treated seriously. We have rail lines linking many towns and rural areas. Let's look at making use of these for commuting and shifting logs and other freight off the ever heavier trucks. If this means double handling, let's find smart ways of doing that. Once railed freight reaches its destination, move it on with electric trucks, or for smaller parcels, electric cargo bikes. I'm sure there are solutions, and that we won't be the first place in the world to do this.

---



**Your comments on the place of bike trails in our 'big-picture' transport planning:**

I am dismayed at the extent of the planned cycling trails. To me these are tourist attractions, which should not be our focus. We need to decarbonise transport as one of our top priorities, not encourage more people to the region.

We also need to protect and enhance biodiversity. I can't see how a cycle track around the Mouna will do that; more likely the reverse. Cycling tracks need to be wider and have harder surfaces, which means they're more expensive and destroy more native habitat than walking tracks.

If any of them are to be in the National Park, who will pay for their maintenance? DOC doesn't have the money to properly maintain the current tracks in the Park, except the very high use ones.

More tracks also means more access for pest animals and plants, not to mention more temptation for mountain bikers to use the walking tracks in the National Park.

Mountain bikers using walking tracks needs to be discouraged, not encouraged. Mountain bikers already use the Davies Track and the Wairau Track in the Kaitake Ranges, causing track damage and spreading the pest plant *Selaginella kraussiana*. DOC seems powerless to stop them.

The Taranaki Traverse and associated walking and cycling routes like the Kaitake Trail are not aimed at encouraging us out of cars and into greener modes of travel, or even aimed at locals at all. They are a tourism venture.

International tourism has a highly uncertain future for one thing (pandemics, climate change), and for another, how many locals actually want to feel swamped by visitors? 'Research has shown a strong sentiment that, even within tourism hotspots, up to three quarters of residents felt there was too much pressure from international visitors.' (Arenia Williams in the Conversations column, p23 North Taranaki Midweek, March 31, 2021.)

Also in the same Midweek, in Crowd numbers double at the Bowl (p9), '... despite no international acts as a drawcard, Taranaki was still the second-highest performing domestic tourism region this summer... The tourism spend in January was \$28 million, up 13% on January last year' and December 2020 was 'up 2% on December 2019.' New Zealand tourists are coming to the region anyway.

It seems there are many reasons why spending ratepayers' money on a tourism venture is not wise - and presumably there will be taxpayers' money too for any national park sections of these proposed trails.

The Parliamentary Commissioner for the Environment, Simon Upton, suggests the pandemic is time for a rethink of tourism. In a recent talk to the Otago Tourism Policy School annual forum (18 March 2021) (<https://www.pce.parliament.nz/media/197099/address-to-otago-policy-sch>

ool-tourism-and-the-environment-pdf-210kb.pdf accessed 5 April 2021,  
from

<https://www.pce.parliament.nz/our-work/news-insights/address-at-the-otago-tourism-policy-school-annual-forum>), he summarises the findings and recommendations of his Office's two reports on tourism 'Pristine, popular... imperilled?' (December 2019), and 'Not 100% - but four steps closer to sustainable tourism' (February 2021). I highly recommend taking a look at the talk notes and slides. (All subsequent quotes are from his talk).

'One key theme that emerged [from the first report] was that a lot of historical and existing tourism policy had been dedicated to sponsoring the industry's growth.'

That policy largely focussed on symptoms not underlying causes, including improving the resilience of places to tourism pressures. Approaches that rely on this have shortcomings: 'In practice, that has meant dispersing tourists to an ever-growing number of places and using public money to pay for the infrastructure needed to accommodate them.'

The infrastructure of course has its own environmental footprint (the Taranaki Traverse and associated trails will certainly have that); and new infrastructure simply buys time; without controls on tourist numbers, in time more infrastructure will be needed.

And as he says in his talk, 'Few people have been brave enough to question the number of tourists we seek to welcome, what they choose to spend their money on, or the environmental footprint of our tourism operators. ' I expect I'll get cries of protest in suggesting these tourism ventures are not what the region needs.

And then Covid changed the context: in some regions, including Taranaki, the spending from domestic tourism has more than compensated for the loss of international tourists, admittedly based on only one month's data (November 2019 and 2020, intentionally chosen to avoid our domestic holiday season) . The data referred to earlier from the Midweek article also paints a similar picture.

What will happen when the borders open, with tourists from Australia being imminent? Forecasts presented in the talk show that:

'...in five years' time, tourism could be generating exactly the same set of environmental and social pressures that it was prior to Covid. That could happen as the result of a conscious decision that the benefits of mass tourism are worth the damage. Or it could happen because we just don't get round to having a proper debate and allow tourism to re-establish its old footprint.'

'... But one thing is very clear: tourism on a more sustainable footing will not happen by accident. Any such shift will require real changes to business

models and real changes to tourist behaviours.'

I know some of these decisions need to be made at a national level, but we need to be aware of them, and contribute to the discussion and the outcomes.

I haven't yet read the full Not 100% - but four steps closer to sustainable tourism report and its recommendations, but include the summary of the 3rd and 4th of his four recommendations from his talk here (my highlights):

'- Thirdly, I focused on visitor management in the conservation estate - in particular, how to address the loss of wildness and natural quiet that has occurred at some of our most iconic natural attractions. There are some important recommendations about how DOC manages its concessions and how it imposes limits on the numbers of people that can be accommodated in much sought-after places like Milford or the Tongariro Crossing. '

'- Finally, I decided to tackle the greenhouse gas emissions that result from flying tourists to and from New Zealand. This is arguably the most pressing environmental challenge facing the tourism sector. For that reason, I'd like to focus on tackling aviation emissions for the remainder of this talk.'

I wholeheartedly agree with the 3rd recommendation, and see that as another reason to not try to attract more tourists to Taranaki. I agree with what he's suggesting in the 4th one, and won't go into more detail on that: see the talk notes and slides.

**Your comments on any other issues:**

Whatever we do for transport in Taranaki, we must not forget about nature.

Nature is under threat: things in the natural world are getting worse not better. Nature: Humanity at a crossroads, UN warns was the headline for the September 2020 press release on the UN's Global Biodiversity Outlook 5 published by the UN Convention on Biological Diversity. (<https://www.unep.org/news-and-stories/press-release/nature-humanity-crossroads-un-warns> )

The Covid-19 pandemic has given us the space to 'rethink our relationship with nature and to consider the profound consequences to their own wellbeing and survival that can result from continued biodiversity loss and the degradation of ecosystems...' "The pandemic has also demonstrated that transformative changes are possible when they must be made" (UN Convention on Biological Diversity Executive Secretary, Elizabeth Maruma Mrema).

Three of the report's eight transformative changes 'urgently needed to ensure human wellbeing and save the planet' are directly relevant to the Land Transport Strategy:

- The land and forests transition: conserving intact ecosystems, restoring ecosystems, combatting and reversing degradation, and employing landscape level spatial planning to avoid, reduce and mitigate land-use change
- The sustainable climate action transition: employing nature-based solutions, alongside a rapid phase-out of fossil fuel use, to reduce the scale and impacts of climate change, while providing positive benefits for biodiversity and other sustainable development goals.
- The cities and infrastructure transition: deploying "green infrastructure" and making space for nature within built landscapes to improve the health and quality of life for citizens and to reduce the environmental footprint of cities and infrastructure

Together, these transitions recognise 'the value of biodiversity, the need to restore the ecosystems on which all human activity depends, and the urgency of reducing the negative impacts of such activity'.

---

Form Name: Regional Land Transport Plan 2021  
Submission Time: April 12, 2021 9:38 pm  
Browser: Chrome 89.0.4389.114 / Windows  
IP Address: 115.189.86.79  
Unique ID: 791022112  
Location:

## Your details

---

**Name** Andrew Moffat

---

**Address**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

---

**Your comments on the vision:** It would be good to include a specific reference to trails and pathways in your vision as these are important components of livabl places.

---

**Select your priority for each project**

- Priority 1 = SH3/3A NP-H?wera safety
- Priority 2 = Coastal Path to Waitara
- Priority 3 = Coronation - Cumberland lights NP
- Priority 4 = SH3 Bell Block-Waitara safety
- Priority 5 = Underpass (SH45) & lights (SH45, SH3)
- Priority 6 = Brecon Rd extension Stratford

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:** Tracks and bike trails have a significant part to play in big picture planning. Resourcing these to make them viable commuter links as well as recreational and tourist assets will pay off in a number of ways and will help us build a more sustainable and connected community.

---

## **Submission on the Taranaki Regional Land Transport Plan**

### **Introduction**

1. The New Plymouth District Council (the Council) thanks the Taranaki Regional Council (TRC) for the opportunity to comment on the Regional Land Transport Plan.
2. The council makes this submission in recognition of:
  - Its functions and responsibilities as a Road Controlling Authority and a contributor to the Regional Land Transport Plan and;
  - The fact that the TRC is only one of many contributors to the Regional Land Transport Plan, including the three Taranaki District Councils and Waka Kotahi (the New Zealand Transport Agency)
3. In making this submission the Council has considered the proposed Regional Land Transport Plan in the context of the previous 2015 Regional Land Transport Plan (as amended in 2018).

### **Comments on the Waka Kotahi Investment Plan**

4. The Council has had long standing concerns about the level of investment Waka Kotahi is making into the State Highway Network in the Taranaki Region. We are equally concerned about the Agency's capability and capacity to deliver their proposed investment plans.
5. The council is concerned that, whilst Waka Kotahi's gross investment in the Taranaki State Highway network is increasing to \$538.8m over 10 years compared to \$458.5m in the previous 2015 Regional Land Transport Plan, the total funding for state highway improvements over the next ten years has been reduced.
6. The 2015 Regional Land Transport Plan included over \$43m for safety improvement projects on SH3 between Waitara and Bell Block which should have been substantially complete by the end of the 2021/22 year according to the programme set out in that plan. The Council is deeply concerned that, not only are many of these project yet commence construction, this funding has been reduced to just \$26.8m in the proposed Regional Land Transport Plan and that Waka Kotahi are currently consulting on alternative designs for smaller roundabouts than those recommended in the business case.
7. Since 1 July 2015 the road toll on SH3 between Waitara and New Plymouth includes 7 fatalities and 27 people serious injury. Even when taking a clinical view of these crash statistics, with an estimated social cost of \$43.3 million, there is a clear and compelling case for investment to prevent further crashes and harm to our community. It is the Council's view that further delay will inevitably lead to further loss of life.
8. The Council submits that Waka Kotahi immediately commits the necessary funding to provide the fit-for-purpose infrastructure that was recommended by the business case for the Waitara to Bell Block Safety Improvement projects. Wasting time by redesigning these projects to deliver fit-for-budget solutions will result in further harm to our community and it is, in the Council's view, categorically unacceptable.
9. Beyond the SH3 Waitara to Bell Block projects, the Council is concerned that:

- There is a lack of low cost/low risk funding for the region’s state highways. The draft Regional Land Transport Plan’s proposed expenditure on the state highway network is only 1/10th of what is being proposed for the local road network.
  - Despite the corridor study being undertaken in 2016, financial constraints have meant that projects on SH3 between New Plymouth and Hawera are not currently funded, this includes SH3 Coronation Ave/Cumberland Street intersection, Dudley Rd/SH3 intersection, and Durham Rd/SH3 intersection upgrades.
  - The \$8,583,930 budgeted from 2021/22 to 2023/24 in the previous Regional Land Transport Plan for the SH3A Bell Block to Inglewood safety improvements is no longer funded.
10. Given the apparent lack of investment by Waka Kotahi, the Council has chosen to take action itself. In the Council’s own 10 year plan it is proposing to fund projects at key state highway intersections, including; SH3 Henwood Rd, SH45 Morley/Vivian Streets, SH3 Cumberland/Coronation intersections. Given Waka Kotahi’s role, as a national agency, to deliver investment and asset management best practice, it is to the Council’s great disappointment that the Agency cannot be relied upon by our community and that local authority investment is required to close some of the major gaps in the Agency’s plans.
11. The proposed lack of investment in the Taranaki Region follows a period of chronic under-delivery by Waka Kotahi. Many of the projects identified in the 2015 Regional Land Transport Plan have yet to commence, despite the programme showing that they should be substantially complete by the end of the 2021 financial year.
12. The Council’s concern regarding Waka Kotahi’s capability extends beyond just their projects and includes their ability to deliver the activities listed in the Regional Land Transport Plan as “Business as Usual”.
13. Waka Kotahi already provides more than twice as much funding per km of road for maintenance and renewals activities compared to the three district councils in Taranaki (\$46k per km per year on state highway maintenance compared to \$22k per km on local roads). Despite this additional investment, there does not appear to be a demonstrable improvement in the performance of the State Highway network, as illustrated in the road roughness data (NAARSA counts per km) in the table below:

<b>Road Classification</b>	<b>Waka Kotahi State Highways</b>	<b>NPDC Local Roads</b>
Arterial	67	90
Primary Collector	72	75
Secondary Collectors	102	86
Access	N/A	99
Low Volume	N/A	102

14. With the exception of arterial roads, the Council’s local road network is in a comparable or better condition than the state highways; in fact most of NPDC’s low volume, access and secondary collector roads offer a materially smoother journey than the State Highway secondary collectors.
15. Whilst the Council is supportive of Waka Kotahi’s plans to increase its investment in maintenance and renewals activities by approximately \$105m over 10 years, we are concerned that the Agency

will continue to deliver sub-standard value for money for the Taranaki Region by spending twice as much to deliver a comparable or worse result than the region's local authorities.

16. As the Council has matured its own asset management capabilities in pursuit of ISO 55001 certification, it has taken a strategic approach to procurement and decisions to outsource or bring in-house its asset management functions. It is the Council's opinion that Waka Kotahi's current approach through the performance based "Network Outcome Contracts" (NOC) has systematically outsourced much of the Agency's asset management functions and, in doing so, stripped it of the skills, knowledge and capability to effectively manage its assets.
17. The fact that there are no plans to wholesale upgrade the state highway street lighting network to LEDs is one such piece of evidence of this lack capability. Despite the compelling case for investment in LED lighting demonstrated by multiple business cases from local authorities across the county, Waka Kotahi persists with technology that is effectively obsolete whilst foregoing the whole-of-life cost savings, and the broader outcomes associated with carbon emissions reductions and improvements to our community's perceived safety due to better lighting quality.
18. The Council submits that, if it hasn't already done so, Waka Kotahi undertakes an independent assessment of its asset management maturity and discloses both the results and an associated improvement action plan. This would be greeted as the first step in rebuilding our region's confidence in the agency.
19. The Council also submits that, as the chair of the Regional Land Transport Committee, the Taranaki Regional Council takes a firm approach to monitoring the execution of the Regional Land Transport Plan and holds Waka Kotahi accountable for its performance on behalf of the communities of our region.

**General Comments on the Regional Land Transport Plan:**

20. *The Council supports the Thirty year vision of:*

*"A vibrant, resilient and connected region, with safe roads enhancing liveable places".*

However, the Council submits that the words "safe roads" be removed and replaced with "a safe transport network". This change supports a more systemic approach that recognises safety across all transport users, including off-road walking and cycling pathways, the rail network, public transport infrastructure such as bus stops and town centre shared spaces.

21. The Council supports the thirty year strategic objectives included in the plan. However, we note the following issues and/or opportunities:

- ***Objective 1: Integrated – An integrated and collaborative approach to transport and land-use planning that maximises transport effectiveness***

***Opportunity*** – The Council and TRC are required to develop a Future Development Strategy under the National Policy Statement – Urban Development, which will provide an integrated approach for the future management of growth in the New Plymouth district.

The Council looks forward to working collaboratively with the TRC to develop its Integrated Strategic Transport Plan which will be a key contributor to the Future Development Strategy. A key outcome of this plan is to enable more integration between



the modal networks and transition the key moves for individual network plans into one strategy. This will be supported by the development of robust land use / transport scenarios for New Plymouth to inform the planning for the Future Development Strategy.

**Issue** - The impact of the road freight (particularly logging) on the region's road network, the natural and urban environment, and communities (e.g. noise, vibration, severance, safety, etc.) is one of the key issues facing the region over the next 5-10 years. The Taranaki 2050 roadmap has also identified the need to identify new infrastructure or opportunities that lead to better integrated and sustainable outcomes for transport infrastructure and services.

The future management of freight would seem to be one of the key areas where a more collaborative and integrated approach between Taranaki's local and central government planning authorities and service providers (e.g. RTA operators, KiwiRail, Port) is required to rebalance the over-reliance on road freight operation to achieve more sustainable outcomes.

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

**Issue** – there is a need to investigate rail options to help mitigate the impacts of road freight through a wider economic benefit and climate change lens. An action promoting the investigation of inland rail freight hub(s) could be included.

- **Objective 3: Safe – A safe transport network increasingly free of death and serious injury**

**Issue** - NPDC sees benefit in aligning this objective with New Zealand's Road Safety Strategy 2020-2030, Road to Zero, where the vision is "A New Zealand where no one is killed or seriously injured in road crashes". The Road to Zero wording provides stronger support to New Zealand's Road Safety Strategy.

- **Objective 4: Accessible – A people focussed, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.**

**Opportunity** – The Council's growth strategy will require a much higher level of public transport provision in the City's urban area and identified future growth areas over the next 30 years to support more densified living and sustainable travel behaviour in New Plymouth. The Council previously submitted on the TRC's Public Transport Plan and the comments made therein remain valid.

TRC's draft Long Term Plan (2021/31) proposes 3 bus service options for submitters to consider. There is an opportunity to improve the current bus routes and timetables so that they better deliver for the communities of interest and on some of the wider future development priorities for the District. This should also be a focus of the Regional Land Transport Plan. The Council would like to work collaboratively with TRC to assess how the level of public transport provision can be significantly improved over the next 10 years.

The Council is developing a Central City Strategy. Feedback has been received on the importance of public transport to ensuring our CBD can be a vibrant and economic hub.

The Council would like to work with the TRC on an integrated approach to managing transport in the CBD and surrounds. For example, any improvement in subsequent bus service levels would need to be supported by improvements in complementary district-level measures such as parking management, bus priority and service infrastructure, cycle and walking improvements. This underscores the importance of an integrated and collaborative approach amongst Taranaki's transport planning authorities.

- **Objective 6: Environmentally sustainable – An energy efficient and environmentally sustainable land transport system**

*Issue* - There does not seem to be an explicit strategic objective that covers the health benefits of improving the sustainability of the current transport system and the operation of it. This could be included more explicitly in the text for objective 3 or 6.

22. The council supports the Ten-year headline targets in principal, but makes the following suggestions for improvement:

- **Overview**

More specific targets should be put in place to ensure that the achievement of the vision and objectives can be measured. Inclusion of specific targets would align better with the current urgency amongst NZ's scientific community, Central Government and the wider community about making meaningful change and monitoring progress to address the impacts of climate change, intergenerational inequity and travel behaviour.

- **Improving safety – A reduction in deaths and serious injuries**

A measureable target needs to be developed and assigned to this area. The safety target should align with Road to Zero which is "to reduce deaths and serious injuries on our roads by 40 percent by 2030".

- **Increasing mode shift – More trips made by walking, cycling and public transport throughout the region**

A measurable target for walking, cycling and public transport uptake is highly desirable. The 2018 census results could help to provide the bench line for each mode, from which a 10 year target could be planned.

- **Improving reliable connectivity – Less travel disruption for road traffic**

A measurable target for connectivity is also essential to monitoring the performance of our transportation systems.

23. The Council supports the Ten-year transport investment priorities; however the following statement is considered to be too broad:

- **Safety – Improve safety at high risk intersections and on high-risk roads**

The Council would like to see the TRC work closely with Road Safe Taranaki to determine one or two specific areas to focus on.

**KAITAKE COMMUNITY BOARD**  
**Submission to the Taranaki Regional Council**  
**Draft Regional Land Transport Plan**



**Kaitake Community Board Ward**

**Preamble**

The Kaitake Community Board (KCB) makes this submission on behalf of Kaitake Community Ward. The submission is supported by the information gathered from the extensive public consultation carried out in 2020 and the subsequently updated Kaitake Community Plan 2020-2023.

### SH45 Wairau Road Walking/Cycling Underpass

We quote from the Draft Regional Land Transport Plan for Taranaki 2021-27 Page 50 - 'Regionally significant activities proposed for funding' The item coming in at 5th on that list is:

#### 6.3 Proposed 'regionally significant' activities

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

Table 6: Regionally significant activities proposed for funding

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate (\$)						Expended funding sources	FAR from NLT	Requested NLT fund share (over 5-year NLT)	Contribution to regional policies	Ten-year investment priority	Regional priority	
						NLTIP 2021-24			NLTIP 2024-27									5 year NLT
						2021/22	2022/23	2023/24	2024/25	2025/26	2026/27							
NPDC	SH45 Wairau Road Walking / Cycling Underpass	Improving travel choices and safety	Walking & Cycling	Implementation	2023/24	-	300,000	650,000	-	-	-	\$ 250,000	N&L	51%	\$ 382,500	S1, S2, S3, A3, I2, E2	IP1 (Safety)	5

The Taranaki Regional Land Transport Plan documentation lists the definition of significance as an activity defined as any new improvement in the region where funding from the NLT Fund is required within the first three years of the Plan. It also states that significant activities are to be presented in order of priority.

We question what is regionally significant about this underpass?

Territorial authorities do participate in the land transport planning and funding system in several important ways. In this instance that role is the provision of infrastructure that facilitates walking and cycling activities. Each territorial authority submits their district's programme of proposed land transport activities for the upcoming six financial years to the Regional Committee for inclusion in the Plan. However it is disturbing that we have not been able to establish what the purpose of the underpass is, who decided to include it, and who has been consulted before its inclusion in the Taranaki Regional Land Transport Plan.

With the proposed underpass coming in at 5th on the proposed regionally significance list to 'improve travel choices and safety' it is our qualified opinion that its inclusion under this description is particularly unconvincing. At this point, we don't believe that it is an important element in the safe and efficient road transportation network at Oakura and SH45 in particular. The KCB has consulted widely on traffic safety in our ward and can point to a large number of other issues that need addressing to 'improve travel choices and safety' that would rank well above this activity in any list. At this point, not one of them is being addressed.

It is pertinent that during the recent NPDC PPC48 Consent Hearing by a developer to create 395 residential lots ranging in size from 300m2 to 700m2 on the adjacent land on the southern side of SH45 all experts agreed there was uncertainty about whether the underpass proposal to address movements between Upper and Lower Wairau Road would be effective and it was subsequently removed from the consent application.

There is no usage or design information available to appropriately assess this from a community perspective. The KCB believes it would not discourage people from crossing the highway at grade level and believes many other more pressing highway issues that

impact the community should be addressed first. With this lack of clarity, the KCB is concerned that the NPDC and TRC have already signalled its development and priority.

Is the underpass part of the proposed Kaitake Trail from Pukeiti? We have been led to believe on numerous occasions that the trail will finish on the eastern side of Upper Wairau Road. If the intention is to link the underpass scenario to the Pukeiti Trail then we would expect, as a matter of course, that trip generation rates have been adequately identified through relevant published standards and other relevant means that can be realistically regarded as primary data.

We are not aware of any pedestrian/cyclist surveys carried out at the existing Wairau Road intersection, so there is no available data to inform effective judgement regarding the proposed underpass and pedestrian/cyclist needs. We are also interested in how the council intends to address the lack of an esplanade connection strip on the seaward side of the planned underpass. There is consequently nowhere for the users to go except out onto the state highway in the 100kph zone and adjacent to the dangerous intersection. Put more simply (and based on our discussions with landowners) an underpass to nowhere.



We question the methodology (or standards) used by both the NPDC and TRC in concluding that an underpass is needed. If this decision has been thought through then we believe it is based on unreliable data. With this lack of clarity, it does appear in this instance that the NPDC and the TRC are focused entirely on recreational visitors to our community rather than on local ratepayers and residents.

Local Government New Zealand states, *'that one of the strengths of local government is the opportunity it allows for citizens to be directly engaged in the process of governing their own towns, cities and regions. The practice of self-government enhances our understanding of citizenship while ensuring public services are responsive to the needs of the communities they are designed to serve.'*

We therefore would urge the TRC to put the equivalent spend towards our more pressing and evidence-based land transport issues in our community such as the provision of a shared pathway from Donnelly Street to Upper Wairau Road. The community requires a short section of footpath to be developed into a shared pathway from the Donnelly Street/SH45 intersection to the Upper Wairau Road/SH45 intersection and extending into Upper Wairau Road. This will then connect the planned shared pathway from the Donnelly/SH45 intersection to Oākura School. Currently, there is no footpath connection for more than 60 houses on Upper Wairau Road up to the Surrey Hill Road intersection. This is an easy walking and cycling distance of around 700 metres. Consequently, most parents choose to drive their children to the primary school or the secondary school bus collection point rather than have them walking, skating or biking to cross at the dangerous Wairau Road intersection. Over 60 children from the area currently attend Oākura School and there are more high school students who catch buses to New Plymouth and Okato from the school and Oākura hall. It will also benefit Upper Wairau Road residents for trips to and from the school and invariably to other village utility destinations. And as we have always been led to believe this would also provide the end point for the Pukeiti Trail.

This connection would prove a godsend for the community and would go a long way to alleviate the serious congestion issues outside Oākura School and clogged parking in the commercial area of the village.





This is only one example of where the community is asking for some leadership from our territorial authorities. Any engagement with the community would have found other examples requiring urgent health and safety attention. These are the Hampton Road/SH45 intersection in Okato and the highway west to the Kaihihi Road intersection. Another pressure point is the Hau Lane, Dixon Street, Butler Lane intersection with SH45 in Oākura.

From a recreational trail connection perspective, the long-standing Weld Headland issue does require ongoing attention. This has been an ongoing project for the past 40 years, it has universal support from mana whenua and the community. A positive outcome at that pinch point will provide a far more beneficial recreational long term outcome for the community than the proposed underpass.

The KCB takes our responsibilities seriously, we consult extensively and regularly, we have undertaken a rigorous community-led process to develop the Kaitake Community Plan. We hope that you also take that work seriously and recognise our priorities in your planning.

### **Kaitake Community Board**

Doug Hislop

Graham Chard

Paul Coxhead

Paul Veric

Amanda Clinton Gohdes (appointed councillor)

**8 April 2021**

### **Appended to this submission are:**

The documentation from the 2020 consultation the KCB carried out regarding land transport issues and between Okato and New Plymouth;

- Road Safety
- Walking and Cycling Safety
- Walking and Cycling Connectivity

The Kaitake Community Plan, including the required Point of Entry list for the NPDC 2018/28 LTP.





## **MINUTES OF KAITAKE COMMUNITY BOARD**

**FILE REFERENCE:** ECM8512759  
**MEETING DATE:** Tuesday 13 April 2021 at 8.31am  
**VENUE:** Via Zoom  
**MEMBERS PRESENT:** Mr Doug Hislop (Chair), Mr Graham Chard,  
Mr Paul Coxhead, Mr Paul Verić and  
Cr Amanda Clinton-Gohdes

**APOLOGIES:** None

**NON-MEMBERS PRESENT:** None

**STAFF IN ATTENDANCE:** Charles Woollin

### **DEPUTATIONS**

None

## **MATTERS FINALLY DETERMINED BY THE KAITAKE COMMUNITY BOARD UNDER DELEGATED AUTHORITY**

---

### **1. Kaitake Community Board Submission to Taranaki Regional Council Regional Land Transport Plan 2021**

File Reference:

*Resolved:*

Moved: Paul Coxhead)

Seconded: Graham Chard)

That, having considered all matters raised in the report the submission be submitted to the Taranaki Regional Council no later than 4pm, 13 April 2021.

*Carried*

The meeting closed at 8.33am.

## Community Road Safety

Why do you feel unsafe in this location? What improvements could be made?



### Okato - 34 pins

#### Highway to Hampton Road

- Needs to be a 70km zone as one drives over the Stony river bridge from South Taranaki into Okato.
- Blind corner, very narrow bridge.
- The width of bridge. It is too narrow.
- Should be 50 km/hr before crossing the bridge, little Stepping Stones is there.
- 100km/hr zone. Outside a preschool, at a cross road intersection near 2x narrow bridges. Feels super dangerous, Should be 70km/hr from the south side of the Stony river bridge.

- Lower speed limit.
- Lower speed limit (Kaihihi Road)
- Extend 50k to out past hampton road and do a gated entranceway treatment at both ends of village and oxford road to indicate entering Okato, don't drive like a dick kind of thing.
- Speed limit lowered on this stretch of road, from the Hampton road corner right up to and after the stony river bridge.
- Picking my child up from Stepping Stones by foot, bike or car is incredibly unsafe due to the immediately surrounding 100km roads.
- Slow speed before entering town from the south to 50km. Many crashes and close calls on this corner.
- Lower the speed limit.
- This is where the current 50km sign is, coming in to the village from the south. There is now a new subdivision on this corner with many young children. This 50km zone needs to be moved back around the corner by the Kaihihi River Bridge.

#### **Oxford Road**

- Gateway treatment at the 50k zone - i'm thinking plantings? reduce speed make more attractive etc.
- Traffic coming south on old south road and turning left up Oxford road often behave as if they have right of way without giving way to traffic heading straight up oxford road from their right. The amount of traffic often wears the paint on the road away.
- Oxford Road/ Old South Road intersection - I don't like the Stop/Giveway sign system on this intersection where every direction apart from one is required to stop. I feel it would be much safer if everyone coming from any of the four directions should stop, check if the road is clear, then proceed. Also, it's right next to the school.
- Oxford Road/ Old South Road intersection - dangerous intersection for vehicles and pedestrians. Drivers unfamiliar to the area travelling south on SH 45 regularly drive straight past the roundabout and through this intersection. They think they are still on the state highway and have right of way. I worked at the Vet clinic and observed this mistake on many occasions. Occasionally you heard a screech of brakes preventing the vehicle ending up in the Kaihihi River.
- There have been alot of cars have accidents and ended up in a culvert in this area.lower speed limit of 80km/h or less.

#### **Village Centre**

- Mahuru lane sits on the 100km part of this road, right after an almost 90degree turn. Often coming up to this turning point into the lane from the south, if cars are not focussing and seeing that a driver may be interested in turning into the lane, near misses of car accidents have occurred. Also with this corner now being residential, there is a lot traffic around this corner. Drivers tend to increase their speed as they come out of the bend.
- Continue the gated narrowing treatment at the southern 50kph sign as feels like a race track.
- The speed of traffic. The 100 km sign is present just before the huge left hand bend and the left hand entrance to Mahuru Lane. The increase in speed should be after the bend.
- Needs a crossing somewhere on this street (Carthew Street)
- Round about very busy with cars and trucks and have to cross to get to playground, school etc. People also speed in and out of town.
- Lack of indicators (being used at the rounabout). The pedestrian crossing is often ignored by drivers from both directions despite ample visibility. Drivers heading to town

from Curtis street often fail to give way to traffic from their right. Better maintenance of the road markings here would help.

- Gated entranceway to reduce speeds of vehicles as they enter from the north, not just built perhaps plants?

### **Okato to Tataramaika**

- Lower speed limit probably 60 from Plymouth through to Oxford? then 80?
- Dangerous for south bound traffic turning right. Following traffic in outside lane risk rear ending the right turning vehicle. (Dover Road)
- Turning right into Leith road can be dangerous if you have a line of cars behind you and they think you are overtaking instead of slowing to turn in.
- Lower speed limit of 80km/h or less (Leith Road)
- Lower speed limit of 80km/h or less. (Dover Road)
- Narrow bridge. Widen it. Katikara Stream bridge.
- Widen Katikara Stream bridge.
- Narrow Katikara Stream bridge. Either needs to be give way in one direction or widened.
- Katikara bridge is dangerous quite a few accidents hitting barriers and the camber of the road is not helpful the bridge is narrow
- Super narrow Katikara bridge, may as well be a one-way bridge. vehicles have to slow down and let other oncoming vehicles pass over the bridge before crossing. This creates dangerous, unexpected braking of vehicles.
- Extremely narrow Katikara bridge in a high speed area coming downhill to and from Okato, with large trucks which cross over the median.
- When big trucks and buses go over Katikara bridge there is not enough room for another vehicle. Should have narrow bridge give ways or widen bridge.
- Too narrow Katikara bridge - lots of trucks passing. The bridge over the Katikara stream doesn't have a natural yield from either direction. Often drivers will speed up to get to this narrow bridge first and often fail to stay left. Trucks are quite obvious but often in poor light small vehicles towing wide trailers are not. Also, there is a constant problem when heavy rain causes flash flooding on this bridge which is deep enough to cause hard drag on tyres if not the potential for aquaplaning. When this happens it exacerbates driver behaviour where they don't stay left trying to avoid their outside wheels going through these deep puddles. This is easily the most dangerous hazard driving between Okato and New Plymouth and I feel needs some safety solutions added here.
- This Katikara bridge is far too narrow for a highway. There have been deaths in the past on this bridge. When cars are coming the opposite way it is an uncomfortable situation. If a truck is coming you pretty much have to stop or time it so you are not on the bridge at the same time. Also, during heavy rain, water pools on the surface increasing the risk of aquaplaning and an accident. Fix it!!! Make it wider!!
- Width of the Katikara bridge it is too narrow. Also during rain in pools on the bridge.
- I think I have the correct bridge spot (Katikara) but maybe not, can't remember the name of the river. But this is one of the most unsafe spots on this road, the bridge is the longest one between Oakura and Okato and as it is quite narrow is now being used in a one way bridge manner by many regular users. Large trucks, tankers etc will often slow and stop to let other trucks and vehicles cross the bridge. Any unsuspecting motorist who doesn't approach this bridge with caution can end up nearly rear ending another vehicle as they don't expect someone to stop on a two way main road bridge.
- Very narrow Katikara bridge
- Lower speed limit of 80km/h or less (Lower Pitone Road)
- Lower speed limit of 80km/h or less. (Upper Pitone Road)



- A cycling walking link from the Ahu Ahu road, along the front of the golf course to the village (using the highway berm and/or adjacent land).

#### **Surrey Hill Road**

- Skinny road unsafe for horses if increased cycle traffic all Oakura area
- With the introduction of a cycleway from Surrey Hill Road to Pukeiti there will be a lot more cars and bicycles using Surrey Hill Road. There needs to be a cycleway alongside the road.
- Again.... The road is too narrow with too much traffic.
- When the Kaitake trail opens traffic travels too fast on Surrey Hill Rd .
- Better cycleway and walkway for the Pukeiti trail hopefully!
- Everywhere up and along Surrey Hill Road - it will be improved hopefully with the cycleway being installed?
- Upper Wairau Rd/Surrey Hill Rd intersection - dreadful corner, speed of vehicles too high.
- Upper Wairau Rd/Surrey Hill Rd intersection - there is no footpath either side of the road around this blind corner. A footpath could be built.

#### **Upper Wairau Road**

- This section is unsafe for kids to walk to school . No pavement. (Upper Wairau Rd) I used to cycle regularly on the main road in to New Plymouth and around but feel much too unsafe now. I would love to see a series of cycle tracks through the community linking to NP and if need be protected ones alongside the road. We should work with the golf club(I am a member) to find a way to put a cycle track around there and also approach our neighbouring farmers. With the right conversation with these groups, we could talk through lots of options. I know there are lots of keen bikers in our community, some seem to think we can just bulldoze everyone into thinking their ideas are best. We need to find the right people to have these conversations, not those who already have their own agenda. I would love to see a biking park and culture in and amongst the Kaitake region, its a perfect fit. I would also love to see a protected cycle way into NP, I think this could be done meandering through the farms and linking paper roads rather than needing to be on the coast which is a bit delicate or on the road which is dangerous. I can't shift the pins so this is not where I am suggesting the biking park be...
- Crossing the road with kids is unsafe. Cars too fast and no Obvious safe place to cross the road. (Wairau Road intersection)
- From this point (Tui Grove) on there is no footpath people walk on the road and endanger themselves by doing so. It's not too bad for cyclists up to the Kaitake / Surrey Hill Road intersection.
- Unsafe crossing to walkway to access school. Needs a crossing here or a traffic slow system especially with the amount of cars on Upper Wairau road now.
- Limited footpaths (Upper Wairau Rd)
- There is no pavement on this side of the road. Children often use this cutting to get to school but cannot walk down this side of the road (Upper Wairau Rd).
- No foot path (Upper Wairau Rd).
- Upgrade of path/connection to Donnelley St from Upper Wairau Rd.

#### **Lower Wairau Road**

- Overhanging bushes and flax get caught in Oran and skateboard wheels (Lower Wairau Road)
- Bushes overhang on the bottom property and the flax gets stuck on skateboard wheels.
- Footpath needs to extend on both sides.

- Cycle path and walking path needs to be better for all the school children and then to link up to upper wairau road.
- Limited footpaths.
- Footpaths on both sides of the road. Imperative.
- Extend footpath so that it is on both sides of Lower Wairau road.

#### **Beachfront**

- Could Arden place and Wairau Road be better connected?
- Pathway down hill on Jans Terrace is very narrow, trees/bushes overhang, danger to children walking down from cars coming round corner too fast.
- It would be nice to have a cycle lane the length of Messenger Terrace, up Wairau and Dixon.
- My family often feels unsafe as motorcycles, quad bikes, and utes often drive on the beach. Please please...can we restrict motorised vehicles on the beach, or at least enforce the rules. Or put up more signs with notification of large fines if there is rules breaking. We often walk with our dog and/or small children thinking we're safe from cars on the beach, and sometimes it's not v safe.
- Pedestrian crossing required at NPOB Surf Club.
- The pedestrian crossing has a lip onto the footpath that makes it difficult for children on bikes and pushchairs.

#### **Wairau Road intersection**

- The current speed limit in this zone is too high and drivers rarely slow down to an appropriate speed making the crossing of this intersection very hazardous for pedestrians and cyclists. I feel we need to reduce speed some way before entering the village and the 50mph zone should start prior to entering the village from the south.
- This is a very dangerous stretch with the big trucks driving along. I feel unsafe every time I walk into the village as there is no sidewalk from my house to Wairau Road.
- This is dangerous as the traffic is moving too fast coming into oakura. kids come off the track bike riding and its frightening watching kids cross here after having run walking or riding that trial.
- It is dangerous walking along here to my mother's house.
- Car speed - an underpass?Very difficult for walkers to cross south road at wairau junction. Lack of pavements and pedestrian access to the road. Cyclist are daunted by turning right onto south road. Surely by now the footpath should be built outside our property 97 wairau road up to the block of houses. I would have though the 10 year clause must be almost up.
- The builder or land owner of the new block paid for the path a long time ago.
- There is no footpath on this side of Wairau Rd, making it necessary to cross the road twice on our trip to school near a busy and dangerous intersection.
- No foot path here so the blind bend for traffic turning up Wairau road is always a hazard especially at school time!
- No continuous footpath to the beach. Have to cross 2x roads to remain on footpath.
- The 100km/h into a 50km/h. A lot from Upper Wairau walk children to school and kindy.
- A roundabout with pedestrian crossings / islands.
- Same as red point in same location. Need to imitate Okatos approach in from tbe east to slow traffic and hit a round about with pedestrian.
- Very unsafe place to cross with increased traffic. Needs a crossing or maybe an underpass or something more user friendly then either of those.
- Lots of pedestrians and cyclists need to cross this intersection, busy and vehicles speeding make this a dangerous place to cross, particularly for kids.
- See my comment on the road safety about this walking/cycling issue at this intersection.

- As Upper Wairau Road is getting more populated I see more and more people walking and having to cross this road with kids and dogs etc. I would love to see an underground tunnel from the end of the walkway through to Wairau Road (under the main road).
- This is a scary intersection as a pedestrian. Walking on Wairau Rd and crossing over South Road to and from Kindergarten is dangerous and likewise crossing upper Wairau to walk to and from school On South Rd is also very scary as cars round the corner into upper Wairau Rd. We have had numerous near misses here with my children.
- Pedestrian crossing required. Traffic calming measures need to be introduced and the speed limit sign moved further away from the junction. Many vehicles are still doing a 100 at this point, most not slowing to 60/50 until they see the flashing speed warning sign near Dixon Street.
- It's dangerous to cross the road near Wairau Rd.
- I think the underpass which was floated during the paddocks subdivision proposal was a very good idea.
- No safe way to cross this intersection near Wairau Rd. I think the underpass which was floated during the paddocks subdivision proposal was a very good idea.
- A lot of walkers, runners, cyclists and horses with their riders are sharing this intersection with Motor vehicles entering Oakura at high speed. Roundabout, pedestrian crossing and moving the 100 km zone out.
- No crossing to go towards upper wairau, paddocks and Surry Hill.
- Does not feel safe crossing here.
- Addition cross point and footpaths on wairau road and crossing SH45 in this location.
- Cars are still travelling fast at this crossing as they enter Oakura from the South. Traffic calming measures are needed.
- Cars drive too fast and it's unsafe to cross.
- A lot of folk cross here going to/from beach, including kids on bikes. Cars are often travelling more than 50kph which is made very obvious by the sign which indicates speed. Perhaps pushing the 50 sign further out of town might encourage people to slow down earlier. Some islands in the middle of the road to give people crossing some safety (or it might be the illusion of safety) might help? A round-about would force people to reduce speed.
- Crossing the road is dangerous - need a pedestrian crossing.
- Unsafe crossing with no pavements etc - a crossing here would be better.
- Traffic coming up fast in to the village. Poor visibility when cars waiting to turn. Safe way of crossing needed for people who live on the other side.
- This is such a busy intersection and is dangerous to cross.
- Slow traffic earlier through village so school children can safely approach school zone.
- Hard to cross the road here.
- Controlled crossing here or extend 50 km/h zone by about 200-300 meters so that cars aren't speeding up while there is still a major residential intersection.
- Traffic too fast. Kids walking to school are vulnerable. Safety barrier needed or measures to really slow down traffic coming in to the village

#### **Matekai Park/Donnelly Street intersection**

- Proper cycle paths all around the village would make it safer for cyclists especially on South Road. Better cycle routes will encourage more people to leave their car at home and cycle around the village instead.
- Needs cycle and walk track to link to school along to the diary and then to beach.
- Features to slow traffic.
- Improve the walking and cycling access to Matekai park so more children and adults use it to safely and easily traverse to school, the shops and generally getting around Oakura.



- Upgrade of tracks in Matakai park.
- I see many children adults trying to cross the road at this intersection. A crossing (Pedestrian) this end of town would be advantages to prevent any accidents from pedestrians and cyclists.
- Crossing the outlook is dangerous at school times.
- Unsafe crossing for school children.
- Better lighting required at existing crossing, very difficult to see people waiting to cross after dark.
- Re-think on this st required, ie parking and traffic calming. Drop off for parents. Angle parking dangerous.
- Travelling to and from school is a challenge at times. Out of town vehicles passing through are not always mindful of the school area. A traffic light at the school crossing could make it much safer for the children and slow the traffic down where it is critical.
- Unsafe walking and cycling to school with children due to amount of cars on Donnelly st. Need to make Donnelly Street resident access only 8.30-9.30am and 2.30-3.30pm and make a school car park across the road at pony paddocks car park.
- Please widen the footpath nearest the school to allow for cars to park and kids to walk safely in front of them on the footpath. Perhaps the parking needs to be removed? Also, a footpath is needed on the other side of the street.
- No footpath allocated.
- Limited pathways make walking along Donnelly St more dangerous than it needs to be at school pickup / dropoff and football hub times.
- I feel for the safety of all the children walking to and from school as it is very congested on Donnelly Street during school drop-off and pick-up times.
- A clear footpath at the back of Oakura School where parents park their vehicles would be safer for families during pick up and drop off. Families/school children could walk along a clearly defined footpath instead of walking behind cars or weaving in between them, which is very dangerous.
- More features to help drivers see pedestrians using crossing. They are often hidden in shadow on the West side of the highway in afternoon sun.
- A high percentage of motorists seem to be distracted or not notice when you are waiting to cross, many cars wont stop or see you until too late. needs some more warning signs/signals or lower speed limit.
- The sad truth is a lot of people just don't stop for kids (or adults sometimes) at the crossing. I would not let my kids walk to school if the crossing wasn't monitored. I don't know how to fix this. Driver education? The occasional police monitoring? A bit of naming and shaming might do it.
- This crossing is fairly safe when manned but of an evening when the days are short there is a risk for crossing to and from hall based activities!
- Cars sometimes do not stop even when you are standing waiting to cross. It is somewhat better now since the lights have been installed.
- Limited light when crossing at night. Never know if cats are actually going to stop, they seem to approach very quickly.
- Dangerous here, traffic calming required. School crossing!
- Cars often don't stop at the crossing. More visible signs may help.

#### **CBD and Dixon Street intersection**

- Same needs cycle path
- Lower speed limit
- BP traffic at peak times.
- Traffic coming and going to the BP at peak times is a risk to drivers and pedestrians!.Car parks obstruct line of sight.
- Liquor store car park, bad place to pull out onto the road.

- Busy CBD, parked vehicles obscure view when exiting businesses etc.
- Dangerous exiting Bottle store. All traffic from the right is literally unseen until own vehicle is out on the road.
- Busy crossroad, poor visibility due to parked cars.
- Very bad parking set up, no visibility.
- Through traffic not slowing down enough, many pedestrians crossing - more passive traffic calming might help.
- A pedestrian crossing opposite the pub ( further away from Dixon Street turn) is needed. This is a main highway and the only safe place to cross is at the other end near the school.
- Dixon street and South rd highway 45 intersection. Visibility an issue with cars parked in front of chemist and Hi tide. Possibly a round about or a light.
- Crossing the road. Needs another pedestrian crossing.
- Traffic must be slowed at the entry point of the Town....a small round a bout should be considered.
- The Main Street has increasing got busier and as cars come into the township not long after being in 100 km zone it is extremely hazardous for vehicles turning/crossing, pedestrians crossing, pulling out from parking areas etc. Moving the 100km zone closer to Koru Rd, (away from Corbett Park/ Halls Tce) would be the first thing towards making it safer. Addressing parking and increase traffic will need to be addressed.
- Congestion visibilityChildren use this crossing frequently and there is a lot of foot traffic outside the store.
- Most of the Drivers coming up the hill (from NP) are speeding even though it's a 50km/ hr zone. It's a major danger zone.
- Road crossing facility as so many people cross there with so much traffic.
- There is so much traffic turning in different directions.
- Small islands on road where people spot to cross road poor placing. Vehicles travelling to New Plymouth are starting to speed up to 100km sign coming up.
- Busy intersection with cars coming in fast from the 100 kph area and people trying to cross the road here. Maybe a pedestrian crossing outside high tide could help?
- Foot traffic treats this part of the road like its a pedestrian crossing and children are often loitering in the middle of the road. It needs solving. I would suggest a pedestrian crossing maybe 10-20 metres before this area for foot traffic to cross safely. With modern road indicated lighting.
- Car parking on pharmacy side blocking view of the junction for car coming from south and from Dixon st. Also the speed is dangerous for crossing cars and pedestrians I believe a roundabout will slow the traffic and allow safer traffic movement around this area.
- Not easy to cross the main road, cars coming in fast from a 100km zone.
- It's dangerous for pedestrians and cars pulling out and into the 4 square car park - either lights or a round about system . Or lights as cars come into Oakura to slow down the traffic If cars are parked directly outside the chemist, visibility is limited coming out of Dixon St.
- Very bad vision if pulling across road from 4 square side cars parked on 4 square side limit visibility. Also if turning left you run the danger of people stepping out to cross the road.
- Bad intersection in general for cars and pedestrians crossing.
- Lots of foot traffic for the four square all times of day and foot and road traffic for butlers of an evening!
- Pedestrians seem to think it is an official pedestrian crossing and treat it as such. Children need educating on this.

- The cross roads here has terrible vision with the cars parked on the side of the road and the crossing just where you turn. I feel there needs to be a pedestrian crossing implemented here for the drivers safety and the pedestrians.
- Poor vision for drivers often restricted by parked vehicles. Cars entering Oakura on SH45 travel to fast and dont slow down soon enough.
- Vehicles traveling east on the highway invariably have increased speed here as they anticipate leaving the speed restriction zone another 90m further on. Drivers wanting to turn out of Dixon Street in either direction have to nose out past the yellow stop line so they can see oncoming traffic from the west. If there is a vehicle from the west stopped and reading to turn into Butlers Lane then the western incoming vehicles have to veer to the left towards Dixon Street to avoid them. This puts them very close to a collision course with any vehicle stopped at the Dixon St intersection. It is difficult for vehicles exiting Butlers Lane to have a clear view of traffic arriving at the intersection from the east. This intersection is a particularly busy pedestrian crossing. The island in the middle of the highway offers no protection from oncoming traffic in either direction.
- Once pathway ends passed cemetery on butlers lane children have to walk by 4SQ parking and then cross the road. Please put a proper path and crosswalk (maybe roundabout) out front of 4SQ. People speed and have hit all the barriers so there is no protection for pedestrians. Don't wait until a child is killed to change things.
- The first intersection in Oakura coming from New Plymouth is a danger to all users. Speed of people coming up the hill with a 50 only just at the top means cars are going too fast when the hit the town central.
- Poor vision for drivers often restricted by parked vehicles. Cars entering Oakura on SH45 travel to fast and dont slow down soon enough.
- A very busy intersection, not sure how maybe for Pedestrians make a underpass so they are not crossing the road by the four square, would make safer.
- Short sight lines, busy intersection, lots of kids trying to cross after school. particularly bad for pedestrians rather than in vehicle.
- When turning left into Butlers Lane and having to wait for Oakura bound traffic heading straight, I feel concerned as the road is not wide enough for cars heading to New Plymouth to pass.
- Difficult to get onto South Rd. Parked cars outside chemist blocks your view, and traffic coming into the village from the north are often speeding.
- Traffic is too fast coming both ways, well over the limit. The speed through the village I feel should be 30 KPH. Also the non parking spot in front of the chemist is still used by bad people for "just a minute me me people" and is unsafe moving out of dixon street to the 4 square due to the traffic going too fast.
- 50km is too fast through village. The intersection at Butlers land, Dixon street, Hau Lane and SH45 is dangerous. Navigating heavy vehicles, trucks, cars, cyclist and pedestrians is hazardous at 50kms.
- Poor visibility coming out of Dixon Street onto SH45. Remove carpark in front of pharmacy, install traffic roundabout, move pedestrian crossing further down road.
- Unsafe crossing.
- Vehicles and pedestrians merge from 5 different directions (Hau Lane, Dixon/SH45 intersection). Slow down traffic entering Oakura from both directions earlier (move 50/ km signage).
- Cars not slowing for the 50 km zone, lots of pedestrian traffic and cars turning for the shops.
- The speed of highway traffic heading east. The amount of pedestrian passage across the highway. How far vehicles exiting Dixon Street have to nose out onto the highway to see oncoming traffic. The closeness of the western 50kph sign to the intersection.

- You can't see past parked cars by the Chemist Shop when exiting Dixon Street in either direction.
- It is difficult to see cars as they are coming from the village towards town.
- Very congested when trying to turn into the 4 square.
- Cars travel in too fast for a dense busy area.
- Visibility bad during busy times.
- Depending where cars are parked it can be hard to see what's coming.
- Lack of vision when entering the intersection from Dixon St. Speed of traffic coming from new Plymouth.
- Traffic coming into village and people turning into the 4 square causes accidents. Plus there is a pedestrian cross over where kids cross constantly. Roundabout or pedestrian bridge or another way to slow traffic.
- Low visibility because of parked cars, cars travelling fast from both directions. Informal crossing very close.
- Same as the road heading south. Speed change from 100km to 70km before you reach the 50km. To many vehicles doing well over 70km through the village.
- Busy intersection. Often cars coming from New Plymouth are going faster than the 50km/h speed limit.
- The cars coming from 100km zone (New Plymouth) make pedestrian crossing here with kids unsafe.
- Four Square intersection - just very busy, cars park on the yellow lines outside the pharmacy and you can't see around the corner.
- Speed of approaching vehicles. Needs to be 80 from top of hill 50 from corbett park.
- This intersection is very busy with children and families crossing but it's so close to the 100k sign that some drivers are still travelling 70kph at the intersection. A roundabout here would be great for slowing traffic and creating more of a village feel.
- Cycling across the main road can be treacherous with the amount of vehicles travelling with speed up the hill into the village, plus vehicles turning right forcing vehicles behind them to veer inwards towards Butlers lane.
- Hard to cross the road and traffic from town too fast. Also sometimes it is hard to see due to parked cars.

#### **East village edge to Corbett Park and beyond.**

- The 50kph signs need to be shifted further to the east. There is only 90 metres from the signs to the intersection and the incoming drivers views are restricted by the rising highway grade that limits their view.
- This 100Km sign needs to be moved further North.
- 100 kph is obviously too fast.
- I feel the 50 speed limit should be introduced a lot sooner when approaching the village due to the up coming intersection.
- This should remain a 50 km/h zone until past the entrance to corbett park. A bike lane/ footpath should be added so that children can safely get to Corbett park without needing a car ride each time.
- Reduce the speed limited to 50 km on the road leading up to the turning to Corbett Park and then increase it to 100 km after this point. The 100 km limit makes it very dangerous to turn into and pull out of Corbett Park.
- Too fast with a bridge and a turn off to the park and a turn off to a road of houses.
- Fast approach to town.
- Speed down the hill to corbett park is too fast. This speed area should be lowered from the top of the hill right through to the golf course. Suggest 50 km/hr.
- A turning bay into Corbett park would be helpful. We pull in there with a horse float regularly and almost always have cars barrelling up behind us.

- Badly designed junction in to Corbett park in a 100km per hour area.
- A turning lane.
- 50 km speed sign should be moved north of Corbett Park on 45 Surf Highway. Very dangerous intersection with traffic leaving the park and cars zooming by and 100 km. The speed limit changes to 50 km to hundred meters past the park as they enter Oakura but I feel that the 50 km sign should be prior to reaching Corbett Park. Many children walking along road in Summer to go to park and the river.
- Its often dangerous when vehicles are turning into Corbett Park.
- Turn in and out of corbett park unsafe in 100km zone. This whole area should be reduced speed zone.
- Very tight LH turn coming from Oakura and stressfull RH turn when coming from town. Minimal pull over lane due to proximity to bridge.
- Turn in and out of corbett park unsafe in 100km zone. This whole area should be reduced speed zone.
- Why the council removed the passing lane is out right dangerous. The passing lane should of been kept and utilised as a merging lane out of Corbett park entrance. No passing lane but a merging lane.
- Entry to Corbett Park still dangerous in spite of the passing lane being removed. Entering and exiting Victoria Road also dangerous. The open highway speed at this spot is too high.
- Bad speed limit should be lower than 100 at top off hill heading south into Oakura . To much turning and stopping traffic around hall tce and Corbett park entrance to be flying past at 100 km.
- Really dangerous intersection. Needs larger turning into Corbett park. Two lanes with turn off.
- Hmmm. Needs a left hand slipper lane moving from the village into Corbett park, there is no room to move for the fast people when they realize to late.. Coming from New Plymouth is a hard one to answer except slow down.
- A lot of cars are turning to Corbett park with no turning lane, this poses a risk to the traffic.
- Turning right out of Corbett park is tricky. Traffic is travelling fast and you can't see far. Reducing the speed limit around Corbett park would be safer.
- Sharp turn from highway.
- I feel that the improvements that were made a couple of years ago were a bit lack luster and could have been done a lot better. There is plenty of space there to have created turning lane to the left turning into Corbett Park. They didn't utilise the space that is there to create a safer turning space.
- Even though a lot of money was spent on correcting this dangerous turn. Turning in to Corbett Park is still quite dangerous and I have seen a few near misses. With this ground been used more frequently for sports, in particularly football, this needs to be addressed.
- Needs a turning bay into corbett park entrance.
- Turn off into Corbett Park - cars turning into and out of the park from both directions. Perhaps extend the 50km zone?
- Dangerous to turn into. Speed limit reduced to 50km.
- This is a known crash location. By promoting Corbett Park as a rate payer funded camping ground the probability of more crashes occurring here significantly increases.
- At 5pm to 6pm southbound traffic has issues if there is a right turner going into Corbett Park, needs a dedicated lane.
- Traffic turning into Corbett park from either direction are concerned about being hit by following traffic. I am aware that taking away the passing lane helped a little but it still seems to be an issue especially given the speed on the hill coming into Oakura and the

sharp angle of entry from Oakura. I believe that after the 50km leaving Oakura it should be 80km to the top of the hill towards Koru road in both directions.

- Reduce the speed limit as people often turning.
- Death trap.. Needs to be 50km here and then 80km to top of hill.. Better turning lane travelling north would be great too. too fast.
- 100km/hr speed limit too high for this road/side roads. Improvements made have helped but still dangerous. Suggest lowering speed limit to 80 at top of hill.
- Traffic turning right off SH45 into Corbett Park or turning out of Corbett Park on your SH45 can create an unsafe situation. Unsure how to make it safer as the bridge reduces the options for road improvements.
- Traffic coming from New Plymouth needs to slow down to 80km at top of hill before descending towards Oakura River bridge.
- We used to live on Victoria Rd, and I still think it's a dangerous intersection.
- Reduce speed limit before Oakura bridge to minimise risk of accident around Corbett park and Victoria road.
- This stretch needs to be 50 or 70. Too abrupt to go from 100 to 50 where people are turning into the Oakura pa marae, or Corbett park or Victoria St. Dangerous.
- SH45 from Koru Road to Oakura village has increasing amounts of traffic and will get more traffic due to the opening of the Green School. The speed limit on this section of the road should be reduced to 70 or 80km/hr.
- Make it 50 or 70 to this point (Sewerage pump station locality) extended from the village.
- Reduce speed limit on Northern approach to Oakura Village before the hill.
- Koru Rd - Cars turning left off state highway 45 off a 100kmph zone and a passing lane. No where is it safe for cars to pass turning left traffic without crossing the double yellow lines. An accident waiting to happen.! More left lane space required.
- Koru Road - Recent changes to this intersection have not improved it. Road surface is very poor. Needs longer and wider filter lanes.
- Koru Road - After modifications to this intersection it would appear a drunk monkey has painted the road markings. Changing a straight section of road to a broken back alignment is bonkers especially given the speed limit. Sort the road markings out.
- Koru Road - I feel the new intersection here is a bit unsafe for cars coming from New Plymouth that have to turn to the left.
- Koru Road - badly designed from both directions, unclear/duplicated road markings.
- Koru Road - Turning traffic
- Koru Road - Improvement made for green school but dangerous coming from np and turning left.
- Koru Road - Turning traffic at risk of other cars traveling fast on main road.
- When cars have overtaken another car at the passing lane at 100 or more then there is a car slowing to turn into koru rd in front there is little room for slowing down and for car to turn safely.
- Not enough room to turn into koru road coming from town and allow cars to pass or slow down safely after overtaking cars from passing lane.
- Changes to the road markings have made the koru rd area dangerous.
- The intersection with Koru Road has changed and I think it is far more dangerous to approach for turning drivers on both sides. I think the speed limit should change on this approach and the 50mph site should come forward before the turning to Corbett Park. The current siting means cars are still driving very quickly on approach to the Butlers Lane/Dixon St intersection and this feels unsafe.
- Speed of traffic.
- Tapuae - A passing lane is not required here. 1 lane each way and a gap between the two prevents the careless killing the careful.

- Because the passing lane crosses this junction. During peak times getting out is causing people to take risks.
- Plymouth Road - School bus turns here. Speed limit is too fast

## **Community Road Safety**

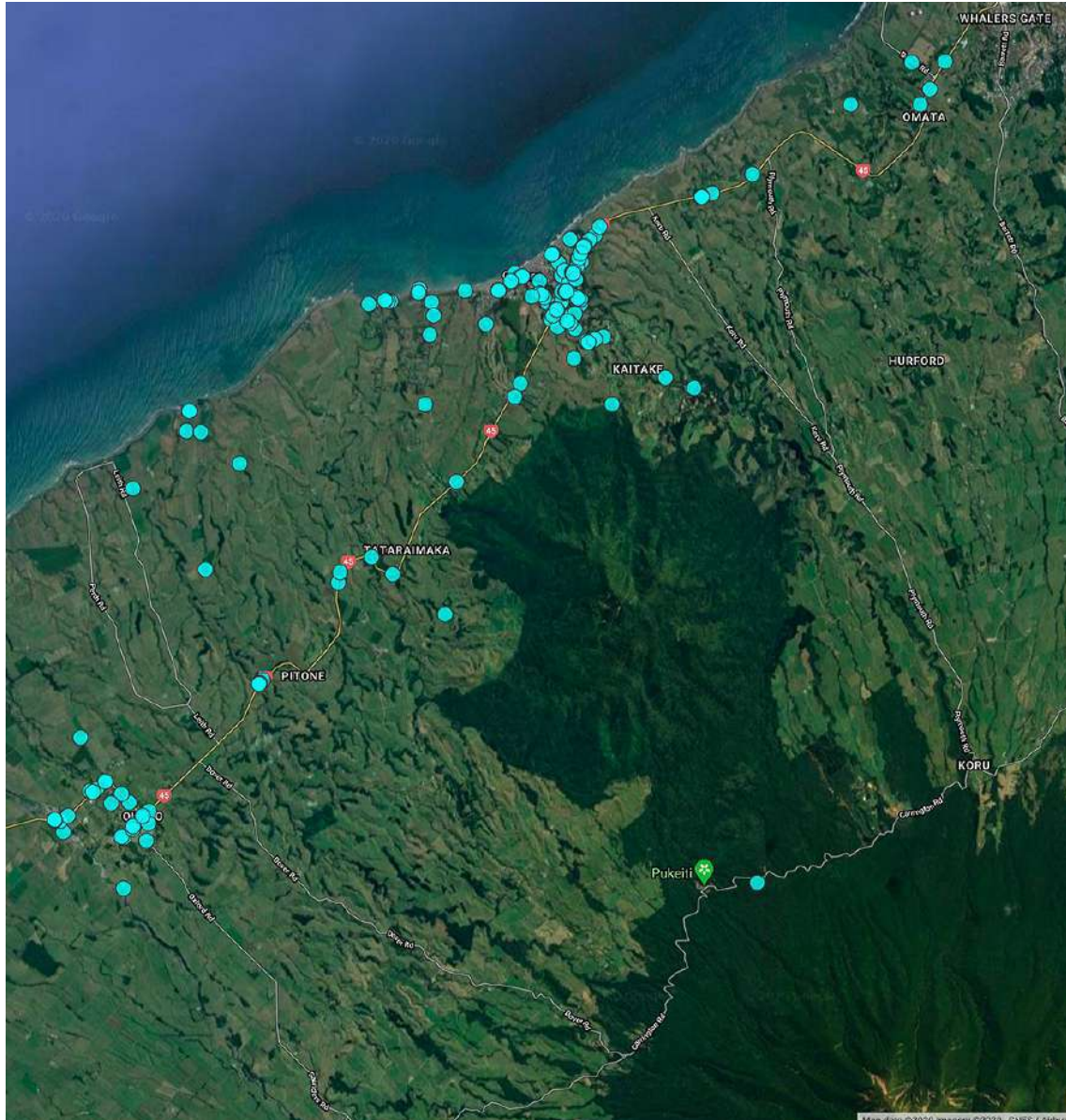
Why do you feel unsafe in this location? What improvements could be made?

### **Ōmata - 11 pins**

- Very scary when turning right off S H 45 into Waireka West. Have been 2 serious rear ended events in last 2 years . Feel very vulnerable that cars travelling behind you at 100km/hr don't realise you are stationary waiting to turn. Had many close calls - need a turning bay like at Okurukuru.
- Hurford Road intersection - No visibility turn
- Hurford Road intersection - Blind corner with no turning bay
- Hurford road intersection is dangerous.
- Hurford Road intersection - The school bus turns in and out of this on a very busy road. Reduce the speed limit in this area. Hideous to turn in and out of, especially nerve racking towing my horses.
- School bus turning in/out of Hollaway road. The 80 km/hr speed limit is too fast. This needs to be lowered to 50 km/hr.
- Lower speed of 50 km/hr through Omata as currently it is too fast and dangerous.
- Waireka RD West intersection - Hard to see vehicles coming when trying to merge into main Rd. When cars turning into this small street, they are stopping on the main Rd. I've had to break fast to avoid accident.
- Omata - The speed limit is too high, the school is only a little further up, drop the speed limit down to a township.
- Beach Road - most cars speed along this road as it seems like it should be 70k from the Back Beach lower car park to Omata. I would argue it should be just changed to 70k the whole way, shortening the 50 zone, removing the 100k zone and reducing Omata speeds to 70k
- Barrett Road - This is a very dangerous intersection. Too many people trying to get in and out of the countdown parking area. I have noticed several close accidents on multiple occasions.

## Community Walking and Cycling Safety

Why do you feel unsafe walking or cycling in this location? What improvements could be made?  
256 pins



### Okato - 34 pins

#### Highway to Hampton Road

- Narrow bridge and excess vehicle speed (Stony River highway bridge)
- Bridge widening or an extra walking/cycling attachment added (Stony River highway bridge).
- Bridge is too narrow for two cars let alone a bike or person. (Stony River highway bridge).
- Improved pedestrian access across stoney river. (Stony River highway bridge)
- Lower speed limit to support those walking, cycling children to Stepping Stones pre school.



- So unsafe crossing this bridge! A foot bridge or wider bridge essential. (Kaihihi Stream highway bridge).
- Narrow bridge and excess vehicle speed (Kaihihi Stream highway bridge).
- There is currently no pedestrian footpath on this stretch of road. There are many people in Okato village who walk/run this section of road as daily exercise as part of a loop. There needs to be a footpath here. Is especially dangerous crossing the Kaihihi bridge with cars coming. Hampton Road intersection to Kaihihi Road.
- Kaihihi bridge is too narrow for two cars let alone a bike or person.
- Bridge is too narrow (Kaihihi Stream highway bridge).
- This stretch of highway from the end of Carthew Street and along until Kaihihi road would greatly benefit for a safe and secure footpath / bikepath track/ bridle path combination. This would link the township to the Stoney River Hotel and early childhood centre, and create a linked walkway around the village for exercise, commuting to work and school and to practice hobbies in a safe environment. A bridle path along here would be great as well so horse riders can easily walk down to the beach or up to the local Pony club without having to cross the Kaihihi stream. Insufficient foot paths. Cars travel >100km, just south of the town. create a footpath and clear signage for walker (hampton Road intersection).
- Hampton Road cycling and off-road walking track to beach. Would be outrageously popular

#### **Oxford Road**

- There are minimal walking and cycling trails. Kaihihi walk needs to be finished.
- I watched a mum with pram and kid on a balance bike try to cross here, help! it is a very wide road and nothing to support walking at all.(Hickford Place/Oxford Road intersection).
- Oxford Road/Old South Road is a dangerous intersection to cross, traffic often does not give way to each other or slow down.
- Consideration on how we support people to walk safely to the pool, there are groups from the school along with families and this is a tricky road to navigate.(Oxford Road/Old South Road intersection).
- Road markings and a crossing would be good here. It's a confusing intersection with heavy traffic and pedestrian traffic. (Oxford Road/Old South Road intersection).
- No footpaths on this section of Cumming Street more houses now with young families more traffic.

#### **Village Centre**

- Nothing about this road says there is a school on it, have you seen how wide it is? It's a couple of rugby pitches -really says drive at speed here, rather than slow the f&\*K down and encourage our children to walk, bike and scoot safely to school. (Curtis Street).
- A crossing from Hempton Hall to the park would make a lot of sense here. or even road calmers, as people turn off the highway too fast and this is a main route to get to the park from the village.
- There are no passing vehicles that travel through Okato 50km/hr or below. Most are way in excess. Suggest an electronic speed sign like in Oakura be put in place to deter drivers speeding before a pedestrian is hit and killed
- Drivers often ignore cyclists here when they should be giving way. I could go on, but have given up on cycle commuting to work after so many close calls and eventually being knocked off my bike in New Plymouth by a u-turning driver. (Roundabout).
- Pedestrian crossing by roundabout needs looking at, not great location a lot going on with roundabout right near park, school and shops.
- A pedestrian island in the road to allow for a safe place to cross. (Carthew Street).

### **Okato to Tataramaika**

- Speed limit should be lower on Carrington Road between Plymouth Road and Dover Rd.
- Narrow bridge feels very unsafe when road biking. Needs to be widened or alternative cycle route!? (Katikara Stream highway bridge).
- Narrow bridge and excess vehicle speed (Katikara Stream highway bridge).
- This bridge is too narrow to cycle over safely (Katikara Stream highway bridge).
- How does a pedestrian safely cross this bridge?(Katikara Stream highway bridge)
- Bridge far too narrow (Katikara Stream highway bridge).
- Again traffic and cars not knowing how to pass a runner or walker. Side path is unsafe and needs to be maintained. (Lower Pitone Road)
- The main road needs to be able to cater for the increased use of bicycles on the road.
- It doesn't feel safe walking along this , parts of it have a big gutter, but feels unsafe particularly on this corner (Surf Highway at Tataramaika).
- No hard shoulders (Surf Highway at Tataramaika)
- Super unsafe on road bike - needs a cycle lane! (Surf Highway at Tataramaika)
- Again unsafe on road bike needs cycle lane. (Surf Highway at Tataramaika)

### **Community Walking and Cycling Safety**

Why do you feel unsafe walking or cycling in this location? What improvements could be made?

### **Oākura - 223 pins**

#### **Weld Road, AhuAhu Road, Surf Highway to Wairau Road**

- End of Weld Road - Because mr ure is abusive and threatening to people who walk over this public land.
- End of Weld Road - A track around the headland is needed to gain access to weld rd. The tide comes up too high to walk on the beach safely. Pushing a bike is very awkward. The route over the top by the pa is far too steep and slippery for most people.
- I ride my horse down AhuAhu road and people drive so fast without any consideration.
- See traffic speed comment (AhuAhu road).
- Just visibility. More motorist respecting the speed limit. Slowing for cyclists, horses appropriately. (AhuAhu road)
- Narrow steep hill make it dangerous for walkers and bicyclists. Please put in a walk/bridle/bike/jogging lane on Ahu Ahu. Cars go at speed rushing to the beach, wld be ideal to slow the speed limit from 100, 80 to 50. (AhuAhu road).
- The gravel portion of lower ahuhuh road is used as a walkway/cycleway and as a road and it is too narrow to be both. As it is more and more used for walking and cycling it would be safer for this section to be closed off from vehicles (and this would also solve the freedom camping issue).
- Not sure if we are, or are not allowed over the hill to Weld rd on bikes.
- Not enough parking on main road.
- Between village and weld road, berm width /cycle lane.
- The main road between Ahu Ahu road and Oakura is becoming increasingly popular for round trip runners and cyclists but feels entirely unsafe as a fast main road for either of these activities. There needs to be a cycle/running track on the grass verge.
- A cycling walking link from the Ahu Ahu road, along the front of the golf course to the village (using the highway berm and/or adjacent land).

#### **Surrey Hill Road**

- Skinny road unsafe for horses if increased cycle traffic all Oakura area

- With the introduction of a cycleway from Surrey Hill Road to Pukeiti there will be a lot more cars and bicycles using Surrey Hill Road. There needs to be a cycleway alongside the road.
- Again.... The road is too narrow with too much traffic.
- When the Kaitake trail opens traffic travels too fast on Surrey Hill Rd .
- Better cycleway and walkway for the Pukeiti trail hopefully!
- Everywhere up and along Surrey Hill Road - it will be improved hopefully with the cycleway being installed?
- Upper Wairau Rd/Surrey Hill Rd intersection - dreadful corner, speed of vehicles too high.
- Upper Wairau Rd/Surrey Hill Rd intersection - there is no footpath either side of the road around this blind corner. A footpath could be built.

### **Upper Wairau Road**

- This section is unsafe for kids to walk to school . No pavement. (Upper Wairau Rd) I used to cycle regularly on the main road in to New Plymouth and around but feel much too unsafe now. I would love to see a series of cycle tracks through the community linking to NP and if need be protected ones alongside the road. We should work with the golf club(I am a member) to find a way to put a cycle track around there and also approach our neighbouring farmers. With the right conversation with these groups, we could talk through lots of options. I know there are lots of keen bikers in our community, some seem to think we can just bulldoze everyone into thinking their ideas are best. We need to find the right people to have these conversations, not those who already have their own agenda. I would love to see a biking park and culture in and amongst the Kaitake region, it's a perfect fit. I would also love to see a protected cycle way into NP, I think this could be done meandering through the farms and linking paper roads rather than needing to be on the coast which is a bit delicate or on the road which is dangerous. I can't shift the pins so this is not where I am suggesting the biking park be...
- Crossing the road with kids is unsafe. Cars too fast and no obvious safe place to cross the road. (Wairau Road intersection)
- From this point (Tui Grove) on there is no footpath people walk on the road and endanger themselves by doing so. It's not too bad for cyclists up to the Kaitake / Surrey Hill Road intersection.
- Unsafe crossing to walkway to access school. Needs a crossing here or a traffic slow system especially with the amount of cars on Upper Wairau road now.
- Limited footpaths (Upper Wairau Rd)
- There is no pavement on this side of the road. Children often use this cutting to get to school but cannot walk down this side of the road (Upper Wairau Rd).
- No foot path (Upper Wairau Rd).
- Upgrade of path/connection to Donnelley St from Upper Wairau Rd.

### **Lower Wairau Road**

- Overhanging bushes and flax get caught in Oran and skateboard wheels (Lower Wairau Road)
- Bushes overhang on the bottom property and the flax gets stuck on skateboard wheels.
- Footpath needs to extend on both sides.
- Cycle path and walking path needs to be better for all the school children and then to link up to upper wairau road.
- Limited footpaths.
- Footpaths on both sides of the road. Imperative.
- Extend footpath so that it is on both sides of Lower Wairau road.

### **Beachfront**

- Could Arden place and Wairau Road be better connected?
- Pathway down hill on Jans Terrace is very narrow, trees/bushes overhang, danger to children walking down from cars coming round corner too fast.
- It would be nice to have a cycle lane the length of Messenger Terrace, up Wairau and Dixon.
- My family often feels unsafe as motorcycles, quad bikes, and utes often drive on the beach. Please please...can we restrict motorised vehicles on the beach, or at least enforce the rules. Or put up more signs with notification of large fines if there is rules breaking. We often walk with our dog and/or small children thinking we're safe from cars on the beach, and sometimes it's not v safe.
- Pedestrian crossing required at NPOB Surf Club.
- The pedestrian crossing has a lip onto the footpath that makes it difficult for children on bikes and pushchairs.

### **Wairau Road intersection**

- The current speed limit in this zone is too high and drivers rarely slow down to an appropriate speed making the crossing of this intersection very hazardous for pedestrians and cyclists. I feel we need to reduce speed some way before entering the village and the 50mph zone should start prior to entering the village from the south.
- This is a very dangerous stretch with the big trucks driving along. I feel unsafe every time I walk into the village as there is no sidewalk from my house to Wairau Road.
- This is dangerous as the traffic is moving too fast coming into oakura. kids come off the track bike riding and its frightening watching kids cross here after having run walking or riding that trial.
- It is dangerous walking along here to my mother's house.
- Car speed - an underpass?Very difficult for walkers to cross south road at wairau junction. Lack of pavements and pedestrian access to the road. Cyclist are daunted by turning right onto south road. Surely by now the footpath should be built outside our property 97 wairau road up to the block of houses. I would have though the 10 year clause must be almost up.
- The builder or land owner of the new block paid for the path a long time ago.
- There is no footpath on this side of Wairau Rd, making it necessary to cross the road twice on our trip to school near a busy and dangerous intersection.
- No foot path here so the blind bend for traffic turning up Wairau road is always a hazard especially at school time!
- No continuous footpath to the beach. Have to cross 2x roads to remain on footpath.
- The 100km/h into a 50km/h. A lot from Upper Wairau walk children to school and kindy.
- A roundabout with pedestrian crossings / islands.
- Same as red point in same location. Need to imitate Okatos approach in from tbe east to slow traffic and hit a round about with pedestrian.
- Very unsafe place to cross with increased traffic. Needs a crossing or maybe an underpass or something more user friendly then either of those.
- Lots of pedestrians and cyclists need to cross this intersection, busy and vehicles speeding make this a dangerous place to cross, particularly for kids.
- See my comment on the road safety about this walking/cylying issue at this intersection.
- As Upper Wairau Road is getting more populated I see more and more people walking and having to cross this road with kids and dogs etc. I would love to see an underground tunnel from the end of the walkway through to Wairau Road (under the main road).

- This is a scary intersection as a pedestrian. Walking on Wairau Rd and crossing over South Road to and from Kindergarten is dangerous and likewise crossing upper Wairau to walk to and from school On South Rd is also very scary as cars round the corner into upper Wairau Rd. We have had numerous near misses here with my children.
- Pedestrian crossing required. Traffic calming measures need to be introduced and the speed limit sign moved further away from the junction. Many vehicles are still doing a 100 at this point, most not slowing to 60/50 until they see the flashing speed warning sign near Dixon Street.
- It's dangerous to cross the road near Wairau Rd.
- I think the underpass which was floated during the paddocks subdivision proposal was a very good idea.
- No safe way to cross this intersection near Wairau Rd. I think the underpass which was floated during the paddocks subdivision proposal was a very good idea.
- A lot of walkers, runners, cyclists and horses with their riders are sharing this intersection with Motor vehicles entering Oakura at high speed. Roundabout, pedestrian crossing and moving the 100 km zone out.
- No crossing to go towards upper wairau, paddocks and Surry Hill.
- Does not feel safe crossing here.
- Addition cross point and footpaths on wairau road and crossing SH45 in this location.
- Cars are still travelling fast at this crossing as they enter Oakura from the South. Traffic calming measures are needed.
- Cars drive too fast and it's unsafe to cross.
- A lot of folk cross here going to/from beach, including kids on bikes. Cars are often travelling more than 50kph which is made very obvious by the sign which indicates speed. Perhaps pushing the 50 sign further out of town might encourage people to slow down earlier. Some islands in the middle of the road to give people crossing some safety (or it might be the illusion of safety) might help? A round-about would force people to reduce speed.
- Crossing the road is dangerous - need a pedestrian crossing.
- Unsafe crossing with no pavements etc - a crossing here would be better.
- Traffic coming up fast in to the village. Poor visibility when cars waiting to turn. Safe way of crossing needed for people who live on the other side.
- This is such a busy intersection and is dangerous to cross.
- Slow traffic earlier through village so school children can safely approach school zone.
- Hard to cross the road here.
- Controlled crossing here or extend 50 km/h zone by about 200-300 meters so that cars aren't speeding up while there is still a major residential intersection.
- Traffic too fast. Kids walking to school are vulnerable. Safety barrier needed or measures to really slow down traffic coming in to the village

#### **Matekai Park/Donnelly Street intersection/ Donnelley Street**

- Proper cycle paths all around the village would make it safer for cyclists especially on South Road. Better cycle routes will encourage more people to leave their car at home and cycle around the village instead.
- Needs cycle and walk track to link to school along to the diary and then to beach.
- Features to slow traffic.
- Improve the walking and cycling access to Matekai park so more children and adults use it to safely and easily traverse to school, the shops and generally getting around Oakura.
- Upgrade of tracks in Matakai park.
- I see many children adults trying to cross the road at this intersection. A crossing (Pedestrian) this end of town would be advantages to prevent any accidents from pedestrians and cyclists.

- Crossing the outlook is dangerous at school times.
- Unsafe crossing for school children.
- Better lighting required at existing crossing, very difficult to see people waiting to cross after dark.
- Re-think on this st required, ie parking and traffic calming. Drop off for parents. Angle parking dangerous.
- Travelling to and from school is a challenge at times. Out of town vehicles passing through are not always mindful of the school area. A traffic light at the school crossing could make it much safer for the children and slow the traffic down where it is critical.
- Unsafe walking and cycling to school with children due to amount of cars on Donnelly st. Need to make Donnelly Street resident access only 8.30-9.30am and 2.30-3.30pm and make a school car park across the road at pony paddocks car park.
- Please widen the footpath nearest the school to allow for cars to park and kids to walk safely in front of them on the footpath. Perhaps the parking needs to be removed? Also, a footpath is needed on the other side of the street.
- No footpath allocated.
- Limited pathways make walking along Donnelly St more dangerous than it needs to be at school pickup / dropoff and football hub times.
- I feel for the safety of all the children walking to and from school as it is very congested on Donnelly Street during school drop-off and pick-up times.
- A clear footpath at the back of Oakura School where parents park their vehicles would be safer for families during pick up and drop off. Families/school children could walk along a clearly defined footpath instead of walking behind cars or weaving in between them, which is very dangerous.
- More features to help drivers see pedestrians using crossing. They are often hidden in shadow on the West side of the highway in afternoon sun.
- A high percentage of motorists seem to be distracted or not notice when you are waiting to cross, many cars wont stop or see you until too late. needs some more warning signs/signals or lower speed limit.
- The sad truth is a lot of people just don't stop for kids (or adults sometimes) at the crossing. I would not let my kids walk to school if the crossing wasn't monitored. I don't know how to fix this. Driver education? The occasional police monitoring? A bit of naming and shaming might do it.
- This crossing is fairly safe when manned but of an evening when the days are short there is a risk for crossing to and from hall based activities!
- Cars sometimes do not stop even when you are standing waiting to cross. It is somewhat better now since the lights have been installed.
- Limited light when crossing at night. Never know if cats are actually going to stop, they seem to approach very quickly.
- Dangerous here, traffic calming required. School crossing!
- Cars often don't stop at the crossing. More visible signs may help.

#### **CBD and Dixon Street intersection**

- Same needs cycle path
- Lower speed limit
- BP traffic at peak times.
- Butler Lane, with many parents parking here to drop off or pick up their children, this is becoming hard to navigate when walking.
- Pedestrian crossing?
- More visable pedestian crossing.
- Busy intersection cars going to fast.
- Could do with a set of pedestrian lights to cross road here due to crossroads with traffic turning in many directions.

- Pedestrian crossing required
- Pedestrian crossing or lights are needed
- Under pass
- Some kids walk or bike across this intersection without looking at what traffic is coming.
- Cars travel too fast into village from NP. Dangerous for many children crossing.
- Cars come into town very fast; slowing down well after the 50 sign. Cars turning into the 4 square when travelling north can block the road for other cars travelling north. Cars traveling south turning into Dixon st (stopped in the middle of the road waiting for it to be clear) can block visibility for people trying to cross the road. Cars coming into or out of Hau Lane have to do some pretty weird manoeuvres sometimes. This can be a pretty scary place to cross the road. Ideally at the crossing island cars would be travelling 50kph. Perhaps coastal traffic should by-pass town
- .At busy times the sight lines for pedestrians can get blocked by traffic, parked cars and cars waiting at intersection.
- Crossing the busy highway at this intersection in either direction is hazardous. I've witnessed many close encounters between pedestrians, kids on bikes and speeding traffic.
- This is a very busy place for pedestrians especially at 3pm when kids are walking home from school. I would love to see a pedestrian crossing put in here to make it safe for people to cross the road.
- Traffic is often still slowing down at this high pedestrian area and sometimes going over 50km. Reducing speed further out may reduce speed decrease the risk of accidents here. Having cars parked directly outside the chemist reduces visibility of people to see cars coming without stepping out.
- Very dangerous, especially for children. The pedestrian safety island in the middle of the highway offers no real protection.
- Traffic coming in to the village too fast. Lots of cars waiting to turn makes visibility limited. There is a semi crossing here but it's confusing- needs to be a proper crossing that cars need to stop at.
- Trying to cross the road opposite the 4square is dangerous, you have cars turning from several directions with viewing obstructions of parked cars on both sides of the road.
- Crossing for the four square at peak times is hazardous!
- V poor visibility of northbound traffic crossing from pharmacy to four square. Remove carpark outside pharmacy. Nice pedestrian crossing further south down SH45.
- It is difficult to see cars and cars are driving too fast coming from town quite often.
- Not very safe to cross here as cars don't always slow and busy intersection.
- Please put safe path and crosswalk at intersection in front of 4SQ.
- Cars come into the village too fast and cause a safety issue for walkers/cyclers here. Need to have something prior to this point to get cars to slow down before they hit this spot.
- Hazardous crossing due to fast highway traffic.
- Crossing the road is unsafe. Cars too fast coming from town. It gets busy there with the shops / parked cars and kids get easily distracted .
- Car speed from the direction of New Plymouth means this intersection used by hundreds of pedestrians, school children and bikers each day makes it a dangerous spot to cross.
- Walking: The pedestrian barrier in the middle of the road outside the four square. I have seen so many near misses in this space. Where I have seen cars coming along the main road from NP slow down or stop as people stand on the side of the footpath wanting to cross, these cars not realising that cars are coming up quickly behind them. It is such a high risk area with traffic from four directions to then have a pedestrian

barrier. It is much safer to head down a bit further to outside the pub or café where you only have two ways of traffic to consider. Its great to see the newly updated main road crossing by the hall, Im sure this will know alleviate the previous risks where you could not see to cross the road safely outside of daylight hours. I have had cars a few times where I have stopped and waited, where cars on one side have stopped where the other side they have kept going. Its a false situation for young people who think that as the car near me has stopped that the car approaching on the other side also sees me and will stop. No footpath on the NP side of Wairoa road. Totally unsafe for people in wheelchairs, mums pushing prams or just walking as the surface is uneven. Generally to ensure you have a better footing you cross the road but is a danger spot as you cant see what is going to come around the corner. If there is no money to continue a footpath all the way at least take the footpath up a little way that makes it safe to cross over the road, where you have time to get across the road if a car does appear from around the corner. Continue the footpath outside the school all away around Donnelly st that their is a concrete path to all of their gates. Where there is no path people then walk on the road which is not safe as you get parents pulling in to park their vehicles.

**East village edge to Corbett Park and beyond.**

- The existing pedestrian access needs to be vastly improved so it is safer and easier for people to walk, cycle and scooter to Corbett Park.
- Kids walking to Corbett park on the verge of a 100kph zone?? Baffling. Never met anyone who doesn't agree with slowing this stretch down.
- We urgently need a safe cycle connection to New Plymouth. This has been mentioned many times in past but there is currently no plan (that we know of) to provide for this. Lets develop an actionable plan to achieve this over the next 1-3 years.
- No proper path to rugby club State highway too many big trucks going too fast Cycle path to New Plymouth would be very well used by lots of people in village.
- Unsafe cycling to town - a seperate cycle lane would be fantastic or extend the coastal walkway!!
- Needs improved access to the village and hall race and to sports ground.
- Cycle / walking track. Update from mud ground to a hard fill. Barriers on the bank and off the main road heading to the bridge.
- Better walking and cycling on both sides of the road.(to Corbett Park)
- Better walking and cycling access to Corbett Park on both sides of the road.
- Extend the 50 km/h zone so that children/ cyclists can safely access Corbett park on foot/ by bike. At this time it is unsafe unless you are in a car.
- Steep, uneven surfaces, heavy traffic, speed limit, long grass, broken glass (to Corbett Park).
- There are many parts of Oakura that have no footpath. This is the worst of them. To make the most of Corbett Park we need footpaths (with space for bikes) on both sides of the road. Also move the 100k sign to the northern side of this valley (to keep the entrance to Corbett Park safer).
- Basically main road is unsafe for cyclists and makes riding from Oakura village towards city undesirable.
- Walkway down to Corbett park needs to be safer.
- Too narrow a bridge with the amount of road cyclists that use it. (Oakura River bridge)
- Highway to New Plymouth unsafe for cyclists at all times - inadequate space for cyclists, cyclists required to cross left hand exit lane at Omata, shoulder is inconsistent.
- Foot bridge would be handy for locals wanting to walk to community sports and encourage less vehicles on the grounds.
- Extend 50 km/zone to this area so that the entire village area is made safer for children/ cyclists. (Corbett Park entrance).
- Cycling very dangerous as too narrow and cars driving 100k.



- Cycling to town is crazy dangerous.. a dedicated cycleway is needed.
- With the newly opened Green school (Kora Rd). It would be great to have a safe means to connect the Oakura and the School with a cross country walk way. Avoiding the 45 highway.
- With the nearly opened Green School it would be amazing to create a cycle path up to Kora Rd.
- Cycling here is treacherous. Needs at the very least a hard shoulder. An alternative cycle path would obviously be great but as it stands, countless tourists are going elsewhere and countless commuters are driving when they would prefer to be cycling (put off by the risk to life).
- Passing lane with limited visibility

### **Community Walking and Cycling Safety**

Why do you feel unsafe walking or cycling in this location? What improvements could be made?

#### **ōKATO - 5 pins**

- Kids walking to school is dangerous.
- Would be great to have a footpath/cycle way that goes from the Omata school down waireka road to south road all the way down beach road to back beach. Much safer for walking and cycling.
- Cars are too fast (Beach Road).
- The speed is too high ! Causing cycling walking, and riding horses too dangerous!

## Community Walking and Cycling Connectivity

Describe your ideas for improving walking and cycling connectivity at this location  
234 pins



### Okato - 32 pins

- A walking /cycling track that in this area would be fantastic. Maybe down from the gravel off the southern end of the bridge on the highway, down near the river along some of the beach and loop back up (from Okato to Kumara Patch).
- I thoroughly support the concept of a coastal mountain bike/walking trail around Taranaki but as a keen coastal conservationist I am worried the drive to put this as close to the sea as possible is the wrong approach. Coastal cliffs and sand dunes are vulnerable to all human activities and are the important natural features that protect us from coastal erosion and sea level rises. They are also the habitat of some very important, interesting and amazing creatures that need our help. A trail that follows the coast in general and only travels close to the sea at some strategic points with lookout areas is how I see this concept most effectively working.

- Paper road at the end of Hampton Road should become a walking and cycle way. It would make Okato such a destination if we had access to the beach from the village.
- Better maintenance to the Fort St George track leading to the boat race.
- Walking access along the stoney river.
- Make a separate walking/cycling section of this bridge (Stony River highway bridge). The bridge is already too narrow. Make it wider.
- The stony river bridge and kaihihi bridge need safer pedestrian/bike lanes.
- Ability to walk around the town and to the stoney river and stepping stones childcare without crossing dangerous narrow bridges.
- Beach walking access.
- Any improvement in the walking and cycling tracks would be a positive since they're none in Okato.
- A connection to the coast, mountain or Oakura would be great. Create a cycle path for cyclists/mountain bikers? Down part of Kaihihi Road, back up the Stony River? Somewhere interesting.
- Kaihihi Road Upper is a highly used section of road by walkers runners and cyclists. Although nearly all drivers acknowledge this and drive accordingly it might be worth reviewing the speed limit of this section of road to acknowledge the amount of foot traffic here.
- Really appreciate the walking track (Stony River walkway) that passes on a working farm. It is an asset to the region.
- It would be so amazing to make a cycling/walking loop somewhere around okato. Kaihihi road is lovely for a walk but the main SH45 is currently too dangerous to do a full loop. It would be great to get the stoney walkway loop going again.
- A user friendly walking/cycling track/footpath loop around the village (as mentioned in my previous location) Main rd, upper kaihihi, swing bridge and village main rd.
- Re-establishing the stony river walkway with a new bridge over the Kaihihi river. Making a safe walking/cycling track or footpath around the circumference of the village. From the village centre across the swing bridge down Kaihihi rd and back around the main rd to the village.
- The (upper) bridge over the Kaihihi River needs to be reinstated. It was removed because of storm damage over 10 years ago and it really is a disappointing end to the stoney river walk to have to go back the way you came. Or fiord the river (which isn't safe depending on the flow). There is a farm bridge further up the river which could be used, I think serious discussions with these land owners need to be entered into. To make the Okato Walkway complete again, which would make Okato a destination.
- Repair the Stony river loop bridge.
- Fix the Stony River Walkway.
- Upgrade and re-open the Stony River Walkway. We don't have many, if any walks to do in Okato, apart from the loop around past the pool and out to the highway by the Stony River Hotel, along the road with no footpath and back to the village.
- Extending the planting and the walkway along the Kaihihi river to the main rd.
- I am a definite fan of creating a connection from Okato village to the ocean. Kaihihi river valley if possible but if not, what about something down Hampton Road and connecting with the paper road there to the beach? more financially viable option perhaps?
- A shared path to connect to paper road - open up paper road through to the beach and when funds allow connect to Kaihihi river with a path up the Kaihihi back to the village - what an awesome loop!
- Opening up the paper road to the beach at the end of Hampton rd. The ability to cycle and walk to the beach from the village would be amazing.
- A loop around area that would be safe to take kids on would be grate.

- Extend the speed limit to beyond Kaihihi road. and a pedestrian safe way to cross the Kaihihi stream.
- Make a path on this section of road, especially on the bridge near the old dairy factory it's far too narrow and very scary to run over, as you have to time it so two cars are not coming at once. Because there is no room for a person or a bike on that bridge at the same time.
- A safe, highly visible and multi use (horse, bike, person) walkway along the stretch of highway that links Carthew street to Kaihihi road.
- The Walking track up and down the Kaihihi Stream. The upper bridge has been missing for years. This track is used frequently by the local school for nature studies etc. Restoring the bridge would enhance the learning opportunities for children about their natural environment, and perhaps engender a lifelong respect for the same.
- Zebra crossing is needed on Carthew street for foot traffic, particularly kids walking and cycling to school, playground etc.
- All of Taranaki needs a secure, protected, easy to use bike lane. I'd love to see us become like Copenhagen. Our area should be included in that plan.
- Cycleway to get to Leith Road from Okato township, it would make it possible to do a bike loop safely with children. Currently it's not possible as it's on the highway.

### **Community Walking and Cycling Connectivity**

Describe your ideas for improving walking and cycling connectivity at this location

#### **Oākura - 179 pins**

- Walk/cycle way connecting Weld and Pitone Rds.
- Would be great to have a separate cycle lane located in the berm on either Ahu or Weld Road to provide safe walking and cycling on a loop Oakura - Ahu -South Road - Oakura. Plenty of room in berm, doesnt need to be flash, metalled would do.
- Walking/cycling track continuation to Fort St George and beyond.
- Walkway to be extended to Greenwood rd.
- Provide a coastal path to walk, run and cycle. A gravel path would be suitable (Timaru Stream to Greenwood Road.
- I would love to say the Oakura coastal Walkway continue past lower Timaru Rd to connect with Greenwood Rd along the coast.
- A link is required from the Timaru Stream bridge to the coastal trail 500m further on.
- A walkway/ cycle way to Greenwood rd.
- A green walking path on lower Ahu Ahu because the traffic can be quite fast. Lower the speed limit for car too.
- People can cycle as far as ahuhu but need a safe route to circle back to oakura or maybe continue on to St. George's or even further.  
Be great to have a seperate cycle way along this stretch of metalled road OR seal the road so both vehicles and cyclists can share the road easier.(end of AhuAhu Road).
- Link from ahus to weld without being harassed
- Cycle track from Ahu's to Lower Timaru Rd would be awesome !!
- I love walking/biking along this pathway from Oakura beach down to Ahus, Weld Road, or farther along the coast. Over the past few years the stretch between the end of this road just past Ahus and connecting to Weld has become too hard to take a bike. it would be great if this stretch of trail were improved as it would make the track easier to access and also bring some resolution to the Maori land issue at this point.
- Access should be significantly defined so as to avoid confusion and conflict with the local land owner. Police it.
- A better walking connection to Weld Rd from Ahu Ahu other than wading through the water and sand. The path comes to a dead end after the bridge.

- A cycle track along the coast line that doesn't disturb native flora.
- Making headland more user friendly..reinstate earth that was removed by Mr Ure so we can walk and bike over this area.
- A decent path up over the headland to weld road so you don't have to wade through the sea at high tide to get to weld rd.
- Connecting track between ahua road and weld road.Nothing expensive, but just made more gradual and with shingle would be fine.So many people using this for recreation.
- No access for bikes from end off ahu to weld.
- At the headland on Weld road...getting around the corner to link up. This is dependant on the tide if you can't take bikes over the top currently . how about continuing from the small bridge a wooden walkway around the bend attached to the cliff , above the water level...it would open up the coast more.
- Providing all weather, all tide access around the base of the escarpment. The track over the hill is on an important waahi tapu site.
- An alternative all weather walkway is required around the base of the headland. Currently an unformed, unmaintained track goes over the public reserve. However this area is an important wahi tapu site to mana whenua as part of the larger Hauranga Pā. The track is degrading this site significantly. The NPDC has provided a bridge over the adjacent Whenuariki Stream but not an acceptable solution to connect with the bridge over the further Timaru Stream. With the increasing amount of pedestrian and cyclist traffic there is a degree of urgency to provide an acceptable solution to parties.
- Create an appropriate access track around this land parcel and waahi tapu site through positive consultation and solution focused thinking/engineering.
- It would be fantastic to be able to walk and cycle beyond this point and over to Weld Road rather than having to stop and only continue if the tides permit. Of course this is not possible with a bicycle.
- Upgrading and expanding upon existing beach trail and a trail to NP that is safe.
- The beach trail has the highest user numbers of any walkways and cycleways in the community, attracting over 4000 monthly users. It's surface has deteriorated markedly over the past few years and requires a major upgrade.
- Upgrade to more durable surface, gets wet and muddy quickly (oakura campsite to Ahu's)
- Better surfaces for pedestrians and cyclists (Oakura Beach trail)
- Sealed walkway/bikepath (Oakura Beach trail)
- Extend to fort st george (Oakura Beach trail).
- Provide walking, scooter access to the golf course.
- Need walkway link from proposed new subdivision to beach. Via ardern.
- Would be good if we could have a cycle lane all along Messenger up Dixon and Wairau.
- A loop from beach front to Ahu Ahu, along Ahu Ahu, back along SH45 to village. A safe route here would be massively used both for recreation and fitness
- It would be nice to have a cycle path all the way to Ahu Ahu Road to link up with the path that goes in front of the holiday park.
- Walk cycle way to golf course.
- This is more a request for bike park for children. In general there are no good cycle ways around Oakura. Cycling on the road isn't safe for children Especially highway 45 and most the pathways are narrow or not consistent. A marked cycle lane on the road might be good.
- This path (Shearer Reserve) gets very muddy in heavy rain. It would be nice to have some better drainage.

- Could Arden place and Wairau Road be better connected for cyclists and walkers? Extend the existing path (Shearer Reserve) along the stream to connect with SH45 and the path up to the paddocks.
- Would be great to see a walking/cycling path following the stream from South Road down to the path at McKellar to the sea.
- Cycling track to connect Wairau down to play park via the track that is already in place.
- Shearer walkway should connect to lower paddocks walkway.
- This walkway needs to be accessed and utilized as it is a beautiful area and great way to get down to the beach.
- It would be great if there was a track to join the walkway from the playground and the one that comes off the paddocks.
- Need pathway or sidewalk or bike lanes off the side of south road between Wairau Rd to Ahu Ahu Rd.
- Walking and cycling connectivity to the kaitakes and pukeiti.
- It would be great to have a dedicated downhill mountain bike track down the goat rock walk way or even an opportunity where this is open to the mountain bikers at certain times of the year.
- Improve both walking and access roads/tracks from Oakura village to the Kaitake ranges and within.
- Pukeiti to Oakura off-road cycleway.
- Finish the Pukeiti to Oākura trail.
- It would be great to have some mountain bike trails in the Kataki's Seems like very Underutilized area. Some people do you take their bikes on the walking paths dangerous it would be nice to have someone has designated for riders .
- (Surrey Hill) Road widening, defined walk, cycle, horse pathway to Koru pa.
- Currently no cycling or walking tracks here although if there was a track in place this would link the village to the bush track that is to be constructed at the end of Surreyhill Rd.. This would mean an increase in commercial transactions within the village as an alternative starting point for the track. (Surrey Hill Road).
- Keen to see cycle way from top of Surrey Hill road to Koru Road. And improvements for cycling between Oakura camp ground and lower Timaru Road, with a view to a low traffic density cycle loop from Oakuara village to Pukeiti via Koru Road and Pitone road.
- Bridge from koru road to surrey hill road.
- Interested to know if horses are to be included in these walkways/cycleways? The kaitake area has a very large equine community and with more (clueless) cars on the road it is increasingly dangerous to ride on the road.
- Increase road width, reduce speed limit, defined walking, cycle, horses pathway (Surrey Hill Road).
- With having a cycle/walking track up to Upper Wairau, it would be great to also have one that goes up Surrey Hill Road to Koru Pa.
- No improvement but concerns for Equestrian's if increased cycle traffic on already narrow roads.
- As written before I would like to see the community work with local farmers and the golf club to get tracks in and around our community. I would also love to see some land acquired or leased that has some elevation to put in down hill tracks on the Kaitake range but not in the current bush. The land could then be planted as part of the government tree planting strategy. I would expect to have guidance from the local Iwi and DOC for this. We could even put in something like an old ski chairlift as they have in Christchurch to an elevated area to carry bikes up.
- I'm looking forward to the puketi to oakura track completion.

- It would be amazing to connect the river to the beach so horses, people and cyclists can access the Kaitakes to the beach. Walkway with cycling track should be optimized from the walkway on Donnelley Street/Wairau Road.
- Upgrade this link.(Donnelley Street/Wairau Road).
- Pedestrian crossing at school crossing.
- A. Walking path along the Oakura river to Koru Pa would be something to aim for in the future.
- Improve the walking, cycling and scooter access to Corbett park by sealing the current track, widening the current track, providing barriers from Butlers Lane down to the bridge so people are protected from vehicles and kids do stray onto the road. Improve the gradient of the existing path that goes under the bridge on both sides.
- Access from the centre of the village to Corbett park via a cycle path would be fantastic, either running somehow alongside the footpath or an alternative.
- Beach walkways with cafes/restaurants.
- Pathway to continue on left hand side of road (Messenger Terrace).
- An alternative access path to Corbett Park and the Marae could be provided on this side of the road (Hau Lane).
- Pedestrian crossing (Wairau Road intersection).
- A designated cycle land along this stretch of the highway to the school crossing would be advantages for children, it would also encourage me as a parent to cycle with my daughter to school knowing that we can access a cycle lane safely (Wairau Road intersection).
- We need to ensure all pathways, tracks are suitable for able bodied and non able bodied people.
- Clearer cycle paths could be included in Oakura CBD to encourage people to cycle to the shops.
- Unsafe crossing (Dixon St). poorly marked and right on a junction.
- Pedestrian crossing or lights (Dixon St).
- Roundabout at the pinpointed area I have selected and crosswalk. Decrease speed through Oakura to 30km (Dixon St).
- Perhaps make to 50km limit begin on New Plymouth side of bridge so traffic as definitely slowed by the time they get to Dixon/butlers lane intersection.
- It would be awesome, albeit probably very difficult to achieve, a cycleway/walkway from Oakura to New Plymouth.
- Cycle Lane (Dixon St)
- It would be great to connect Oakura to New Plymouth via a safe cycling route so we do not not have to ride the same road as the cars and trucks.
- There needs to be a safe way to cycle to and from town (NP)
- Cycle lane to new plymouth, separate from the main rd.
- Footpath and cycle lane to all the way from Ahu Ahu road to Corbett park would provide many recreational opportunities.
- Having a cycle way to New Plymouth although a big project would be a great way to reduce car dependency and also could attract day trippers to Oakura via Okurukuru or similar.
- Cycle trail connecting Oakura to Omata then NP walkway.
- A cycle way to new plymouth.
- A popular bike ride is to head from the village up to Koru road and then up Koru towards the top or even across to Pukeiti and back down to the village. The road up from the turn to Corbett Park until you turn off onto Koru road is super sketchy and unsafe on the main highway. It would be fantastic if there was a dedicated walkway on the side of road or other way to get from village up to Koru road.
- Oakura to New Plymouth Cycle way would be great.

- Cycle track to town!
- Make a start on providing a safe cycle path into NP city either by using land off SH45 road or by providing a suitably protected path adjacent to the road, ie with barriers or suitable separation distances to traffic. This path could be gravel suitable for cycles.
- You'd be mad to cycle on the highway, with the high speeds and tiny road shoulders. Joining Oakura to the coastal walkway would be great.
- Walking bridge to connect Corbett park without driving or walking through water.
- If no footpath or cycle path could be built along the state highway then installing a bridge here would be another option (end of Messenger Terrace).
- A connection to Corbett park away from the main road is needed.
- Walking-cycling access to Corbett Park.
- A path that could take you up the side of the river to join the bridge so you can continue to walk to Tapuae even when the river is really high. A cycle route to New Plymouth. And south towards Okato.
- Cycle / walking track joining Oakura to town (New Plymouth)
- It would be fantastic one day to have a Foot bridge that connected Messenger Tce to Corbett Park.
- Need to connect with New Plymouth along the foreshore.
- A walking track around or near Corbett park that loops back up the river on the northern bank.
- Cycle way / coastal walkway into New Plymouth would be so amazing. There is no way to safely bike into New Plymouth from Oakura at the moment. Using bikes or ebikes for commutes could take quite a bit of traffic off the road.
- The walking track around the top of Corbett Park are often overgrown. I would love this to be mowed more frequently.
- A feasibility study should be carried out to link Oakura to New Plymouth with a cycle/pedestrian/bridle trail.
- Long term plan but would we would love to see a coastal cycle path from Oakura through to New Plymouth, linking with the coastal walkway. Would provide opportunities for locals to cycle to work and improve tourism. Would be a fantastic asset.
- Walking and cycling track to New Plymouth, joining with the Coastal Walkway.
- Walkway/Cycleway connection with New Plymouth.
- Cycling and walking to NP off the road.
- Would love a walking and cycling track to NP. Ideally following the coast but if not it could follow the main road. Plenty of room on side of road for a metalled formation, don't need concrete, so surely wouldn't cost much?
- Cycle path all the way to New Plymouth would encourage active commuting. I would cycle to work in New Plymouth if it were safer.
- Wouldn't it be nice to have a dedicated off-road bike trail along the Taranaki coast. Ideally from South Taranaki Opunake all the way up to Waitara, but I'll take from Oakura to NP for now. That way we could bike into to work and not have to drive.
- Coastal walkway connection to NP very important.
- Dedicated cycling path to New Plymouth Cycle paths looping to Koru Plymouth Hurdon Tukapa
- Cycle lane.
- Would be great to have a cycleway/walkway along clifftop towards town. For recreation but also to cut out dangerous open road stretch between Oakura & Omata for cyclists.
- It would be good to have a walking /cycling trail that attaches to the New Plymouth coastal walkway.
- New track connect to New Plymouth.
- Extend New Plymouth coastal walkway to edge of Oakura.



- New track connecting new Plymouth.
- Would be great to get safe bike way from Oakura to beach road - with evoked I think a lot of people would commute.
- A connection from Oakura to back beach to avoid the main road on a bike would increase cycle commuting.
- Footpath cycle lane (Upper Wairau Rd)
- Safe walkway for school kids would be great. (Upper Wairau Rd)
- Oakura also has a strong presence of local and outside area equestrians riding on from Surry/wairau road to beach and along Beach so to include these guys would be ideal, make a separate area for cycling possibly.
- Footpath (Upper Wairau Rd)
- Cycle path or footpath all the way up Wairau Road to the track start.
- Putting a footpath all the way up Wairau Road and into Surrey Hill Road - somehow incorporating 'horse way' as well - a truly shared pathway would be fab.
- Footpath needed (Upper Wairau Rd)
- Footpath on the north side of Upper Wairau Road
- Installation of a foot path (north side of Upper Wairau Road)
- Having a footpath all the way down Wairau Road would improve safety.

### **Community Walking and Cycling Connectivity**

Describe your ideas for improving walking and cycling connectivity at this location

#### **Ōmata - 6 pins**

- A connection from Oakura to back beach to avoid the main road on a bike would increase cycle commuting.
- Cycle lane (Waireka Road West)
- Cycle lane (Beach Road)
- Footpath from back beach to waireka road all the way via through waireka west to Oakura.
- Paritutu is such a great attraction but that final climb to the top is very dangerous. Can metal or wood staircase be affixed to the side of the rock face? If so, it would become a must do for every visitor to the region and a stopping point for tour buses and families. Right now it's just for the adventurous.
- I see this as the natural extension to the Coastal Walkway along the seaward side of Centennial. It would be stunning and great for commuting cyclists.

# Kaitake Community Board Plan 2020-2023

Oākura, Okato and Ōmata

October 2017  
Reviewed 2020

Te Mahere o Te Rūnanga Hapori o Kaitake 2020 -2023

The Kaitake Community Board Plan sets out the visions and aspirations of three distinct yet connected communities: Ōmata, Oākura, and Okato. The Plan has been developed by the communities for the communities. The Plan provides the New Plymouth District Council with an insight about the matters that are important to the Kaitake Community Board area, and where investment and action are needed. The Plan provides a thirty-year blueprint for the communities to lead and shape the future development and growth.

# Kaitake Community Plan: a thirty year vision



## PREAMBLE

Ōmata was established during the early years of Pākehā settlement of the New Plymouth area. In 1860 the Ōmata stockade (fort) was built on a local Māori pā site near the township as a response to protect Pākehā settlers.

The Oākura River (and therefore Oākura township itself) was named after the female ancestor Akura-matapū of the Kurahaupō waka. Oākura-matapu was the original name of the river and it literally means 'Belonging to Akura-matapū'

Okato is said to mean 'weeping of the waves', and it is stated that the name was given to the place in consequence of a tidal wave reaching the foot of a neighbouring hill. Each community has played a pivotal role in the shape and identity of the New Plymouth community.

## CONTENTS

<b>PREAMBLE</b>	<b>2</b>
<b>WELCOME</b>	<b>4</b>
<b>EXECUTIVE SUMMARY</b>	<b>5</b>
Ōmata	5
Oākura	5
Okato	5
Tangata whenua: Ngāti Tairi and Ngā Māhanga	5
<b>OUR KCB PRIORITIES</b>	<b>6</b>
Oākura	8
Okato	10
Ōmata	12
<b>KAITAKE COMMUNITY BOARD QUICK STATS</b>	<b>13</b>
<b>KAITAKE COMMUNITY BOARD</b>	<b>14</b>
<b>CONNECTING TO THE NPDC BLUEPRINT AND THE STRATEGIC FRAMEWORK</b>	<b>15</b>
<b>COMMUNITY ENGAGEMENT PROJECT</b>	<b>16</b>
<b>ISSUES, CHALLENGES AND ASPIRATIONS</b>	<b>17</b>
<b>Oākura – A growing community</b>	<b>17</b>
Environment	17
Destination	18
Growth, Industry and Talent	18
Communities and Citizens	21
Centres	23
<b>Okato – A Connected Community</b>	<b>25</b>
Okato Community Survey	25
Environment	26
Destination	28
Growth, Industry and Talent	28
Community and Citizens	29
Centres	30
<b>Ōmata – In the rural landscape</b>	<b>31</b>
Community Survey	31
Environment	32
Destination	33
Growth, Industry and Talent	33
Community and Citizens	34
Key Issues	35
<b>CONCLUDING REMARKS</b>	<b>37</b>
<b>ACKNOWLEDGEMENTS</b>	<b>38</b>
<b>KCB - Point of Entry projects (2020)</b>	<b>39</b>
<b>Supporting Documents</b>	<b>48</b>

## WELCOME

The development of the first Kaitake Community Board Plan has been long in gestation and is not the first time that the community has presented its Blueprint to Council. The challenges and opportunities facing the community have previously been raised in the Coastal Strategy (2004) and the Oākura Structure Plan (2006). Since the development of these plans the rate of growth and interest in our main townships has continued and the challenges remain.

This Plan has been developed by representatives across each of the townships who recognise and see the opportunities and risks of unrestrained population growth and development. Our communities want to grow and develop but at a rate and in a manner that is sustainable and respectful of the unique rural nature of the Kaitake Community Board area. The power of this Community Board Plan, as with the Plans from the other board areas is that it has been developed by the community, for the community. The issues and aspirations are informed by people who live and work in the area and want the opportunity for their children, parents and future generations to enjoy all that these special places have to offer. We in the Kaitake Community Board area do not want to halt progress, we want to enable and encourage progress, progress that makes sense for current and future generations and progress that is enabled with us and by us, and not just done to us.

The Kaitake Community Engagement Project operated in Ōmata, Oākura, and Okato over 36 months. During that time over 70 meetings took place and over 300 people contributed to the conversations. Our purpose was to hear the voices of our community and to be heard by our Council. We talked and debated, agreed and disagreed and arrived at a number of common aspirations and strategic challenges. To achieve a positive outcome, we expended a huge amount of energy working alongside our community ensuring that their voices have been heard. Since the development of the initial Plan we have completed a first review (2020) to ensure the plan includes the communities' current issues and aspirations. This wide-ranging review involved 3 stakeholder focus groups and a community-wide survey. The survey was completed by 309 respondents who provided 1748 pieces of information to consider.

The Community Plan is a small step but we believe a vital one. What has been documented for our three communities to date will be challenged and will change over time, as it should, but for now this document and the individual underpinning Community Engagement Reports and surveys provide Council with a basis to understand who we are and to respond meaningfully, through policy and investment to the opportunities and challenges as they arrive.

Doug Hislop, Chair Kaitake Community Board

## EXECUTIVE SUMMARY

### Ōmata

Located at the fringes of central New Plymouth, Ōmata is the gateway to the rural area, Back Beach and the Sugar Loaf Islands. Ōmata is nestled in a stunning physical environment and is home to a rich heritage due to its role in the Taranaki wars. The close proximity to New Plymouth and Oākura makes Ōmata a perfectly placed community that offers it all ease of access to New Plymouth's community services and supports, and a quick getaway to the beach. Whilst this is its strength, it is also its vulnerability and the risk of overdevelopment could result in the loss of this rural township and the blending of the community into the city. Protecting the rural character of Ōmata is the message the community brings to the Council.

### Oākura

There is a strong sense of growing Oākura in a sustainable way, through improving linkages between the beach, urban and rural areas and to the National Park, and by retaining the unique character and pristine environment of Oākura, its beaches and the Kaitake Range that are so well enjoyed by residents, visitors and tourists alike. The central message to the Council is that the village requires managed, staged and targeted growth. Rapid and widespread expansion would negatively affect the special character of Oākura and adversely impact on the education services, traffic and parking, access to affordable homes, and recreation and environmental assets.

### Okato

Okato has its own unique characteristics and potential for development, including natural and cultural resources as well as the skills, knowledge and experience of local people. Understanding how the Okato community operates not only within its urban boundaries, but also over the wider rural area that the town serves is a fundamental cornerstone of Council planning processes. Water security, responsible water and waste management, safe roads and controlled and managed growth are essential to ensuring that character, and social amenity of the township are maintained.

### Tangata whenua: Ngāti Tairi and Ngā Māhanga

The tribes of Ngā Māhanga and Ngāti Tairi maintain mana whenua and tribal rights over rohe which fall within the Kaitake Community Board area that includes part of New Plymouth, the Ōmata, Oākura and Okato areas. With the completion of the Taranaki Iwi Treaty claim the New Plymouth District Council has a responsibility in its processes and plans to uphold the mana of the Treaty of Waitangi and engage in meaningful consultation and engagement with Ngā Māhanga and Ngāti Tairi. As tangata whenua and kaitiaki of their respective rohe both Ngāti Tairi and Ngā Māhanga continue to work alongside local groups and the wider New Plymouth District community to enhance better understanding of the issues that impact on the environment, and cultural values of Ngāti Tairi and Ngā Māhanga. With increasing growth and development within the area of the Kaitake Community Board, it is important that the historic heritage and cultural integrity of Ngā Māhanga and Ngāti Tairi are protected for current and future generations.



## OUR PRIORITIES

The priorities that the Community Board would like to see expedited as part of the Long Term Plan commitments are detailed in the table below. The aspirations do not represent all of the aspirations reflected by the communities; only those matters within the direct sphere of Council influence and control. Areas of common aspiration across the board townships are detailed first and these represent the Community Board's focus for the Long Term Plan. The areas of common aspiration are underpinned by the specific concerns and interests in each of the township areas, thus conversations with each community of interest are essential. As the Council attends to the nine priority areas listed below many of the individual township priorities will be met, however not all, and it is essential that the Council maintain the dialogue with the Oākura, Okato and Ōmata communities about how their wider aspirations can be responded to and met. More specific detail is provided in the Point of Entry (POE) submissions to the 2021/31 Long Term Plan at the end of the plan and the other supporting documents (available on request).

Strategic Fit	Priority Aspiration	Time Frame
<b>Kaitake Community Board Area</b>		
Environment	<ul style="list-style-type: none"> <li>◆ Maintain rural character and feel of the townships.</li> <li>◆ Protect view-shafts.</li> <li>◆ Zoning allows for staged, controlled development and growth.</li> <li>◆ Restrict large scale industrial activity and support small scale cottage industry developments.</li> <li>◆ Support low rise development.</li> <li>◆ Provide for mixed housing development opportunities appropriate to location (rural to higher density) and community demographics.</li> <li>◆ Limit the range of permitted and controlled activities permitted in zoned areas.</li> <li>◆ Sites of cultural significance and historical heritage are recognised, protected and their stories told.</li> <li>◆ Recognise that Taranaki mouna, the Kaitake and Pouākai ranges, the ring plain, and the coastal lands adjacent to the sea are of high importance to tangata whenua and define part of their Taranaki Iwi tribal identity.</li> <li>◆ Encourage ongoing community stewardship of the local environment and its biodiversity in partnership with mana whenua and territorial authorities to restore and maintain natural habitats, ecosystems and viable populations of native species.</li> <li>◆ Kerbside waste collection services are expanded, re-use and locally based transfer stations are provided, and re-cycling receptacles are provided in CBD areas and public places at key locations.</li> <li>◆ Remove freedom camping opportunities away from all coastal reserves to alleviate mana whenua concerns, avoid pollution issues and other biodiversity impacts.</li> </ul>	Refer POE KCB-5
		Refer POE KCB-3
		Refer POE KCB-6
		Refer POE KCB-4

Kaitake Community Board Plan 2020-2023

Traffic and Movement	<ul style="list-style-type: none"> <li>◆ Review speed limits and implement traffic calming measures, enhance parking, and expand and upgrade footpaths for increased pedestrianisation.</li> </ul>	Refer POE KCB-1
Destination	<ul style="list-style-type: none"> <li>◆ A network of pathways, cycle-ways and bridle paths is developed.</li> <li>◆ Beach access is reviewed and the public right to use and access beaches is appropriate for the protection of the environments and respectful of mana whenua.</li> </ul>	Refer POE KCB-2 Refer POE KCB-3
Communities and Citizens	<ul style="list-style-type: none"> <li>◆ Development of CBD / township plans that programme township upgrades and enhancements that maintain social amenity and rural character.</li> <li>◆ Recognise and contribute to the vision of Te Ara Taiao as a collaborative community effort to uplift the mauri and natural ecology of the Kaitake.</li> <li>◆ Upgrade and enhance the community halls and the Okato swimming pool, and provide for enhanced recreational assets (parks, mountain bike and pump tracks, and other sports facilities).</li> </ul>	Refer POE KCB-5  Refer POE KCB-10
Growth, Industry and Talent	<ul style="list-style-type: none"> <li>◆ Maintain and enhance a network of quality, environmentally sustainable Three Waters infrastructure (water supply, waste, wastewater and stormwater) to meet current community demands and future anticipated growth.</li> </ul>	Refer POE KCB-6, KCB-9 and KCB-12





## Oākura

Note Items denoted with an asterix are linked to the Kaitake Community Board area priorities above. They provide more detail about the issues within each township.

Strategic Fit	Priority Aspiration	Time Frame
Environment	<ul style="list-style-type: none"> <li>◆ More comprehensive regulation of building design on and near the beachfront to preserve village character and view shafts. *</li> <li>◆ Protection of the special character of the Beachfront Precinct (Holiday Park, Shearer Reserve, Oākura Boardriders, NPOB Surf Club) and consolidation of the visual, social, and recreational amenity values in this area. *</li> <li>◆ Protection of existing character on the beachfront. commercial activity on the beachfront remains planned small scale and appropriate to the location. *</li> <li>◆ Provide building set back from Oākura River. *</li> </ul>	1-3 Years
Destination	<ul style="list-style-type: none"> <li>◆ Provision of a safe walkway/cycle-way from Oākura to New Plymouth and link to the Pukeiti Trail and the Pouākai Crossing. *</li> <li>◆ Enhance Koru Pā as a visitor destination. *</li> <li>◆ Development of pathways and physical links that facilitate connectivity throughout the village to the sea and between community facilities. *</li> <li>◆ Improve beach access and provide access for those with disabilities. *</li> </ul>	1-3 Years  1-3 Years 1-3 Years  1-3 Years
Growth, Industry and Talent	<ul style="list-style-type: none"> <li>◆ Limited commercial development on the beachfront. *</li> <li>◆ Staged rezoning of rural land to support sequential village growth and provision of variable housing choices. *</li> <li>◆ Mixed use, home businesses and offices on seaward side of Highway 45 in the CBD. *</li> <li>◆ Increased density, small lot sizes and higher site coverage rules targeted in appropriate areas of new residential developments and/or the CBD off-set by provision of public spaces, public reserves, pathways and improved access opportunities. *</li> <li>◆ Rural lifestyle 1 to 5 Ha lots provided in appropriate locations whilst retaining low building density and open character. *</li> <li>◆ Land development opportunities for local economic growth. *</li> <li>◆ Controlled expansion of the CBD. *</li> <li>◆ Restrict large scale or industrial type activities. *</li> </ul>	
Communities and Citizens	<ul style="list-style-type: none"> <li>◆ Plan, design and manage public spaces that maintain village identity and character. *</li> <li>◆ Ensure Shearer Reserve is a neighbourhood playground space and public area that meets the needs of all age groups.</li> <li>◆ Enhance the current CBD with the development of a multi-service community hub within or adjacent to the CBD (e.g. close location of hall and library, school, medical services, shop and leisure).</li> </ul>	Years 1-3

Centres	<ul style="list-style-type: none"> <li>◆ Provision of additional and restricted car parking to serve increased commercial activity and key destination points. *</li> <li>◆ Planning regulations and design standards retain small scale, cottage industry and convenience retail in low rise buildings in the CBD. *</li> </ul>	
Traffic and movement	<ul style="list-style-type: none"> <li>◆ Implementation of traffic calming on northern approach to village at Victoria Rd and Corbett Park, Oākura River bridge, Oākura Pā, Dixon Street, Donnelly Street, and Wairau Road intersection. *</li> <li>◆ Provide for enhanced pedestrian movement opportunities that incorporate wide footpaths, reduced lane widths, along with landscaping to enhance the sense of place, calm the traffic and create an environment where people want to spend time. *</li> </ul>	<p>Years 1-3</p> <p>Years 1-3</p>



## Okato

Note † items denoted with an asterisk are linked to the Kaitake Community Board area priorities above. They provide more detail about the issues within each township.

Strategic Fit	Priority Aspiration	Time Frame
Environment	<ul style="list-style-type: none"> <li>◆ Review the access-ways to beaches. *</li> <li>◆ Provide an enabling regulatory environment that enables the development and installation of sustainable energy systems. *</li> <li>◆ Protection of the area's historical heritage. *</li> <li>◆ A spray free community in public spaces.</li> <li>◆ Waste management and minimization - Provision of community recycling bins in public places, expansion of the Council rubbish roadside collection in rural areas to cater for growth in lifestyle blocks and development of a re-use facility at the Transfer Station. *</li> </ul>	<p>Years 1-3</p> <p>Years 1-3</p>
Destination	<ul style="list-style-type: none"> <li>◆ Upgrade and extend existing walkways and cycleways and provide for future walkway and cycleway development including access to Egmont National Park and reinstate the Stony River walkway and track. *</li> <li>◆ Provide better parking facilities at destination points. *</li> <li>◆ Remove freedom camping opportunities away from all coastal reserves to alleviate mana whenua concerns, avoid pollution issues and other biodiversity impacts. *</li> <li>◆ Enable the development of camping site or a motorhome park.</li> <li>◆ Provide protection for the area's historic heritage and recognise its significance through education, and representations of local Māori history signage. *</li> </ul>	<p>Years 1-3</p> <p>Years 1-3</p> <p>Years 1-3</p>
Growth, Industry and Talent	<ul style="list-style-type: none"> <li>◆ Infrastructure enhancement † Future proof sewage treatment and disposal and water supply systems that are sustainable, safe for public health, ecologically and environmentally responsible and responsive to current and future population needs. *</li> <li>◆ Future population growth in the township and surrounding rural community informed by a sustainable planning vision.</li> <li>◆ A range of socially responsible and affordable residential development considering the carrying capacity of the environment.</li> <li>◆ Restrict land use consents for oil or gas exploration, mining and associated activities.</li> </ul>	<p>Years 1-3</p>
Community and Citizens	<ul style="list-style-type: none"> <li>◆ Upgrade the community hall. *</li> <li>◆ Expand and maintain the community orchard.</li> </ul>	<p>Years 1-3</p>

Strategic Fit	Priority Aspiration	Time Frame
Centres	<ul style="list-style-type: none"> <li>◆ Develop a streetscape design in Carthew Street to enhance special character of the village centre area and reflect the social and utilitarian roles of the township. *</li> <li>◆ Invest in township upgrade and development. *</li> <li>◆ Install an electric vehicle charging station in Carthew Street.</li> </ul>	
Traffic and Movement	<ul style="list-style-type: none"> <li>◆ Develop traffic calming initiatives to make the township centre safer. *</li> <li>◆ Provide safer pedestrian movement opportunities and upgrade and extend the footpath network. *</li> <li>◆ Improving the safety and access of the Tataraimaka, Kaihihi and Hangatahua bridges (for pedestrians, cyclists and horses). *</li> <li>◆ Providing a safe solution for the junction of Cumming Street and Oxford, and Old South Roads. *</li> </ul>	<p>Years 1-3</p> <p>Years 1-3</p> <p>Years 1-3</p> <p>Years 1-3</p>



## Ōmata

Note † items denoted with an asterisk are linked to the Kaitake Community Board area priorities above. They provide more detail about the issues within each township.

Strategic Fit	Priority Aspiration	Time Frame
Environment	<ul style="list-style-type: none"> <li>◆ Encourage and inspire the community towards zero waste, and install a recycling station and refuse disposal station at Hurford Road. *</li> <li>◆ Retain Ōmata's rural character with tighter restrictions on subdivision and the retention of 'lifestyle' living with lifestyle properties.</li> <li>◆ District Plan restricts development and maintains rural feel and character (Green Belt principles).</li> <li>◆ Retain the green belt space between Ōmata and Spotswood. Protection of view shafts.</li> <li>◆ Subdivision rules allow the flat land around Ōmata to be broken up for horticultural use such as orchards and market gardens.</li> </ul>	Years 1-3
Destination	<ul style="list-style-type: none"> <li>◆ Recognition and protection of historical sites with appropriate signage, information and access for all. *</li> <li>◆ Walkways and pathways - Develop paper roads as tracks / bridle paths to provide easy access for walkers, bikers, horse riders, a walkway from New Plymouth to Oakura (with access to Back Beach) and provision of carparking (including horse boats) and footpath on SH45 between Beach, Waireka East and Holloway Roads. *</li> </ul>	Years 1-3 Years 1-3
Growth, Industry and Talent	<ul style="list-style-type: none"> <li>◆ Infrastructure development that responds to gradual growth. *</li> <li>◆ No further expansion of the tank farm in the industrial zoned area.</li> </ul>	
Communities and Citizens	<ul style="list-style-type: none"> <li>◆ Expand and upgrade Ōmata Hall including a bar/function facility. *</li> <li>◆ Support the enhancement of a community orchard and develop the community green space / domain (at the school site).</li> <li>◆ Provide a bike park and track for local school children.</li> </ul>	
Traffic and movement	<ul style="list-style-type: none"> <li>◆ Improve safety on all entries and exits to SH45 from Waireka Road, Hurford Road, Sealy Road and Wairau Road East and make Waireka Road East an exit only onto Highway 45, review current speed zones and provide for traffic calming measures. *</li> <li>◆ Explore the possibility of realigning Highway 45 so it does not intersect Ōmata village.</li> </ul>	Years 1-3 Years 4-10

## KAITAKE COMMUNITY BOARD QUICK STATS

(Source: StatsNZ (Census 2018))

In order to understand the Kaitake Community Board area, a brief demographic snapshot is provided. Compared to the district overall the Kaitake Community Board area has a younger over-65 cohort. Couples with children is higher than the district average, while single parent families in private dwellings is lower. Access to internet in private dwellings is higher than the district average and the community has a smaller population who identify as Māori.

Population	Total	Female	Male
Kaitake Ward	5397	50%	50%
New Plymouth District	80679	51%	49%

Age	Median Age	Over 65s	Under 15s
Kaitake Ward	37 years	12%	24%
New Plymouth District	38 years	18%	20%

Ethnic Group	NZ European	Māori	Other
Kaitake Ward	95%	11%	4%
New Plymouth District	85%	18%	10%

Families in Occupied Private Dwellings	Couple without children	Couple with child(ren)	One parent with child(ren)
Kaitake Ward	43%	47%	10%
New Plymouth District	44%	40%	16%

Internet Access in Occupied Private Dwellings	Internet	No Internet
Kaitake Ward	87%	13%
New Plymouth District	79%	21%

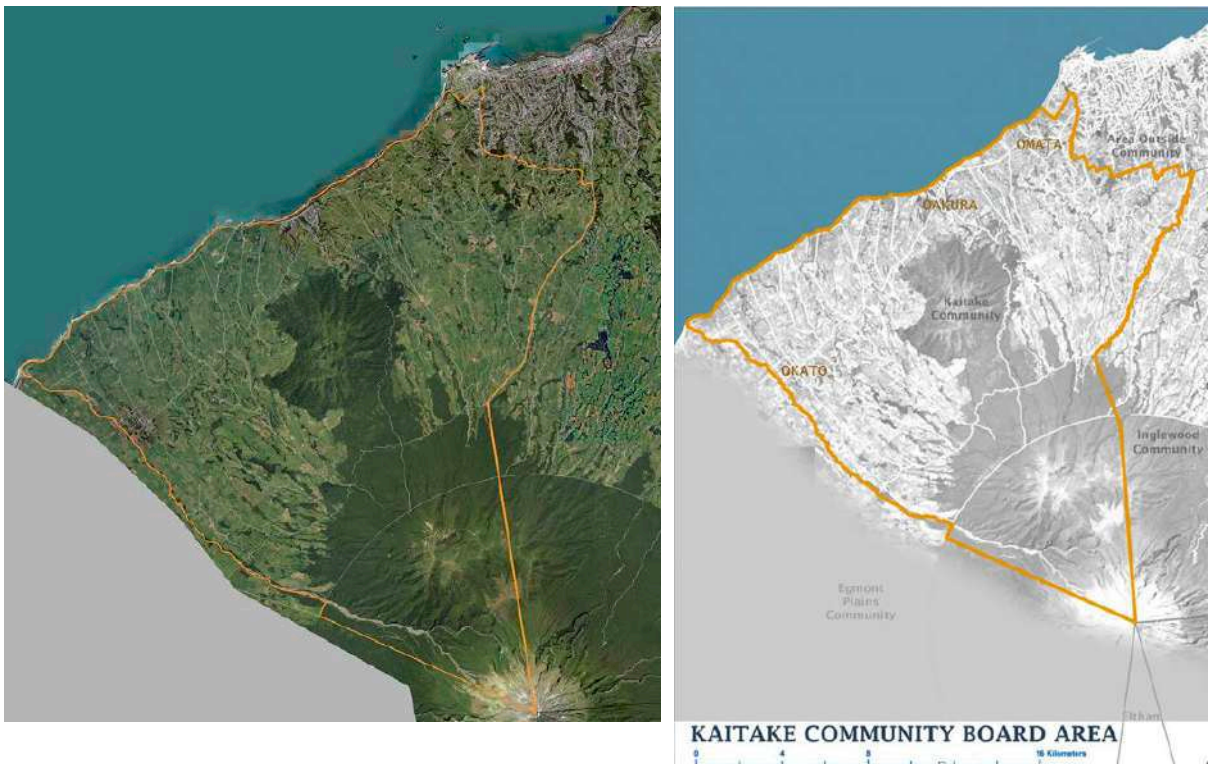
Top Three Industries	Kaitake Ward	New Plymouth District
	<ol style="list-style-type: none"> <li>1. Health Care and Social Assistance</li> <li>2. Agriculture, Forestry and Fishing</li> <li>3. Construction</li> </ol>	<ol style="list-style-type: none"> <li>1. Manufacturing</li> <li>2. Health Care and Social Assistance</li> <li>3. Construction</li> </ol>

## KAITAKE COMMUNITY BOARD

The Kaitake Community Board helps make our community a better place to live by advocating on key issues on behalf of the community. The board area extends from Okato to Ōmata at the edge of the New Plymouth city boundary including the Ōākura urban area and surrounding rural and semi-rural areas. The Eastern Boundary is on Atkinson Road and Upper Carrington Road.

The Kaitake Community Board, supported by three focus group of local representatives from the Ōākura, Okato and Ōmata communities have developed this Plan to set a future direction (a 30-year vision) for the communities within the ward. Setting a long term direction will help ensure that assets and resources are made available in the area of greatest need and want.

The Kaitake Community Plan sits alongside the Inglewood, Clifton and Waitara Community Board Plans that set out the vision, issues and aspirations of each community. This is the first time that the New Plymouth District Community Boards have been afforded the opportunity to set out our vision for the future.



The Plan is a plan for the whole community – young and old, Māori and Pākehā, men and women, businesses and employees, families and more, and it is a plan that responds to needs, opportunities and challenges.

The hope of the Kaitake Community Board is that the issues and aspirations of the community, as set out in this Plan will be translated into action and investment by the New Plymouth District Council. This is a 30-year plan and the community know that it will take this length of time for the investments into the community to be made. The Board recognise that the community cannot expect to get everything that is identified in the short term. However, it is important that the Council consider the views of the community and invest in the areas that have been identified as of consequence.

## CONNECTING TO THE NPDC BLUEPRINT AND THE STRATEGIC FRAMEWORK

The New Plymouth District Council Blueprint is reflected by eight key directions that will be the Council's focus for planning during the next 30 years. To aid the Council with its decision-making role the Kaitake Community Board priorities have been organised, to align with the eight areas and the Sustainable Lifestyle Capital Mission.

### Shaping our Future Together Strategy

1. Environment – Enhance the natural environment with biodiversity links and clean waterways.
2. Communities – Strengthen and connect local communities.
3. Citizens – Enable engaged and resilient citizens.
4. Growth – Direct a cohesive growth strategy that strengthens the city and townships.
5. Industry – Strengthen and manage rural economy, industry, the port and the airport.
6. Talent – Grow and diversify new economies that attract and retain entrepreneurs, talented workers and visitors.
7. Central City – Champion a thriving central city for all.
8. Destination – Become a world-class destination.



### Sustainable Lifestyle Capital Vision

1. Partnerships - strengthening partnerships.
2. Delivery - Understanding and balancing requirements.
3. Community - Achieving wellbeing and enhancing Te Ao Māori.
4. Sustainability - Nurturing our environment.
5. Prosperity – Growing a resilient economy.

<b>Vision</b>	<b>Sustainable Lifestyle Capital</b>					
<b>Mission</b>	To provide our people with an innovative and resilient district that restores mauri, protects our environment and supports a successful economic transition, while providing quality infrastructure and leadership through operational excellence					
<b>Goals</b>	<table border="1" style="width: 100%; text-align: center; background-color: #0070c0; color: white;"> <tr> <td style="width: 20%; padding: 5px;"><b>Partnerships</b> Strengthening a treaty based partnership with tangata whenua and building partnerships with not-for-profit, private enterprise, and government to improve outcomes for all</td> <td style="width: 20%; padding: 5px;"><b>Delivery</b> Understanding and balancing our people's needs and wants through prudent delivery of quality infrastructure and services</td> <td style="width: 20%; padding: 5px;"><b>Community</b> Achieving wellbeing through a safe, creative, active and connected community while embracing Te Ao Māori</td> <td style="width: 20%; padding: 5px;"><b>Sustainability</b> Nurturing our environment, mitigating our impact and adapting to climate change</td> <td style="width: 20%; padding: 5px;"><b>Prosperity</b> Growing a resilient, equitable and sustainable economy where people want to work, live, learn, play and invest across our district.</td> </tr> </table>	<b>Partnerships</b> Strengthening a treaty based partnership with tangata whenua and building partnerships with not-for-profit, private enterprise, and government to improve outcomes for all	<b>Delivery</b> Understanding and balancing our people's needs and wants through prudent delivery of quality infrastructure and services	<b>Community</b> Achieving wellbeing through a safe, creative, active and connected community while embracing Te Ao Māori	<b>Sustainability</b> Nurturing our environment, mitigating our impact and adapting to climate change	<b>Prosperity</b> Growing a resilient, equitable and sustainable economy where people want to work, live, learn, play and invest across our district.
<b>Partnerships</b> Strengthening a treaty based partnership with tangata whenua and building partnerships with not-for-profit, private enterprise, and government to improve outcomes for all	<b>Delivery</b> Understanding and balancing our people's needs and wants through prudent delivery of quality infrastructure and services	<b>Community</b> Achieving wellbeing through a safe, creative, active and connected community while embracing Te Ao Māori	<b>Sustainability</b> Nurturing our environment, mitigating our impact and adapting to climate change	<b>Prosperity</b> Growing a resilient, equitable and sustainable economy where people want to work, live, learn, play and invest across our district.		

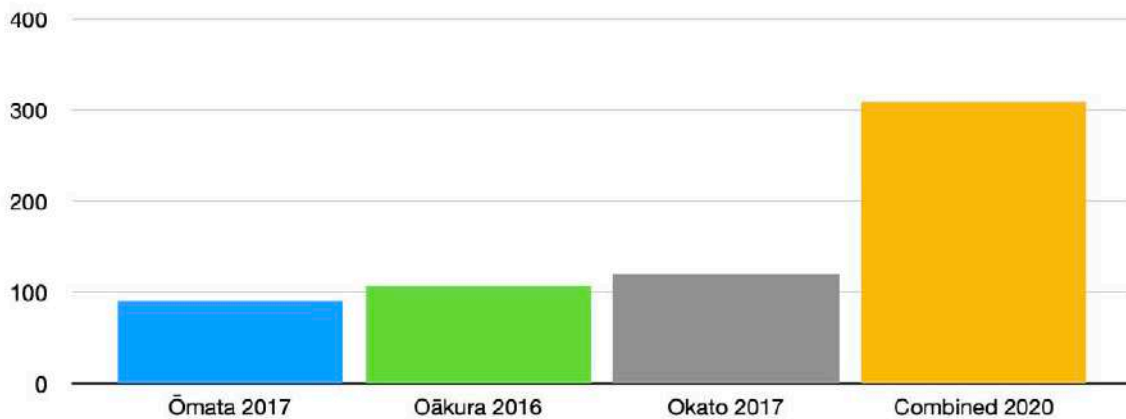


## COMMUNITY ENGAGEMENT PROJECT

Recognising the unique nature of the three main townships influenced the decision to develop three community surveys in 2016 and 2017. The community responses were considered alongside the focus group deliberations in each of the township areas. A further survey was completed in 2020 that collected 309 responses and providing 1748 pieces of information for consideration in the Community Plan review.

### Community Surveys

COMMUNITY	SURVEYS RETURNED
2017 Ōmata survey	90
2016 Oākura survey	107
2017 Okato survey	119
2020 Ōmata, Oākura, Okato survey	309



2020 Combined Survey Results

	COUNT	%
Core Infrastructure & Services	109	6.2356
Future Growth	153	8.7528
Community Facilities	191	10.9267
Walking & Cycling Connectivity	232	13.2723
Walking & Cycling Safety	264	15.1029
Where do you live in the Kaitake area	356	20.3361
Road Safety	443	25.3432
	1748	100



## ISSUES, CHALLENGES AND ASPIRATIONS

### Oākura 𐤀 A growing community

Oākura's natural features - its rivers, parks, coast, and the Kaitake ranges make the area a unique and special place to live and visit. Having a clear strategic approach to maintaining and enhancing biodiversity at the same time as providing for development will provide clarity to the community and protect the environment. We asked the community:

#### Environment

- ◆ What is the priority for biodiversity access and enhancement?
- ◆ Where do you want development on the coast and how do you want it to look?
- ◆ What parts of the coastal area would you like to protect from further development?
- ◆ Are there views to the ranges that should be identified and protected?
- ◆ How can we provide for low impact design to sustainably manage our natural resources?



#### Focus Group Deliberations

- ◆ Work with landowners, other agencies, and Iwi to incentivise biodiversity maintenance and enhancement.
- ◆ Look for opportunities to enhance access to biodiversity for cultural and recreational purposes.
- ◆ Explore opportunities to maintain or create coastal access activities.
- ◆ Monitor those activities that may impact on the coastal environment, particularly from high numbers of day visitors.
- ◆ Look for opportunities to provide convenient physical links.
- ◆ Protect the natural character of views.
- ◆ Retain a low built density environment.
- ◆ Review the width and associated regulation of the Coastal Policy Area.

#### Public Submissions

- ◆ Identification and facilitation of key connectivity between Oākura's rural fringe, future residential development and the beach.
- ◆ Development of a network of shared village pathways between significant activity nodes, development areas, and the coastal edge.
- ◆ Protect the special character of the Beachfront Precinct (Holiday Park, Shearer Reserve, Oakura Boardriders, NPOB Surf Club) and consolidate of the visual and recreational amenity values in this area.
- ◆ Improve beach access along Messenger Terrace, including access for the disabled.
- ◆ Protect the amenity value and special character of Matekai Park and its wetlands.
- ◆ Protect and maintain water quality in the Oakura River and streams that exit onto Oakura Beach.
- ◆ Implement soft armoring solutions for shoreline stabilisation and erosion control.

- ◆ Encouraging ongoing community stewardship of the local environment and its biodiversity to restore and maintain natural habitats, ecosystems and viable populations of native species.

## Destination

We asked the community

- ◆ What role does the Oakura community want to play to help make the most of the natural assets that make the village a unique and special place to visit.

## Focus Group Deliberations

- ◆ Balancing the lifestyle needs of the residents with attracting visitors to our community requires careful consideration.
- ◆ Look for opportunities to link to the Taranaki Traverse.
- ◆ Provision of a safe walkway/cycleway from Oakura to New Plymouth.



## Public Submissions

- ◆ Upgrading and promoting the tracks on the Kaitake Ranges.
- ◆ Enhancing Koru Pa as a visitor destination.
- ◆ Ensuring Oakura is well placed to take advantage of any developments that proceed in relation to outdoor recreational opportunities currently being investigated in the Pouākai, Pukeiti area.
- ◆ Development of cycle tourism in the area.
- ◆ Maintaining the current public amenity as the most appropriate way to attract visitors.
- ◆ Limit commercial development on the beachfront.

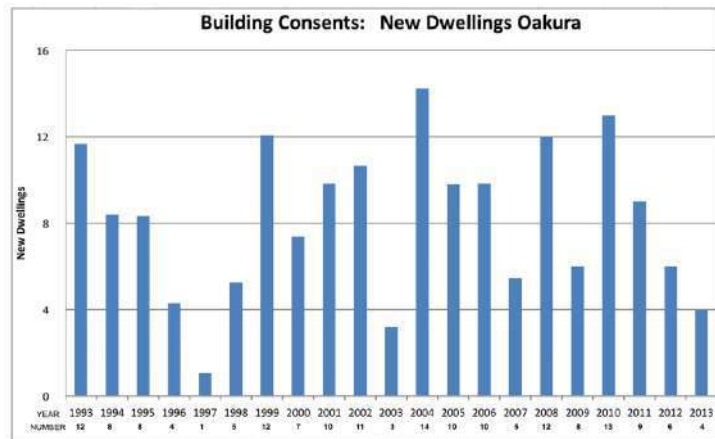
## Growth, Industry and Talent

A cohesive and planned approach to Oākura's anticipated growth is needed because of the constraint of existing infrastructure and to limit the environmental impact of growth. Changes to the existing residential zoned land could lead to an increase in the range of housing types possible and there is a need to make sure that housing types are all age-friendly. Development must be managed to retain the rural character and important values of the area. We asked the community:

- ◆ Are the locations for residential growth in the right location to provide for the next 10 years of growth? What density controls should new housing areas have?
- ◆ Where are the key locations we should focus commercial growth? Is there a demand for office space? Are home businesses encouraged?
- ◆ Would a rural lifestyle zone with design guides that reflect the existing character provide for appropriate lifestyle opportunities?
- ◆ Is lifestyle development a suitable alternative to farming activity?
- ◆ Is there a need for an increased range of housing choices in appropriate areas to provide for the Oakura community at all ages?

### Focus Group Deliberations

- ◆ Further investigation is required to determine long term potential and constraints for residential growth.
- ◆ Staged rezoning of rural land identified in Oakura Structure Plan to support sequential village growth and provision of variable housing choices, rather than large scale tract housing development of uniform housing types.
- ◆ Commercial activity demand and location to be further investigated.
- ◆ Mixed use, home businesses and offices on seaward side of Highway 45 in the CBD.
- ◆ Increased density, small lot sizes and higher site coverage rules targeted in appropriate areas of new residential developments and/or the CBD.
- ◆ Rural lifestyle 1 to 5 Ha lots provided in appropriate locations but retaining low building density and open character.
- ◆ Protect existing character on beachfront and in CBD.
- ◆ Ensure all commercial activity on the beachfront remains planned, small scale and appropriate to the location.
- ◆ Provide building set back from Oakura River.



### Public Submissions

- ◆ All future residential and commercial development to be guided by locally driven sustainable planning and management vision and prescription.
- ◆ Socially responsible multi-unit residential development to encourage a range of housing choices.
- ◆ Higher density development in appropriate locations, off-set by provision of public spaces, public reserves, pathways and improved access opportunities.
- ◆ Multi-generational residential complexes designed so that young families and elderly people live in close proximity and naturally come into close contact.

- ◆ Enhanced access in established and new residential areas, i.e. bridle, cycle, pedestrian dedicated and shared pathways.
- ◆ Identification and protection of view-shafts where required to preserve the unique visual character of the village and the ranges.
- ◆ Equestrian lifestyle blocks.
- ◆ Under-grounding all services.
- ◆ Permeable surfaces wherever possible.
- ◆ Investigating and encouraging alternative power supply initiatives.
- ◆ More comprehensive regulation of building design on and near the beachfront to preserve village character and view shafts.
- ◆ Land development opportunities for local economic growth, and increased local employment subject to other key concepts being achieved first.
- ◆ A more efficient public/school transport hub that facilitates travel to New Plymouth and has the capacity to grow as demand increases.
- ◆ No support for high rise and 'out of scale' development.
- ◆ No support for in-fill housing in proximity to the village centre.



## Communities and Citizens

Oākura is made up of many attributes that contribute to a strong local community. Strengthening and connecting local communities ensures they become successful, safe and liveable environments for residents. The Open Space, Sport and Recreation Strategy (2010) identifies the need for a multi-sport facility in Oakura. We asked the community:

- ◆ What sort of multi-sport facility is required? Is indoor space required? What is the spectator requirement? Should there be a health and well-being hub as part of this facility?
- ◆ What process is required for the site selection?
- ◆ How can public places be made more accessible, safe and welcoming to all?
- ◆ Have the correct shared pathways been identified?



## Focus Group Deliberations

- ◆ A fundamental cornerstone for Oakura is to maintain its village identity and character.
- ◆ Use a multi-faceted approach to the planning, design and management of public spaces.
- ◆ Ensure all design enables a friendly, safe, connected, liveable community environment.
- ◆ Ensure Shearer Reserve is a neighbourhood playground space and public area that is suitable for all ages.
- ◆ Continue to develop a walkable neighbourhood.
- ◆ Look for opportunities to locate future community hub development within or adjacent to the CBD.
- ◆ Apply a classification and standard to the existing network of trails and pathways throughout the community. Identify and mandate appropriate options for future trails and pathways for recreation pursuits and key connectivity between community facilities.

## Public Submissions

### Trails

- ◆ Bridle paths, cycleways and walkways.
- ◆ Continued beach access by horse riders.
- ◆ Completing the beach cycle/walkway to Fort St George.



### Community Hub

- ◆ Oakura Hall and site redevelopment.
- ◆ Community garden spaces in future urban developments.
- ◆ Further developing local health services.
- ◆ Welcoming public spaces to encourage a safe community.

- ◆ Further developing Okorotua Marae and community links.

**Multi Sports Hub**

- ◆ The pony club to remain in its present location.
- ◆ Any future swimming pool development to be in proximity of the school.
- ◆ Further developing the amenity value of Corbett Park.
- ◆ Divergent responses about the need for a multi-sports hub, for and against.
- ◆ Do not support a sportsville development as most sports bodies are already well located.



**School**

- ◆ Improved cycle and pedestrian access for children to and from school.
- ◆ The school to remain as a full primary school (Years 1 to 8).
- ◆ Limiting future urban development to the finite capacity of the school's roll.
- ◆ Donnelly Street to be extended to Upper Wairau Road.
- ◆ Alleviating traffic congestion outside the school during drop off and pick up times.



## Centres

- ◆ Local service centres like the Oakura CBD serve an important function to the community, providing essential services and functioning as transport hubs and community meeting points. The centres can be the ideal place for a wider variety of housing choices and business activities. We asked the community:
- ◆ Should the district plan include policies and rules for small areas around the CBD in addition to design guides to encourage a mix of uses?
- ◆ What is required to provide a safe and attractive centre for current and future residents?
- ◆ Is there a need to look at the extent of commercial area so that it reflects the existing situation and provides for appropriate future growth?

## Focus Group Deliberations

- ◆ Encourage the CBD and other areas to be a less vehicle dominated environment.
- ◆ The highway through the CBD should not be just a line that connects two points. It needs to be developed as a road that invites travellers to stop.
- ◆ Provide better planned car-parking opportunities in and around the CBD and at other key amenities.
- ◆ Provide better pedestrian movement opportunities.
- ◆ Use wide footpaths, reduced lane widths, along with landscaping to enhance the sense of place, calm the traffic and create an environment where people want to spend time. The role of streets has to be social as well as utilitarian.
- ◆ Extend the CBD to encourage home businesses and offices.
- ◆ Provide a public toilet in the village centre, subject to design and development of surrounding streetscape to provide appropriate degree of privacy and visual amenity.

## Public Submissions

- ◆ The CBD to remain in its present location but allowing controlled expansion over time in the area bounded by Highway 45, Donnelly Street, Hussy Street and Butlers Lane.
- ◆ Small scale, cottage industry and convenience retail in low rise buildings as the appropriate commercial activity in this space.
- ◆ More intensive residential development (but not traditional in-PII housing) in the area immediately adjacent to the CBD within easy walking distance of commercial and community services to allow for housing types that suit, among others, the elderly.
- ◆ Increased flexibility in the planning system to accommodate innovative approaches that enhance village appeal
- ◆ Greater commitment to amenity values when high density developments are allowed.
- ◆ The planned provision of a public toilet in the village centre.
- ◆ No support for large scale or industrial type activities.
- ◆ No support for large scale residential in-PII housing in CBD or within proximity of village centre that is in conflict with development types described above.
- ◆ No support for the development of a second and competing CBD centre.



### Movement

In 2001 it was identified the wide carriageway, angled parking and narrow footpaths created a vehicle dominated environment that didn't cater for the people using the CBD. In 2015 it was identified that wide footpaths, reduced lane widths and median strips along with the landscaping enhance the sense of place, calm the traffic and create a place people want to spend time. There is a demand for more improvements to provide for future growth.

- ◆ Is there potential to create a stronger access into the village?
- ◆ How can we calm traffic in the main street?

### Traffic

- ◆ SH45 speed reduction on northern approach to village at Oakura River Bridge or further east.
- ◆ Improved safety measures for traffic entering or exiting at Victoria Rd, Corbett Park and Oakura Pa.
- ◆ Strengthening of village gateways (east and west) to further enhance traffic calming.
- ◆ Improved safety measures prior to, and at the Dixon St intersection.
- ◆ Reconfiguration of the Wairau Rd intersection.
- ◆ Exploration of mechanisms to provide additional car parking to serve increased commercial activity.
- ◆ Reconfiguration of road reserves to achieve greater number of parking spaces.
- ◆ Traffic calming initiatives from Oakura River to Wairau Rd that denote special character of the village centre area.
- ◆ Better streetscape design in new urban developments.
- ◆ Better parking facilities at destination points in the community.
- ◆ Further entrances and exits to future urban development areas onto State Highway 45 to take traffic volume away from the Wairau Road intersection.



## Okato Ā A Connected Community

The Okato Engagement Project was an eight-month-long study within the community to establish Okato issues and aspirations. The process was undertaken by a community focus group. The group considered matters relating to: coastal development, growth areas, the coastal natural and built environment and adjacent lands. The overriding objective of the project was for the community to determine the community issues rather than to provide solutions for them, as many are complex and challenging.

### Okato Community Survey

A community survey was developed by the focus group, mailed to all residents and made available online. The survey was available for a twelve week period and attracted one hundred and twenty three responses.

#### Key Results

- ◆ 109 respondents named the sense of community as important to them.
- ◆ 100 respondents named the lifestyle.
- ◆ 90 replies indicated the clean, green environment.
- ◆ 84 said the people living there was important.



#### What Okato Means to the Respondents

- ◆ The village atmosphere.
- ◆ The sense of peace you get.
- ◆ The potential for walking tracks.
- ◆ The old trees and walkways around the swing bridge.
- ◆ The Okato pool is a little gem, often bringing in people from outside of town.
- ◆ Lots of fields and domains.
- ◆ Community services and resources: school, veterinary, garage/petrol station, sports clubs, library, church, quality cafes and skatepark.
- ◆ The rivers, the playground, the shops, the vets, the community hall, the domain and the pool.
- ◆ Young families wanting to contribute to the lifestyle.
- ◆ The proximity to schools, mountain, river, surf and New Plymouth.
- ◆ The availability of both primary and secondary education.
- ◆ Coastal areas and the easy access to beaches and rivers.
- ◆ Surfing and the ability to surf freely at any location along our coast.
- ◆ Safety for residents and children, friendliness, community engagement.
- ◆ The location between mountain and beach yet close enough to town.
- ◆ Ko te rerenga tamariki.

Throughout the focus group discussions, a range of issues and aspirations emerged from the participants. These ideas formed the basis of the conversation with the community.



## Environment

### Focus Group Deliberations

- ◆ Provide the community with the tools and ability to care for, and improve its local environments.
- ◆ Review the access-ways to beaches.
- ◆ Encourage further appropriate coastal plantings.
- ◆ Improve protection of natural waterways.
- ◆ Ensure a sustainable clean, green environment.
- ◆ Develop sustainable energy systems, using environmentally sound practices.
- ◆ Ensure adequate sewerage disposal, that is sustainable, safe for public health and ecologically and environmentally responsible.
- ◆ Ensure an adequate water supply, with consideration of rainwater capture, and encourage responsible water usage.
- ◆ Deliver and maintain good public education processes on sound environmental stewardship.
- ◆ Support environmentally friendly business innovations.
- ◆ Support agricultural diversity.
- ◆ Provide protection for the area's historical heritage.

### Public Submissions

- ◆ Beach nesting areas and penguins must be protected. Uncontrolled dogs on beaches are a serious and ongoing problem.
- ◆ Encourage renewable energy.
- ◆ Encourage tree planting, particularly riparian planting.

- ◆ Eradication of noxious plants and invasive plant species, especially along waterways.
- ◆ More self-sufficient requirements for future residential development.
- ◆ Initiating and continuing meaningful community engagement and consultation regarding the future management of the coast and its surf breaks.
- ◆ Dotterel breeding ground - Komene Beach.
- ◆ Encouraging householders to install rainwater tanks to save
  - ◆ water for toilets, gardens and even laundry use.
- ◆ Much greater focus on restoring/improving water quality of streams and rivers, including large wildlife corridors from the Egmont National Park to the sea.
- ◆ A spray free community in public spaces.



## Destination

### Focus Group Deliberations

- ◆ Plan the upgrade of, and safe extension of existing walkways and cycleways.
- ◆ Assess and look for opportunities to develop future walkways and cycleways.
- ◆ Maintain the current public amenity as the most appropriate way to attract visitors.
- ◆ Develop a meaningful management strategy for local surf breaks, which are a major destination attraction.
- ◆ Reinstate the Stony walkway bridge and track - a major regional drawcard.
- ◆ Provide better parking facilities at destination points in the community.
- ◆ Assess opportunities and develop management tools for freedom camping.

### Public Submissions

- ◆ Development of camping site or a motorhome park - support business and remove freedom camping pressure.
- ◆ Township investment.
- ◆ Reinstating the Stony walkway bridge and track.
- ◆ Infrastructure matched to the needs of Okato's new growing community.
- ◆ More and better walking access to the Egmont National Park.
- ◆ An electric fast charge station in Carthew Street.
- ◆ Upgrading Okato's cell phone coverage.
- ◆ Initiating and continuing long term, ongoing, meaningful, grass roots community engagement and consultation regarding the future sustainable management of the coast and surf breaks.

## Growth, Industry and Talent

### Focus Group Development

- ◆ Develop a cohesive plan for future population growth in the township and surrounding rural community by a locally driven, sustainable planning vision.
- ◆ Enable opportunities for socially responsible and affordable residential development considering the carrying capacity of the environment.
- ◆ Forward plan a sustainable water supply and environmentally responsible sewage disposal network.
- ◆ Develop more recreational activities for local youth.
- ◆ Ensure ongoing support for the long term viability of Coastal Taranaki School.
- ◆ Provide for a variety of housing types - apartments, houses, lifestyle blocks.
- ◆ Opposition towards oil or gas exploration, mining and associated activities and sea bed mining.

## Public Submissions

- ◆ More land for residential development.
- ◆ Building a BMX track on the closed primary school site.
- ◆ A community hall/venue for the younger generation to go to, and be involved in events or different sports.
- ◆ Promotion and encouragement for community vegetable gardens. Development of a local artist's gallery on Carthew Street.
- ◆ "Transition town" concept.
- ◆ Developing a solar power or wind turbine car charging station, plus charging phones and laptops etc. and getting an all- electric powered bus.
- ◆ Recognising the recent past of the area relevant to land confiscation from Māori, through local Māori history signage.
- ◆ Joint venture funding for jobs and the environment. Encouraging more street design, art design and water features in the township.
- ◆ More promotion of Okato as a thriving family-oriented residential community.
- ◆ Ensuring Okato development encompasses not just the township, as over the years many of the community groups or projects have been heavily funded and supported by the farmers of the surrounding district.

## Community and Citizens

### Public Submissions

- ◆ A safe environment for residents and children.
- ◆ Building community friendliness and engagement.
- ◆ A re-use facility at the Transfer station.
- ◆ A local cinema for alternative films and documentaries.
- ◆ A sustainable farmers market for local, organic growers and craft makers.
- ◆ Expanding the community orchard for future generations to enjoy.
- ◆ Consideration of metered water so that people would use a lot less. No fluoride in the Okato water supply.
- ◆ Demolishing the buildings on the closed primary school site.
- ◆ Covering the drain next to the school field on Oxford Road.
- ◆ A footpath is needed on the south side of Oxford Road extending from the vet clinic to the pedestrian crossing by the main entrance to the school.
- ◆ Improved emergency/accident/road closure plan other than the one we have going along Carrington Road.
- ◆ Upgrade the rubbish bins around the township, in particular those around the Okato Neighbourhood Park.
- ◆ Expansion of the Council rubbish roadside collection in rural areas to cater for growth in lifestyle blocks.
- ◆ A day-care centre for 0-2 year olds.
- ◆ Residents need far better access to medical services.

- ◆ Making the three dangerous bridges of Tataraimaka, Kaihihi and Hangatahua wider and safer for pedestrians, cyclists and horses.
- ◆ Providing a safe solution for the junction of Cumming Street and Oxford and Old South Roads.
- ◆ A useful community notice board for local groups with contact details.
- ◆ Diverse community adult education classes at the school.

## Centres

### Focus Group Deliberations

- ◆ Stimulate fresh initiatives to encourage the commercial area to develop and enhance a unique and special character.
- ◆ Encourage small scale, cottage industry and craft businesses.
- ◆ Develop traffic calming initiatives to make the township centre safer.
- ◆ Encourage the township to be a less vehicle dominated environment.
- ◆ Develop a better streetscape design in Carthew Street to enhance special character of the village centre area.
- ◆ Develop a plan to enable Carthew Street and Old South Road to have a social role as well as a utilitarian one.
- ◆ Provide safer pedestrian movement opportunities.

### Public Submissions

- ◆ Attracting new businesses.
- ◆ Provide an ATM machine for cash withdrawals.
- ◆ Developing the Okato centre to attract more visitors.
- ◆ Maintaining the village atmosphere.
- ◆ Encouraging employment opportunities.
- ◆ Attracting young people and new talents.



## Ōmata In the rural landscape

### Community Survey

The focus group developed a community survey that was available online, with paper copies available from two community locations. It was available for six weeks and attracted 81 responses.

### Connection to Ōmata

The survey asked respondents to identify what their connection to Ōmata was, with the opportunity to mark all that applied. They responded as follows:

- ◆ 66 respondents said I live in Ōmata
- ◆ 23 respondents said My children go to school in Ōmata
- ◆ 18 respondents said I have family who live in Ōmata
- ◆ 17 respondents said I work in Ōmata
- ◆ 8 respondents said I used to live in Ōmata
- ◆ 5 respondents made a comment under Other

### What is important about Ōmata

One of the survey questions was, What is important to you about Ōmata? followed with tick boxes labelled, the clean, green environment, the rural character, the sense of community, the lifestyle, Ōmata's history, and the people living there.

- ◆ 72 respondents said the rural character
- ◆ 61 respondents said the lifestyle
- ◆ 61 replies said the clean, green environment
- ◆ 51 said the sense of community
- ◆ 40 said the people living there
- ◆ 48 said Ōmata's history



### Other Comments

- ◆ Beautiful little settlement.
- ◆ Love it! Please support and protect it.
- ◆ It's a great place to live and raise a family.
- ◆ I have lived here for 71 years so it must be a good place to live.



## Environment

### Focus Group Deliberations

- ◆ Provide ongoing protection for the coast.
- ◆ Extend full coast reserves from New Plymouth to Okato.
- ◆ Retain Ōmata's rural character.
- ◆ Make Ōmata a 'Green Belt' with tighter restrictions on subdivision.
- ◆ Reserve Ōmata area for 'lifestyle' living with lifestyle properties.
- ◆ Recognise and protect all historical and cultural sites.
- ◆ Encourage and inspire the community towards zero waste.
- ◆ Protect and enhance community waterways and wetlands.
- ◆ Protection and enhancement of Back Beach environment and Tapuae Beach reserve.
- ◆ Become an environmental centre - looking at sustainability, community green spaces, education centre, permaculture principles.

### Public Submissions

- ◆ Riparian planning of stream banks and pond margins with fencing to exclude stock from streams.
- ◆ Access to Ngahoro wetlands.
- ◆ Designating the Herekawe Stream as a protection zone for eels.
- ◆ Retain the green belt space between Ōmata and Spotswood Sunday.
- ◆ Put in a recycling station at the end of Hurford Road.
- ◆ A dump station for rubbish to minimise the amount of rubbish dumped on Beach Road, Te Ngahoro Road and Centennial Drive.
- ◆ A pest control initiative for the whole Ōmata area where we all get on board as a community.
- ◆ Planting of all remaining wetlands and waterways. These areas need protecting.



## Destination

### Focus Group Deliberations

- ◆ Development of the Waireka paper road, encompassing Waireka battle information and sites as historic venues that are accessible to all.
- ◆ All historical sites to be protected and recognised with appropriate signage.
- ◆ Allow no freedom camping unless a designated area is established to channel them with the facilities, which could be associated with a reserve area.
- ◆ Develop a bridle path and mountain bike track from Ōmata to Oakura with a parking area for boats.
- ◆ Promotion of the marine reserve as a tourist destination.

### Public Submissions

- ◆ Developing paper roads as tracks to provide easy access for walkers, bikers, horse riders.
- ◆ Developing a walkway from New Plymouth to Oakura placing New Plymouth on the map as a destination for day hikes.
- ◆ Developing an information site with the history of Ōmata.
- ◆ Protection of Ōmata's historical sites.
- ◆ Maintain the paper road between Waireka East and West. Open paper road at end of West Waireka down past DOW AgroSciences to the beach.
- ◆ Don't develop anything for tourists - leave it as it is unspoilt.

## Growth, Industry and Talent

### Focus Group Deliberations

- ◆ No more urban creep towards Ōmata - Green Belt principles.
- ◆ Keep the rural feel of the area - no small section subdivisions like Bell Block.
- ◆ When new infrastructure is taken past Ōmata to Oakura, include the Ōmata area in the planning to future proof the community - i.e. sewer, fibre.
- ◆ Support and encourage food production in Ōmata/Oakura area.
- ◆ Support cottage industries, artist studios, natural health, boutique accommodation, garden centres, and market gardens.
- ◆ No further expansion of the tank farm in the industrial zoned area.
- ◆ Compulsory green belts, green space and native plantings for significant developments.
- ◆ Ultra-fast broadband to be available in all of the Ōmata area.



## Public Submissions

- ◆ Controlled development of industry along main road (e.g. design and location of buildings, type of industry).
- ◆ All Ōmata residents having access to high speed internet to lessen impacts on the access to technological devices and the use of technology.
- ◆ Better cell phone coverage for all Ōmata residents.
- ◆ Only allow subdivision that does not greatly affect views or view shafts.
- ◆ Subdivision laws to allow the flat land around Ōmata to be broken up for horticultural use such as orchards and market gardens.
- ◆ Maintaining rural character.

## Community and Citizens

### Focus Group Deliberations

- ◆ Upgrade Ōmata Hall including a bar/function facility.
- ◆ Improve safety on all entries and exits to SH45 from Waireka Road, Hurford Road, Sealy Road and Waireka Road East. Provide footpaths on Highway 45 between Beach Road, Waireka Road East and Holloway Road
- ◆ Reduce the speed limit in the current zone on SH45 to provide better egress, reduce noise for residents, and encourage a safer community.
- ◆ Provide a walk and cycle trail from Ōmata to Back Beach.
- ◆ Don't encourage freedom camping.
- ◆ Make Waireka Road West an exit only onto Highway 45.



### Public Submissions

- ◆ Footpaths for safe walking in Ōmata township between Beach Road and Waireka Road East intersection.
- ◆ Improved traffic flow on Holloway Road during peak school traffic.
- ◆ Improved safety of the exits and entries on SH45.
- ◆ Review of the current Ōmata speed zones.
- ◆ Providing a community orchard and a community green space or domain.
- ◆ Expanding the Ōmata Community Hall.
- ◆ Providing a community noticeboard.
- ◆ A bike park and track for local school children.
- ◆ Removal of the high voltage pylons and powerlines.
- ◆ Providing safer walking areas from Ōmata to Back Beach down Beach Road.

- ◆ Provide better visibility at the intersection of Beach Road and Te Ngahoro Road.
- ◆ Lower the speed limit on Beach Road.
- ◆ Improve traffic calming processes on Hurford Road.
- ◆ Improve traffic safety processes on Sealy Road and Hurford Road intersections with Highway 45.
- ◆ Lower the speed limit on Hurford Road.

## Key Issues

### Public Issues

- ◆ Providing footpaths for safe walking in Ōmata township between Beach Road and Waireka Road East intersection (82% support, 14% neutral).
- ◆ Maintaining the paper road on Waireka Road, for walking, biking or horse riding (77% support, 21% neutral).
- ◆ Improved safety of the exits and entries on SH45 within the Ōmata community (84% support, 14% neutral).
- ◆ Keeping the rural character of the land (84% support, 9% neutral).
- ◆ Restoring the natural coastal vegetation known as the Ōherbeld strip (74% support, 24% neutral).
- ◆ Restoring the native ecosystem with native plants and trees (79% support, 19% neutral).
- ◆ Improved facilities for freedom campers (28% support, 25% neutral, 47% opposed).
- ◆ Improved school bus services (63% support, 33% neutral).
- ◆ Protection of Ōmata's historical sites (90%, 9%).

### Focus Group Issues

- ◆ Provide ongoing enhancement and protection for the coastal strip.
- ◆ No encouragement for freedom camping.
- ◆ Ongoing retention of rural character.
- ◆ No urban creep between New Plymouth and Oakura.
- ◆ No industrial areas.
- ◆ Recognise and protect historical and cultural sites.
- ◆ Enhanced development of basic services in Ōmata area - sewerage reticulation, footpaths, street lighting.
- ◆ Ultra-fast broadband access to all parts of Ōmata.
- ◆ A better public bus service.
- ◆ No further expansion of the tank farm.
- ◆ No LPG storage at the tank farm.
- ◆ Remove Power Pylons running through Ōmata - Paritutu lands.
- ◆ Provide better traffic calming and signage solutions to the Ōmata section of Highway 45 and the rural road network.
- ◆ Better pedestrian access within the 80km speed zone.

- ◆ Protection and enhancement of local waterways and wetlands.
- ◆ Upgrade Ōmata Community hall.

### Focus Group Aspirations

- ◆ Development of local pedestrian, cycle and bridle tracks and trails linking the community to the beach and New Plymouth and along the coast to Oakura.
- ◆ Make provision for suitable horticultural land around Ōmata and encourage small cottage industries.
- ◆ Development of the Waireka track encompassing Waireka battle information and sites as historic venues accessible to all.

### Public Aspirations

- ◆ A cycle and walkway from Oakura to New Plymouth (85% support, 10% neutral).
- ◆ A cycle and walkway between Ōmata and Back Beach (91% support, (9% neutral).
- ◆ Maintaining the paper road on Waireka Road, for walking, biking or horse riding (77% support, 21% neutral).
- ◆ Promotion of the Tapuae Marine Reserve as a tourist destination (46% support, 31% neutral, 23% opposed).
- ◆ Provision of a community orchard (48% support, 32% neutral, 20% opposed).
- ◆ Provision of a community green space or domain (54% support, 31% neutral, 15% opposed).
- ◆ Expanding the Ōmata Community Hall (46% support, 41% neutral, 13% opposed).
- ◆ Developing a community swimming pool (50% support, 28% neutral, 22% opposed).



## CONCLUDING REMARKS

From the considerable amount of feedback received it is clear that residents of the Kaitake Community Board area choose to live here because of the lifestyle they have, value and wish to retain. Residents want to stay connected to each other and be engaged as builders of our future community rather than just consumers and critics. Residents have a clear understanding of the bigger picture and recognise growth as inevitable, it will happen whether we are ready or not but it won't necessarily lead to satisfactory sustainable community outcomes if the community are not engaged in meaningful processes about how that growth is managed.

The outlined issues are issues right now, not issues that may present over time. Therefore development that is not guided by appropriate, concise and well-informed decision makers will exacerbate the problems that are emerging in the community and we will miss the opportunities that are already in front of us. The issues and opportunities for our Board area extend beyond the scope of district council operations and as a Community Board we must work closely with the Taranaki Regional Council, Venture Taranaki Trust, the Department of Conservation, the Taranaki District Health Board, the South Taranaki District Council and a range of other community partners. A cohesive, collaborative, planned approach to Kaitake's development is required and an approach that puts local community values first must be embedded in the district and regional Councils' policy planning processes and investment decisions.

A strong and sustainable community is one that grows at a rate that is appropriate and practicable; it must improve the quality of life for all within the carrying capacity of our community and environment. This is the future that we want for the Kaitake Community Board area.

Whakapūpūtia mai ō mānuka, kia kore ai e whati.  
Cluster the branches of the mānuka,  
so they will not break.

## ACKNOWLEDGEMENTS

Thanks are given to the Kaitake Community Board (current and previous): Doug Hislop, Paul Coxhead, Mike Pillette, Keith Plummer and Graham Chard (now joined by Paul Veric) who have driven this original project. While the stewardship for this project rests with the Kaitake Community Board, it continues to work in collaboration with wider focus groups of interested and talented local people from across the three communities. Focus group members participated significantly in the development and application of the way this project unfolded. They have given freely of their time and expertise over a long period to enable the Community Board to reach this point. Special mention is made of the following individuals:

Ōmata Focus Group: Kim Ferens, Blair Withers, Megan and Ryan Gargan, John Matthews, Pat Murphy, Catherine and Roger Jones, Bill and Val Donald (now joined by Anneka Carlson, Josie Roberts and Bena Denton).

Okato Focus Group: Jared McBride, Fay Mulligan, Marian Richardson, Matt Hooker, Jim Lawn, Rex Neilson, Craig Dingle (Chair - Egmont Plains Community Board), Mel Abbott, Deb Burmeister, Catherine Cheung, Penny Cullen, Dave Lilley, Catherine Dostal.

Oakura Focus Group: Matt Crabtree, Norton Moller, Matthew Ruakere, Tari Norris, Paul Lobb, Jeff Salisbury, Richard Shearer, Milou Barrett, Grant Aitken, Allen Juffermans, Glen Brebner, John Haylock, John Ardern and Stefan Kiss (now joined by Sharron Steen, Grant Aiken, Hayley Bennett, Gillian Gibbon, Matt Peacock, Allan Barrett, Tim Costello, and Sam Dixon).

We recognise a large part of the Okato community is situated in the South Taranaki District Council's area and we are also grateful for the very positive support we have received from the South Taranaki District Council, allowing us to operate in their rohe.

There have been many other individuals and groups who have contributed substantially. They must also be acknowledged for their interest and commitment. The invaluable support from all quarters has enabled those of us with a genuine interest in the community to communicate amongst the wider public and provide meaningful input back to the project.

Thanks are also given to Juliet Johnson, Martha Dravitski, Jo Eager, Jayne Beer and Julie Straka from NPDC for their support and guidance throughout this journey and to Dr Louise Tester of Guild Research who coordinated the development of the final plan.



Version	Action	Prepared by	Approval Authority	Date
1.0	Kaitake Community Board Plan 2016-2019. Document drafted following extensive community engagement.	Dr Louise Tester, Guild Research Consultancy	Approved by Kaitake Community Board; Adopted by Council	30 June 2017
2.0	Kaitake Community Board Plan Review 2020-2023 Community Board Plan 2016-2019 reviewed. Key focus areas updated following community survey.	Doug Hislop, Kaitake Community Board Chair	Approved by Kaitake Community Board; Adopted by Council	

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 1</b>				
<p>Address traffic safety issues within the Ōmata, Oākura and Okato communities, in partnership with the New Zealand Transport Authority, by implementing interventions that make the highway and adjacent streets safer by reducing opportunities for speeding, aggressive driving and enhancing pedestrian and cyclist safety, comfort and flow.</p>	<p>Traffic and Movement</p>	<p>Many dangerous hotspots exist for pedestrians, bikers and drivers within our three communities that aren't being addressed.</p> <p><b>Ōmata</b> The speed of traffic on the highway through Ōmata is a major concern. Turning into or out of side roads (Waireka East, Hollaway, Pheneay, Hurford and Waireka East) is particularly difficult and dangerous. Review speed limits and implement traffic calming measures, enhance parking, and upgrade and extend footpaths and cycleways for increased</p> <p><b>Oākura</b> There are many areas of concern, due in main to population and destination growth and the increasing numbers of through traffic. Review speed limits and extra calming measures in Oākura. Shift the Oākura eastern 50kph restriction sign to the other side of the Corbett Park entrance. Upgrade and extend footpaths in Wairau Road. Ensure safe pedestrian and cyclist passage to Oākura School from all parts of the village. Address the lack of parking in the Oākura CBD. Address traffic congestion in Donnelley Street. Review the limited parking on the Oākura beachfront and plan for extension. Shift the Tasman Parade through road to behind the OBC and away from the OBC, surf shop and NPOB surf club.</p> <p><b>Okato</b> Addressing traffic safety has been identified as a key issue for Okato residents for years. The risks are heightening, with new housing development and the impending establishment of a new Farmsource store. Identify and plan strategic measures to reduce vehicle speeds through and around Okato. Upgrade and extend footpaths in Carthew Street to the Hampton Road intersection. Extend and connect footpaths to the pedestrian crossing in Oxford Road adjacent to the Coastal Taranaki School entrance to allow students to travel safely to and from school on foot. Shift the western highway 50kph restriction sign to the other side of the Kaihihi Stream bridge and implement a further 70km restriction to the Hangatāhua River bridge. This information demonstrates there is a long history of ongoing issues that have attracted little action from NPDC.</p> <p>For the past ten years, the KCB has been submitting to the LTP and subsequent AP to get NPDC to address various safety issues. These include: 2010 Address the limited main street parking in the Oākura commercial area. 2012 Finish the footpath construction in Oākura on the eastern side of upper Wairau Road adjacent to Highway 45. Finish the footpath construction in Oākura on the western side of lower Wairau Road. Construct a footpath in Okato between the corner of Hickford Place and the pedestrian crossing opposite the school on Oxford Road. Initiate an Oākura traffic study to identify future highway, road and street network issues. 2013 Initiate an Oākura traffic study to identify future highway, road and street network issues. 2015 Construction of a footpath in Okato between the corner of Hickford Place and the pedestrian crossing opposite the school on Oxford Road. 2016 Develop Local Area CBD Blueprints for Okato and Oākura. 2017 Further Oākura footpath construction required. 2018 Address Oākura footpath construction and traffic safety issues within the Okato community. The 2017 Kaitake Community Plan - a thirty year vision states under Community and Citizens: Review speed limits and implement traffic calming measures, enhance parking, and expand and upgrade footpaths for increased pedestrianisation. Timeframe 1 - 3 years.</p>	<p>Providing interventions that make the highway and adjacent streets in our three communities safer by reducing opportunities for speeding and aggressive driving will enhance pedestrian and cyclist comfort and flow. Changes to accommodate pedestrians and cyclists are effective at slowing traffic to a people-friendly speed. Our residents are avid walkers and cyclists and know cycling and walking facilities provide a wide range of benefits to them, their community, and the surrounding environment. Most are keen for their children to travel that way to school rather than by vehicle but they require safe passage for them to do so. This project would link with the development of the Oākura CBD Master Plan project (see below).</p>	<p>Part of this project will require strong working relationships between Council and the NZ Transport Agency. However, without concerted action the situation can only get worse, giving rise to an increase in accidents and fatalities.</p>



Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
KCB - 2				
<p>Address the need for better trail, pathway and cycleway connectivity throughout the Kaitake Ward. A network of pathways, cycleways and bridle paths is planned and developed. Significant non-vehicular connections north New Plymouth, south to Okato and to Mounga Taranaki are essential.</p>	<p>Community and Citizens Parks and Open Spaces Destination</p>	<p><b>Ōmata</b> Expand and upgrade footpaths and cycleways for increased pedestrianisation, especially to and from the Ōmata School. Beach access is reviewed and improved and the public right to use and access beaches is appropriate for the protection of the environments and respectful of mana whenua. (see The Ōmata Community Engagement Project Report - 2017).</p> <p><b>Oākura</b> Complete the linking of footpaths (submitted a number of times since the 2012/22 LTP). Design and complete the walkway/cycleway access connection between the Whenuariki Stream and Timaru Stream footbridges. (submitted a number of times since the 2010/11 AP). Complete the Pukeiti to Oākura trail with emphasis on parking provision for visitors. Undertake a feasibility study to provide a safe walkway/cycleway from Oākura to New Plymouth and link to the Kaitake Trail. (see The Oākura Community Engagement Project Report - 2014/16, and the KCB 2018/28 LTP submission). Provide an all-weather hard surface walkway/cycleway through Matekai Park. Maintain and upgrade the beach trail between Oākura Holiday Park and the footbridge over the Whenuariki Stream. Complete the coastal trail from the Timaru Stream to Fort St George. Complete the mountain bike and pump track in Shearer Reserve. Review and improve disabled beach access. Ensure the public right to use and access beaches is appropriate for the protection of the environments and respectful of mana whenua.</p> <p><b>Okato</b> Completion of linking footpaths (submitted a number of times since the 2012/22 LTP). Investigation of more trails re: paper roads on Hampton and Leith Roads. Carry out a feasibility study to re-establish the Stony River walkway loop track and upper bridge. Beach access is reviewed and improved and the public right to use and access beaches is appropriate for the protection of the environments and respectful of mana whenua. Ensure sensitive beach breeding areas and species (e.g. NZ dotterel/tūturiwhatu) that are under threat due to uncontrolled beach access, quad bikes and dogs are fully protected. (see The Okato Community Engagement Project Report - 2016/17).</p> <p>The 2017 Kaitake Community Plan - a thirty year vision states under Destination: A network of pathways, cycleways and bridle paths is developed. Timeline 1 - 3 years.</p>	<p>Well-designed pathways, cycleways and bridle paths are an important part of a community. Homes, parks, beaches, shops and schools can be connected by safe walking and biking routes. Such trails allow all members of the community a chance to enjoy the outdoors and get physical and mental health benefits. They also provide hūmūpō spots where people meet and interact with each other. The need for optimisation of existing open space areas and walking tracks was identified in the Oākura Sport and Recreation study (May 2011) and the Kaitake Community Plan (October 2017) as was the potential for additional loop tracks and walkways, and to facilitate options for key connectivity between community centres. It was also recommended that development of a track classification and standard for application to existing pathways and tracks to assist improving quality and consistency throughout the existing network with these classifications and standards to be included in operational maintenance plans.</p>	<p>Increased public access to sensitive natural areas (including native forests and beaches) pose threats to ecosystems and threatened species through disturbance/harrasment by human activity, as well as invasive weeds notably spread by horses. These maybe minimised through thoughtful planning with the precautionary principle, risk assessment, signage, education and monitoring.</p>
				Page 40

Kaitake Community Board Plan 2020-2023

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 3</b>				
<p>Better protection of significant cultural and heritage sites should be addressed throughout the Kaitake Ward. Engage with mana whenua to ensure appropriate pathways to such sites and signs with relevant heritage information are provided, along with realistic protection measures.</p>	<p>Community and Citizens Parks and Open Spaces Destination</p>	<p>As our population and tourist numbers increase and public interest grows all known sites of cultural significance and historical heritage need to be recognised, protected, and their stories told.</p> <p>The 2017 Kaitake Community Plan - a thirty year vision states under Environment: Sites of cultural significance and historical heritage are recognised, protected and their stories told. Timeline 1 - 3 years.</p>	<p>The place of Te Ao Māori within the community will be strengthened.</p>	<p>Any misinterpretation of cultural or historic significance runs the risk of alienating tangata whenua. Giving key Māori figures or scholars the lead roles and actively involving tangata whenua would minimise such risks while building strong partnerships.</p>

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 4</b>				
<p>Better management of freedom camping across the Kaitake area is necessary. Address Freedom Camping for New Plymouth District, which will subsequently address the Kaitake community's concerns specifically but not exclusively: meaningful and resourced enforcement/compliance, setting up of suitable and community approved freedom camping areas.</p>	<p>Parks and Open Spaces Destination</p>	<p>Access to Tataraimaka Pā should be limited, with freedom camping prohibited. Protection of urupa at AhuAhu Road is necessary. A review of freedom camping at Corbett Park is required. Better management and facilities at the Okato Domain for overnight camping is needed.</p>	<p>Respecting our iwi and hapu concerns and mana whenua aspirations for the integrity of its significant sites will be maintained by limiting overnight camping at them. Better facilities where freedom camping is allowed will help ensure that rubbish and hygiene issues are minimised.</p>	<p>The relationship between mana whenua and territorial authorities may suffer. The protection of natural habitats, and native species populations can decline. Community social amenity values may be compromised.</p>

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 5</b>				
Develop an Oākura CBD Master Plan	Community and Citizens Growth, Industry and Talent Environment	<p>A cornerstone message in the Oākura Community Engagement Report 2014/16, Oākura - A Growing Community was for Oākura to maintain its village identity and character. Many residents stated this during the KCB's extensive consultation processes.</p> <p>For the past decade as Oākura has grown as a destination there has been progressively limited parking in the CBD.</p> <p>There have been new premises erected and others redeveloped, but there is no coherent plan.</p> <p>The KCB has submitted on getting such a CBD master plan done in 2016 and 2018.</p> <p>Shortly a new 10 shop centre will open in the CBD. The new development has made provision for only 6 off-street parking spaces. Shoppers who want to conveniently park close to the shops will not be able to find one on-site. Consequently they will have to take up one of the already limited available spaces on the highway. There is no data showing peak demand times for CBD highway parking, or what the stresses on parking availability will be within certain walking distances of the new development. We are certain there will be significant downstream issues with vehicles parking in Donnelley Street, Hussy Street, The Outlook, and at Oākura Hall. This will have major amenity consequences throughout the village and there is a local view that NPDC does not have a clear comprehension of the existing situation.</p> <p>A feasibility study is needed to look at the future hall/community centre needs of the community as the social hub of the community.</p> <p>Oakura Hall seismic strengthening is required.</p>	<p>The Oākura community has always acknowledged that future growth is required and will occur. Through the KCB and the Oākura Focus Group the community has set out to address this in a way that provides for the social, cultural and environmental well-being of Oākura.</p> <p>The types of actions provided to Council through this list of POE's all add to the community's vision to retain its unique values.</p> <p>To appropriately address and manage these challenges, the KCB considers it essential to take a long-term view and ensure that development is undertaken in a smart and sustainable manner that responds to both the issues and aspirations of the community, now and in the future. At this point the development of a CBD Master Plan is timely.</p> <p>The 2017 Kaitake Community Plan - a thirty year vision states under Community and Citizens: Development of CBD/ township plans that programme township upgrades and enhancements to maintain amenity and rural character. Timeframe 1 - 3 years. And under Environment: Maintain rural character and feel of the townships. Timeframe 1 - 3 years.</p>	<p>Without an understanding of how the Oākura community acts as a unit, current infrastructural planning delivers a disjointed piecemeal approach that erodes the social amenity value of Oākura. The pressures resulting from a growing population and increasing tourism demand, have the potential to put the Oākura community and its coastal environment at significant risk.</p>

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 6</b>				
Develop an Oākura stormwater network management plan	Community and Citizens Growth, Industry and Talent Environment Stormwater drainage	<p>There is no stormwater catchment management plan for Oākura. There is insufficient information to manage the results of stormwater through future urban development. The community already experiences flooding issues from urban development of upstream areas. Poor stormwater management leads to environmental degradation of the three water courses that are used for drainage (Matekai, Wairau, and Waimoku Streams). There is a lack of engagement with mana whenua regarding the environmental impacts of stormwater on what native species (fish, bird species, insects with aquatic larval stages) are established and depend on these streams for feeding, dispersal, breeding, or over-wintering to complete important parts of their life history.</p>	With a robust stormwater management plan there will be more surety for the community regarding the effects of future staged urban growth. The biodiversity impacts can be assessed and managed in a more realistic manner.	Urban growth and climate change may bring much greater flood risk and water contaminant issues to our three water courses and to Oākura Beach unless a plan is developed.

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 7</b>				
<p>Enhance Kaitake-wide waste management and minimisation processes.</p>	<p>Community and Citizens Growth, Industry and Talent Waste Management Resource Recovery</p>	<p>A comprehensive review of the current waste management programme, including organic wastes from households, commercial/industrial premises and public lands, recyclables, hazardous wastes and others is required.</p> <p>Based on the review, develop local and environmentally friendly organic waste management systems, possibly involving community composting initiatives and/or biogas generation.</p> <p>Review the rural Okato transfer station service in terms of accessibility and customer experience.</p> <p>Improve services for diverting waste back to the New Plymouth base through a rural recovery plan.</p> <p>Engage with the Kaitake rural community to identify where rural waste services can be expanded.</p> <p>Develop an illegal dumping strategy to more effectively address this growing issue.</p> <p>Put in place regular inspections of the Oākura closed landfill site.</p> <p>Develop programmes to substantially reduce plastic packaging including single-use drink bottles, and promote zero packaging.</p>	<p>There is a great deal to gain by improving our waste management system, notably through avoiding wastes and turning the rest into resources.</p> <p>Local solutions support local jobs and foster community ownerships while substantially reducing the environmental and economic costs of long distance trucking.</p> <p>Waste minimisation at the root eases demand on natural resources, reduces pollution problems and helps to address health issues associated with sugar drinks and processed foods.</p>	<p>Collaboration with the Taranaki Regional Council is needed in some areas of this project. There will likely be resistance from some businesses.</p>

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 8</b>				
Develop a Kaitake-wide distributed renewable energy system.	Community and Citizens Growth, Industry and Talent Energy	Just transition to a zero carbon economy has become a central and regional government policy. Renewable energy generation and distribution at household and community levels can play a key role, especially when smart grids, battery storage and electric vehicles are incorporated into the system. We seek Council support in: Review of rules and regulations to create an enabling regulatory environment. Technical advice to households and communities. Financial incentives to remove financial barriers.	This project would demonstrate NPDC's commitment and leadership in just transition. It will build community resilience in terms of energy security.	It will require collaboration with central government agencies, power companies, new tech companies and community organisations.
<b>KCB - 9</b>				
Carry out an Okato water conservation and supply review, using community engagement processes.	Community and Citizens Water Supply	Water shortage has escalated in recent years, due to inefficient water use, increased housing development, agriculture demands and climate change. Residents must use our water resource more smartly than flushing our toilets with reticulated, drinking water. We request: Council support for rainwater tank and greywater reuse systems for existing households. New district plan rules to mandate such systems for new houses and development.	This will enhance community resilience, provide jobs to tradesmen and reduce the burden on Council in securing a new water source and the costs associated with its treatment and delivery. This can be a natural expansion of the useful Ngā Whare Ora Taiao o Ngāmotu.	Water shortage issues continue. There is a risk that at the height of summer Okato may not have a potable water supply.

Kaitake Community Board Plan 2020-2023

Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 10</b>				
Carry out an Okato Pool Accessibility upgrade.	Community and Citizens Venue and Events	This seasonal pool is not compliant to the required accessibility standard. It is the only public swimming pool between Opunake and New Plymouth and is 28km distant from the NP Aquatic Centre.	The Pool has a large user base and acts as the school pool for Coastal Taranaki students.	It is difficult for physically impaired students and others to enjoy full access to the pool and its facilities.

**KCB - 11**

Develop an Okato Community Emergency Response Plan.	Community and Citizens Emergency Management NPDC Civil Defence Centre Resilience Project	With increasing risks from natural disasters, pandemic and growing population, it is critical that Okato has its own emergency response plan. The Okato community has requested this and the KCB made submissions (2012/22 LTP and 2016/17 AP). It remains a priority for the community.	A local emergency response plan would empower the Okato community and responsible agencies and groups, so that we are better able to respond to and manage emergencies collectively and quickly. It would help to reduce the burden on Council.	Successful management of any public emergency begins at the local level. When a community is prepared to quickly deal with a local emergency the impact can be minimised. An emergency response plan makes our community, safer, more resilient, and better prepared. Failing to engage with the Okato community in developing a Community Emergency Response would leave the community unprepared and agencies unable to deal with potentially dangerous emergencies.
---	--	--	---	--



Project	Significant Activity	Why it is needed	The benefits	Risk Analysis
<b>KCB - 12</b>				
Carry out an Okato wastewater management review and feasibility study.	Community and Citizens Growth, Industry and Talent Wastewater Management	The Okato residential area is in a high water table environment. Many of the household septic tanks are old and compromised, threatening the environment and human health. Such threats are growing over time and with population growth. We request: A review of the current wastewater situation. A comparative study on alternatives that are local and environmentally responsible, with discussions on potential Council support and investment.	It is prudent to look into and invest in environmentally responsible options now. Delaying action will only increase the financial and environmental costs to the community.	Failing to deal with our wastewater issues will jeopardise both the environment and human health.

## SUPPORTING DOCUMENTS

Available on request

The following documents have informed the development of the Kaitake Community Plan.

Coastal Strategy - 2006

Mana Whenua Mana Moana Position Paper - 2006

Oakura Structure Plan 2006

Oakura - A Growing Community Report 2017

Okato - A Connected Community Report 2017

Omata - In The Rural Landscape Report 2017

Kaitake Community Board Community Plan Review Survey documents - 2020



# Submission from the AQA on the Draft Taranaki Regional Land Transport Plan 2021

April 2021

## Introduction

The Aggregate and Quarry Association (AQA) is the industry body representing construction material companies which produce 45 million tonnes of aggregate and quarried materials consumed in New Zealand each year.

Funded by its members, the AQA has a mandate to increase understanding of the need for aggregates to New Zealanders, improve our industry and users' technical knowledge of aggregates and assist in developing a highly skilled workforce within a safe and sustainable work environment.

Aggregate (crushed rock, gravel and sand) is an essential resource for the building of roading projects and other transport infrastructure and due to the unprecedented levels of construction and infrastructure development activity generally, aggregate is increasingly in short supply in many parts of New Zealand including the Taranaki region.

We are writing this submission to the Taranaki Regional Council on the [draft Regional Land Transport Plan](#) (the Draft Plan) to ensure that availability and supply of aggregate is top of mind as the councils' planning processes progresses.

## Aggregate and the Transport System

Road construction and maintenance uses aggregate in large quantities. Different grades of aggregate and sand are used for the road's base layer, the pavement and the seal on top. To build 1km of a two-lane motorway, you need around 14,000 tonnes of construction aggregates (400 truckloads).

Aggregate is also used for general construction - in concrete, asphalt, mortar and other building products. (For example, the building of an average house, requires about 250 tonnes of aggregate.)

Aggregate is also used to increase resilience of the transport network to natural hazards and climate change. Aggregates, for example, are needed for flood protection and to adapt to sea level rise and coastal erosion through strengthening of sea walls etc. They will be needed to repair damage to coastal infrastructure such as roads and to make infrastructure more resilient generally to greater intensity storms and extreme weather events.



## Planning for Aggregate

It is important to note, aggregates and other quarry materials are a site-specific resource. They are not universally available and can only be sourced from where they are located. Without planning to provide for adequate access to resources at workable locations there is the real risk of losing access to the resource. It is critical that planning is streamlined, and quarry resources are protected so they can supply vital construction materials including those which will be needed for the projects in the Regional Land Transport Plan.

A lot of land comprising suitable aggregate resource in Taranaki has already been built on or has been sterilised as a result of inadequate planning in years gone by. With a proliferation of competing land uses it is important that land with suitable aggregate resource is first identified and then protected for future use.

Just as aggregate is an essential and underappreciated component in the transport infrastructure supply chain, the transportation of aggregate from quarry to destination is an issue given the heavy costs of shifting it (an additional 30 km travel cost typically doubles the cost of aggregate). This means potential aggregate resource must be able to be accessed as close to roading projects as possible to reduce the cost of construction.

There are several examples of roading projects around the country where aggregate has had to be transported large distances due to a lack of local product. Some of the delays at Transmission Gully in Wellington are a well-documented example of this.

Failure to adequately plan for future aggregate extraction would lead to a substantial increase in cost of development and maintaining of transport infrastructure, delays as aggregate is sourced from outside the region and congestion as truckload after truckload is transported to the site.

It should also be noted that quarries have a limited lifespan and aggregate extraction is a temporary land-use. Once all the aggregate material has been extracted, quarry land is returned to the community to a former use, or an alternative use.

## Conclusion

In summary, to ensure the projects identified in the Regional Land Transport Plan are able to be undertaken as cost effectively as possible, sound planning is required so that future access to aggregate resources is sufficiently recognised, protected and provided for.

It is important that there is good coordination between all parts of the planning process and that planning for land use and quarries is linked to the transport plan.

**Wayne Scott**  
**Chief Executive Officer**  
Aggregate and Quarry Association  
[wayne@aaa.org.nz](mailto:wayne@aaa.org.nz)  
021 944 336



## **Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki**

### **Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki**

Sustainable Taranaki, with funding support from TSB Community Trust and Venture Taranaki, held a public workshop on better (sustainable) travel on 8 April 2021. This is part of a series of better travel pilot activities within Sustainable Taranaki's behaviour change programme. 18 people attended in person in New Plymouth and the live stream had circa 100 logins (though livestream participants could not participate in the work groups).

This 8 April public information evening focused on personal (including work) travel and included briefing presentations on the He Pou a Rangi recommendations, the opportunities for changes, challenging perceptions on barriers and apparent quick wins, NPDCs investments/ activities (which stimulated quite a bit of interest), the benefits of EVs, the link car sharing app/ vision and future transport visions, followed by break out groups to envision change.

The outputs of the workshop discussion are summarised as a submission below. In our opinion it substantially captures the broad range of views from participants as presented from working groups at the event, but it is not a collectively agreed perspective. This is provided for information, and is not a formal endorsement of recommendations by, or a submission on behalf of, the author, individual participants, funders or event organisers.

Sustainable Taranaki acknowledges that only some of the below is directly relevant to TRC but many are relevant collectively as TRC works with the district councils and Waka Kotahi on integrated transport and urban plans.

### **Future transport – workgroup outputs**

#### **1. Infrastructure and urban form group**

##### **Vision**

The group did not summarise a vision but formed around the opportunity to integrate urban form changes, public/ other shared and multi-modal transport infrastructure/ service/ innovation investment and digitalising services, incentives and (sometimes painful) triggers to change people's transport options/ decisions/ preferences.

The group focused heavily on the current convenience of (often) single occupancy cars. The actions reflect a view that painful triggers were needed to make these less attractive as well benefits that make alternatives more attractive/ flexible/ convenient. These changes need to go in parallel.

##### **Things to start right now**

- Better, safer roads for bikes – simple, cost effective things like more bold painted lanes or markings on “interchanges” to get lots done quickly
- Change parking to drive low carbon behaviours. Best spots for car share / pooling, EVs and small/ compact cars (e.g. small spaces). If it's a long walk when you come in a single occupancy or in a big car, you will make more effort to share.
- Use car plate or car colour rules, etc. so we limit the days any car can come in to town to encourage sharing (unless car pooling?).
- Introduce CBD or congestion charge, potentially graded by occupancy of car, size of car, etc.
- Add a local fuel surcharge, as Auckland has, to fund shared transport.



## Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki

- More support for digital investments to facilitate clean transport over physical road investments e.g.:
  - the tools to manage the restrictive/ preferential parking/ CBD access rules above,
  - integrating with/ promoting of car sharing apps, or
  - integrating the Bee card/ an app regionally, with other shared transport options appropriate to our regional needs (e-scooter or e-bike hire at destinations/ ride share etc.) and with available service and timing information on buses and car share etc.

### 3-5 years

- Investing more in buses with focus on frequency and a central loop service with lots of things in walkable/ e-scooter/ bike easy reach (TDHB, WITT, Fitzroy, CBD, Waiwakaiho) rather than primarily arterial routes in town (and provide facilities for e-scooter/ bike share etc.).
- Use existing rail for a high frequency service Waitara to the port.

### 10 years

- Integrated urban planning for denser CBD, denser populations on key arterial routes/ around planned multimodal transport interchange points, multi-activity urban villages (including daily shopping needs, DRs, shared workspaces etc.) that reduce the need to travel, integrated multimodal transport routes and connections (include easy interchange between bike etc. and shared transport and dry, safe ways to reach destination).
- Leverage rail for long distance and freight.

### Key Barriers

- Behaviours, habits,
- Structure of roads and the attitude of car drivers,
- No incentive to change when car is so convenient and flexible,
- Lack of central co-ordination.

### Barrier Busters

- Big triggers (pain points reducing convenience and flexibility of the car) and incentives.
- Behaviour change investments.
- Creating a culture of respect for cyclists etc., and users of shared transport.

## 2. Active transport group

### Vision

#### A city that embraces, enables and drives the growth of “micro EVs” to replace the car

- e-scooters, e-bikes, skateboards, e-motorbikes, e-“carts” (e.g. NZ Post uses)

### Things to start right now

- Free easy parking for micro-EVs and similar non ICE options



## Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki

- Encouraging etiquettes e.g. slow down and use bell when behind folks (without scaring them)

### Key Barriers

- Safety from other vehicles for cyclists, e-bikes and when alone (pedestrians at night) – better painting and signage are a near term opportunity for cycling especially where lanes end/ merging to roundabouts where participants noted recent accidents;
- Weather – winter/ rain (incl. what do if wear glasses etc.);
- e-bikes heavy for some; arriving sweaty/ dishevelled; Disabled access

### Barrier Busters

- More cycle lanes; space between cars and bikes; dedicated cycle ways; dedicated walkers space; walking buses (kids, safety)

### Triggers Enablers

- See actions above plus getting community to value quieter community, fitness/ health, clean air, social interaction.
- Reduced, or flexible, work hours that allow people to make use of these different options

### 3. EV group

#### Vision

**Embracing a coming wave of low cost EVs (e.g.: 3D printed EV Waikato; low cost Indian/ Chinese produced fit for purpose urban EVs) including recycling ICE cars with electric motors, integrating EVs with solar power and running our homes.**

#### Things to start right now

- EV owners to drive the cars, spread the work, attend meetings

#### 3-5 years

- As our EVs age sell to someone who has the right use case (e.g. lower daily max KMs)

#### 10 years

- Upgrade our cars and/ or replace battery as prices drop

### Key Barriers

- Battery replacement and disposal

### Barrier Busters

- New technologies including improving recycling (Germany already recycles 72% of components); battery re-use (stationary applications needing energy rather than power output e.g. home solar storage, “grid” support)
- Subsidising costs of EVs and assisting the new industries/ support services to get the best value from them



SUSTAINABLE  
TARANAKI  
TARANAKI TIAKI TAIAO

## Insights For A Public Better Transport Workshop Hosted By Sustainable Taranaki

### Triggers/ Enablers

- Supporting innovators e.g. Blue Cars who are now assembling batteries in NZ building capacity and jobs here.

### Envisioning the Future – Strawman Scenarios

Through the course of public workshops, events and employer engagements over the last year, the three future vision scenarios attached with this submission were designed to promote further discussion. They visually capture significant elements of what we have heard and therefore are being shared to help promote the on-going dialogue.

Sustainable Taranaki acknowledges the many people who have provided time and ideas that are represented within these concept futures.

*Jamie Silk*

*On behalf of Sustainable Taranaki*

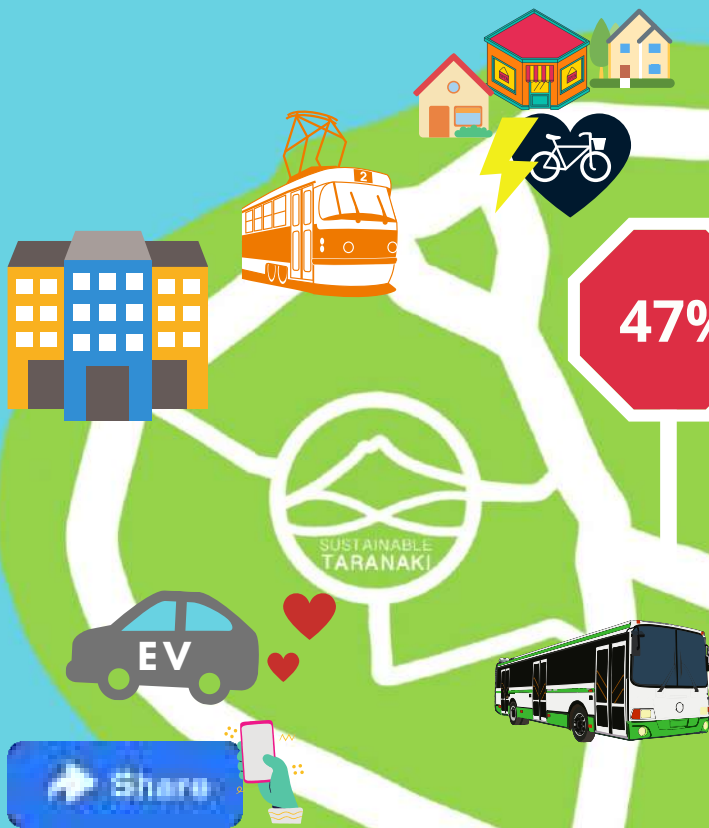
*13 April 2021*

# A little crazy

Embrace reduce, share, walk, bike, bus & electrify with urban villages and integrated travel

We love all the choices.  
But lets go further

We integrate new urban layouts with multimodal and intra region travel



Carbon  
REDUCTION TARGET BY  
2035

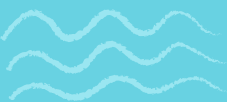


Urban villages with shops, GPs, shared offices, schools etc cut travel needs off the 3 routes

3 high frequency tram routes connect Bell Block, Corbett Rd, Waiwakaiho, Fitzroy, WITT, high schools, CBD, hospital, big workplace, homes & park'n'ride

Tram route nodal points connect easily with covered walkways, bike stores, car parks, radial bus & out of travel

Compact city development along tram & cycle route for easy car free travel





# Novel

We still embrace walk, bike, bus, electrify & urban density but we trigger & love behaviour change

We love all the choices. But lets go further

We intentionally tackle the things that make it hard to reduce travel and share



**Carbon**  
REDUCTION TARGET BY 2035

We make sharing (EVs, cars, buses) convenient & flexible with digitalised matching for frequent options with folks "you know"

Batch jobs, video call, shop local



Planners trigger change with less CBD and worksite parking  
Employers/ developers support shared and active transport choices



# Progressive

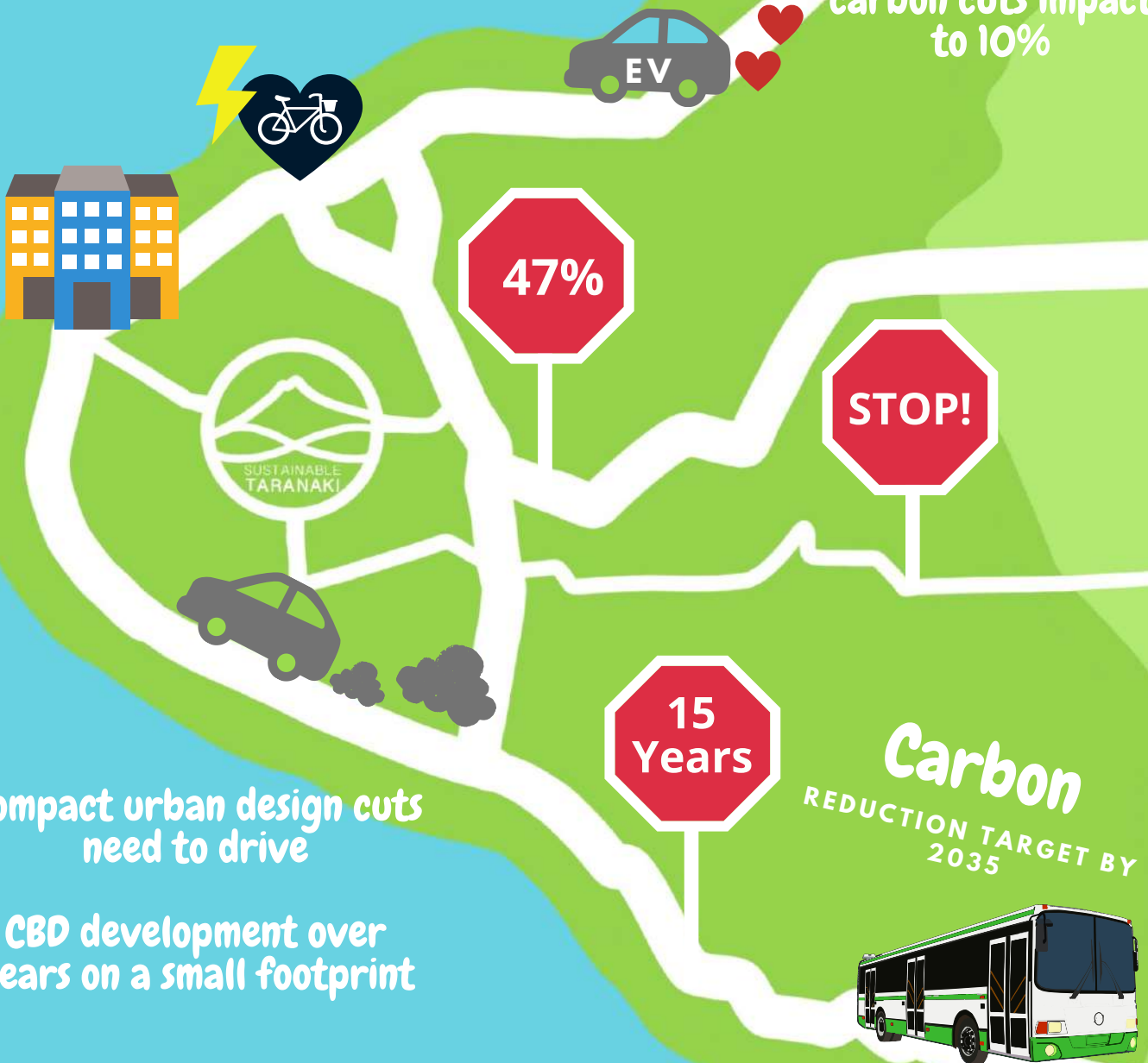
We love all the choices. Go for it. But is it enough?

We build on lets go driving 20% less journeys in New Plymouth

It cuts carbon < 10% as bike trips are short journeys

25% buy EVs and small cars

It cuts NZ carbon but embedded carbon cuts impact to 10%



Compact urban design cuts need to drive

CBD development over years on a small footprint

Regional Transport delivers better buses shifting 10% of journeys

Few long distance buses so shift <10% of carbon

Carbon REDUCTION TARGET BY 2035



# THE FUTURE OF TRANSPORT

What's your vision for Taranaki?

## THE PROGRESSIVE

- Build the regional strategy and integrate Let's Go initiatives that promote the use of alternative transport, such as e-bikes & scooters.
- Expand cycle routes, EV charging locations.
- Step up behavioural change campaigns & urban experiments.



IS THIS OPTION A LONG SHOT WHEN IT COMES TO DELIVERING THE RADICAL CHANGE NEEDED IN 10 YEARS? CONSIDERING THE 47% TRANSPORT REDUCTION REQUIRED BY 2035 PER CCC

## THE PRAGMATIC

- Integrate a step change in urban form and structure of the CBD.
- Apply disincentives to central and major worksite parking with an orchestrated car/ride sharing program that invests in making this option flexible & convenient enough to tackle the barriers folks perceive.
  - Childcare and school time flexibility & assurance of a late transport options to satellite communities
- Invest in digital and social innovation to support a new streetscape and commuter movements.
- Gain commitment from employers & developers to invest in clean transport solutions.



## THE PROSPECTIVE

- Engineer three tram routes to pick up the main travel needs.
  - ie. Bell Block to Spotswood, with connections to industrial parks, schools, hospital and CBD
- Combine a central transportation system that is fast, efficient, reliable and caters to major commuter routes with connections to bike ways and undercover walking paths to work place hubs.
- Strategically place car share lots, bike sheds, walkways & multimodal "connector" options.
- Encourage urban villages, maximise CBD space and construct a denser, more fluid city.

THIS OPTION USES CARROTS, REGULATIONS, & DIGITAL SOLUTIONS TO DRIVE CHANGE FROM THE TOP DOWN. OFFERING INCENTIVES LIKE PERMITS FOR BUILDING AND EXPANSION IN THE CBD CAN CURTAIL THE NEED FOR PARKING LOTS.



THIS WEAVES THE PREVIOUS TWO OPTIONS TOGETHER & ALSO TAKES A STEP FURTHER TO ENGINEER AND FULLY INTEGRATE A BACKBONE TO THE FUTURE OF TRANSPORT IN NEW PLYMOUTH. THINK EPCOT IN THE MAGIC KINGDOM.



Form Name: Regional Land Transport Plan 2021  
Submission Time: April 13, 2021 12:16 pm  
Browser: Chrome 89.0.4389.114 / Windows  
IP Address: 219.89.194.47  
Unique ID: 791448958  
Location:

## Your details

---

**Name** Jamie Silk

---

**Organisation (if applicable)** Silk Advisory

---

**Address**

---

**Email**

---

**Phone**

---

**Do you wish appear in person at a hearing in Stratford on Wednesday 2 June?** No

## Your submission

---

**Your comments on the vision:**

It is a powerful, succinct vision but fails to convey the urgency for transformation in our transport choices if we are to meet the He Pou A Rangī budgets. The vision needs to capture this transformational need and so cascade through council decision making, partners, options analysis and actions the investments needed to deliver that change.

Specifically this needs to drive a reduction in vehicle KMs travelled, enabling different transport infrastructure (digitising options, private car sharing ideally integrated to public transport, road infrastructure that favours alternatives to single occupancy vehicles and that integrates with low travel need urban forms). This must consider also the embedded carbon in alternatives so we reduce global cumulative GHG fast and not just "export" the problem.

---

**Your comments on the priorities. Do you think the list should include other projects?**

We acknowledge the importance of major safety interventions but note our goal has to be reducing vehicles KM travelled and so vehicles. We urge that the business case and intervention considers the residual benefits in a scenario where we successfully invest in and deliver on low carbon scenarios.

We support the investment in active transport choices but urge that these give priority to ones that most accelerate the substitution of carbon generated by road traffic to active cycling. - if priority 3 does this, that is great - otherwise other active or car substituting investments (such as supporting private car sharing should replace it).

We believe a high hurdle needs to be set on new investments that reduce congestion and so encourage more sole occupancy car use and aggravate our climate transition challenge. These are regressive and low carbon alternatives need to be invested.

---

**Your comments on the future sustainability and resilience of our transport networks:**

We agree with the prioritisation but also urge TRC to introduce new steps to screen what to STOP or DEFER investing in to fund accelerating change. See specific comments on priorities above.

All TRC investments need to be screened against the criteria of driving a greater than 47% reduction in carbon emissions by 2035 considering the embedded carbon in new EVs/ infrastructure and other bio physical constraints in our materials use.

Where investments do not support this, they must be challenged hard and we need to innovate to find better options.

We acknowledge the renewal needs in ageing infrastructure noted above and that the focus of the spend is being led by existing road demand. However this road demand will continue to follow where the transport infrastructure dollars go until TRC take leadership in reshaping transport behaviour change (including working with sources of HGV transport to understand future needs) as a prudent investment to reduce transport demands and defer/ optimise some renewal needs.

---

**Your comments on the place of bike trails in our 'big-picture' transport planning:**

The trail vision is exciting from recreational, health, carbon and affordable transport perspectives.

We support the investment in active transport choices but urge that these give priority to ones that most accelerate the substitution of carbon generated by road traffic to active cycling as our carbon reduction is urgent.

We also urge that TRC works with other councils and stakeholders to prioritise low cost, fit for purpose initiatives to open up maximum KMs over flagship, high quality projects that we can upgrade to later as demand or issues (waterlogging/ mud) dictate later.

As an example the UK has a vast cycle network from historic bridleways mostly with the simple investment in low cost painted posts for signage and with surface and water management upgrades only selectively made according to need. If we could open up our paper roads and other select opportunities on this basis, could we deliver a lot of KMs at relatively low cost.

---

**Your comments on any other issues:**

The plan is road transport demand led.

It does not reflect the urgency of the carbon transition nor (visibly) how to meet the He Pou a Rangi goals.

TRC (in partnership with other Councils and agencies) has a leadership role in enabling the transition needed, re-directing investment to the digital, sharing and other infrastructures needed for low carbon investment and breaking our love affair with single occupancy cars (and simply switching to EVs does not solve the problem due to the embedded carbon in their production). The RTP needs to be part of leading this.

Councillors collectively, as the governance body, need to embrace the new good practices for directors to mitigate and adapt to climate change reflected in the Task Force For Finance Related Climate Disclosures good practice. This is as they are personally accountable to current and future generations for how council spending is driving individual decisions that perpetuate our bad carbon habits and a lack of alternative council investments make it hard for people to change.

---

## **Sport Taranaki Submission to Taranaki Regional Land Transport Plan 2021**

Sport Taranaki is one of fourteen regional sports trusts in New Zealand. We are responsible for leading and supporting the sport and recreation sector including regional organisations, clubs, facilities, and schools to deliver quality sport, active recreation, physical education, and play experiences for the whole community. Sport Taranaki is striving for 'a healthy, active Taranaki'. Sport New Zealand, Councils, and Community Funders are critical partners to Sport Taranaki to enable the delivery of quality opportunities across the region.

### **1. Regional Land Transport Plan Vision**

Sport Taranaki supports the proposed vision with the addition of the words "and pathways" to recognise the role that pathways play in enhancing liveable places and the wellbeing of our community through supporting active transport options.

Sport Taranaki's suggested vision is: "A vibrant, resilient and connected region, with safe roads *and pathways* enhancing liveable places."

### **2. Major projects**

Sport Taranaki supports two of the major projects listed:

- New Plymouth Coastal Pathway extension from Bell Block to Waitara.
- Traffic signals at the intersection of Coronation Avenue (SH3) and Cumberland Street, New Plymouth.

#### New Plymouth Coastal Pathway extension from Bell Block to Waitara

Sport Taranaki supports the continued programme of maintaining, extending, and connecting the network of trails for both walking and riding. We agree and support the Coastal Pathway extension from Bell Block to Waitara as a priority.

From Sport Taranaki's perspective it is vital that there is equitable access to pathways, tracks, and trails including considerations for people with disabilities and safe connections for young people and more marginalised communities where traditional transport may be a barrier.

#### Traffic signals at the intersection of Coronation Avenue (SH3) and Cumberland Street, New Plymouth.

Sport Taranaki have led a needs assessment and the development of a Multi-Sport Hub Master Plan within the recommended location of the New Plymouth Racecourse Reserve on Coronation Avenue. This project is a collaboration between Sport Taranaki, New Plymouth District Council, Te Kotahitanga o Atiawa, and sporting codes/stakeholders. The project is included in New Plymouth District Council's Draft Long Term Plan.

The Multi-Sport Hub will include indoor and outdoor sporting facilities which will benefit a wide cross section of the community. The Hub is not just about sport and will provide social opportunities, spaces for play, and non-sporting activities including the opportunity for shared administration of sports and related organisations.

The location of the hub is recommended in part due to the close proximity of a large residential population and also a number of schools, with over 4700 students within a 2 kilometre walk of the Racecourse Reserve. Opportunities for safe active and public transport enhancements in and around the site is a consideration of the next phase of the project.

We anticipate that this project, along with general population growth, will put pressures on the transportation network. Upgrades such as traffic signals at the intersection of Coronation Avenue and Cumberland Street will support the growth of the city and the development of the Multi-Sport Hub, while also enhancing active transport routes for surrounding schools. For these reasons, we support this priority project.

In addition, we expect that other intersection upgrades will be needed along the Coronation Avenue transport corridor. Sport Taranaki request that the Regional Transport Plan acknowledges the Multi-Sport Hub proposal and includes the opportunity for this priority project to be expanded to include other intersections along Coronation Avenue as required.

The Multi-Sport Hub is now in a feasibility study phase with a number of workstreams, one which includes consideration of the impact on the transportation network. Results of an Integrated Transport Assessment will be available later in 2021.

### **3. Walking and Cycling network role in transport planning**

Sport Taranaki acknowledge the important role that active transport plays in both sustainable environmental outcomes, improved traffic management, and also the physical wellbeing of participants.

Walking and riding should play an important role in big picture transport planning particularly where there are opportunities to influence the next generation through providing infrastructure that supports active transport around schools and into the central business district thus contributing to creating more liveable communities.

Sport Taranaki are aware through our work with schools that a number have significant challenges related to safe walking and riding by their students particularly where a school adjoins or are near a state highway.

Sport Taranaki support the work of the Taranaki Trails Trust and the trails identified by the Trust should be included in the Regional Land Transport Plan as they contribute to the vision of enhancing liveable places. The Draft Regional Land Transport Plan does not consider how the trails proposed fit into or compliment the wider transport planning or degree in which they support the objectives of the plan or identified regional priorities (with the exception of the Bell Block to Waitara Coastal pathway).

Sport Taranaki notes that the plan does not reference the Regional Walkways and Cycleways Strategy, although given its age we appreciate that it being out of date may be the reason for this. We would like consideration to be given to a review of the regional strategic framework around walking and riding and how the outcomes of this review could be incorporated into the next iteration of the Regional Land Transport Plan. This may enable a greater emphasis and understanding of how active transport and trails infrastructure could have the most impact on the vision and objectives of the Land Transport Plan, while helping to identify and gain support for regional priorities.



**Climate Justice Taranaki  
Submission  
on  
Taranaki Regional Council's  
Regional Land Transport Plan 2021**

**13 April 2021**

*He mihinui ki a koutou katoa o te Kaunihera-ā-Rohe o Taranaki.*

We would like to submit the following comments below and our new just transition plan attached here as appendix one, as our submission on the proposed regional land transport plan.

Vision:

- The old vision of ‘*A vibrant, resilient and connected region, with safe roads enhancing liveable places*’ is outdated. We recommend ‘transport routes’ instead of ‘roads’. The future of transport will be diverse, from river waka and electric rail to walking, biking and skating routes.

Priorities:

- The funding priorities set out at a cost of around \$149million over six years is absurd. If safety is the priority, council would do better to follow the advice of the police and **reduce speeds on roads**, particularly in these problem areas, and face the fact that air travel has little future. Instead of expensive road upgrades the council should encourage and assist people to use public transport, car-sharing and other non-petrol powered means of getting around. \$149 million could support **free renewable-energy public transport** for many years and boost the mental and physical well-being of our communities and environment. Financial support for community-run shared transport initiatives would be very helpful also. We support the Wairau Rd underpass and other active mode assistance. We support the Waitara coastal pathway as long as iwi, hapū and the affected communities are in support.

Bus services [*copied from our LTP submission*]:

- Bus fuel - our transport emissions are far too high and we strongly support an urgent replacement of buses to EV and/or conversion to biodiesel (100% non-fossil-fuel content by 2030). **We support your option two** for now. We suggest further investigation into using **smaller and more frequent buses** that require less capital cost, less energy and provide more frequent services and are ultimately easier to fill with passengers and have less impact on roads and road safety. We need to think longterm to a world quite different from now. While we’ve heard arguments from TRC staff that bus procurement is not council’s decision, we think council can still encourage or incentivise bus operators to shift. It would be a far quicker trip for passengers and cheaper to have for example two smaller school buses sharing the route to town (eg. Some doing upper ring roads and some doing lower ring roads) and would allow more options for students who have early morning or after school

activities. If **adults were also allowed on 'school' buses**, which adults have long been asking for, then there would be less need for daytime buses and less disruptive behaviour from students on the buses. This would all create more jobs and a better work environment while serving a wider sector of the community to ditch their private cars and reduce carbon emissions.

- Bus service options – we support **more than option 3, including more rural services** to suit daily school and work commuters, especially to the north and on the central coast. We have said this for years but will reiterate it again, the council must not wait for demand to increase but must **actively encourage people to take public transport**. This can be via promotional multi-media, restrictions and discouragement of private vehicle use, and lowering costs by seeking further support from central government or private sponsors and adding multi-trip cards and whānau cards. More and better bus shelters along with more frequent services would also encourage people to not fear the rain. Park'n'ride facilities such as bike lock-ups, commuter bike lanes and priority bus/carpool lanes and better co-ordination of bus timetables with connecting buses and school pick-up etc would also greatly help those coming from outside of our two main cities. City loop services that connect to outer city and regional services would make transport easier and more accessible too. User-friendly bike carriers on all buses is highly recommended. Given public transport passengers have almost doubled in the past decade (349k to 650k), surely much greater investment spending is required to provide for the increasing demand. Yet only 50% (4.8m-6.3m) more expenditure is planned ([Pg57](#)). In our opinion we need to aim for even greater increases in passenger numbers this decade, to get as many cars off the road as possible

Taranaki Trails:

- while we support getting the community out on bikes for recreation the council's priority should be for **investment in more cycle lanes and infrastructure to support daily commuters** getting on bikes and out of private vehicles.

Looking to the future:

- we 100% agree that we need to respond proactively to climate change and build a more sustainable transport system. We strongly believe that the economic and social impacts of making our transport networks resilient and sustainable will be far lower the sooner and better we act. The longer we kick the can down the road the worse mess we will have to clean up and in far less time.
- We strongly support increasing public transport, car-sharing and active body transport and the smart connections of these modes of transport. We believe rail and vehicles should shift to renewable electricity and that these are prioritised for those who need them most eg. mobility impaired and emergency services. 100% sustainable, ethical biodiesel could be acceptable for heavy machinery such as tractors and cranes. We do not support hydrogen energy as it is a wasteful inefficient use of electricity and continues the production of synthetic urea which poisons soils and waterways, puts farmers in debt and emits vast amounts of greenhouse gas. We do not support upgrading or repairing roading infrastructure to support heavy vehicles as these forms of transportation need to be phased out and replaced with smaller vehicles, rail or none.

Thank you for considering our comments above and in our document below. We would like to also **speak to our submission** to council in June.

APPENDIX ONE

# Toitū Taranaki 2030

## A Community Powered Strategy for a Fast and Just Carbon Neutral Transition



Written by Climate Justice Taranaki, with contribution from members of several Taranaki community groups and unions. Published March 2021.

*We reserve the right to change our views and opinions expressed in this document.*

*Tēnei te ara kei runga,  
Ko te ara o tēnei Tupua,  
Ko te ara o tēnei Āriki,  
Ko te ara o tēnei Matua ā-iwi.  
Ko te ara o Ranginui e tū nei, o Papatūānuku e takoto nei,  
Kia rarau iho rā ngā tapuwae o Tāne,  
Tēnei te pō, nau mai te ao.  
Taupokina te pō, hinga te pō, turakina te pō,  
Te pō uriuri, Te pō tangotango, Te pō oti atu ki te pō, hurihia ki tua!  
Hura te rā! Kake te rā!  
Matike te rā ki te pae o Kare-Taitimu, o Kare-Taipari, o Kare-Taimoana  
Takapau whāriki i Papatūānuku e takoto nei.  
Piki ake, kake ake te rā i te Pae-tū-o-Rangi  
Huakina! Huakina te umu!  
Huakina te umunui, te umuroa  
Te umu o Tū-te-wiwini, o Tū-te-wawana, o Tū-te-nganahau!  
I te ata pō, i te ata hāpara, i te ata umurangi, huakina!*

*A new dawn is coming. Let's not delay. Remember the knowledge of our ancestors who went before us and rise to greet the sun's rays, fully prepared and ready for the new day that is to come.*

## Contents

Summary	3
Background - Who Contributed to this Document	6
1. Toitū Taranaki - Why a 2030 Community Just Transition Strategy	7
1.1 Current NZ situation	7
1.2 Real carbon neutral	9
1.3 The underlying problem is not emissions	10
1.4 Why 2030 targets	12
1.5 Community powered	14
1.6 Just transition	15
2. 2030 Just Transition Strategy: The Need for Targets & Action Plans	18
2.1 NZ Targets for 2030	21
2.1 a) Energy Targets	21
2.1 b) Reforestation Targets	25
2.1 c) Agriculture Targets	30
2.2 Energy, Reforestation & Agriculture Downshift	34
2.2 a) Energy & Transport action plan	34
2.2 b) Reforestation & Agriculture action plan	46
2.3 Mana Taiao Mana Tāngata - Political & Cultural Action Plan	52
2.4 Ora Taiao Ora Tāngata - Transition Education Action Plan	59
Conclusion	62

*Photo of Taranaki Mounga by [David Young](#).*

## Summary

For decades, scientists have warned us that unabated climate change will bring environmental and social devastation like we have never seen before. Current estimates give us less than **nine years** to stop runaway climate chaos, let alone rebalance the damage to our planet from the past two centuries since the start of the 'industrial revolution'.

The Covid-19 pandemic has been a wake-up call for many, allowing us to see an immediate global threat and that big changes can be made quickly when political support and collective responsibility is there. Unlike Covid though, the threats from climate change are slower and wide-ranging while the changes needed are more long-lasting and have already faced decades of resistance from the industries who profit from polluting the atmosphere and exploiting our planet and people.

Many concerned about climate change and excessive resource extraction have long been working on [finding the underlying problems and the best solutions](#) for a sustainable and just future. We have struggled for generations to be heard, meticulously gathering evidence, trialling solutions and demanding change on the streets and in the halls of businesses, councils, parliaments and the UN. The rich elites and their corrupt politicians, who have plundered and profited off the destruction of our biosphere, have stood in the way of a just transition all that time denying their harm, offering false solutions that greenwash 'business as usual' and suggesting individual change rather than system change. The poor and working classes who already suffer the most, did not make this problem, **big industry** did and they **must halt their polluting and carry the cost of transition for society**.

While in recent years the New Zealand government is starting to take climate change more seriously, the changes suggested are not fast enough, rely too much on technological fixes and off-setting and do not sufficiently control industrial pollution. As a country we have avoided change arguing we are small and our impact insignificant but we know for our size and population that we are indeed one of the world's [worst emitters](#). We've also argued that if we change before other countries then our economy will suffer unfairly but nations and businesses are desperately looking for leaders in climate transition and if change is done well we can only benefit. That our economy will suffer is a given and it will only get worse, the slower we act.

If we want a truly just transition to living within planetary and regional ecosystem limits with a decent and meaningful life for all people, then those who care and those who can, need to come together to work more strategically and faster. Social change comes from society pushing for change. We need to educate, upskill, collaborate and encourage more people to act.



We advocate for a more community-resilience approach that focuses on industry and structural changes that drastically and urgently cut emissions and provide for our people to transition while also extending aid to those less fortunate, notably climate refugees.

This 2030 just transition plan focuses on our region of Taranaki but **we need the country to change if we are to effectively change**. Hence the targets and suggestions for change are more generic in their focus but applicable to Taranaki still. It is hoped this document will be useful for setting good targets, timeframes and action paths that can be used by our communities here and in other parts of the country including councils, government and businesses.

The long term **focus of our paper is on becoming carbon neutral, based on pre-industrial levels** of carbon in the atmosphere, roughly 280ppm CO<sub>2</sub>-e, at the high end of when global temperatures were in a natural dynamic cycle that has held for far longer than the existence of humankind. We know this is pushing the boundaries in which the global 'acceptable' goal is to aim for 1.5°C of warming beyond pre-industrial levels. Accepting this dangerous level of warming in no way compensates for the effects already locked in from excessive emitting. It is not good enough especially for those in low-lying islands like our Pacific cousins who are our tuakana, our genealogical elders, our whānau.

With the clock-ticking for urgent change however, focusing on real carbon neutrality is not helpful right now as this will take too long, further delaying urgent action, and we must also consider effects already locked in, 'committed' by present and near-future greenhouse gas emissions in the atmosphere. We have settled therefore on a **short-term 2030 just transition strategy** in which the aim is **to dramatically reduce our gross emissions in Aotearoa as fast as possible**. This requires **phasing out fossil fuels and shifting towards a predominantly domestic economy** rather than export and import focussed, given the environmental, economic, cultural and social injustice of continuing such an economy.

This paper suggests to weave and create a way of looking at this transition journey through a different lens, an all inclusive mana taiao mana tangata lens respectful of environment and people. If we continue to use the same lens that created the problem, which has not been respectful of land, water, air and people, or other species that share

our biosphere, we will only get the same outcome. Therefore it is not a separate component of the whole but interweaves through the whole, with the principle to indigenise, to decolonise, to reconnect and revitalise our innate knowledge of how to live sustainably on this planet within our communities.

Focusing on our tūpuna maunga always reminds us that we are but a small part of an unbounded universe. Our tūpuna navigated the vast corners of the Pacific Ocean to these shores with the aid of signs from Taiao and stories from our ancestors. The sun, moon and stars continue to rise in the east of our tūpuna maunga and set in the sea. These are constant reminders to care for our whenua and food crops, and our family, friends and community. We need to be ever mindful of what the future is bringing day upon day, year upon year in this very changeable time, as Papatūānuku and her tamariki try to resettle the problems humans have created. Toitū Taranaki. We need to stand within nature again, not against nature....

***"Ehara taku toa i te toa takitahi. Engari, he toa takitini"***  
*Success comes from working together not alone.*





## Background - who contributed to this document

This 2030 strategy plan is a collaboration of research, experience, writing and ideas from several community groups and concerned residents of Taranaki, who met and discussed paths forward in two community-run just transition meetings in New Plymouth in 2019. We are tāngata whenua, workers, parents, scientists, farmers, students, health specialists and community organisers who want to see urgent action in our region and across the country for a 2030 just transition to a carbon neutral economy.



*Just Transition Community Conference June 2019, New Plymouth*

It is an independent extension of the Taranaki 2050 process that was supported by the Ministry of Business, Innovation and Employment, Venture Taranaki and Taranaki District Councils and which produced the Taranaki 2050 Roadmap in July 2019, and further Action Plans.

We were concerned that important community messages in the roadmap process had either failed to be incorporated or were uncertain in their interpretation within the Roadmap. Some of those who collaborated to produce this document had also been involved in the 2050 Roadmap process but wanted collective action to support elements of the roadmap key to community goals, and also fill gaps, or indeed change the map.

Ultimately this document has been a compilation of feedback from those initial community meetings with substantial elaboration and editing by Climate Justice Taranaki volunteers, taking in more recent research and just transition ideas, evolving government policies and the [2021 Climate Change Commission draft advice to government](#).



*Taranaki 2030 Just Transition Community Strategy Hui, Nov. 2019, New Plymouth*

# 1. Toitū Taranaki - Why a 2030 Community Just Transition Strategy

## 1.1 Current NZ situation

The previous New Zealand government agreed in Paris, 2015, “to reduce greenhouse gas emissions (GHGs) to 30% below 2005 levels by 2030”.

In April 2018, The [Productivity Commission](#) found that three particular shifts must happen for New Zealand to achieve its low-emissions goals:

- A **transition from fossil fuels** to electricity and other low-emission fuels across the economy;
- **Substantial afforestation**; and
- **Changes to agricultural production** structure and methods.

The vision of the [Taranaki 2050 Roadmap](#) in 2019 is for a “low-emissions economy” by 2050. The present NZ government agreed, in The Climate Change Response (Zero Carbon) Amendment Act, November 2019, to set a new domestic greenhouse gas emissions reduction target for New Zealand to play our role to “keep global warming to no more than 1.5 degrees celsius above pre-industrial levels” by:

- reducing **net** emissions of all greenhouse gases (except biogenic methane) to zero by **2050**, and
- reducing emissions of biogenic methane to 24–47% below **2017** levels by 2050, including to 10% below 2017 levels by 2030.

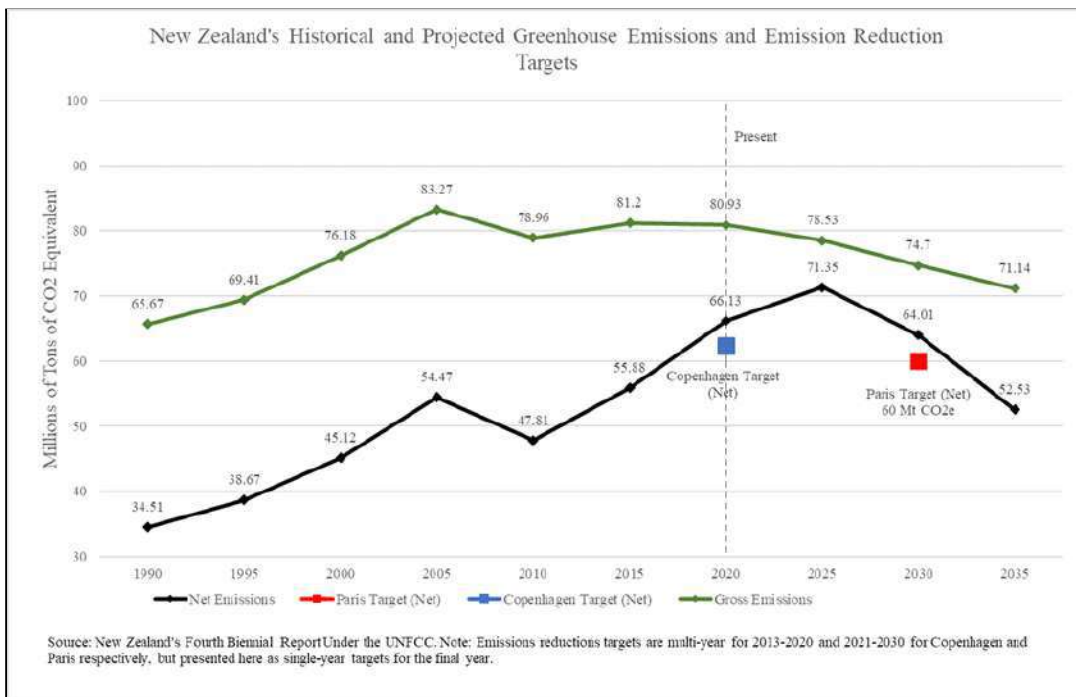
The NZ Climate Change Commission (CCC), in its draft advice to the government (February 2021), pointed out that **the government’s current Nationally Determined Contribution is insufficient** to achieve our share of the reduction to limit global warming to 1.5 degrees C. Yet the Commission’s suggested emissions budgets also fall short of meeting our obligations.

When [the government agreed](#) to the Paris Agreement “to reduce greenhouse gas emissions (GHGs) to 30% below 2005 levels by 2030”, they in fact compared 2005 *gross* emissions to projected 2030 *net* emissions. This improved the appearance of our poor commitment but actually meant allowing a **10% increase in gross emissions** (with international aviation and shipping emissions not even decided on until 2024). At the end of 2019, the government reported a projected **20% increase in emissions by 2030** in the current Nationally Determined Contribution under the Paris Agreement.

The Climate Change Commission does not challenge this net-gross accounting fraud but continues it with their [own net-gross calculations](#) incorrectly using the 2010 gross CO2 emissions amount for net CO2, leading to a 564 MT ten year target when it should indeed be 485 MT. The [Lawyers for Climate Action NZ reiterated](#) that to do our ‘fair share’, we should be aiming at no more than 400 MT, and warned, “if the temperature increase

exceeds 1.5° Celsius, we consider that adoption of the Commission’s draft advice by the Government would not be consistent with the Crown’s obligations under Te Tiriti o Waitangi”.

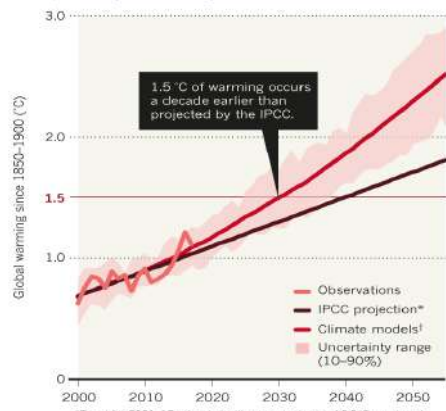
Moreover, neither the government’s commitment nor the Commission’s advice meets **the global average reduction of 30%** we’re meant to aim for, when we consider the separate lower methane reduction targets. Methane is calculated using the GWP100 (x25) assessing its impact over a hundred years rather than ten years, in which its impact is far worse. Under the UN agreements, as a developed country we are required to do our “fair share” and set our “highest possible ambition”, meaning aiming higher than the global average anyway. **Oxfam for example suggests 80% reductions.**



The hard fact is that New Zealand’s gross GHG emissions have gone up to 78.9 million tonnes CO<sub>2</sub>-e (in 2018), 24% higher than in 1990 “mostly due to increases in methane from dairy cattle digestive systems and carbon dioxide from road transport”. The government’s emissions targets and suggested policy changes were and still are weak, further delaying any real action. It still gives special allowances to our worst emitting industries, relies too much on technology that does not yet exist sufficiently (eg. carbon capture storage and new ruminant feeds) and allows for offsetting emissions overseas that drives carbon prices down.

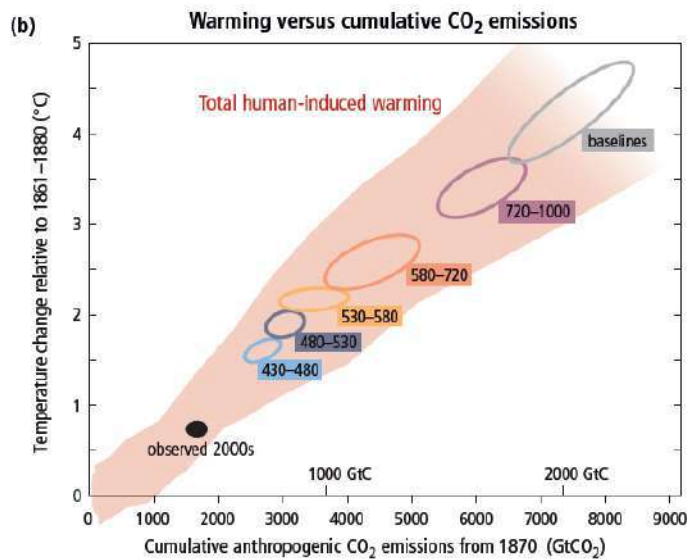
**ACCELERATED WARMING**

Climate simulations predict that global warming will rise exponentially if emissions go unchecked.



\*Trend for 2001-15 extended with a constant rate of 0.2 °C per decade, as per IPCC special report. ¹Ten-year average, 37 climate models for the RCP8.5 scenario (IPCC Fifth Assessment, 2014).

The Intergovernmental Panel on Climate Change (IPCC) Global Warming of 1.5°C [Special Report](#) (2018) warned that at the current rate, global warming is likely to reach 1.5°C between 2030 and 2052 and other [reports](#) have estimated we could reach that before 2030. In late 2020, we had reached [1.1°C](#) of warming. Even if all the current pledges made in the Paris agreement are implemented, temperature rise is estimated at over 2°C by 2050 or 2.86-3.2°C by 2100 ([Carbon Action Tracker, 2018](#)) and according to Climate Reality Check's September 2020 [publication](#) current emission loads have already **locked us in** to ~490ppm and ~2.4°C of warming, which is extremely dangerous, nearing catastrophic (3°C) with 4°C being "unlivable for most people".



**Figure SPM.5 |** (a) Emissions of carbon dioxide (CO<sub>2</sub>) alone in the Representative Concentration Pathways (RCPs) (lines) and the associated scenario categories used in WGIII (coloured areas show 5 to 95% range). The WGIII scenario categories summarize the wide range of emission scenarios published

*"A limited number of studies provide scenarios that are more likely than not to limit warming to 1.5°C by 2100; these scenarios are characterized by concentrations below 430 ppm CO<sub>2</sub>-eq by 2100 and 2050 emission reduction between 70% and 95% below 2010."* IPCC, 2014: Climate Change 2014: [Synthesis Report](#).

The longer we wait the less time we have to avoid further warming, with feedback loops such as increasing ice thaw changing albedo and releasing methane bubbles from permafrost, ocean warming triggering release of methane clathrates off continental shelves and the [reduced ability of forests to absorb carbon](#). We must set tougher targets but more importantly we must set strong, matched policy and action urgently.

## 1.2 Real Carbon Neutral

The term carbon neutral, like [net zero](#) and carbon zero are fairly new concepts and open to various interpretations and corruption. As teenage activist Greta Thunberg [said at Davos, 2020](#) "We're not telling you to keep talking about reaching net zero emissions or carbon neutrality by cheating and fiddling around with numbers... We're not telling you to offset your emissions by just paying someone else to plant trees in places like Africa while at the

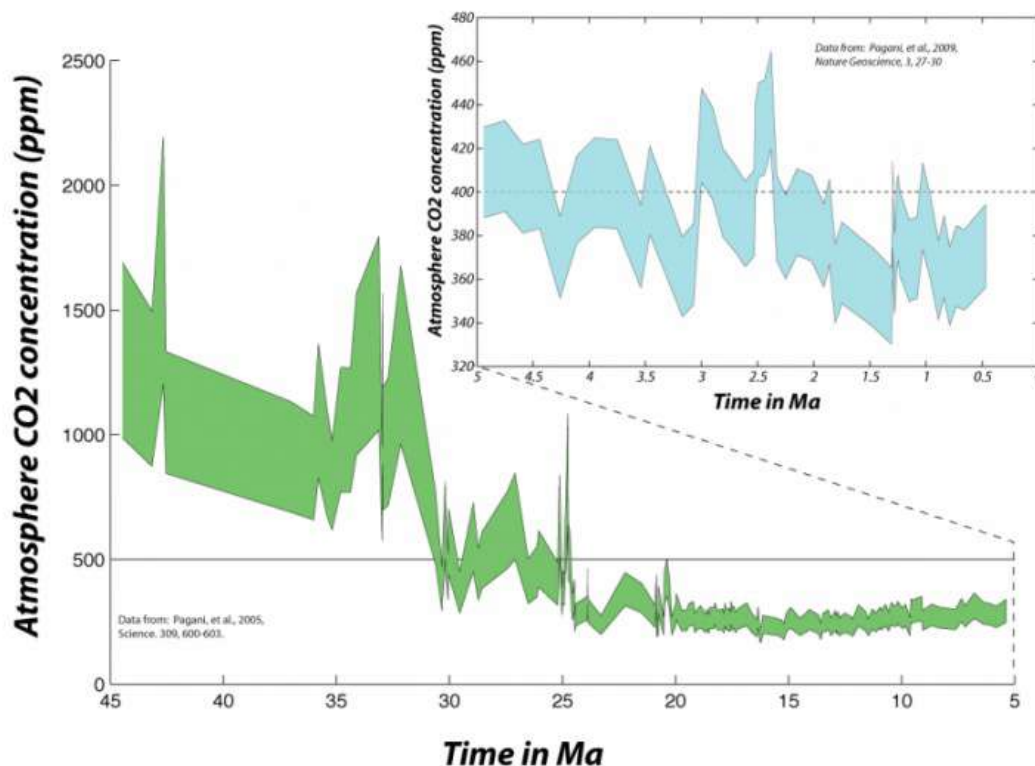
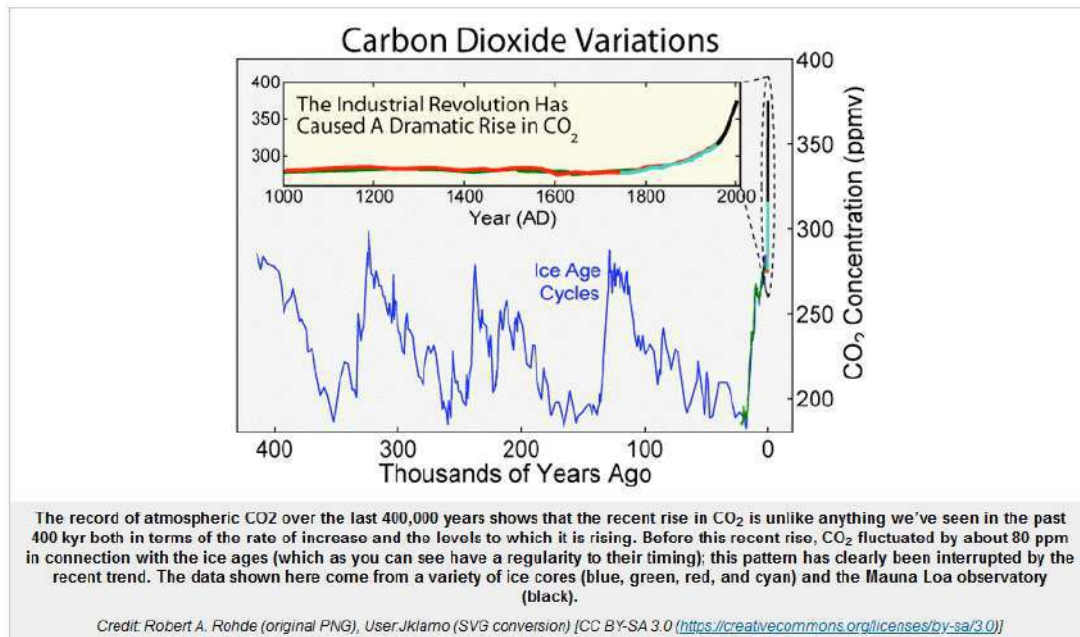
*same time forests like the Amazon are being slaughtered at an infinitely higher rate. Planting trees is good of course but it is nowhere near enough of what is needed and it cannot replace real mitigation and rewilding nature... We don't need a 'low carbon economy'. We don't need to lower our emissions. Our emissions have to stop... We must forget about net zero, we need real zero."*

We define this then as **balancing all measurable greenhouse gas emissions with the biosphere's ability to draw down all those emissions from the atmosphere and from surface oceans**. That means massively reducing greenhouse gas emissions while restoring healthy carbon sinks such as wild forests, wetlands, oceans and soils. Crucially we need to bear in mind that we have already pushed the climate beyond natural cycles and some natural **carbon sinks may be unable to function properly** for the foreseeable future, and we have already emitted masses of GHGs into the atmosphere which need drawing down as we urgently reduce our use of fossil fuels. Hence we cannot rely on carbon offsetting and must focus on cutting actual emissions.

### **1.3 The underlying problem is not emissions**

We need to take a wider look though to see what is causing this polluting economy. On the [graph below](#) we see that CO2 levels started rising in the late 1700s with the industrial revolution, as humans started burning fossil fuels and deforesting the planet at unprecedented rates. This was in tandem with a rise in machine development and increased urbanisation of populations to run those machines, and through the generations created a spiritual and cultural disconnection from the natural world and their communities. Typically this was forced on workers by the bourgeoisie, a new class of machine, mine and factory owners who began to rise politically where the feudal landowners had dominated for generations.

As people had to move, the few remaining common lands including farms and forests were taken up by those same owners and put into private hands, for more profit and power, rather than for public good. As resources shrank and to keep the owners' profits up, this destructive economic practice spread across the planet via the military creation of occupied colonies. This colonisation began in the 15th century following the Papal Bull Doctrine of Discovery to legitimize unsustainable, greedy European monarchies' expansionism alongside religious fervour to convert 'savages' and take their lands and resources. The huge energy power of fossil fuels and new machines sped up colonisation and hence the state of communities and the environment continued worsening across the globe, to the point now the greed-mad rich look to far off planets for their expansion.



If we look wider still at the natural cycles of temperature and CO<sub>2</sub> in the atmosphere ([graphs above](#)), we see that 460ppm was the maximum our [pre-human ancestors](#) have experienced, about 2.5 millions years ago. Generally Homo sapien humans however have existed between 180-280ppm in the last 300,000 years with the lower end being the cold

glacial periods. For the last few thousands years we'd lived in the stable Holocene period between 260-280ppm.

In recent years however, communities have called for a target of 350ppm CO2 equivalent (first surpassed in [1988](#)), the lower end estimate of what our pre-human ancestors experienced half a million years ago but higher than we, Homo sapiens, have experienced before now (noting the impacts have not come to bear yet).

Therefore our ultimate goal **should be reducing carbon in the atmosphere to pre-industrial levels: about 280ppm and 0°C anthropogenic warming**. This may require carbon drawdown to even lower than industrial levels in the short term considering the effects of climate change that have already been set in motion by the past 200yrs of polluting. That of course is a daunting target to aim for but one we would be wise to aim for.

#### 1.4 Why 2030 targets

The IPCC warned in 2018 that with business as usual, we could reach a 1.5°C warming by 2030. Focussing on 2100 or 2050 targets just kicks the can down the road. **The tipping point is 2030.**

The recently announced [Carbon Neutral Government Programme](#) (Dec 2020) for the public sector to reach net zero emissions by 2025 is encouraging but the door is left open to utilise carbon offsetting rather than actual carbon reductions, despite not having enough electric boilers available to get schools off coal and gas in time, and there already being a massive stockpile of carbon units to deal with via the ETS.

The 2018 ban on some new petroleum exploration lessened the potential future risk of GHGs increasing but would not bring them down as production and exploration still continue in Taranaki and we continue to import many petroleum products and put no restrictions on promoting private petroleum vehicles.

Large sections of the agricultural industry remain in denial continually demanding special treatment despite being responsible for half of our gross GHG emissions and knowing that agriculture will suffer some of the worst effects of climate chaos. Since 1990, there has been an 89.6% increase in the number of dairy cows and some 650% increase in the use of nitrogen-based synthetic fertiliser ([NZGHGI, 1990-2017](#)).

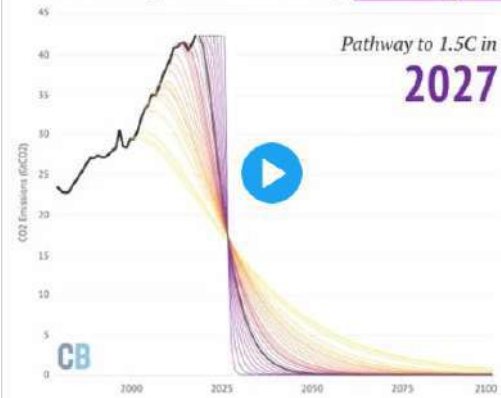
Different reduction targets for biogenic methane and continued reliance on [emissions trading schemes](#) will not effectively reduce GHGs. [Carbon capture and storage](#) "are still largely in a research and concept phase in Aotearoa", as the [CCC has pointed out](#), and should not be considered at this late stage. As they say, "pigs may fly".

**A 2030 target is prudent, giving more assurance and clarity to businesses and communities to act now.**

We need certainty around the future of our economy. It is irresponsible to waste money, resources and time on 'business as usual', leaving the burden of massive change to future generations. Considerations of inter-generational equity and [ecocide](#) are rapidly gaining legal status globally, mirroring long-held indigenous concerns. The cliff is getting steeper and steeper as this graph clearly shows. We must follow the expert [advice](#) of scientists who stress "the longer emissions reductions are delayed, the more difficult it will be to reach a particular target." We need urgent, massive action now.

UNEP: 1.5C climate target 'slipping out of reach' | @hausfath @robbie\_andrew\_j.mp/2pQPnXg

**If emissions fail to drop then the 1.5C carbon budget will be used up within 8 years**



To the naysayers who think it can't be done, just remember how fast some changes happen:





Many **solutions already exist** that are affordable and available but require transformative **social, political and economic change**. We need well-planned strategies with the incentives and support to rapidly adopt change. The Covid-19 pandemic is a wake-up call that some nations are able to take unprecedented actions based on peer-reviewed science, as an urgent response to a global threat. The result of halting much of the world's international and local travel has been substantial reductions in climate damaging emissions. If we seriously want to avoid catastrophic runaway climate change, a [global emergency](#), we must respond in an analogous manner to the current approach to Covid-19, albeit with better local and global cooperation across and within communities, and with a long-term view.

## 1.5 Community Powered

It was encouraging that many members of the public collaborated in the Taranaki 2050 Roadmap consultation workshops. It was frustrating however that many vested self-interests, such as energy companies, outnumbered others in discussions and appeared to dominate decision-making (the **chair of the Roadmap Lead Group during the process was the CEO of Todd Energy and chair of industry lobby group PEPANZ**). Many Māori, in particular, were hōhā (fed up) with the process and continue to not feel properly involved, heard or to have much confidence in the process.

While viewpoints of industries are needed, their understanding of the broader economic and social shifts required for a truly just and sustainable transition, is limited, if not oppositional. Some of those industries (i.e. those who rapidly exploit non-renewable resources and workers from country to country) are inherently unsustainable and have blocked development of sustainable economies that are community-based and provide for our natural environment and people. Corporations often pay little if any tax, once their special tax subsidies, expense and asset write-offs, subsidiary company fees and 'emergency' bailouts et cetera are tallied up. And when companies fail, they can leave and declare bankruptcy while taxpayers are left to clean up the mess, as occurred with oil company [Tamarind Taranaki Ltd.](#)

Furthermore, elected politicians are not necessarily representative of their communities as only citizens with the confidence, education, social networks, financial backing and belief in the current government system typically stand for election and win. Those most in need may never vote let alone stand, yet can be some of the most innovative and resourceful in creating simple, affordable solutions. This is the case during emergencies where poor, close-knit communities, including iwi and hapū, often organise faster and more respectfully than governments or mainstream institutions, because they are adept at using the little resources they have efficiently and prioritising those most in need.

The rise in new climate groups and comments from the large crowd at the June 2019 Just Transition Community Conference in New Plymouth, demonstrated that many in our community want small-scale, local, community-based projects to be supported. The government however has [fast-tracked](#) large-scale projects under the Covid-19 crisis and bypassed legislation enacted to protect our environment and communities. The urge to

fund big projects such as hydrogen production and offshore wind farms, with inherent risks to communities and the environment, are not given to communities to debate and assess properly. Smaller onshore projects run by local communities using proven clean technologies, are likely to be safer, more accessible, efficient, affordable and accountable as profit-making is generally not a primary goal.

The need for urgent action should not be at the loss of accountability.

Fully functional democracy requires people to have more say in where our money is spent, how our economy, towns and workplaces operate and how our environment is protected. Increasing participation by local communities in planning and decision-making is essential for successful transition and stability. Digital technology can greatly help with this as we've seen with recent increased participation in surveys and submissions.

Tāngata whenua should be treated as [true Tiriti partners](#) with real authority and resources to protect Taiao and revive and revitalise Māori communities with new and traditional knowledge and customs. Their longstanding knowledge of this whenua and commitment to protect the land and people will provide guidance to a sustainable future.

## 1.6 Just transition



A just transition means acknowledging the underlying injustices that got us into the climate and ecological crisis, so we can get out of it safely without disproportionately harming the already disadvantaged. "Just bringing the emissions down" as some businesses advocate is not so simple or appropriate in our interconnected supply chains of a global market economy, with the interconnected effects of social and environmental

degradation. Capitalist economies essentially rely on capitalising from unlimited growth and exploitation of finite natural resources and workers across the globe. Not only is it unethical but it is hugely wasteful and gives little thought to indirect consequences or future needs. To knowingly deplete essential finite resources, while generating often-toxic waste, is a form of [ecocide](#).

Writer-comedian Ben Elton, described current economic models well in 'Dying of consumption', 1993: *"...The one single and abiding criterion by which the success of countries is judged is in terms of their 'growth'. Each year the great nations agonize over how much they have 'grown'. How much more they have made, how much more they have consumed. Consumer confidence is actually considered a measure of a country's relative economic strength. ... Consumption is synonymous with 'growth' and growth is good. It is always good, whenever and wherever. Hence, clearly consumption is good, all consumption, anywhere, anytime. Judged by the logic of world economics, the death of the planet will be the zenith of human achievement, because if consumption is always good, then to consume a whole planet must be the best thing of all."*

As agricultural commentator [Julia Jones](#) put it in 2019 *"It's likely New Zealand can feed around 40 million people [[MPI report](#)] and 4.5 million of those are our own citizens, so that really only leaves the capacity to feed 35 million people... There was a point where, as producers, you were being told: 'More, more, more – produce more, buy more, do more, feed more'. It didn't matter if it was your processor, your banker, scientists or your neighbour... even the government was telling you: 'Whatever you do, do more because New Zealand is feeding the world and you are the backbone of our economy'... After years of rapid growth, however, you woke up one day and found the narrative had shifted from more to less; suddenly you, the producers, were the villains and all those cheering you on were nowhere to be seen... Collectively, as a country, we got to this point and collectively we need to remind ourselves and urban communities that farming is indeed a very noble and valued career. New Zealand is not destined to feed the world; it never was."*

This is a fundamental concept to understand, that **we as a country are providing for roughly ten times the people who actually live here - with a heavy cost to the environment and society**. In the midst of a housing crisis and urban expansion, we should rethink our provinces and rural areas with succession in mind. We could **increase rural housing and shift to small-scale regenerative agriculture for domestic markets** with a win-win for the environment, urban and rural communities and new immigrants.

It is the very nature of the globalised, over-consumptive economy that must be restructured if emissions are to be reduced substantially.

Professor Kate Raworth proposes a different kind of economics called 'Doughnut Economics' with the aim that *"no one falls short on life's essentials (from food and housing to healthcare and political voice), while ensuring that collectively we do not overshoot our pressure on Earth's life-supporting systems, on which we fundamentally depend..."* [Kate Raworth](#). The '[Amsterdam City Doughnut](#)' was recently launched as a transformative tool for downscaling the 'doughnut' holistically.

Indeed, the climate crisis sits within and is connected to many other issues of social inequality, pollution, habitat destruction, resource depletion and mass species extinction. If we are to react responsibly and wisely, we must successfully address the connections between rising temperatures from greenhouse gas emissions from fossil fuels and deforestation with industrial farming, labour inequality and the massive globalisation of markets which stem from colonisation, racism, classism, patriarchy and the industrial revolution.

*"He manawa piharau. He manawa tītī"*

*Be like the small lamprey and muttonbird braving flooded rivers and storms, never giving up the fight to get where we need to go.*

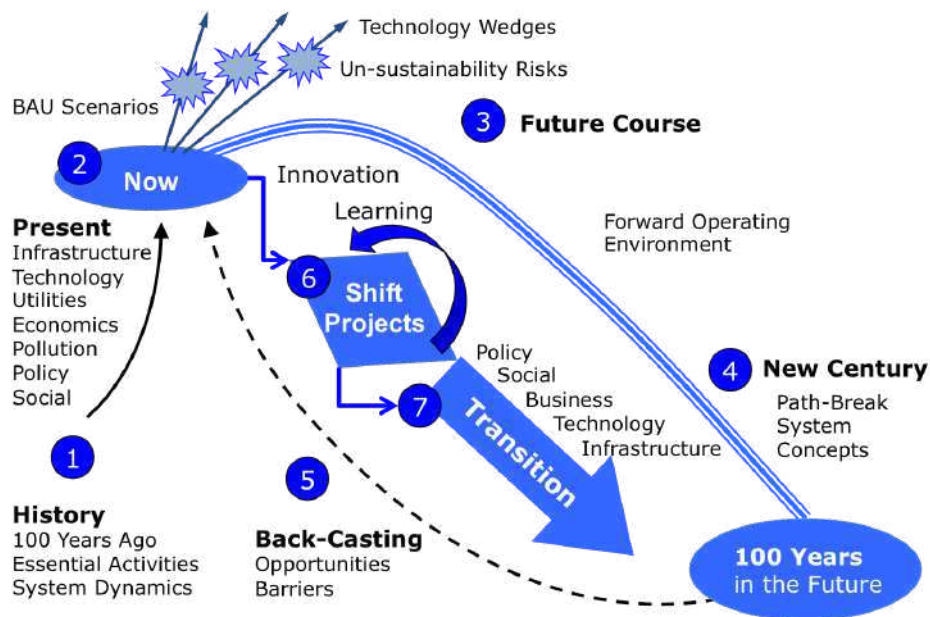
If we take the path of a truly just transition, we won't only reduce emissions and the impacts of climate change, but solve a whole lot of these other issues as well. Enabling more people to participate in decisions that affect their lives, reducing excess consumption and providing fair wealth distribution are not big sacrifices to address the climate crisis and leave a fair and equitable legacy for our children.

## 2. 2030 Just Transition Strategy: The need for Targets & Action Plans

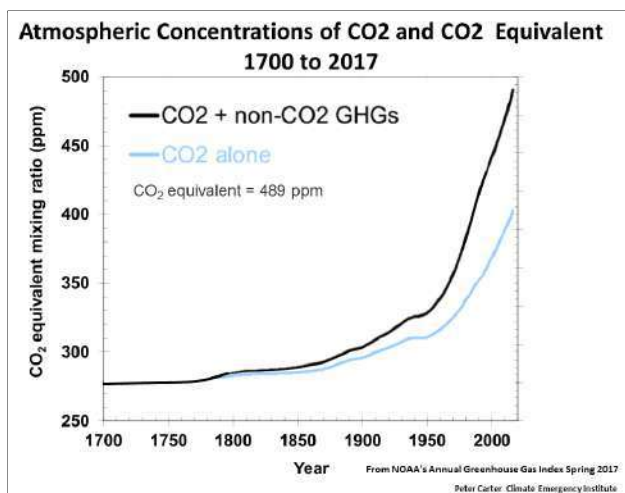
If we are to substantially reduce our greenhouse gas emissions by 2030 and redesign our lifestyles and economy to suit, we need to start with:

- **what needs to change** ([the big 3](#): energy, reforestation and agriculture)
- **clear targets** for where we want to be in the near future, and
- **pathways to get there** that are fast and appropriate.

New Zealand's [Transition Engineers](#) encourage us to look back to similar situations and forward to our target situation and theoretically test 'shift projects' to get there, taking into account **barriers and opportunities** and the **social, political and economic changes** that might need to be made. The shift projects that don't work with these conditions are discarded and the others we pursue.



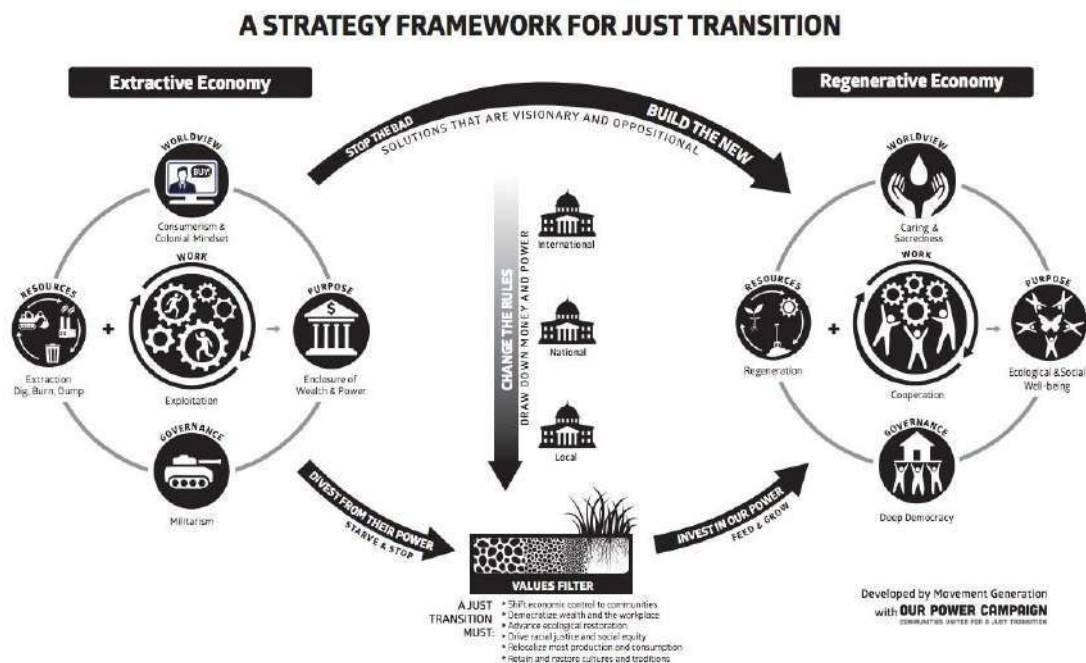
It helps to look back at how things were at a time in our history when global emissions were close to carbon neutral. As a rough guide, between the 280ppm long term and 350ppm short term goals, **the world reached emissions of 320ppm CO<sub>2</sub>-e around 1950**. In Aotearoa in 1950 we had 1.9 million people here, under half the population now of 4.86 million in 2021. We used far less energy and had quite different lives technologically, socially, environmentally and politically than now.



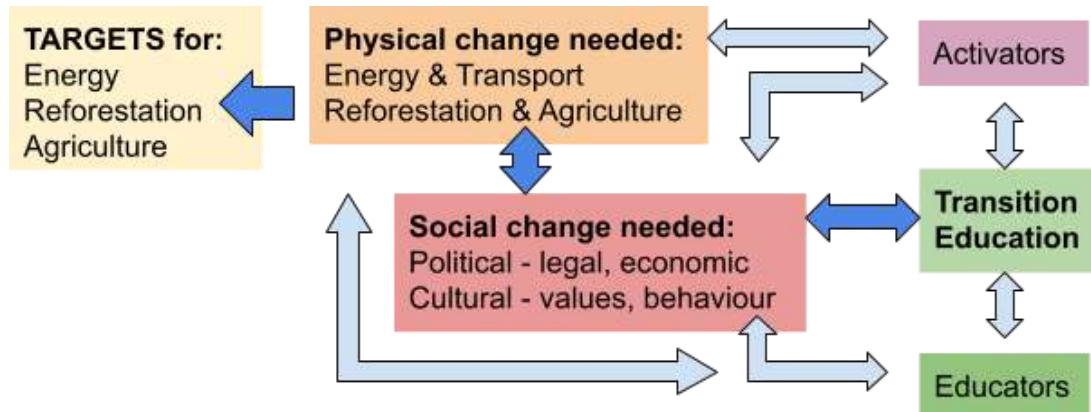
Also, the effects of the previous century of more than halving our forests and probably tripling our GHG emissions in Aotearoa were only just beginning to show impacts. It would be nice to just grab data from then and compare it to now and we tried. Unfortunately not all the data is available and comparing technologies and considering effects from previous and future years' activities distracts and delays us taking action now using the best options available.

There is a growing [call](#) to focus less on detailed emissions targets and more on the action needed to reduce emissions and ensure environmental, social, cultural and economic sustainability. This is what we have done in this just transition strategy document.

This transition we need can also be described as shifting from an extractive economy to a regenerative economy. **Shifting away from a coloniser mindset to a kaitiaki mindset.** To build the new though, we must also stop the bad, as stipulated in [Our Climate Declaration](#). This involves having the courage, nous and support to shift power and resources away from the few to the many. **Shifting from an individualistic mindset to a community mindset.** This is defined well in the diagram below used in the US 'Green New Deal':



Following on from this line of thinking, we have laid our strategy out in this document like this diagram shows:



We work backwards from targets to actions, with education being the catalyst for the social and political change required for those actions to happen. The education however needs to be specific transition education created by a collaboration from activators and educators such as ecologists, engineers, marketers, planners, activists, health workers, teachers and community organisers. Working together with education institutions and changemakers in industry and political and cultural sectors, the actions need to take form to meet the targets.

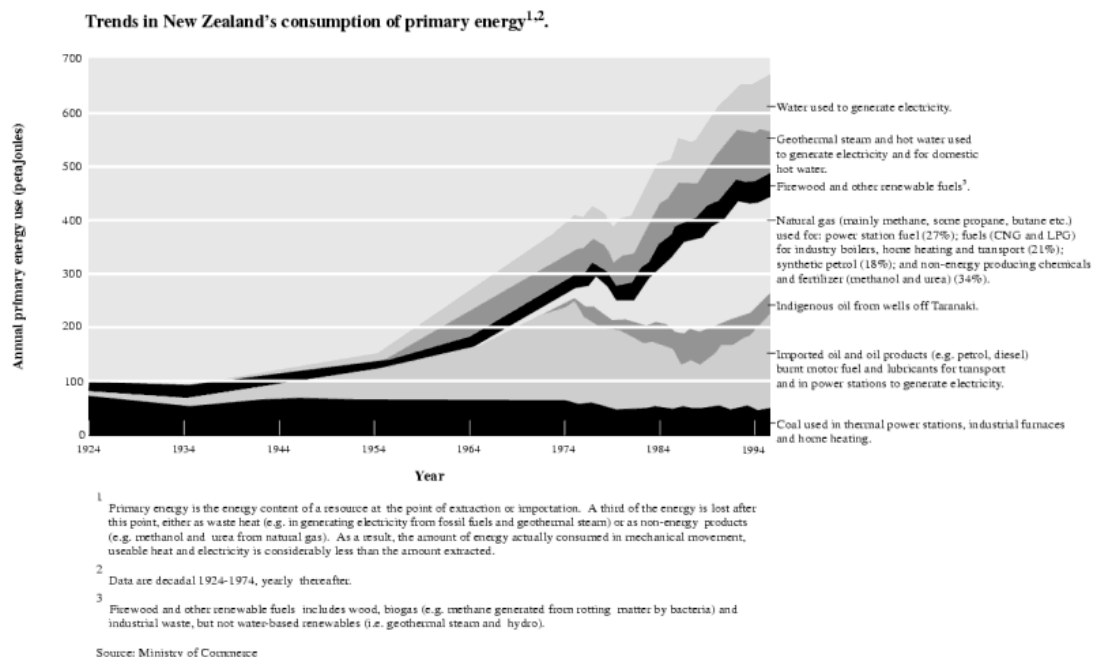
## 2.1 NZ Targets for 2030

[The Production Gap Report \(2020\)](#) explained that “between 2020 and 2030, global coal, oil, and gas production would have to decline annually by 11%, 4%, and 3%, respectively, to be consistent with a 1.5°C pathway. Preliminary estimates suggest that global fossil fuel production could [have declined] by 7% in 2020, primarily as a result of the COVID-19 pandemic and lockdown measures. Specifically, coal, oil, and gas supply could decrease by 8%, 7%, and 3%, respectively, in 2020 relative to 2019. But government plans and projections indicate an average 2% annual increase for each fuel.” The expansive onshore [seismic surveys](#) and [drilling campaign](#) in Taranaki in search of more gas in 2021 being a case in point.

The Covid-caused reduction in fossil fuel use shows however that when we must change we can, at least temporarily. The goal then is to enable similar changes long term without harm to vulnerable peoples and with a more sustainable and resilient economy.

### 2.1 a) Energy Targets

New Zealand’s use of energy has dramatically increased over the last 100 years from 100 PJ to over 900 PJ, including a major rise in domestic and imported fossil fuels and a much smaller rise in domestic production of renewable energy typically used to generate electricity.



In 2019, according to [MBIE’s Energy in NZ 2020 report](#) we used a total of **902.55 petajoules**, mostly from oil (295.9) and gas (185.09), just over a third from renewables



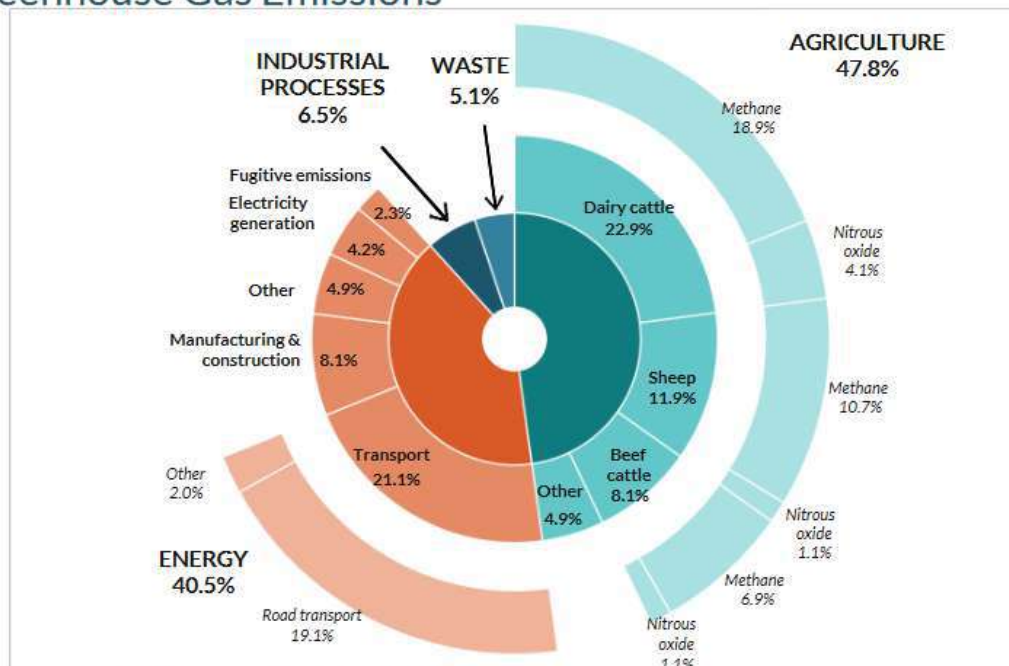
including wood (356.16) and some coal (64.24, not much changed since 1954) with some waste heat (1.17). Total **non-renewables (coal, oil and gas) equalling 545.23 PJ, roughly 60%**. (It is noted also in this annual data from 1990-2019, that oil use has doubled and renewable geothermal energy use has tripled since 1990.)

New Zealand's gross GHG emissions were **78.9 MT in 2018** with roughly 40.5% of that coming from the energy sector, meaning roughly **31.95 MT CO<sub>2</sub>-e from 902.55 PJ of energy used**.

Over **half our energy was used for transportation**, the majority being **road transport** (bearing in mind international travel is not accounted for, yet).

## NEW ZEALAND'S Greenhouse Gas Emissions

Source: New Zealand's Greenhouse Gas Inventory 1990-2018, published April 2020



Note: Percentages in the graph may not add up to 100 due to rounding. Fugitive emissions are from the leakage, burning and controlled release of gases in oil and gas operations as well as escaping gases from coal mining and geothermal operations. Agricultural methane is mainly from livestock digestive systems and nitrous oxide is mainly from manure on soil. Emissions from Tokelau are not represented on this graph as they are 0.005% of New Zealand's gross emissions.

The vastly higher energy consumption now compared to the 1950s is not only due to population growth and the rise in private car ownership, but also largely due to rapid expansion in industrial agriculture, other industries, processing and freight. Many were results of the **'Think Big' era** in the late 1970s when environmental stewardship became trumped by economic gains from exploiting offshore oil and gas for energy and for export-focused industries. Such emission intensive industries included the Mobil synthetic-petrol plant at Motunui, the oil refinery at Marsden Point and methanol production from natural gas in Waitara. (Nearly all of the crude oil produced in NZ is exported because of our limited refining capabilities while all domestic use of oil for

transport, aviation, agriculture and industries is met by import ([MBIE, 2019](#)). Half of the coal produced in NZ is exported annually while some large users import coal for processing and electricity generation.)

It is clear from this, which energies need to be targeted:

**ENERGY TARGET ONE - Phase out fossil fuel domestic production and imports by 2030 with bans on new exploration, new production and new associated infrastructure by 2023.**

**ENERGY TARGET TWO - Phase out fossil-fuel based transportation by 2030 with a ban on new fossil-fuel vehicle imports by 2022.**

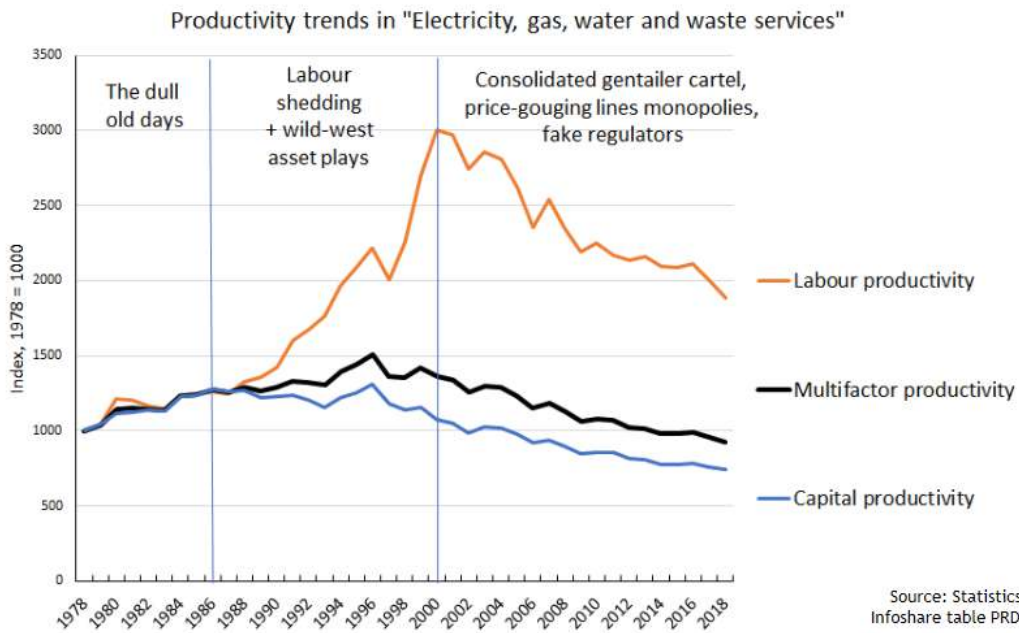
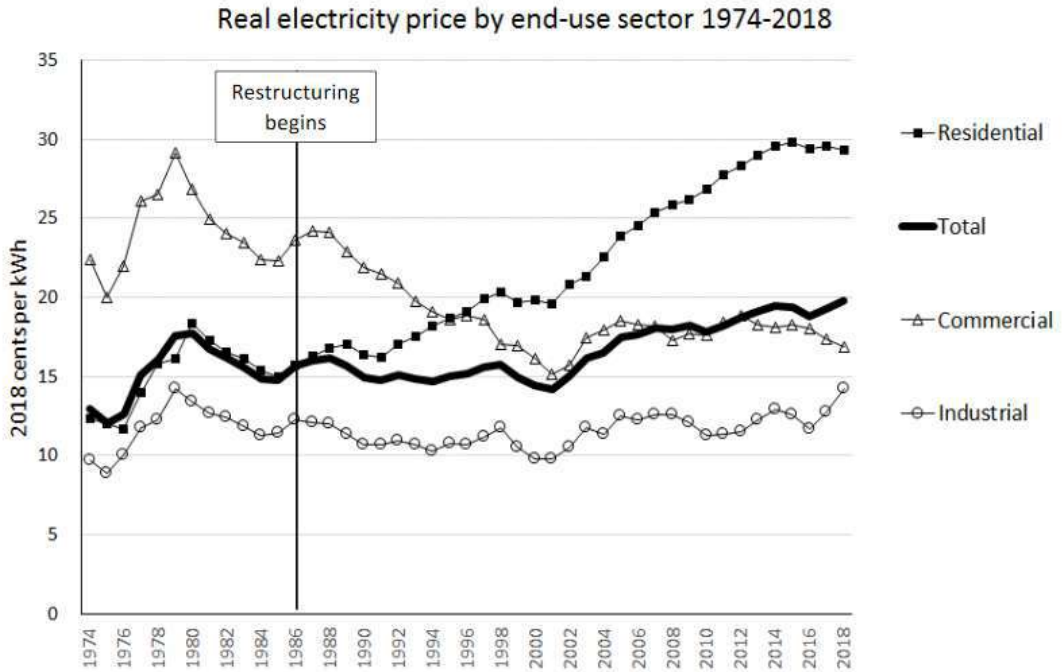
**ENERGY TARGET THREE - Phase out all fossil-fuel use in agriculture and other industries by 2030 with a ban on new infrastructure by 2022.**

This will be done through **reduction, removal, re-localisation and substitution**. In other words, reduce our energy consumption first and foremost, remove fossil fuels and associated machines and infrastructure that can't be repurposed, decentralise our public services and economies so we have the capacity to live and work within our local environs, and substitute essential energy needs with renewable energy and sustainably produced biofuels.

For example, we cannot replace the entire country's fleet of private vehicles with EVs (for reasons discussed later), so the emphasis will be on reducing private car ownership, banning new imports of fossil-fuel cars, making public transport more accessible, decentralising services and the where and how we work, and prioritising EVs for maximum output such as small-medium buses and small-medium trucks alongside repairing and electrifying the rail network.

**ENERGY TARGET FOUR - get energy production, transmission, distribution and pricing back under public control by 2025.**

It's become painfully clear after several decades of corporate control of energy, that their interests were focussed on maximising profits while driving up demand and price while stripping public infrastructure. The graphs below, adapted by Dr Geoff Bertram from [MBIE data](#), show massive price hikes for residential users and decreases for commercial users while profits went sky-high through labour cuts and new control of pricing. Corporate control of pricing is also allowing energy companies to maintain their argument for continuing fossil fuel energy, while being able to restrict new renewable energy builds. Community control (central/local governments, iwi, hapū or community groups) will put costs back fairly where they belong and ensure longevity and environmental protection through better planning and infrastructure support. Decentralised power generation close to users would save resources and energy wasted on long-distant transmission and reduce risk.



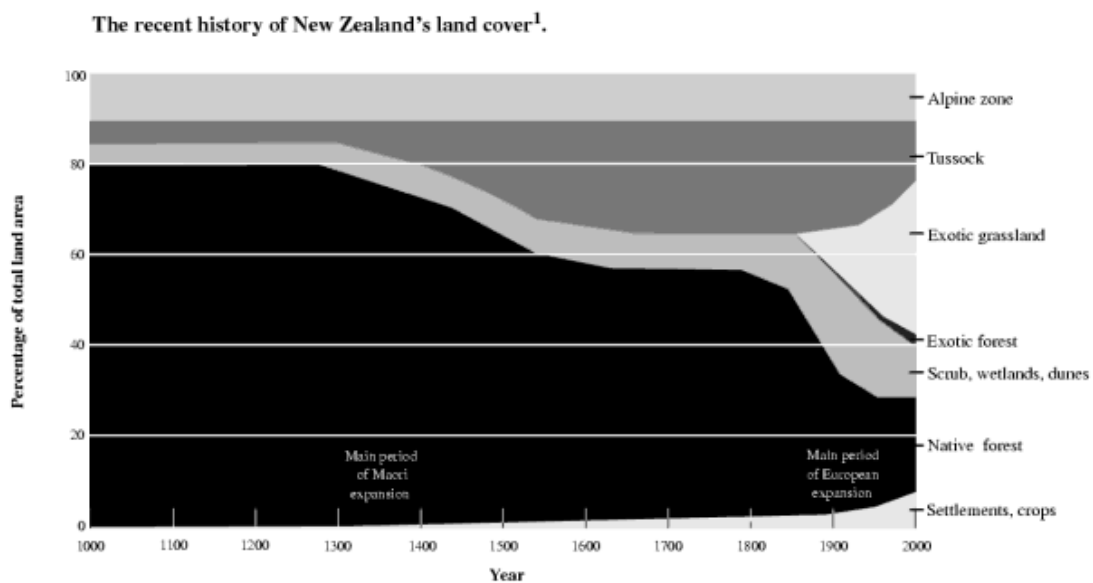
Source: Statistics NZ  
Infoshare table PRD014AA

## 2.1 b) Reforestation Targets

In the last century Aotearoa experienced intensive burning and chopping down of native forests for the increasing number of new settlers from Europe and elsewhere, especially those wanting grazing land. This was much more and much faster than the forest clearing period of early Māori, many centuries earlier.



Photo: A.W. Reid c. 1900, deforestation near Stratford, Taranaki

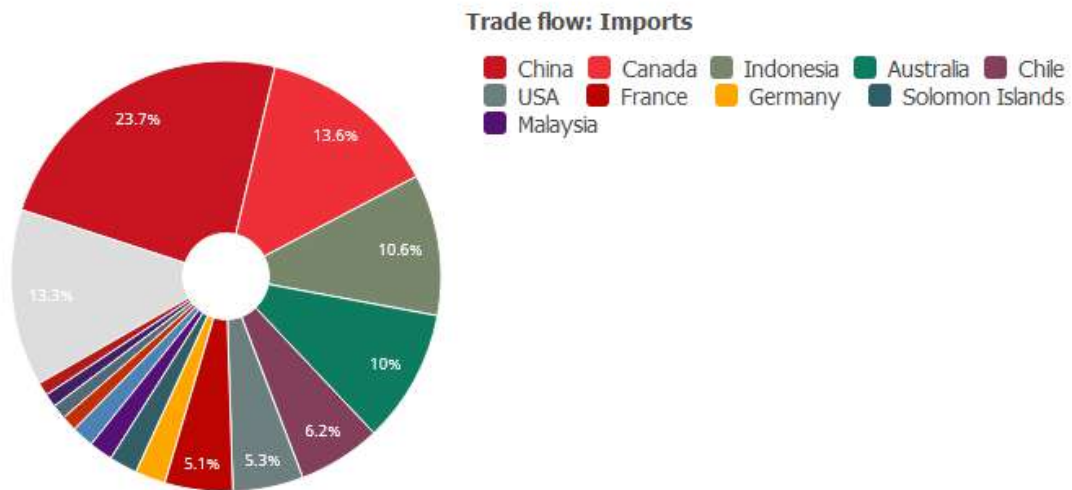


The diagram above from a [MfE SoE report in 1997](#) shows a slow but substantial reduction from **80% native forest** to under 60% accompanied by an increase in tussock land and some cropping and settlements during Maori expansion, followed by little change for three centuries. Coinciding with the industrial revolution, from the 1800s at unprecedented rates, the colonial settlers rapidly cleared native forest and tussock land for exotic grassland with more settlements, crops, scrub and exotic forest. In the 1920s the Forest Service realised a major timber shortage might occur so major exotic forestry planting began, along with major harvesting from the 1950s, but native forests continued to decline.

[MfE's 2019 GHG Inventory](#) estimated native forest cover had shifted from about 85-90% pre human expansion to **24-29%** natural forest in 2017 with 7.8% exotic forestry, 54.5%

grassland, 1.8% cropping, 2.6% wetlands, 0.9% settlement and 3.3% classified as 'other', on a land area of 26.8 million hectares. Since 2000, settlements have increased as well as forest harvesting with further native and exotic plantings and land conversions for grassland.

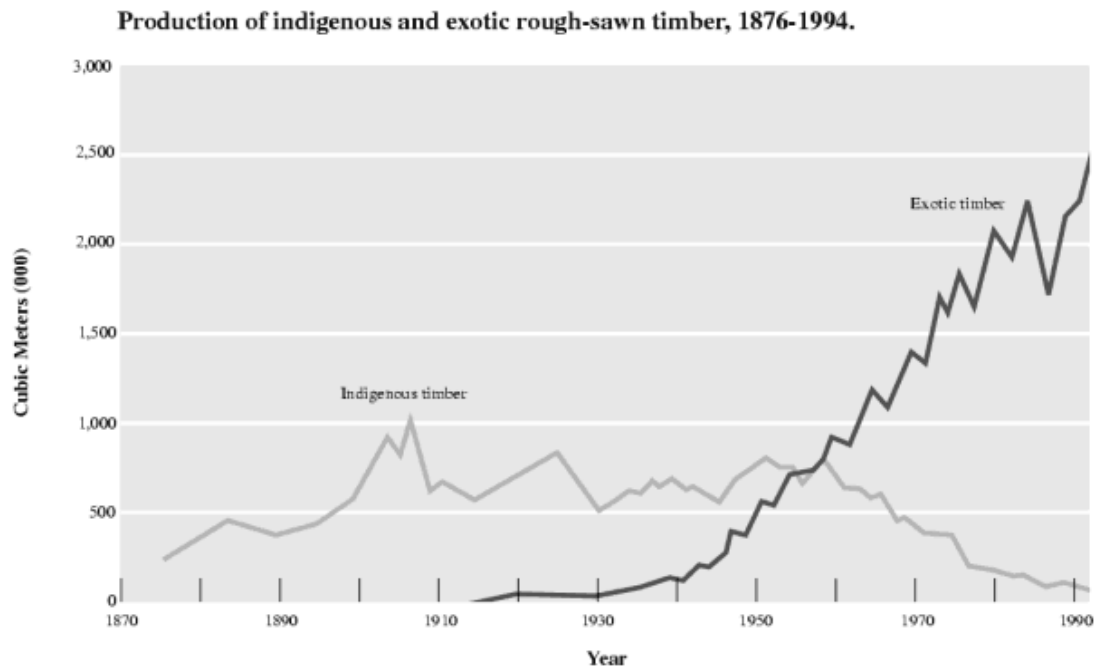
We need to also consider imports of forest products ([mainly from](#) China, Canada, Indonesia, Australia and the USA in 2019). Importing timber products 'exports' our emissions (and manufacturing jobs).



We also export forest products, often to the same countries, exacerbating our emissions here at home and for those overseas while also **wasting fossil fuel on shipping** products back and forth between countries as [shown](#) below. When the export market dominates, local users often have to put up with [supply shortages](#) or high prices. When price determines the product, we often end up with low quality products (with low social and environmental protections) that quickly end up as waste to keep consumers buying more new stuff.

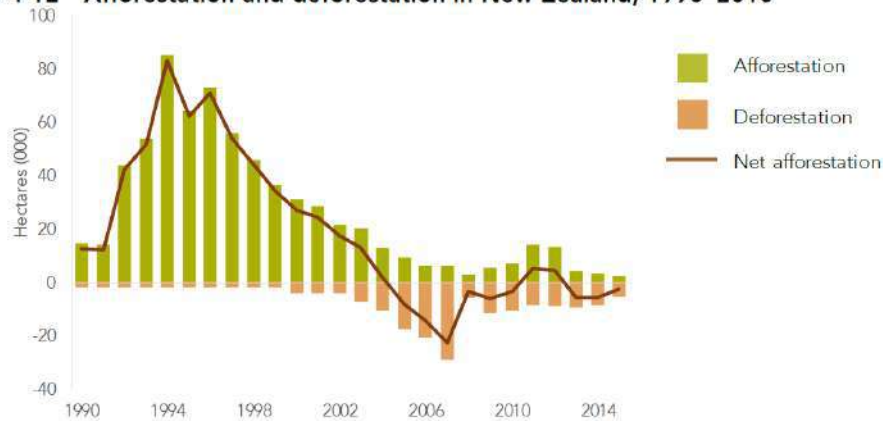


The result is that we have mostly replaced native forest felling with exotics but increased the amount we fell overall to feed export markets, as this [graph](#) shows:



At the same time new planting has decreased substantially since the 1990s ([graph](#) below), and Taranaki is currently felling the eastern hills ‘Wall of Wood’:

**Figure 4-12 Afforestation and deforestation in New Zealand, 1990–2015**



Source: MfE (2017).

While the government’s [One Billion Trees](#) by 2028 programme aims to double current planting and improve suitability of planting, it’s nowhere near enough. There also appears to be no specified goal as to how much of the planting will be permanent forest rather than for production. The [CCC’s draft advice recommends](#) close to 300,000 ha of native and 380,000 ha of exotic tree planting by 2035. Accounting for how much carbon plants can

sequester constantly changes with more research. Additionally, price, trading theories and pressure from corporate interests make it hard to set a target. The CCC warns of risks of relying heavily on exotic pine forestry for CO2 removal. It indicates strongly the need to diversify and to substantially increase native plantation forest, or replace exotic plantations with natives as they are harvested.

The Emissions Trading Scheme however still doesn't cap emissions and allows [international offsets](#), thus limiting incentives for permanent planting by landowners in this country. The ETS' bank-and-wait for regulation changes or better profits scheme has also meant huge stockpiling of credits ([117.2 million NZUs in 2021](#)) unspent on actual reforestation and free credits (8.4 million NZUs) for big users who can threaten to shift overseas.

On top of all this is still the problem of wasteful slash'n'burn during land deforestation, conversion from forestry to pasture and continuing tree-clearing in cities and private backyards for example.

Therefore we could set:

**REFORESTATION TARGET ONE - phase out importing and exporting timber and shift forestry markets in Aotearoa predominantly towards the domestic market by 2030, reducing deforestation while creating new local wood processing and manufacturing jobs, decreasing transport emissions and helping ensure social and environmental protections.**

Importing and exporting forest products using fossil fuels cannot continue into the near future. It is extremely wasteful of energy and perpetuates the exploitation of workers (NZ's most dangerous occupation) and the environment. There is still no viable shipping alternative at the same scale anyway (see [wind-powered cargo ship](#) design and noting [hydrogen-based transport](#) is very energy inefficient).

We should consider forestry for our human needs such as timber and firewood in *addition* to permanent forests needed for carbon sinks, biodiversity and ecosystem services. Non-permanent forestry, while excluded from a long term carbon sink, will become essential for a carbon neutral economy with minimal imports and exports. Hence a separate domestic forestry target based on sustainable harvest needs to be set. According to [MPI](#) data on NZ production, trade and consumption of roundwood from 1996-2018: domestic production was 33,101,420m<sup>3</sup>, imports were 4,199,130m<sup>3</sup> and exports were 23,784,290m<sup>3</sup> in 2018. (In the year ending September 2019, this rose to almost 37 million m<sup>3</sup> of roundwood being removed, with 62% exported, leaving 14.06 million m<sup>3</sup> used domestically.)

So using the 2018 figures, removing exports from production and adding imports means domestically **our consumption was at least 13.5 million m<sup>3</sup>**. On [average](#) a hectare (ha) of forest will grow 23m<sup>3</sup> of wood a year. So with **our total land area** of 26.8 million ha in Aotearoa, we suggest the following targets.

**REFORESTATION TARGET TWO - establish a sustainable forestry industry that meets all ongoing domestic consumption by 2030 consisting of a minimum 2.2% of total land area or of 0.587 million ha, requiring a reduction in current exotic forests by about 5.6% or 1.5 million hectares.**

Given we potentially have more than we need with 7.8% of our total land area in exotic forestry (in 2017), which often has native forest undergrowth, we could **redesignate up to 5.6% or 1.5 million hectares of those forests to quickly become permanent forest carbon sinks** instead. Depending on how the economy shifts, we may need to keep more land in exotic forestry however to compensate for the transition from emissions-heavy cement, steel and petrochemical plastics to timber and paper.

A permanent carbon sink does not just have to be forest. By including wetlands, tussocklands, scrub and dunelands we are diversifying carbon sinks that play their own natural roles in habitat succession, biodiversity and ecological processes. Wetlands in particular provide a place for important natural [methane-digesting methanotrophs](#) and can be '[super carbon sinks](#)'.

Pre-industrial Aotearoa had about 50% native forest cover, 25% tussock land and 10% wetland, scrub and dunes, meaning **85% natural land cover compared to 34.9% in 2017** with 29% natural forest, 2.6% wetland and 3.3% 'other'. Our population is much larger than in pre-industrial times so we might need more than 15% of the total land area to live comfortably but considering how much wood and agricultural products we currently export overseas we can surely use far less than now. Disappointingly, the CCC draft advice to plant 300,000 hectares of native forests by 2035 represents just over 1% of total land area utilising some marginal farmland. Hence we recommend a more ambitious target.

A larger amount is also needed in the long term, considering [future wildfires](#) from already locked-in global warming and current failing natural carbon sinks such as under permafrosts and in our oceans. Great care will be required in selecting species and locations and good maintenance to minimize risks of literally 'putting more fuel on the global warming fires of the future'. Therefore we recommend carefully prepared reforestation schemes that take these risk factors into account. This may also include increased focus on 'blue carbon', notably the expansion of mangrove forests along sheltered shores. These would serve the additional purposes of wildlife habitat and minimising erosion as sea level rises.

**REFORESTATION TARGET THREE - establish a total permanent carbon sink from native forest, tussock land, wetland, scrub and duneland at a minimum of 60% of total land area or 16 million ha by 2030, an increase of 25.1% total land area from 34.9% (in 2017). Ideally that includes 40% total native forest (up 11% from 29%) and 10% total wetland (up 7.4% from 2.6%).**

Allowing the aforementioned 5% of exotic forestry to rewild would mean only 20% need be planted or rewilded by 2030. Rewilding is cheaper and faster than planting and more effective for biodiversity. If we're going to reduce agricultural exports (see next section)



then there will be more marginal farmland available for reforestation. Permanent cover [syntropic agroforestry](#) could also be included in these permanent carbon sinks perhaps, as a way of providing jobs and production within a permanent forest cover.

**REFORESTATION TARGET FOUR - reform the ETS or switch to a carbon charge by 2022 that caps emissions, stops international offsetting and free allocations, includes agriculture and sets a price that will reduce emissions sufficiently to meet our targets.**

To ensure the new permanent carbon sink areas are created there needs to be appropriate incentives and regulation in place. The current **Emissions Trading Scheme has many issues** such as international offsetting, no carbon cap, market pricing and world price constraints, exclusion of agriculture, free allocations for emission intensive industries, and corporate capture. But some [argue](#) setting up a new carbon tax or carbon charge may delay things and prevent urgent emissions reductions. Dr Geoff Bertram [proposes](#) the main thing we need is price and/or quantity **certainty**, where the ETS is completely uncertain, with major stockpiling of credits and no emission reductions.

However it is done, **agriculture** needs to be brought into the mix, **free allocations** need to stop, carbon emissions need to be **capped** and **pricing needs to increase** to between [\\$75-200 a tonne](#) for it to be a strong incentive **to reduce polluting** and **support faster replanting** of forests. A small portion of this money could be used to support regenerative agriculture that uses large trees (eg. syntropic farming), or semi-permanent cover to enrich soil carbon, depending on the age of maturity of the trees and the harvesting technique (less intensive and staggered rather than mass harvesting).

## 2.1 c) Agriculture Targets

In 2018 Agriculture's GHG emissions sat at **47.8% of our total emissions, or 37.7 MT**, our country's consistently worst emitter (and major polluter of waterways and soils). These emissions are mainly made up of **methane CH<sub>4</sub>** (which is much more harmful than CO<sub>2</sub> but shorter-lived, changing into CO<sub>2</sub> at about 9%/yr) and **nitrous oxide N<sub>2</sub>O** (which is even more harmful plus long-lived).

Currently agriculture emissions are barely impacted by any climate agreements as farmers argue that new technology should provide solutions soon to cut emissions directly and that because methane emissions are shorter-lived we shouldn't worry about it so much. The problem is that the technology doesn't even exist yet while the pollution does. Over a short period, such as until 2030, CH<sub>4</sub> emissions are still far more harmful than CO<sub>2</sub> and of course come with the even worse N<sub>2</sub>O, as the following graph from the CCC report shows.

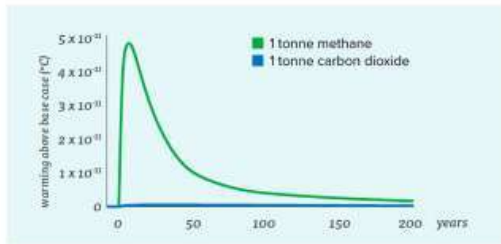


Figure 4.1: The warming effect of a tonne of methane and a tonne of carbon dioxide.

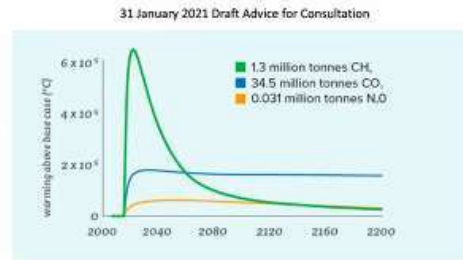


Figure 4.2: The effect of the country's yearly emissions of carbon dioxide, methane and nitrous oxide on warming. Note: This figure is based on 2016 emissions in Aotearoa.

This accounting practice makes our CH<sub>4</sub> emissions seem equivalent to our CO<sub>2</sub> emissions if we waited 60 years but we can't afford to wait that long, especially if farming is slow, or fails to change and agricultural emissions just remain high, as they have done since the 1960s.

This graph below from a recent [Landcare Research paper](#) shows agricultural emissions over time in MT CO<sub>2</sub>-e (combined CH<sub>4</sub>, CO<sub>2</sub>, N<sub>2</sub>O etc). **Agricultural emissions have increased massively since pre-industrial times** and remained fairly steady since the 1960s, with a shift away from sheep to dairy in the 1990s but otherwise no major reductions.

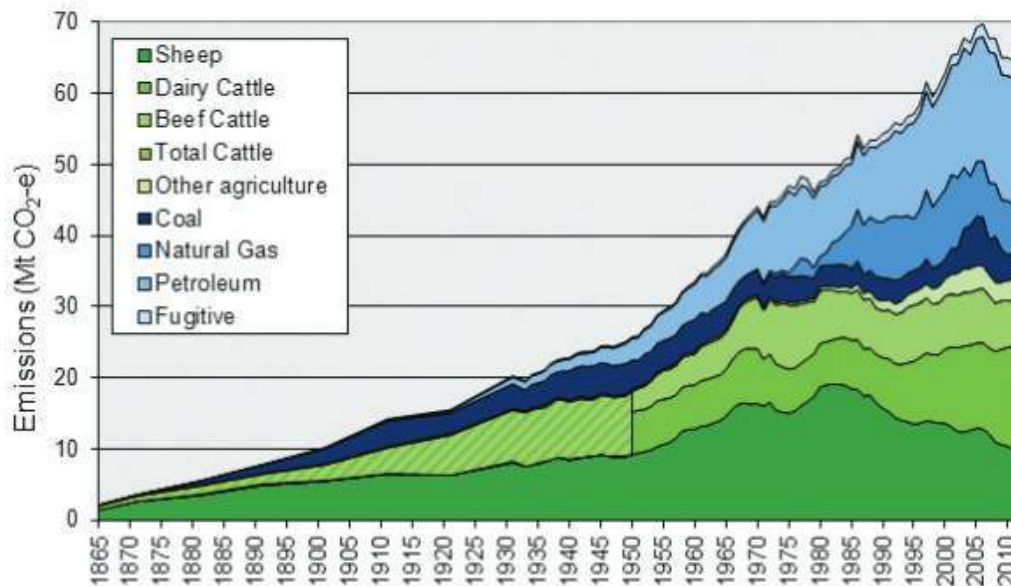
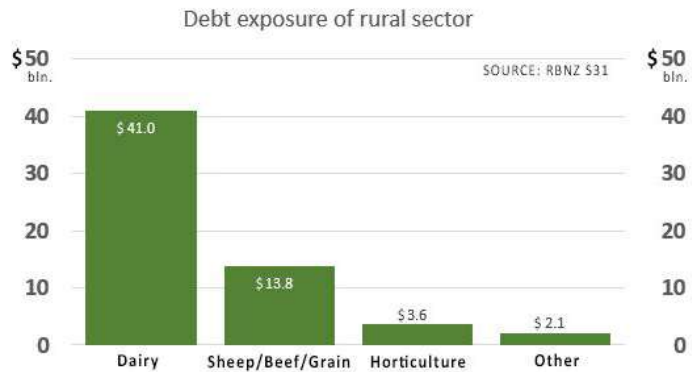


FIGURE 7 New Zealand's agricultural and energy-related anthropogenic greenhouse gas emissions, 1865–2012 (source: own calculations<sup>7</sup>).

Given that large dairy corporations like [Fonterra export 95%](#) of their product overseas to around 130 different countries and use massive amounts of fossil fuel to produce, process, transport and package their product, it is an industry that needs a climate justice overhaul. At 22.5% of our country's total greenhouse gas emissions, the **dairy industry is our largest single greenhouse gas emitter** and even more so when transport and production

emissions are also considered. With dairy industry debt at around [\\$41 billion](#) in 2018 and the average farm owner-operator owing more than 50% of their assets including land, change is ripe for farmers to **downshift and/or diversify to smaller farms focussed on lower inputs and environmental impacts, creating quality domestic products with less debt and less competition.**



Interestingly, the CCC [draft advice evidence](#) notes that Opepe Farm Trust viewed that “the time for large scale expansive pastoral agriculture had passed and that a mixed land use approach to farming was the future.” The graph below from [Dr Mike Joy](#) is a particularly interesting study seeking to find the ‘sweet point’ where income still remains high but environmental impacts are minimal due to cutting fertiliser and reducing stock numbers. This would of course affect emissions as well.

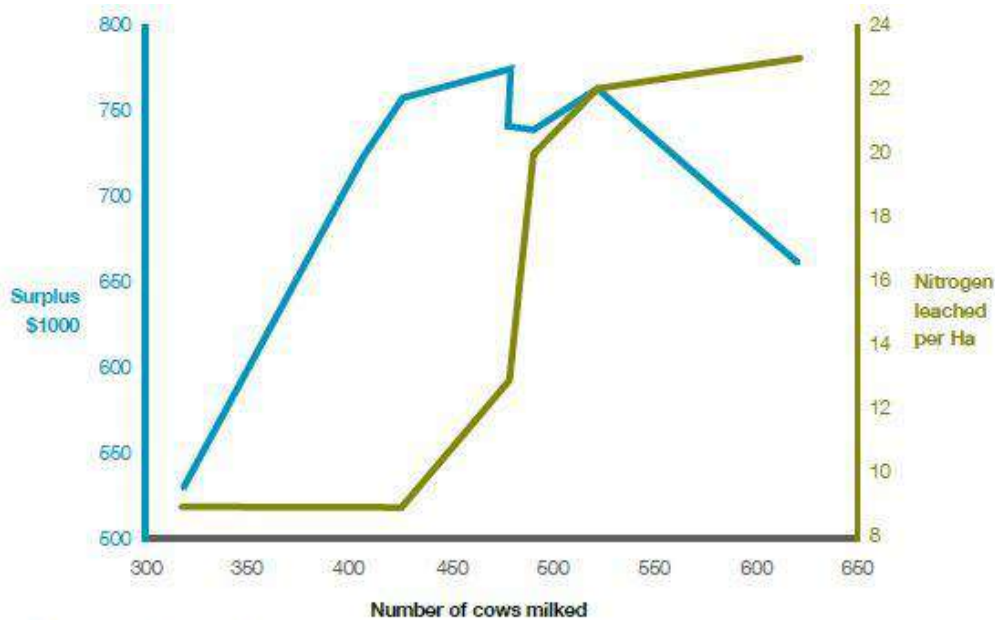


Figure 21. Modelled changes in profit and nitrogen leaching (from overseer) with reduction in intensity from current level on a real farm of 620 cows. (Numbers from Tom Phillips, Massey University)

While there are issues with measuring tools and different farm conditions, there are countless examples now of regenerative agriculture producing similar results like this. As mentioned previously, particular drivers of our current high-emitting agriculture are the fossil-fuel based transport, packaging, processing and [fertiliser industry](#). These can be substantially reduced by banning synthetic and imported fertilisers and feeds, and shifting

our economy to a predominantly domestic market based on healthy regenerative agricultural practices with networks of small, local processing plants and retail outlets.

Therefore we could set:

**AGRICULTURE TARGET ONE - phase out all fossil-fueled processing of agricultural products by 2028 and all fossil-fueled transportation for agriculture by 2030.** Farm vehicles will ideally shift to EVs and biofuel.

**AGRICULTURE TARGET TWO - phase out natural gas-derived and imported fertilisers and feeds for agriculture by 2025.** All agriculture will ideally shift to regenerative systems by 2030.

**AGRICULTURE TARGET THREE - shift central and local government plans, policies and bylaws, and banking rules to allow subdivisions and mortgages for smaller rural land blocks by 2022,** to enable small-scale agriculture and land use diversification, new housing, forestry and other local needs such as local processing and retail.

## 2.2 Energy, Reforestation & Agriculture Downshift 2030 Overview

To reach these targets, much needs to change across Aotearoa and indeed the planet. These changes more often than not overlap due to the interconnectedness of our economy, society and environment. The following sections provide simple action plan timelines and more depth and examples as to how the needed changes could manifest and why.

To try and not lose the linkages and to keep it simple, the three previous target areas have henceforth been expanded and split into two:

- a) **energy & transport** and
- b) **reforestation and agriculture.**

### 2.2 a) Energy & Transport Action Plan

Below is a suggested timeline for an action plan to deliver the Carbon neutral 2030 targets. **Grey** are the things to stop, **white** are the things to support:

2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
No new coal, oil & gas permits	No new oil & gas drilling. Close all coal mines (& remediate by 2027)	Phase out oil & gas production*							
Ban new gas utilities	Phase out coal boilers			Phase out gas utilities except biogas					
80-90km/hr speed limit	Disincentivise private car ownership			Reduce international trade to essentials** only					
Ban fossil fuel car imports		Disincentivise non-essential^ air travel				Phase out large trucks			
Ban fossil fuel vehicle ads	Decrease car parks, redesign cities for active and public transport				Urban & rural cycle lanes on all commuter routes				
Support community-owned renewable energy					Zero waste Aotearoa				
Support energy-efficiency retrofits				Energy production & national grid into public ownership					
Support Scooter/Ebike/EV share schemes					Regional trains operational				
Public transport promotion campaign		Urban & regional public transport free or affordable, replace FF buses with EVs							
Restore, expand daily public transport services					Web communication <a href="#">fossil fuel free</a>				
Support kinetic/electric product manufacturing					Support sail ships to the Pacific				

\* except emergency services until renewable energy alternative is available

\*\* Items that are not able to be made here and still considered essential by society eg. medicines

^ Short-term holiday-goers and business meetings for example

Our energy and transport transition plan aims to meet reduction targets by 2030 through:

- **ending exploration and reliance on fossil-fuels, and restricting production** for essential services only,
- substantially **cutting energy wastage and consumption**, and
- transitioning to the **manufacture and efficient use of renewable energy-based infrastructure and transportation**, providing new jobs and strengthening **community energy resilience**.

## Fossil-fuel exploration, production and reliance

The government's ban on much of the country's offshore exploration was a step in the right direction but to reach reduction in energy use we need to 'turn the tap off' and encourage some big behaviour and structural changes, and support innovation.

All forms of [perverse subsidies](#) and other [investments](#) to the fossil fuel industry need to stop and **bonds and insurances** need to be mandatory at adequate levels to fully cover **decommission** and any potential risks such as well casings that only have an average life span of [20-30 years](#).

Natural gas is neither renewable [nor a transition](#) fuel due to the urgency of our climate crisis. Crucially, any new gas fired peaking power plants "*will have design lives of at least 40 years, and will need a major new gas user such as a petrochemical plant, to keep the gas flowing*", [warned the late Jeanette Fitzsimons](#). Regrettably, the Taranaki 2050 Roadmap and the recent [Energy Transition Pathway Action Plan](#) continue to advocate for gas exploration and mining, claiming falsely that it is an essential transition fuel. This is contrary to [numerous studies](#), including [full life-cycle analyses](#) that have demonstrated that gas is just as bad as coal in its climate damaging effects.

Notably, the CCC identifies fuel switching in buildings away from coal and gas systems as an effective emission reduction pathway. The draft advice includes all new space heating or hot water systems in new buildings to be electric or biomass after 2025, no further natural gas connections to the grid or bottled LPG connections after 2025, and a complete transition away from using natural gas in buildings by 2050. We see these as essential minimal policy change that could be strengthened further.

Petro-chemical industries (e.g. methanol and urea production) consume half of our domestic natural gas production while industrial dairying burns coal and gas to dry milk for export. These industrial uses need to be phased out by 2030 if we are serious about a zero-carbon economy. It is critically important that no new fossil fuel processing plants are built to support industrial dairying or other heavy emitting industries.

When it comes to hydrogen, Taranaki and the government's 'great hope' to preserve Taranaki's Energy province status along with all our private vehicles plus cargo ships, trucks and aeroplanes, it's a [con](#). Although green-hydrogen from renewable energy is preferred over blue or brown hydrogen which are still reliant on fossil fuel mining, the technology is extremely energy wasteful, the fuel is highly volatile and the technology and infrastructure upgrade is expensive, [complex and uncertain](#). Current business models for Aotearoa rely on starting with using fossil fuel-based hydrogen and relying on a large export market to cover costs - both of which are economically and environmentally

unsustainable. Carbon capture and storage (CCS) which blue hydrogen relies on has mainly been a [greenwashing tactic](#) by the coal and now gas industry to continue extracting fossil fuels, and it causes [social harm](#). Numerous [critiques](#) have been written by energy experts, [engineers](#) and [Climate Justice Taranaki](#). Chemical engineer Tom Baxton explained, "Hydrogen receives so much interest because it fits many business models. Fossil companies like it because it will be derived from fossil fuels for the next decade or more. Gas grid operators and gas boiler manufacturers see hydrogen as their only survival route as fossil fuel burning is being phased out. And the power utility companies also like it as they'll be able to sell more power thanks to hydrogen inefficiencies." Indeed, we should not be blinded by 'exciting new and business-driven, unproven technologies in the face of a climate emergency. Let's focus on technologies and solutions that have been trialed and tested and work sustainably now.

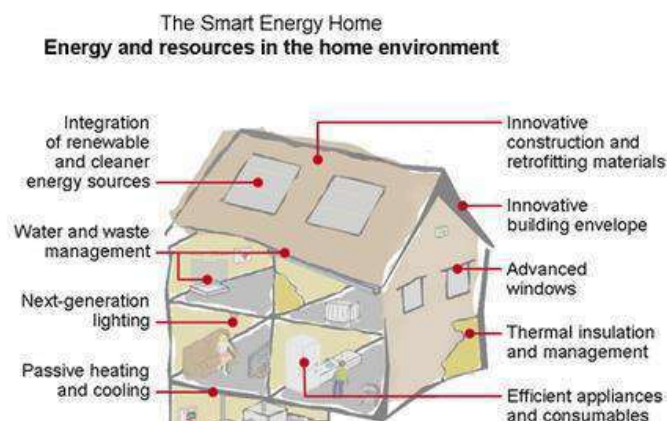
## Energy efficiency - cutting waste and consumption

A great deal of energy could be conserved by prioritising energy use and improving the way industries, businesses, the public sector and households operate. Cutting energy wastage and consumption would substantially reduce our need for fossil fuels, cut greenhouse gas emissions, improve air quality and make it more feasible for a smart renewable energy mix to provide for all our needs.

One big change that needs to happen is around energy and price control, with companies like [Meridian spilling water](#) from their hydro dams instead of generating power. Such practices also keep the reliance on fossil fuels and energy prices high. Investigations are ongoing into this criminal practice and we support an end to it and a return to publicly-owned energy production and infrastructure.

The new [Resource Management Amendment Act](#) will allow local governments to take into account GHG emissions once the Zero Carbon Act has been updated. This needs to happen as quickly as possible. Strict rules and consent conditions need to be introduced to monitor and cut fugitive emissions from the energy and petrochemical industries. Fugitive emissions in 2017 were responsible for [almost 6%](#) of our energy sector emissions resulting *"from production, transmission and storage of fuels, and from non-productive combustion. Examples are emissions from the venting of CO<sub>2</sub> at the Kapuni Gas Treatment Plant, gas flaring at oil production facilities, and emissions from geothermal fields,"* MBIE energy sector greenhouse gas emission [website](#). The International Energy Agency ([IEA estimates](#)) that around 45% of the global fugitive methane emissions from the oil and gas industry could be avoided with measures that would have no net cost. Indeed, much should be fixed with existing pipelines, flaring, processing, storage, refining, decommissioning and coal mining to stop or reduce these emissions. Public pressure and legislative reform are needed to ensure necessary improvements.

In terms of household energy loss, regulations, standards, incentives and support are needed



for energy efficient building designs, insulation and Net Zero Energy Building (example in [diagram](#)). Several councils across Aotearoa, such as [Nelson City Council, run an Eco Building Design Advisor service](#) which offers ratepayers and residents free, tailored, research-based information for new and existing homes to ensure or improve their energy performance and health outcomes. The [Greater Wellington Regional Council offers loans for ratepayers to purchase insulation](#), to be paid back over nine years through rates. The New Plymouth District Council [has brought in](#) a similar programme which could be expanded to all Taranaki councils, to help reduce overall energy consumption and enhance community wellbeing.

Major education and advocacy programs are needed to promote and support less and smarter use of energy mix including electricity, firewood and bioenergy. Various community initiatives, studies and models exist in NZ and globally, e.g. [Transition Network](#), [Blueskin Energy Network](#) and research into [renewable energy options for Parihaka Papakāinga](#). Learnings from such initiatives are valuable for any new projects of a similar nature. It should be normal to see households shutting and opening curtains with the moving of the sun and business lights going out at the end of the work day. Open burning of organic household, business, farm and forestry waste should be a thing of the past, when they can be turned into valuable materials, renewable fuel or feed the soil. [Rocket stove](#) cooks, boils water and heats thermal mass.



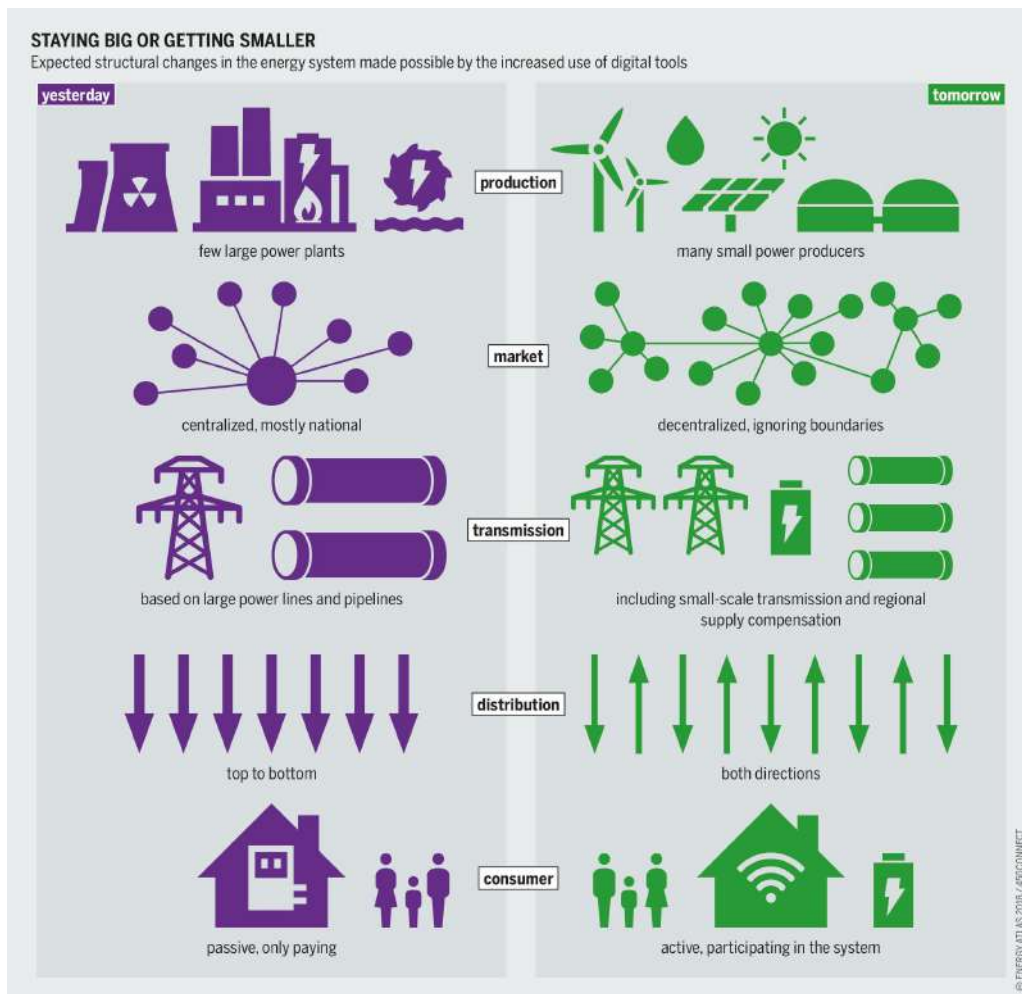
Indeed there is huge potential to cut greenhouse gas emissions and generate renewable energy from the waste sector. The current practice of trucking wastes hundreds of kilometers to be processed or dumped is unacceptable. We need to seriously become a zero waste country by 2030 and re-establish a thriving circular economy. This means banning poorly made and 'disposable' plastic or mixed component items that can't be recycled (not down-cycled either). For household food scraps and green wastes, home or [community composting facilities](#) offer the most affordable solution and have the ability to provide local jobs and support local food production which also reduce energy wastage.

The major change will need to come from substantially reducing or ending international transportation such as for exports and imports, private vehicle use, and changing human behaviour so that people live, work, trade and socialise more locally, using online tools or shared electric and/or kinetic transport for communicating and travelling further afield. Policy and education campaigns will be essential, focused on reducing the unsustainable desire for unnecessary consumption of goods and energy. We need to learn to preserve precious fossil fuel energy and products like plastics for truly essential things that cannot be created otherwise.



## Shifting to a renewable energy-based future

Shifting our economy to run on renewable energy is a significant challenge but not impossible. Even with massively reducing energy wastage and shutting down heavy emitting industries, more clean energy may be needed to meet increasing demand for electricity as we transition off fossil fuels, but that should not be our focus. We shouldn't need more new energy. We need to use less energy and use what we already produce more efficiently. Long distance transmission for example, is hugely inefficient, as is everyone working and cooking meals at the same time. An overhaul of our energy infrastructure and how our society operates will need to occur.



Many examples of well-tested, clean, renewable energy production already exist and are becoming increasingly affordable. Whatever the technology, careful assessments of [full life cycle impacts](#) including [mining impacts offshore](#) and end of life, are necessary to ensure that it is a responsible choice. Just as we don't want a disrupted climate, we don't want massive solar and wind turbine graveyards and more flooded valleys for dams. Enabling regulatory environments and positive financial incentives are then required for appropriate adoption, scaling and development of the chosen technologies.

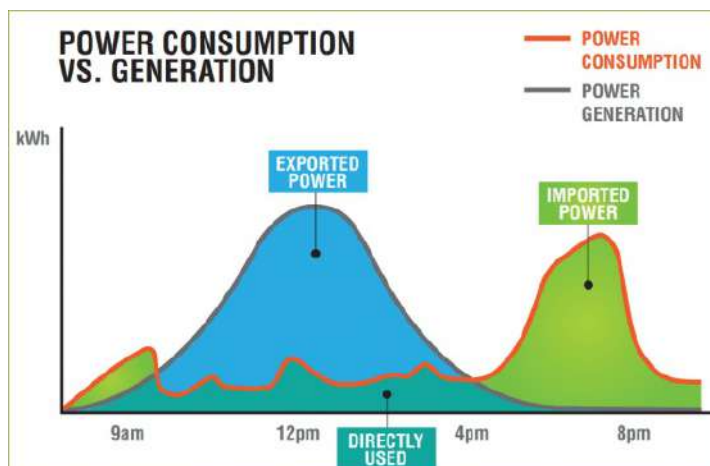
Legislation should not be overlooked to [fast track infrastructural projects to stimulate the economy](#) such as following the Covid-19 pandemic. Instead, they should be evaluated

based on their ability to deliver long-term climate and other environmental and social benefits, whether they are energy or transport sector projects. The Climate Change Commissioner further advised the government to use "[wellbeing indicators to measure how New Zealand is recovering and progressing towards an inclusive, low-emissions and climate-resilient future](#)".

For industrial process heat, substantial amounts of renewable energy need to be sourced and developed such as that which will finally be freed up by the exit of Rio Tinto and their aluminium smelter. If we are to move away from exporting 95% of dairy products most of Fonterra processing plants that burn fossil fuels would not be needed, while small local dairy factories could be powered by small hydro dams or biogas from farm wastes. In addition, bioenergy generation from [anaerobic digestion of residue organic wastes](#), such as municipal wastewater, agricultural and industrial food processing wastes, has the potential to reduce our energy and waste footprint, especially when done locally. Such alternative energy would also benefit the public sector in its transition away from fossil fuels, as typically used in swimming pools, but also in wastewater treatment such as by New Plymouth District Council.

When considering widespread adoption of certain renewable technologies by communities, focus on those that are produced responsibly, are safe, socially acceptable, affordable and easily maintained, such as micro-hydro (instead of mega dams), photovoltaic and biogas. Consider [onshore versus offshore](#) wind power for example. Studies show that coastal wind farms [compare well](#) with offshore cost wise. Offshore wind farms have high installation and maintenance costs and increase risks to marine wildlife through sea movement disruption and turbine injury.

For energy storage globally, pumped hydro energy storage accounts for 97%, but with a massive social and environmental footprint associated with damming rivers. [Off-river pumped hydro storage](#) (ORPHS) and [underwater hydro storage](#) is now being trialled in several countries for smaller storage with smaller environmental footprint. Compressed Air Energy Storage (CAES) is another environmentally friendly, long-life option that can be either [large-scale](#) or [small-scale](#).



Lithium-ion batteries have their environmental problems especially associated with mining and end-of-life disposal however, there are evolving alternatives that do not require harmful mining such as [salt batteries](#) and technologies for repurposing old batteries such as from EVs for home use. Power conservation and well-timed power usage at the height of energy production is clearly an important focus area to reduce the need for storage. There are many ways to promote and control this by scheduling activities appropriately

such as using solar electricity in the day and wood in the evening, or using more electricity late at night than the evening if on the grid. Smart technology can be set to do this.

## Community energy resilience

The electricity system in NZ is complex, involving five major power generation companies (the government has a major shareholding in three of them), the state-owned Transpower (with private fixed-rate bond [investors](#)) which runs the national grid, 29 distribution companies and some 48 retailer brands, all regulated by the [Electricity Authority](#). This model allows private profit-making on what is an essential public service, pushing prices higher than they need to be and effectively creating a corporate welfare system that, because of the inflated prices, also requires government to subsidise many senior citizens' heating bills.

Dr Geoff Bertram advocates for electricity regulation reform. In the 83 [Energy Watch newsletter](#), he wrote "most of NZ's bulk electricity supply is produced at low cost but is paid for as if it were high cost generation. This anti-competitive arrangement delivers vast profits to the power plant owners, which are 1/3 the NZ Government and 2/3 private corporations." **Public ownership** would ensure profits are put back into the public coffers and people pay a fair price.

A distributed model of power generation and management using publicly-owned, renewable energy generation in smart, community micro-grids has the advantage over the current centralised, large-scale production system, by reducing waste and costs in long distance transmission and increasing community control over prices. Community members will gain skills necessary for maintaining the system and have the opportunities to share in the benefits and responsibilities of ownership. A publicly-owned two-way smart-grid made up of many micro-grids and retaining the current large-scale renewable energy generators reduces the overall risk for the country.

Legislative reform and financial incentives are needed to allow and encourage more distributed renewable energy production and smart grids to connect to each other and/or feed into the main grid to boost overall energy production and community resilience in times of need. Any regulatory barriers that prevent people from trading or gifting energy should be removed.

Government support of businesses such as [Solarcity](#) is helpful but needs to go further so more people can access these types of shared services. Consider offering zero interest loans for families or communities to replace existing household gas appliances with electric ones or install community renewable energy systems that work best in their situations. Also drop the standard levies to join the grid so it is more cost effective for low electricity users to generate power.

The West Australia government's new [Distributed Energy Resources Roadmap](#) outlines a transition to a decentralised, democratised and data driven power system, in response to the huge uptake of rooftop solar energy generation by communities. The roadmap aims to integrate such distributed renewable energy resources with the existing centralised power system to form a safe, reliable, efficient and fair electricity system for all users. [Community battery storage](#) or 'power banks' will be made accessible at low fees to solar households to store and draw excess power such as for EV charging.

Indeed, there is tremendous opportunity for co-benefits when energy transition is integrated with other areas of work, notably housing, transport, wastes, food production and even land use planning, communications and employment arrangements, all of which carry their own energy footprint.

With initial financial incentives, enabling regulations and the upsurge of smart technologies and social entrepreneurship, the community-based renewable energy model has the potential to revolutionise our energy system. It not only provides local employment and affordable energy, but opportunities for individuals to become producers or 'prosumers' and collaborators rather than simply consumers totally reliant on profit-driven companies.

## Local government energy transition

Local governments are key energy users and are therefore highly influential in the overall energy consumption at local levels. They have statutory responsibility to mitigate climate impacts on communities and are liable for public infrastructure damage caused by extreme weather events and sea level rise. An increasing number of councils have acknowledged that we are in a climate emergency or urgency (in the case of New Plymouth District Council - NPDC). Many local government leaders, including New Plymouth District Mayor, have signed up to the Global Covenant of Mayors for Climate and Energy, with commitments for GHG emissions reduction and climate change preparedness. The NPDC Climate Action Framework (2019) goes as far as calling Taranaki "the national epicentre of New Zealand's transition to a local carbon economy". In order to live up to this, NPDC has the obligation to show leadership in transitioning off natural gas use.

More specifically, over half of NPDC's emissions are attributed to natural gas consumption, the wastewater treatment plant (63%), Todd Energy Aquatic Centre (16%), Govett-Brewster Art Gallery (6%) and Puke Ariki (5%). [Council's recent decision](#) to replace the waste water treatment thermal dryer with one run mainly on natural gas and up to 25% hydrogen over time, because this is a "shovel ready project" the Crown will fund, was a [poor decision](#). Council needs to consult and work more closely with community groups and specialists with expertise on [energy transition](#) rather than locking in public funds to dead-end infrastructure. There must be scope in the future to reduce waste volumes through Three Waters improvements, residential greywater and composting toilet installations, and a reconfiguration to biogas.

Local governments also have the ability to help phase out business and household fossil fuel use through district plan rules, especially for new development areas which could be made free from piped gas infrastructure.

## Transport

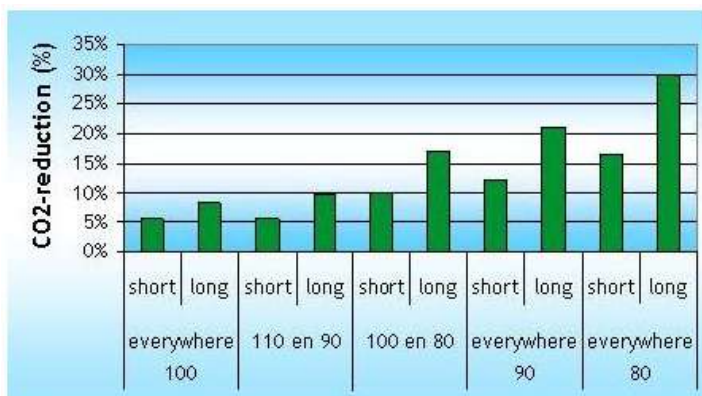
In order to reduce transport related greenhouse gas emissions the top priorities should be to:

- promote **localised activity**, goods production and responsible transportation,
- phase out **importing and exporting of goods** that are available in Aotearoa already and/or non-essential, and limit non-essential **international travel**,
- provide and promote frequent, well connected and free **public transport** (or at least cheaper than multiple people driving private vehicles or flying),

- restore **rail transport** for freight and passengers and **electrify the rail** system,
- Reduce road speed limit from 100 km/hr to 80-90 km/hr, for savings in fuel, reduced emissions and reductions in accidents
- ban fossil-fuel **vehicle imports** urgently,
- **ban/restrict advertising** of fossil fuel vehicles (similar to cigarettes),
- phase out **private vehicle ownership** and increase **vehicle sharing** through support,
- increase **active modes of transport** such as walking and cycling, in particular extending **cycle lanes** across the region on all commuter routes,
- increase access to **electric and pedal-powered vehicles**,
- make **online communication** easier and [fossil-fuel free](#).

The 2020 Covid-19 lockdown gave communities the opportunity to reclaim neighbourhood streets for safe recreation. This was a useful model of how to continue operating essential services with limited transportation while people learn to work from home, reduce shopping trips, grow their own food and exercise locally. It increased understanding of the near forgotten risk of disease spreading from excessive international travel. For decades, emissions from international travel have been excluded from climate agreements and 'free trade' deals have increased imports and exports, bringing flight prices down and increasing GHGs. This Covid-19 disaster, and previous ones such as 9/11 show that reducing international and inter-regional travel massively reduces GHGs in the atmosphere. We need to make long term societal shifts now that **encourage living locally and supporting local produce and services**. Frivolous international travel like shopping weekends in Sydney need to be a shunned thing of the past.

Aotearoa is a country of many proud car owners with the second highest private car ownership in the world. In just a few generations 'car culture' has shifted to one of individualists putting their own needs and convenience or fear of dealing with others first. What began as a symbol of freedom, fun and security turned into something that is denying those very things for our own children and those in poorer countries. **Car culture needs to stop**. One aspect of this is the increasing rush to get from point A to B. This has multiple negative issues, from road rage to excessive fuel use, to increased risk of accidents. One measure that will help to address these problems is a reduction in speed limit, as for [example](#) from 100 km/hr to 80-90 km/hr on the open road. This will benefit both internal combustion vehicles and EVs, the former through less fuel consumption and emissions, the latter through more efficient battery use. It will also help to reduce accidents and our tragic road toll and encourage more people into



public transport. Aotearoa did adopt this strategy during the 'oil shock' period, and surely our current situation is far more dire.

[Several countries](#) have started banning fossil-fuel vehicles and we need to do the same. We also need to find ways to gradually **reduce private vehicle ownership** either through taxes, parking fees or social pressure as has been done with smoking over the years by campaigning, advertising bans and creating car-free areas.

## MATERIALS - PLATINUM

- Fuel Cell electrochemistry **MUST** use Platinum – No way over this barrier
- Fuel Cells for cars require platinum = 30-60 g. Future R&D could lower to 10 g/car
- 2018 global Pt production was around 200 tonnes, (mostly from South Africa) half of which was used in catalytic converters for cars and diesel trucks
- Could produce 4M HFCV cars using 120 tonnes
- There are 1.4 billion cars on Planet Earth





*Slide by S. Krumdieck and J. Land presented at the [Transition Engineering Convergence 2020](#)*

**Electric vehicles should be left for those performing essential services and for car shares and public transport.** It is not possible for everyone, or even half of us to switch to an electric car as there is not enough platinum (an essential EV component) in the world and it depletes when used in an EV engine. Electric buses are already operating in several cities including Wellington and Auckland with electric trams being around for many decades.

Municipalities across [many countries](#) of the world offer **free public transport** with much success, some for several decades. It is offered in various ways such as to under 19 year olds or to senior citizens, women, those who can't afford to pay or to the public



more generally. [Luxembourg](#) is the first country to offer free public transport as of 2020. Free public transport could be introduced in stages such as on weekends and holidays or just in CBDs, gradually shifting to all days and all regions. The gross amounts of funding normally spent on new roads should be redirected to cover these costs as well as paying decent wages to transportation staff and providing them with good facilities, increasing and improving transport routes and services, providing easy access for all people, and for masses of promotion to help change the car culture in this country. At the very least public transport should cost less to take a whanau on the bus or train than to take a private petrol car.

We need to **upgrade and expand railway line networks**, infrastructure and electrify rail to encourage a shift to renewable energy and get people out of cars. This would also support getting freight off roads and greatly reduce roading maintenance costs and traffic accidents. When looking at the government's 2020 [Green Freight Strategy](#), it seems clear that hydrogen is an inefficient choice and that electric vehicles using renewable energy are the best option followed by full biofuel vehicles where EVs are not possible. However, as costs to replace diesel trucks is a significant barrier, support for wider uptake of biofuels in existing vehicles and sustainable production of advanced biofuels that do not require blending could be helpful, in addition to getting long-haul freight onto [electric rail](#) and using a mix of small to medium EV trucks. Incentives to encourage early adopters is advised. Ideally we should stop shifting freight around when local products are readily available. It's unclear how to make this happen on a domestic level other than socialising the idea as a moral choice.

We quickly saw during the Covid lockdown how people started **getting back on bikes** when there were less cars on the road because they felt it was safe to do so again. At present, many of our cities and rural areas are not designed for safe active transport. If more people were able to walk, cycle or skate safely, there would be a decline in vehicles on the road and increased fitness and [well being](#) reducing demand on health services. Being outside is also an essential part of reconnecting with nature and community, helping us to care for the planet and each other. This has decreased so much in recent decades with our increasingly sedentary indoor lifestyles. There are countless ways to promote active transport such as **increasing cycle lanes and restricting vehicles on roads**. Other than a proposed underpass on Wairau Rd, the current suggestions for new cycle lanes and walkways in the Taranaki Regional Council's [Regional Land Transport Plan](#) 2021-2031 are [designed](#) by Taranaki Trails Trust more for recreational users and do not really include commuter routes. While it's great for encouraging people outdoors it does little to reduce the huge emissions from daily commuters.

Shifting more of the country's vehicles to electric vehicles, whether individually owned or shared, will take time and needs support by way of banning petrol and diesel imports, fast-tracking and supercharging the "feebate" scheme to make it easier for New Zealanders to purchase electric cars, increasing charging stations across the country, and increasing support for home and work-based solar PVs with EV charge ability. Access to larger EVs that can accommodate larger families and groups needs financial support to assist poorer families. Several EV car-share companies have sprouted up in cities like

Auckland and Christchurch, with support from the Energy Efficiency and Conservation Authority (EECA). Expansion of such car-share models will significantly reduce vehicle ownership, lessening our overall environmental footprint. Cargo bikes and larger [pedal-powered EVs](#) and even buses are starting to come on the market in many parts of the world. We surely have enough engineers in Taranaki to make our own.



One issue we don't consider enough is the embodied carbon energy of using the internet and technology for online communication and data storage. When we look at material extraction, manufacturing and processing, transport, data servers, cables, accessories and software, online support, device charging and end of life material recovery the ICT sector is responsible for at least "[3-4% of global emissions](#)" and rising. Divestment from fossil fuels and ethical business is starting a shift towards [fossil free data](#) at least but we have a long way to go to clean up the material side of the industry and rising energy use.



## 2.2 b) Reforestation & Agriculture Action Plan

2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Ban blood phosphate	Ban forest to grassland conversion			Phase out farming on tussock and dune land					
No new* exotic forestry			Phase out export/import industry except essentials**						
Phase out coal-power processing				Phase out gas-power processing			All awa swimmable		
Phase out synthetic fertiliser					Stock excluded from all waterways^				
Ban PKE import		Support domestic timber processing, manufacturing							
Support local markets			Restore rural services, recreation facilities						
Increase permanent native forest, wetland, tussock land and duneland									
Support regenerative agriculture initiatives					Permanent carbon sink areas pest free				

\* unless conversion from exotic grassland and for local sustainable use

\*\* Such as medical, aid supplies or items unavailable here deemed essential by society

^ not just over 1m wide and 'natural', especially for spring fed Taranaki Ringplain streams that flow out to kaimoana reefs.

To reach the targets for reforestation and agriculture in the country's leading fossil fuel producing region and one of the top dairy intensive regions in Aotearoa is a real challenge. It requires [cultural shifts](#), legislative reform, financial incentives, redesigning product markets, retraining local communities in multiple fields, shifting ownership of various assets, and careful management of risk, stress and uncertainty. We also need to address animal welfare, workers rights, and health and safety.

We have suggested solutions below with these issues in mind:

- **Reduce stock numbers** - a growth based economy trying to keep on top of unsustainable debt has encouraged farmers to increase stock and use technology and external inputs while reducing labour. This has pushed workers out of rural

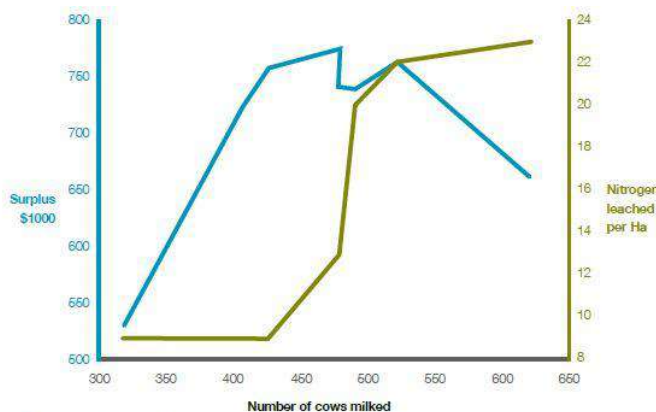


Figure 21. Modelled changes in profit and nitrogen leaching (from overseer) with reduction in intensity from current level on a real farm of 620 cows. (Numbers from Tom Phillips, Massey University)

areas and created near feudal systems of asset rich landowners in cities and over-worked, under-paid staff alongside polluted waterways, depleting soils, rising costs and huge greenhouse gas emissions. We can fence and plant every river and try to feed or inject cattle with new stuff (that doesn't exist yet)

to reduce their burping, but it's still unsustainable on so many levels and the next generation of farmers is not sticking around. Several studies have shown that if stock numbers and synthetic fertiliser inputs are reduced, farmers can maintain a decent income while having lower costs, and reducing the workload and retiring marginal lands better suited to other uses, notably agroforestry or rewilding.

- **Cut synthetic fertilisers, blood phosphate and PKE** - using urea derived from natural gas and/or blood phosphates taken from Western Sahara under Moroccan military occupation, is no longer acceptable. Similarly, with feed products taken from agricultural practices that destroy forest habitat such as palm kernel extract (PKE). We need to ban the imports of blood phosphate and PKE and swiftly phase out synthetic fertilisers to help agriculture to be regenerative rather than degenerative. There are many alternatives available, already in practice by progressive farmers, such as effluent discharge to land, compost, no-till, mixed-clover pastures, mob-grazing and edible hedging such as tagasaste and Banksia.
- **Stop forest to farm conversions** - Any forestry lands should be replanted as sustainable harvest forests or permanent land cover areas. We do not need anymore pasture lands. Similarly dune areas, tussocklands, wetlands and estuaries need to be fully protected and restored as permanent land cover areas and '[significant ecological areas](#)'.
- **Shift the research** - stop wasting time and money trialling expensive, uncertain new technologies such as genetic engineering and spray-on de-nitrifying solutions in the hope to continue business as usual. We cannot keep exporting things like dairy products if we are serious about being carbon neutral. Instead, focus on researching holistic solutions that are affordable, economically sustainable, user-friendly, respectful and beneficial to ecosystem health and wellbeing of the average producer.
- **Ban fossil-fuel powered processing plants** - some of our biggest single emitters are milk processing plants run on coal. Any processing needs to use renewable energy and as exporting downshifts there will be less need for today's food processing.
- **Downsize farms** - new, young farmers are opting for smaller acreage and houses, smaller machinery and things like electric hand tools. Large dairy farms can be down-sized to feed a domestic market, and sections sold to pay-off debt and/or put into permanent land cover or sustainable forestry blocks. This reduces debt, workload, stress and risk along with emissions while growing rural communities and the associated support and social benefits.
- **Downshift import and export markets** - this can start with products that are already produced in Aotearoa such as fruit and vegetables. A free-trade market is only good for those doing the trading but does little to protect growers, manufacturers and the rest who want a stable climate. We need to cut emissions from needless shipping of goods across the planet and leave precious fossil fuels for essential items we can't produce here such as some medicines and for things like emergency aid to our Pacific cousins.



- **Localise markets** - plan, reorganise and protect farming for local consumption and domestic markets. This is better for our health from eating fresh products and reduces transport and processing emissions along with unnecessary packaging. It also builds stronger communities through increased regular interaction and support. Current local growers are seeing a massive rise in demand during this covid-19 pandemic as people see the change coming from the need to travel less, shop locally and grow their own. An increasing number of locals are seeking fresh, healthy, ethically-grown kai. We need law reforms of such acts governing things like free-trade, fair trade, food and safe handling to even the playing field between large and small producers and sellers, and to assist zero waste initiatives and direct trade between consumer and producer.
- **Diversify farms and food production** - increase horticulture in dairy farming districts (eg. fruit, vegetables, nuts, timber, fungi), urban farming, community-supported agriculture (CSAs) and community gardens. This increases access to more foods, employment, farming skills, increases ecological biodiversity, community self-sufficiency and resilience, and reduces economic risk and farmer stress or boredom.

Regenerative biological farming with mob grazing and free-range chicken [orchard](#) polyface farming:



Community-supported organic market gardens. Multi-layered, diverse, syntropic agroforestry.

- **Polyface farming** - multi-purposing land by rotating different animals on the same area one after the other simulating natural herd communities and migration eg. pigs, chickens, cattle. This allows diverse animal fertilisers, different grazing styles and enables birds to eat parasites, which increases soil and animal health while creating multiple income streams for farmers.
- **Regenerative farming** - builds soil carbon with longer-standing and more diverse pastures, which increases animal health and reduces pollution and soil run-off to waterways. It also reduces expensive vet bills and artificial inputs like synthetic and imported fertilisers and machinery for ploughing and reseeded that are no longer needed. Stock number reductions will be needed to reduce stress on soils and pasture, focussing on high quality over quantity. Many are already leading the transition and should be supported to assist others to a more [taiao-based farming and landuse model](#). Farmers and wannabe farmers should be provided assistance to transition off intensive dairy blocks, especially those who chose to go early.
- **Once a day milking** - shifting to [milking once a day](#) (OAD) leaves herds less stressed and better cared for while producing high quality milk under reduced workloads for staff, reduced feed requirements, effluent run-off and other associated costs but with a better quality of life for all. It requires cattle that can handle OAD and a 2-3 year transition to get production up to twice a day levels.

- **Ban winter hard-grazing and limit stock numbers** - prevent pasture and soils being destroyed and eroded in heavy rain with runoff and leaching of effluent to waterways, and harm to animal health.
- **Phase out intensive indoor farming** - this is expensive, wasteful and unnecessary when there are far better options to manage soil damage and animal well-being that don't put farmers into more debt. If lands are not suitable for dairy and require indoor housing, then other land uses should be adopted instead.
- **Diversify with cropping** - NZ currently imports about [560kMT](#) of wheat and [200kMT](#) of corn and almost [400kMT](#) of soybean meal, steadily rising from the 1980s. According to [Stats NZ](#) 2019 however, Taranaki only produces a tiny amount of sweetcorn, barley, squash, maize, potatoes and avocados. Integrate other food and fibre crops that are affordable in local markets and support better wages for farmers rather than relying on imported grains like rice and wheat from poorer countries with worse labour conditions.
- **Sustainable harvest forestry** - instead of shipping low value, unprocessed pine overseas, change the local forestry and timber processing industry to grow high value trees that are more resistant to rot and disease and future climate impacts on small community timber lots rather than toxic chemical processing. Planting and selective harvesting needs to be coordinated among communities to avoid mass harvests that flood the markets, driving prices down and causing environmental damage. Coppicing and a wider variety of timbers should be more readily available to increase ecological biodiversity and decrease soil damage. Local manufacturing of timber and paper products should also be restored to replace imported products (including 'cheap' plastics) and provide more local jobs.
- **Permanent land cover areas - carbon sinks, biodiversity, freshwater and wild habitat protection** - new land areas and harvested forest blocks can be bought with public money derived from carbon charges to restore native forests, tussock lands, wetlands, scrubland and dunelands. These lands would be held as public conservation lands or as iwi or community-owned conservation blocks. Not only does this provide carbon sinks, ecological services such as wind shelter, water storage and ecological refuges but wild produce such as rongoā, fish, birds, plant foods and fibres for all to enjoy. Protected wetlands, riparian and estuarine habitats hold and release water slowly to manage flow in drought and heavy rain while cleaning water for drinking, recreation, fisheries and kaimoana on coastal reefs and out to sea. Pest control will need to be a part of management which provides jobs. In parts of Taranaki, dairy farms extend to the high tide and will be progressively submerged as sea level rises. Planned retreat will need to be carefully managed to minimise pollution. Planting can help in this way and slow down erosion (and sea-level rise).
- **Support Māori to repopulate their lands** - the call to reduce council rates on Māori-owned land and assistance to increase access for land under multiple-ownership will greatly help Māori get back on their land to live, produce food and care for taiao. So much Māori-owned land is tied up in old perpetual leases and unworkable land ownership agreements forced on Māori many generations ago during the various eras of land confiscation by the crown which is

still ongoing today. Major legal assistance, law reform and financial aid are needed to increase access, use of and management of Māori lands by Māori.

- **Bring in capital gains taxes** - we're really seeing now how important capital gains tax is with house prices skyrocketing from Covid bailouts that made [multiple home owners richer at the expense of workers](#) who may now never own a home. To reduce inequality and concentration of wealth the rich should pay their fair share in taxes that support the whole community rather than putting their excess wealth in more land and housing. This would lower prices and bank debt while increasing access to land for more people. It would also ease the growing divide between the richer 'boomers' and poorer students and young workers who are set to suffer most from climate chaos.
- **Ban more foreign ownership of land** - many countries like Thailand don't allow land to be owned by non citizens. We have seen in recent years how forests, farms and housing have been bought up by foreign investors creating a rise in prices and social unrest through less control by local communities who bear the brunt of any local problems.
- **Financial advisor controls and better access to information** - the NZ farming sector already has over \$40 billion of debt and high rates of depression and suicide. Restrictions are needed to stop corporate and government advisors from pressuring farmers to buy assets they can't afford or sometimes even need, putting them into mounting debt that builds stress and risk. Rural internet access and more affordable or free advice and training should be provided to give farmers more options and the best, unbiased information.
- **Better protect workers rights** - legal and social support is needed to stop unfair contracts where farm staff can work 80hr weeks and barely break even, or where foreign workers can effectively be forced into modern-day slavery and rural isolation. We need living wages for all workers and better housing conditions so that agricultural jobs are not farmed out to cheap foreign labourers and their agents. There is an apparent continuing need for foreign workers and they should enjoy the same rights, privileges and protections as local workers. Product prices, shareholder payouts and management salaries need to be adjusted accordingly to provide for all.
- **Better protect animal well-being** - the shift away from meat eating and towards veganism has already increased in younger generations wanting to reduce GHG emissions and stop animal cruelty. Ethically-raised animal production needs to be supported as a new norm.
- **Stop mining, oil and gas prospecting, exploration, production and toxic chemical disposal or use** on farm land to protect soils, water and communities from contamination and potential leaks and explosions.
- **Methane digesters** - [biogas and compost on farms](#) needs to be encouraged and supported for powering farms, feeding soils and reducing fugitive emissions.
- **Support home composting and small-scale community resource recovery, composting and recycling operations** - this saves money and is far more efficient than trucking 'waste' to other regions (even if they're electric trucks). There are many great examples of community- run schemes that create good jobs, provide healthy food and restore abandoned areas, such as [Kai Cycle](#) in Wellington. Councils



need to shift waste management budgets from large corporations to community zero waste initiatives that require less resources, create more jobs and encourage people to deal with their own green waste at home or in their neighbourhoods. Councils, government departments, schools, community groups and businesses can also provide land and resources for community composting and gardens.

### 2.3 Mana Tāngata Mana Taiao - Political & Cultural Action Plan

The greatest obstacle to just transition to a zero carbon future is inequality. There is a huge disparity in access to and use of resources. For example, people as consumers are expected to use less resources and/or acquire more climate friendly, often more expensive things like organic food, electric vehicles or solar panels. But not everyone is able to and is that what we really need anyway? In an age of freedom promotion and the pursuit to do whatever we want, such expectations can, on top of all those changes, make people feel limited, controlled and particularly for the poor: even more disadvantaged. This leads to social unrest which has serious costs to people's time, health and the economy.

*"The true measure of any society can be found in how it treats its most vulnerable members," Mahatma Gandhi.*

True social justice will require honest disclosure of the disparities in our societies and a fundamental shift in attitudes amongst the privileged and more able sectors of society to share their wealth and consume less. This will take cultural change in values and behaviour and political change, which will come from increased education around equity and sustainability and interaction between all classes of society. It will also require upskilling and resourcing of disadvantaged communities to increase their participation in decision-making.

A lot of money and assets will need to flow from the private sector to the public sector to make a just transition possible for everyone. Whether that's voluntary or in the form of taxes, we know from the years of trying that it is not going to be easy. We're going to have to rely on a majority of us putting the needs of the many before our own personal wants and ensuring public entities manage our shared resources well and fairly. The Covid crisis clearly showed that when an immediate threat is recognised, countries are willing to shut down international flights and businesses. The climate crisis is heading us towards ["mortality rates equivalent to the Covid crisis every year by mid-century unless urgent action is taken"](#) according to Mark Carney (Feb. 2021), the United Nations envoy for climate action and finance.

There is a lot of good that can come out of this transition such as increased public control, better mental health and a heightened sense of security and stability, in a time where business and society is increasingly moving in the opposite direction. Reducing the quantity of consumption doesn't need to mean killing our economy, it can mean a shift to quality products that comes with better environmental protections and more jobs to manufacture and maintain the items with far less waste which is so rampant in today's take-use-dump society.

Below are some ideas for the next decade for **political and cultural change** based on the previous mentioned targets and action points:

2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Measure and charge global travel GHGs in ETS/tax			Limit international travel			Limit international trade			
Capital gains tax		Limit multiple house ownership			Limit new land ownership			No homelessness	
Reform ETS / new carbon tax		Inheritance tax		Wealth tax		All buildings energy efficient			
Phase out grey/stormwater in sewers				Support greywater, compost & rainwater infrastructure					
Ban disposable plastics & aluminium				Redesign & build local, domestic market economies					
Charge business for water takes		Incr. social housing stock			Major papakāinga housing & land support				
Living wage for all		4 day work/school week			Mobility access in all public & work spaces				
No GST on food		Overhaul food & trade acts			Crown increase return of land to Māori				
Support circular economy infrastructure				Co-mgmt iwi & regional councils			Zero waste NZ		
Remove refugee quota, increase intake				Residency for Pacifica in NZ			Free education & health		
Decentralise & redesign town/country for active & public transport							Free local public transport		



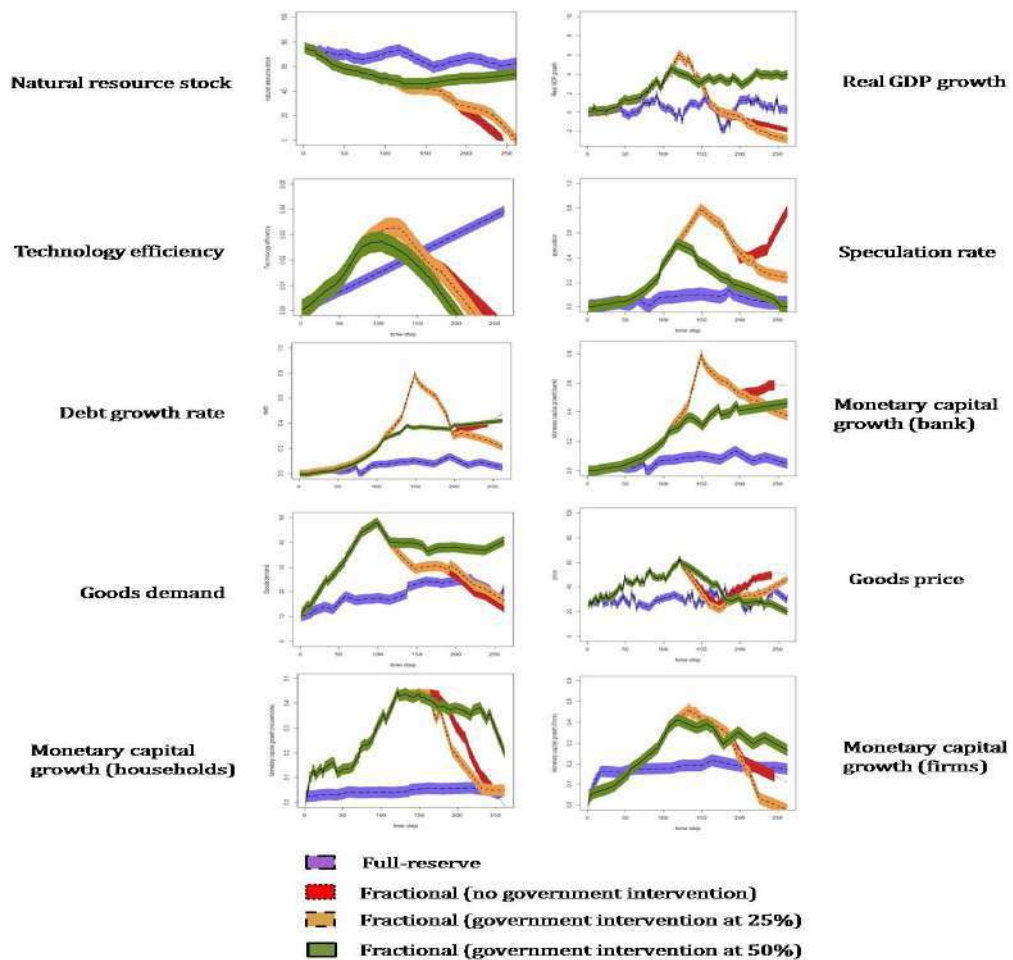
The government, councils, iwi and community organisations should work together with industries, unions, technical and education institutions to develop effective [jobs-rich transition pathways](#) that [provide for workers'](#) welfare, education, upskilling and retraining for new jobs needed to support local communities, economies and [climate-friendly industries](#). The latter offer a huge array of jobs and business opportunities, from decentralised renewable energy production and distribution to green building, product stewardship, resource recovery, upcycling and recycling, diversified regenerative agriculture and marketing, shared-transport and [ecosystem restoration](#), etc. The New Climate Economy estimated that [65 million new low-carbon jobs](#) could result from bold climate action by 2030 globally.

Below are some suggestions to reduce disparity and enhance social justice:

- Introduce **capital gains tax** on houses and property beyond the primary home or farm. **Limit the number of houses** a person and/or family can own and bring in new laws to **discourage large new home builds**. Locking up excess private funds in assets the community desperately needs stops poorer people from acquiring basic necessities for a decent life while the rich pay no taxes on houses or land that gain capital value, increasing demand and price. It also encourages gentrification and class division forcing poorer people out of their communities or to commute long distances, while damaging the rural environment and housing stock as fewer and fewer people control more and more assets.
- Greatly invest in better communication systems, education and up-skilling that **assists more people, especially the disadvantaged, to fully participate in decision-making** that affects their communities. This investment should be spread amongst government departments and independent community groups.
- **Limit the number of cars** per household through social expectation changes and taxes on more than one vehicle per household except where a vehicle is necessary for essential service work. This needs to be done in unison with increasing access to public and shared transport. One car per household will create massive emission reductions and encourage communities to share vehicles and only travel when necessary, while those who want to own more will have to pay a social tax to the community for that privilege or be using it for an essential service.
- Heavily **subsidize public transport**, in particular with family and group discounts, so it is actually cheaper, more accessible and more convenient than using private vehicles. Aim for local and rural public transport to be **free by 2030** with low costs for inter-regional transport.
- **Limit international transportation** to essential goods and private travel as mentioned in previous sections eg. whanau reconnection, and **include GHG emissions in national calculations and carbon tax** requirements. This will raise our measured national emissions requiring even more urgent reductions in GHGs.
- Support large workplaces to use shared transport for workers. Just cutting even part of the journey of a worker can greatly reduce emissions while building social networks, providing some down time for workers to relax, socialise or do other work and reduce their time away from home.

- **Exclude more areas from parking and driving of private vehicles** eg. CBDs, recreational spaces, so more land is available for housing, retail, recreation, wildlife and agriculture.
- **Reform trade acts to greatly limit exports and imports** to prevent similar products being transported back and forth overseas. This should increase local production, manufacturing and processing here where we can more easily ensure more ethical and environmentally sustainable production.
- **Support farmers markets and local manufacturers** who sell only locally, use local ingredients and hire local staff with a living wage at least, rather than outsourcing overseas to poorer or more corrupt countries.
- Introduce a **carbon charge or reform the ETS** so that the poor are not penalised, as mentioned earlier.
- **Reward earlier transitioners** who do the right thing through reduced rates or other direct or community benefits
- **Reform welfare and income legislation** to provide a living wage as a minimum for all workers, students and unemployed including 'volunteers' like carers, domestic workers, community workers, also contractors and immigrants on work visas. Give employment preference to local iwi/hapū to restore mana whenua and build local community networks.
- Bring in an **inheritance tax** so those who earn through privilege can pay their fair share to society.
- Introduce a **wealth tax** that focuses on hidden [asset wealth](#) and provides money for community needs such as healthcare and education. If designed well, this will not harm people who already have more than they need but will greatly help those who don't have enough.
- **For advertising and marketing**, develop and incentivise public education and awareness campaigns with disincentives and **controls** similar to tobacco, to reduce desires to consume excessively, in particular private vehicles and overseas tours.
- **Scrap GST on food** as it is a basic necessity. The main [argument](#) not to scrap GST on food, has been the need for taxes but this can be achieved by increasing income tax for higher earners and through new capital gains taxes.
- Address the housing crisis by **guaranteeing adequate supply of affordable, healthy homes, ending money creation by banks and capping rents at 25% of income.**
- **Cap public service worker salaries** (eg. [council staff](#) who earn over \$250k), and create better work environments to attract and retain great staff.
- Bring in **more controls on financial** advisors, loan sharks and bankers so they don't encourage or allow people to get into debt they can't afford.
- **Free healthcare and education** for all ages by 2030 to reduce disparity in communities and increase opportunity and well-being of the disadvantaged. Change school zoning and school fee systems to increase mixing of social classes and equalize education opportunities.
- Support **transfer of power or joint management for iwi/hapū** in resource management, as under sections 33 and 36 of the RMA, and in forthcoming replacement legislation.
- Require fees and support for iwi/hapū to deal with resource consent processing.

- **Get rid of the refugee quota system and increase intakes.** Assist climate refugees especially from the Pacific to come and live here in community groupings so they can retain their language, culture and society while, like all immigrants should, assist them to understand and respect Māori tikanga as well
- **Allow Pacifica migrants to become residents** of Aotearoa and stop deportation of convicts who have family here and no support in their country of origin.
- **End the ability of private banks to create money and assign this function to the Reserve Bank of New Zealand, also known as sovereign money (matched with transition to direct democracy as opposed to representational government).** Contrary to popular belief, the vast majority of money circulating in our economy isn't issued by government but by private banks. Under the current system, banks create money out of thin air when they issue loans. This is where 98% of our money comes from. New Zealand's current debt-based monetary system is directly linked to growing levels of public and private debt, creeping inflation, recession, unemployment and low wages, rising inequality, skyrocketing housing prices, overexploitation of natural resources and funding shortfalls in public services like health care, education and housing. [Sovereign money](#) would help free us from a debt-based money system and lessen inequality with more public control. A 2018



study [Exploring the role of debt in natural resource \(un\)sustainability](#), shows “debt-bearing economic systems can result in a complete collapse of both natural and economics systems... However... the debt-based system is not by definition unsustainable. Rather, the behaviour of entities and agents, and their decisions and relationships with regard to the environment, show a tendency to increase natural resource unsustainability. In the model, the particular uses that firms make of credits—causing the decoupling between GDP and resource availability—are based on (i) speculation, and (ii) exponential investments on technological development.”

## **Decision-making at the heart of a just transition**

For 180 years this country has been run by a central government of elected representatives under foreign colonial rule. After years of struggle tangata whenua and women can now vote but still the power remains with mostly male Pakeha under British-style law and order. This has brought major economic change where natural resources have been plundered and exported overseas. In recent decades under strong direction of big business and profit-focussed, exploitative capitalist models our communities, infrastructure and workplaces have been centralised, privatised, mechanised and replaced with overseas workforces who suffer appalling conditions. All so the business owners and authorities can avoid paying the true price of their products and putting in place proper protections. This process has also disempowered many people from being able to or wanting to engage in community planning and decision-making.

If we are to have a just transition we need to:

1. Put governance back in the hands of indigenous peoples who have the knowledge to re-establish sustainable economies and rebalance the unequal and over-use of the planet’s resources. This can start with truly honouring Te Tiriti o Waitangi and governing at all levels of community in 50:50 partnership with tangata whenua.
2. Put decision-making power also back in the hands of those who are most affected by economic change and climate change, namely the poor, those living off the land, women, children, tangata whenua and workers. Some people may not have the necessary skills so they will need upskilling and resourcing to do a good job. It’s time our councils and governments shift power off the corporates to support real public participation.
3. Decision-making authorities should also be decentralised on a workable scale so that decision-makers can have a thorough understanding of issues in their actual communities. In other words community boards and hapū should have more authority in their territories while central and regional governments, with reduced authority, are there to ensure integrated management of national and regional issues.
4. Decision-makers should have limited terms on the job eg. 3 terms of 3 years, to ensure people don’t see the job as a personal career to build their ego and power base or waste their time just enjoying perks and privilege, but actually do their job for our communities. We need to have succession planning built into our governance structures.

## Te Tiriti o Waitangi

A political agreement we could refer and adhere to is Te Tiriti o Waitangi in particular the clauses of Te Tiriti.

Some really key kupu and principles are in the preamble '**whanaungatanga**' authentic engagement, the pursuit of the right relationship, each party works towards learning about the practice of relating to each other.

**Article One** – kawanatanga / governorship – when Te Tiriti was signed Māori were agreeing to a separate governance system for Pakeha, not to come under that governance system themselves. This was later enforced on Māori when [Māori population shrank](#) due to poor isolating of new, sick settlers. Ensure Tiriti partner input within strategic decision making, full and proper consultation with Māori, including Māori in all decision making as partners to the crown, not as stakeholders.

**Article Two** – tino rangatiratanga / absolute sovereignty – integrated concepts of cultural vitality, healthy lifestyles, environmental integrity and social inclusion, along with the critical determinants of leadership and autonomy.

**Article Three** – ōritenga – Māori enjoying the same levels of wellbeing as tauwiwi, advocate for equitable distribution of power and resources.

**Article Four** – wairuatanga – In te Reo Māori, whakapono is the verb to believe or have faith, while wairuatanga is the noun for spirituality. As Marsden (2003) explained in a collection of essays, the Woven Universe, Māori spirituality is like many other indigenous worldviews in holding the sacred unfolding of creation to be at the core of everyday life, embedding the basic concerns of human existence with the larger order of the natural and cosmic world. From a Māori worldview, all life is sacred and everything has a mauri, so therefore all things are related and interconnected and this is how we should view the world and conduct our lives.

## 2.4 Ora Taiao, Ora Tāngata – Transition Education Action Plan

Just transition education needs to be [appropriate](#).

Tangata whenua have been advocating for generations to refocus our thinking and behaviour towards sustainability and that we are a part of the environment and the environment is part of us. Our whakapapa is interlinked with all life and material on this planet and the wider universe. We are here as kaitiaki for past, present and future generations, to help care for and maintain a balance so life is sustained. There is mauri, wairua and mana in all things.

Just transition education needs to be founded in respect for the natural environment and other living things. New legislation such as [Te Mana o Te Wai](#) provides a good example of shifting in the right direction in which the needs of wai and aquatic life come before the needs of humans, followed last by commercial enterprise.



**Mana Taiao** – the rights of whenua, wai, air, biota, energy and materials need to be protected first and foremost with sustainable takes only, that do not diminish mauri, wairua or mana. *Riro taonga mai, hoki taonga atu* - balanced reciprocity of gifting and receiving goods. The health of Taiao is to be at the forefront of just transition goals. This means that our mindset, actions, tikanga, culture and policies need to incorporate all combined effects on Taiao not separately and not on a cost:benefit comparison, open to mitigation that bears no benefit for the affected environment.

**Mana Tāngata** – the right to be human, living decent and equitable lives with our mauri, wairua and mana intact

- to be spiritually, mentally and physically well
- to be suitably housed in a warm and healthy home
- entitled to relevant and meaningful education, te reo Māori inclusive
- to be treated in a just and equitable manner
- to have fair and meaningful work
- to have access to basic needs and decision-making
- and the means to sustain ourselves within our communities.

Mana Taiao always comes first. Communities need to reconnect with Taiao and understand and maintain healthy natural environments which nurture and sustain healthy communities. If we damage or destroy our biosphere, we damage or destroy ourselves. If we heal the biosphere, we heal ourselves. So this needs to be the mindset we take forth. In other words, integrity along the whole pathway, rather than poor quick fixes and inappropriate mitigation.

### **Drivers of change**

Major social and political change needs serious planning, resources, education and upskilling support. This needs to provide for children to kaumātua but especially for disadvantaged peoples during the next crucial decade. We cannot leave it to the already privileged and powerful who have failed for years to bring change, nor can we leave it for our children to deal with.

**Transition education is probably the most important thing** we should do in the next two years to get the region and country downshifting quickly. We're going to need well-connected and highly skilled **educators and activators** to help the community transition and push for change in the places of power and resistance. Many of those will in turn need to upskill the next groups and so on and so on to build numbers and increase change exponentially.

Some crucial areas to focus on are:

- **Policy advisors, town planners and community decision-makers** gaining a good understanding of the underlying causes of climate change, what climate change means for us now and in the future, and what are real just transition solutions.
- **Retraining support of workers who must transition** off industries that need to be phased out eg. oil and gas, road and international transport and intensive farming industries.
- **Support for community activators and educators**, including advocates and organisers to increase understanding of how to turn knowledge into action eg. communication upskilling, trials and demonstrations, long term planning, unpacking policies and government workings.
- Specific retraining to support import/export-based, international travel-based **industries to refocus to local markets.**
- **Support for expansion or new domestic industry** to fill import gaps eg. timber manufacturing and manufacturing of things like EVs, pedal-hybrid vehicles, wind turbines and hand-powered farm tools.

- Specific training, resources and finance to support **community co-operatives** set up businesses like Community Supported Agriculture, farmers markets and community gardens.
- Fund education programmes and **multimedia resources** to help people transition from old habits to new eg. online documents, posters, digital memes, wananga, waiata, art, webinars, documentaries, podcasts, tv and radio shows, games.

Particular actions that would support this are:

- Promoting the [NZ Transition Engineers](#) training and their Canterbury university micro [course](#)
- Free tertiary education with an adequate living allowance for all who need it, not parent income tested. See NZ University Students Association [petition](#)
- Unemployment benefits transferred easily into student living allowances without a decrease in payment
- A specific transition education fund being set up for at least ten years, to support new transition educators and resources.
- Online education increased with community support such as childcare, mental health, study support
- Mandatory decolonisation and climate justice workshops for all public service workers and elected decision-makers so they can better understand social issues in Aotearoa for tāngata whenua, connect to their own history and therefore gain broader perspective for making fair decisions for the community



## Conclusion

“May you live in interesting times” - Frederic R. Coudert, 1939.

At this time, after over a year of consultation, research, reflection, many edits and the Covid-19 global pandemic, aviation experts are [announcing](#) normal flights should resume again in 2023.

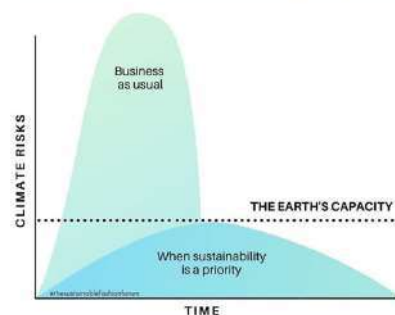
No-one knows when or even if life will return to ‘normal’ and really, it shouldn’t. For the past few generations some of us have enjoyed unprecedented wealth and got used to excessive lifestyles. Many of us have suffered too much for too long, with species extinction off the scale, and many natural habitats and ecological systems may never recover.

Covid-19 has in a painful way given us a chance to experience an alternative future and rethink what’s actually important. The emergency made us take immediate action but now we have the opportunity to make some of those temporary good changes more permanent and get rid of the ones that aren’t. There has been a huge rise in climate policy changes across the globe in the past year and massive reshuffling of the economy. Digital technologies have allowed more access to information and more participation in social and political change and decision-making. The recent [Climate Change Commission advice](#) offers some good direction, albeit too little and too slow still. That document and many others to come this year as well as yet another UN Climate Change Conference in November will allow avenues for more change. There is still a lot to be hopeful about in these hard but interesting times.

### ‘The Sea is rising and so must we’

Whatever happens next, it’s clear we’re all up against a ticking clock so we need as many people to do as much as they can particularly in these next ten years. We need to look up from individual changes and blame, and focus on what can not just reduce the most emissions quickly, but what can have the most social and broad environmental benefits. Put simply, we need major social change and system change. We’ll need to challenge and push ourselves out of our comfort zones and make decisions and changes that will support long term commitments. We’ll need to support each other in the good and the bad times, discarding egoistic ideals of going down in popular history or getting personal benefits over others. We need to grow a large social movement for change based on equity and survival of the many. As we have all learned in this Covid-19 pandemic: we need to ‘flatten the curve’. Think long term. Act early. Support the vulnerable. Work together. And be kind to each other.

LET’S FLATTEN THIS CURVE TOO



‘Nāu te rourou, nāku te rourou, ka ora ai te iwi’



9 April 2021

Regional Land Transport Plan submission  
The Chief Executive  
Taranaki Regional Council  
Private Bag 713  
Stratford 4352

Dear Regional Transport Committee Chair and Committee members

**Waka Kotahi NZ Transport Agency Submission on the Draft Taranaki Regional Land Transport Plan 2021-2051**

Thank you for the opportunity to submit on the Draft Taranaki Regional Land Transport Plan 2021-2051 (draft RLTP).

Waka Kotahi, the NZ Transport Agency (Waka Kotahi), is a Crown Entity required by the Land Transport Management Act 2003 to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi's functions include:

- to manage the State Highway system, including planning, funding, design, construction, maintenance and operation;
- to assist, advise, and co-operate with approved organisations; and
- to manage funding of the land transport system.

Waka Kotahi is also required to give effect to the Government Policy Statement (GPS) on Land Transport. The 2021 GPS identifies four strategic priorities:

- Better travel options
- Safety
- Climate change
- Improving freight connections

Waka Kotahi acknowledges the importance of the publication of the Taranaki Regional Land Transport Plan. Waka Kotahi is supportive of the overall approach to land transport in the Taranaki Region as set out in the draft RLTP

Waka Kotahi notes the strong alignment with the objectives set out in the draft RLTP with the direction set out in the GPS and the strategic priorities set out above.

Waka Kotahi highly values its role, alongside partners in the Taranaki Region, as a co-investor in the transport system for the Taranaki Region. Waka Kotahi continues to work closely with Councils and key stakeholders on a range of initiatives to improve transport in Taranaki and in ensuring that transport is fully integrated with land use. Waka Kotahi supports the proposed level of investment in transport that the draft RLTP enables to give effect to GPS.

Waka Kotahi requests the opportunity to update the Waka Kotahi draft programme that is detailed in the draft RLTP. Waka Kotahi has undertaken Road to Zero programme prioritisation processes since the draft RLTP was released and now requests amendments to the Waka Kotahi Road to Zero programme which are appended to this letter.

Waka Kotahi would like to commend the Regional Transport Committee and Council staff for their efforts in developing the draft RLTP.

Waka Kotahi does not wish to be heard in support of its submission on the draft RLTP.

Thank you again for the opportunity to submit on the draft RLTP. If you have additional queries or would like to discuss this further, please don't hesitate to contact me.

Ngā mihi

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

**Emma Speight**

Director Regional Relationships



Appendix 1 – Requested amendments to the Waka Kotahi Road to Zero programme in the Draft RLTP:

Request Table 6.1: Proposed 'business as usual' activities be updated	<b>Draft RLTP reference: Pg 48</b>							
	<b>Updated Road to Zero LCLR numbers set out below</b>							
	Activity	21/22	22/23	23/24	24/25	25/26	26/27	6 year RLTP
	Road to Zero Infrastructure	1,428,571	1,428,571	1,428,571	-	-	-	4,285,713
	Road to Zero Speed Management	1,170,000	1,010,000	960,000	1,090,000	-	-	4,230,000
Reasons for suggested change	Road to Zero Low Cost Low Risk activities have been split to more accurately reflect the targeted intervention type							

Request Table 9: 10-year forecast summary of anticipated regional expenditure and funding sources be updated	<b>Draft RLTP reference: Pg 59</b>					Reasons for suggested change	Updated to to more accurately reflect the anticipated 10-year expenditure in the activity class
	<b>Updated Road to Zero 10-year forecast set out below</b>						
		Total forecast expenditure 2021/2031 (\$)	Expected Funding sources (\$)				
	Activity Class		Local (L)	National (N)	Crown (C)		
23 -Road to Zero	198,232,113		198,232,113				

Request Appendix IX: 10-year expenditure forecasts be updated	<b>Draft RLTP reference: Pg 81</b>											
	<b>Updated Road to Zero 10-year forecast set out below</b>											
	Activity Class (AC) name	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	10-year total 21/30
	Road to Zero	2,598,571	11,404,000	26,788,934	22,023,945	17,830,900	18,000,900	17,909,300	23,873,700	21,564,761	36,237,100	198,232,111
	Low cost / Low risk improvements	2,598,571	2,438,571	2,388,571	1,090,000	-	170,000	78,400	1,685,800	2,485,800	-	12,935,713
	Other (projects)	-	8,965,430	24,400,363	20,933,945	17,830,900	17,830,900	17,830,900	22,187,900	19,078,962	36,237,100	185,296,400
	NZTA's total by year	30,041,385	39,057,382	55,440,448	50,993,898	47,380,252	48,141,239	48,652,445	55,231,709	53,549,929	68,861,972	497,351,061
Reasons for suggested change	Updated to to more accurately reflect the anticipated 10-year expenditure in the activity class											

Request Table 15: Breakdown of expected funding source for 10-yr expenditure forecasts be updated	<b>Draft RLTP reference: Pg 82</b>					Reasons for suggested change	Updated to to more accurately reflect the anticipated 10-year expenditure in the activity class
	<b>Updated Road to Zero 10-year forecast expenditure and funding source set out below</b>						
		Total forecast expenditure	Expected Funding sources (\$)				
	Organisation		Local (L)	National (N)	Crown (C)		
NZTA	198,232,113		198,232,113				

13th April 2021

Taranaki Regional Council  
Emailed to: transport@trc.govt.nz

Dear Sir/Madam,

### **BLUEHAVEN GROUP SUBMISSION ON THE REGIONAL LAND TRANSPORT PLAN**

This submission is made on behalf of Devon 662 Limited Partnership a subsidiary of Bluehaven Group (**Bluehaven**). Bluehaven have started demolition works on a \$200 + million dollar commercial development on the ex-Ravensdown site in the Waiwhakaiho. This development was granted land use resource consent by New Plymouth District Council (NPDC) and a suite of land use and discharge resource consents from Taranaki Regional Council (TRC) in early 2020.

The consented development includes a recontoured Aōtere Pā site to be used as community/recreation space, large format retail, visitor accommodation, supermarket, offices, food and beverage premises, cinema, other complementary specialty retail, and associated parking, servicing, landscaping and public transportation node.

Upgrades to the surrounding road network are also proposed to ensure that the development maintains the safety and efficiency of this road transportation network. Roothing improvements will be completed over two stages. Development plans showing the roading upgrades are included in Appendix A.

The development will be one of the largest private investments undertaken in New Plymouth and be a significant GDP contributor to the Taranaki economy. Benefits include the following:

1. One off regional GDP benefits of \$85 million and full-time employment for 186 people are independently forecast over the construction period.
2. On-going benefits from the completed development after opening, will see regional GDP boosted by \$125 million per annum, an increase of over 50% in the sectors of wholesale trade, retail trade, accommodation and food and beverage services.
3. The development will also provide employment for more than 1,900 full-time staff (primary, secondary and induced) and sustain regional household incomes of \$55 million per annum.

The first stage of the consent has started, with all the old fertiliser buildings having been fully cleared of asbestos and all structures demolished. Soil remediation and bulk earthworks are set have also now commenced, including re-formation of Aōtere Pā working in collaboration with Ngāti Tawhirikura Hapū Charitable Trust on their land adjoining Smart Road and the development site.

The development will be transformational for the New Plymouth city and in particular its gateway presence, initially by removing buildings that have been an eyesore and a public health risk, and then with the establishment of a modern and high-presentation centre.

The creation of employment during construction and once operational are key in providing employment opportunities for residents of the city and the region, who will work in a mix of new businesses.

The destination hub has been carefully designed to provide for a range of multi-modal connection points, be it in the form of public transportation, cycling, walking and vehicles and has the potential to relieve the wider network traffic congestion elsewhere, including the Waiwhakaiho bridge.

Consolidation of major development activities such as this development site should also see the reduction of CO2 emissions with the take-up of multi-modal usage and reduced travel distances, as they are contained within the catchment area.

From reviewing TRC's consultation documentation, it is clear that safe and efficient roading networks and the contribution of the transport network to the regional economy are key to supporting the growth of the city.

#### **TEAM TRAFFIC EXPERT TRAFFIC ADVICE**

Bluehaven has sought expert traffic engineering advice from Team Traffic director, Phillip Brown. Mr Brown has completed a considerable amount of traffic survey work and assessment in New Plymouth.

Team traffic have identified a number of concerns with the current funding package as proposed in the RLTP and recommend that funding is provided with regard to the roading upgrades on Devon Road / Smart Road intersection and also on the Devon Road / Egmont Road intersection (upgrading to signals). The technical memo is included in Appendix B.

#### **RELEVANT ASSESSMENT OF OBJECTIVES AND POLICIES OF THE RLTP**

The following assessment has been undertaken on the RLTP objectives and policies in relation to the proposed commercial development locate on a key strategic gateway to New Plymouth City.

##### **Objective 1 – Integrated: An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness**

<b>Policies</b>	<b>Provision</b>	<b>Assessment with Respect to the Commercial Development and Related Road Upgrades</b>
I1	Take a one network approach to managing the transport system.	The commercial development includes provision for bus connections, pedestrian / cycleway connections in the area.
I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner	
I3	Ensure road standards are developed to meet ONF requirements and support land use change.	

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

<b>Policies</b>	<b>Provision</b>	<b>Assessment with Respect to the Commercial Development and Related Road Upgrades</b>
G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.	In line with Policy G1, G2 and G3 of the Draft Regional Land Transport Plan for Taranaki 2021-2027 SH3 is a strategic road corridor for New Plymouth being the only road north to

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
G2	Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.	the Waikato. It also provides a critical linkage to Port Taranaki. Funding for upgrades of this strategic road is important to continue to connect Taranaki to the Waikato to assist in supporting the tourism and productive sector.
G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.	

**Objective 3 – Safe: A safe transport network increasingly free of death and serious injury.**

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
S1	Promote infrastructure and safety improvements on strategic corridors.	Policy S1 requires TRC to promote infrastructure and safety improvements on strategic corridors. As outlined above SH3 and local roads adjoining the commercial development site require upgrading which will benefit the wider city. As a result, funding through the RLTP and / or NPDC's Long Term Plan (LTP) is supported.
S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.	
S3	Support the aims of Road to Zero and Roadsafes Taranaki.	

**Objective 4 – Accessible: A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.**

Policies	Provision	Assessment with Respect to the Commercial Development and Related Road Upgrades
A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.	As described above development site should also see the reduction of CO2 emissions with the take-up of multi-modal usage and reduced travel distances, as they are contained within the catchment area. The design provides for regional bus service connections, pedestrian / cycleway access. Electric vehicle charging stations will also likely be incorporated into the parking design.
A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.	
A3	Ensure a range of travel options are available to the region's residents, including the transport disadvantaged.	

This submission seeks the following outcomes:

- For funding to be allocated in the RLTP for roading upgrades to Smart, Katere and Devon Road that are required to support the housing and employment growth in the city to the east, a safe and efficient road network, promotion of multi-modal activities, and to support significant growth and employment that is part of the NPDC land use resource consent for the commercial development (as described in Appendix A) **(the Consent)**.
- Devon Road (SH3) is the only route into the city from the northeast and NPDC should enable improved access through funding allocation which will benefit the whole city.
- It is suggested that this funding be considered as an addition to Section 6.3 of the RLTP that covers proposed 'regionally significant' activities.

- The consented improvements provide a comprehensive upgrade with safety improvements, multi-modal provision, extra capacity/additional lanes/slip lanes from Constance Street to Katere Road including improvements to the side approaches of both sides of Smart Road and for the Katere Road approach to Devon Road. Including project contingency, the amount for inclusion in the 2021-2031 NPDC LTP and / or RLTP should be \$10.5 m.
- The traffic modelling of the existing environment, growth to the east of the city and fully developed consent shows this section of State Highway could then operate efficiently before other network improvements are required.
- Funding had previously been allocated in the New Plymouth District Council (NPDC) 2018-2028 LTP for the following projects:
  - The Smart Road / SH3 intersection upgrade was allocated \$3.5 million to be completed between 2025 / 2026, with growth being identified as the primary driver.
  - A second bridge crossing over Waiwhakaiho River and build new collector road to service the Smart Road growth area was identified for \$16.0 million to be completed in year 2030+.

The recent LTP consultation documentation from NPDC has removed this funding allocation. This submission seeks that this funding is reinstated and acknowledged in both the NPDC LTP and RLTP.

We wish to be heard in support of this submission, with 30 mins likely to be required. We also request a meeting with relevant TRC staff to discuss this submission in more detail.

Yours sincerely,



Jeremy Brophy MNZPI  
**Manager Planning MNZPI**

Appendices:

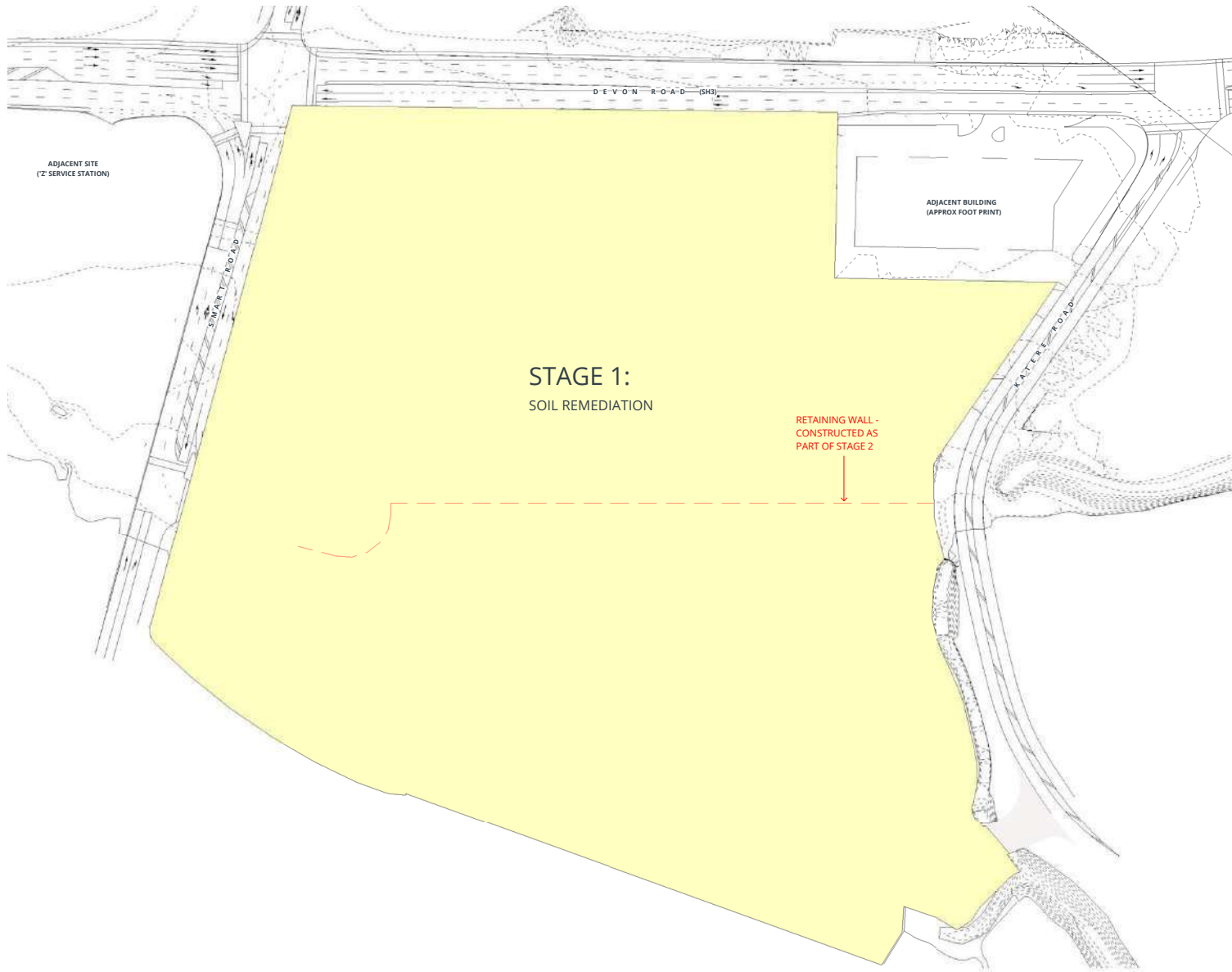
- A. Road upgrade plans
- B. Memo from Team Traffic, Consulting Traffic Engineers



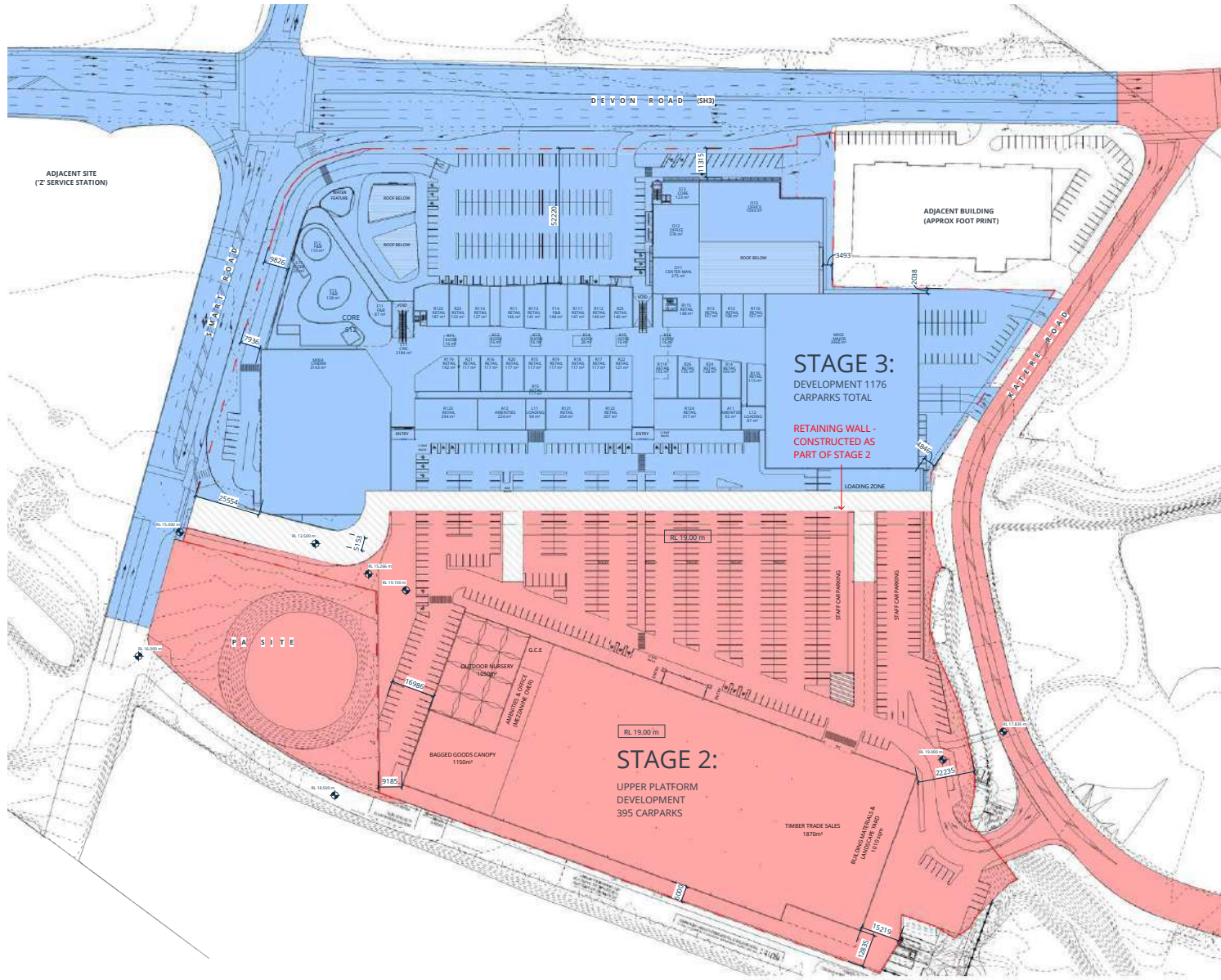
# **APPENDIX A      ROAD UPGRADE DEVELOPMENT PLANS**

LEGEND:

- STAGE 1
- TEMPORARY HOARDING
- RETAINING WALL



RLTP Submissions - RLTP Submissions



LEGEND:

- STAGE 2
- STAGE 3
- VEHICLE PASSAGE & RAMPS TO BE OPENED IN STAGE 3
- TEMPORARY HOARDING
- RETAINING WALL

SCALE  
1:1500  
© A3

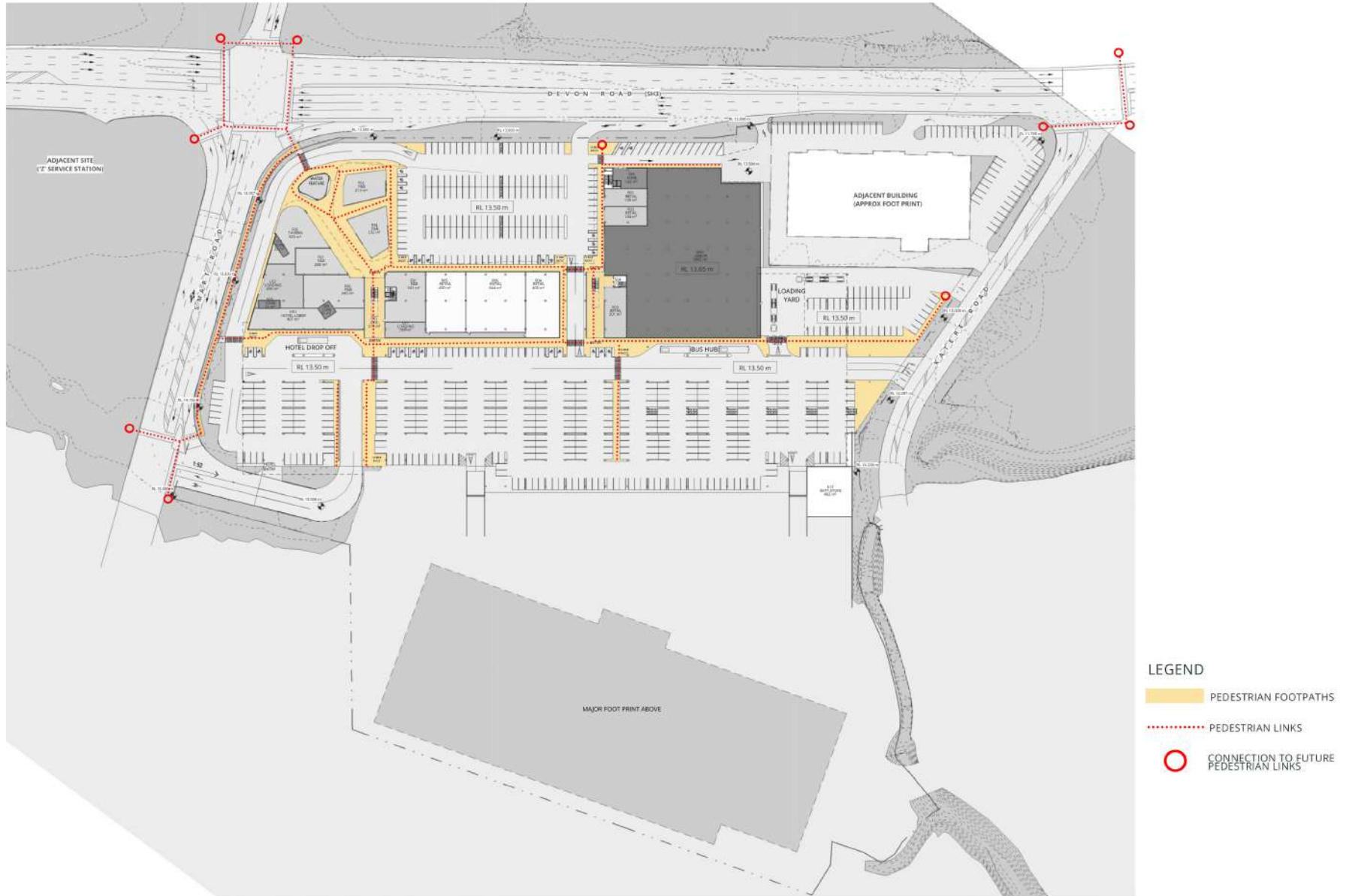


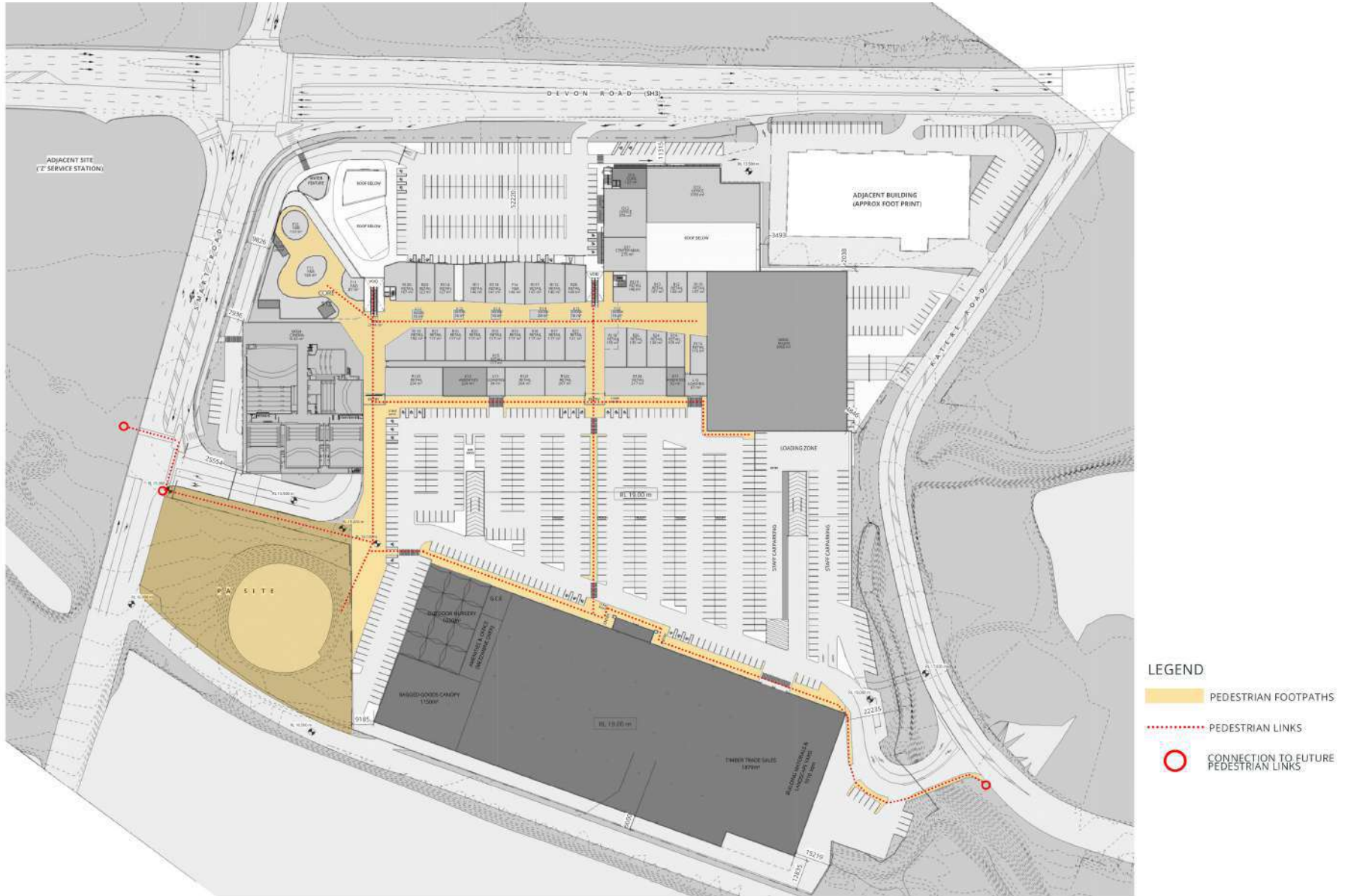
STAGING PLAN - STAGE 2&3



1433-002 SHT - RC 08  
MAY 2018









PROPOSED COMMERCIAL AND RETAIL COMPLEX

SMART ROAD, NEW PLYMOUTH



## **APPENDIX B      MEMO FROM TEAM TRAFFIC**



Traffic Engineering & Management Ltd  
Level 2, 1b Buscomb Avenue,  
Henderson, Auckland  
PO Box 21-803, Henderson, Auckland 0650

Devon 662 Limited Partnership  
c/- BTW Company Ltd  
P.O. Box 551  
New Plymouth 4340

**Ref: 17127**  
13 April 2021

Attn: Jeremy Brophy

Dear Sir

***Re: Commentary on Taranaki Regional Land Transport Plan***

Further to our recent discussions and those with Mr Bryan Perring on behalf of Devon 662 Limited Partnership, a subsidiary of Bluehaven Group (**Bluehaven**), we have reviewed the draft Regional Land Transport Plan (**RLTP**) for Taranaki for the period 2021/22 - 2026/27.

This review has been done with the background of the considerable traffic investigative work and reporting we have undertaken for the consented retail development proposed by Devon 662 Limited Partnership on land fronting Devon Road (SH3) between Smart Road and Katere Road.

This investigative work detailed monitoring and modelling of the road network in the area, the identification of land that has now been vested for road widening purposes, and considerable upgrading of Devon Road, Smart Road and Katere Road in the immediate area.

From our review of the RLTP we are concerned about several significant matters relating to the transport infrastructure in this local area.

The first, and most significant concern, is the absence of funding in the RLTP for the upgrading of Smart Road and its intersection with Devon Road. Specifically, we understand that the New Plymouth District Council's Long Term Plan (**LTP**) previously identified that this specific intersection required upgrading and had previously provided funding for this works in their LTP. Reference to any works at this intersection is understood to have now been deleted in the current LTP consultation, despite a significant amount of land having now been vested to allow upgrading to occur in a more efficient manner.

Although the resource consent granted for the proposed commercial development envisages upgrading of this intersection and the immediate area to occur in line with the consented documents, in our opinion, there is a very significant risk to the operation of the road network in this area in not having funding potentially allocated for this area.

Specifically, the absence of funding places sole reliance on the consent holder to carry out the upgrading. In the event that the consented development and upgrading works are not



realised (for whatever reason), the ever increasing demands imposed on the existing network will continue to exacerbate the known operational problems that are presently occurring. Should this eventuality occur, the absence of the inclusion of funding to upgrade the Devon Street/Smart Road intersection will, in our opinion, provide less certainty that the works will occur.

A good, and very recent, example of a such a situation occurring is a project in Auckland where a large retail centre was granted resource consent and upgrading was planned for the road fronting the site as well as a very significant intersection close by. The change of circumstances of the project has now resulted in this upgrading work now not proceeding as expected and the works now needing to be done by others, when the money is found.

For this reason, we consider that it is highly desirable for the RLTP to recognise the need for these works to occur and also to account for this potential uncertainty and reliance on an independent party.

The second concern we have is the lack of any reference to the provision of funding allocated to the second bridge and crossing over the Waiwhakaiho River. For resilience and optimal performance of the transport network north of New Plymouth City, we support the inclusion of funding for this bridge and its related road network – particularly given the anticipated growth that is expected to occur in the Bell Block area of the city.

The final matter of concern relates to the Devon Street (SH3)/Egmont Road intersection. During our investigations, we considered the operation of this intersection in some detail with this work including the measurement of the lengthy delays that are presently being experienced by traffic exiting Egmont Road during the evening peak period.

We consider that the inclusion of funding for upgrading works at this intersection (potentially in the form of signalisation of the intersection) is necessary.

In our opinion, all of these projects are necessary and will allow the road network in each area to better accommodate the planned growth in the region.

We also consider that these projects easily satisfy, as a minimum, the following Objectives of the RLTP:

- Objective 1: Integration (maximising transport effectiveness);
- Objective 2: Enabling (an effective, efficient and resilient transport system that enhances growth and productivity);
- Objective 3: Safe (a safe transport system increasingly free of death and serious injury);
- Objective 5: Resilient and Responsive (a transport system that is robust and responsive to changing needs and external influences);
- Objective 6: Environment (particularly maximising network efficiency).

We trust this is sufficiently detailed for your immediate needs.

Should you wish to discuss any matter in greater detail, do not hesitate contacting us.

Yours faithfully

**TRAFFIC ENGINEERING & MANAGEMENT LTD**

A handwritten signature in blue ink, appearing to read 'P.R. Brown', with a long horizontal flourish extending to the right.

P.R. Brown  
Managing Director



13 April 2021  
Document: 2752227

Taranaki Regional Council  
via email to [transport@trc.govt.nz](mailto:transport@trc.govt.nz)

Attention: Regional Land Transport Plan Review

## Submission on draft Taranaki Regional Land Transport Plan 2021-2027

The Taranaki Regional Council (the Council) is currently undertaking consultation on its draft *Regional Land Transport Plan for Taranaki 2021-2027* (the draft Plan). The consideration of submissions enables the Council to make amendments to the draft Plan. This document is the Council's submission on the draft Plan, enabling the Regional Transport Committee for Taranaki to consider and make amendments to the draft Plan to address issues that have arisen since the draft was prepared for consultation.

The Council seeks the following relief:

1. That Officers identify and make any consequential amendments to the draft Plan that are necessary to give effect to specific changes sought by submitters, and agreed by the Regional Transport Committee through this Plan consultation process.

Reasons: The Council notes that in response to specific relief sought by (and granted to) other submitters, there are likely to be consequential amendments required to be made to other parts of the draft Plan. The relief sought recognises that the draft Plan should be read as a whole and that changes made to one part of the Plan can have implications for other parts of the Plan. It is not always possible to chart these consequential amendments in advance. The relief further recognises that submissions may overlap and that the most effective and efficient means of dealing with that situation may be to make an amendment in a form that is different to the submissions received.

2. That Officers audit the draft Plan for internal consistency and readability after the consideration and incorporation of the matters contained in the other submissions received by the Council and that all necessary inconsequential amendments be made.

Reasons: The Council notes that minor amendments may be necessary to ensure that the full effects of amendments made in response to matters contained in submissions are considered and that amendments are not simply made on an *ad hoc* basis. The relief includes making any minor editorial changes to improve the readability of the draft Plan (but not to change policy intent) or to correct minor typographical errors.

3. That all necessary changes to the programme and funding sections of the draft Plan are made by Officers to reflect the situation as it evolves prior to the next Regional Transport Committee meeting in June 2021, including:

- Updates to the activities outlined in the programme component of the Plan as advised by contributing organisations.
- Amending all affected Programme (Section 6) and Funding (Section 7) components of the Plan, along with related appendix tables, as advised by contributing organisations.

Reasons: As noted in Section 3.4 and Section 6 of the Plan, the activities outlined in the programme component of the Plan are generally subject to change, particularly in regard to estimated costs and timings, as each organisation goes through processes refining their proposed activities – be they council long-term plan development, or the 10-year *Waka Kotahi Investment Proposal (WKIP)*. Additional funding constraints being experienced due to the COVID-19 pandemic, the effects of which are still being analysed by organisations, have increased the likelihood of such changes.

In addition to the above, it is noted that there were additional challenges involved in preparing this 2021 draft Plan for consultation. Most significant were the persistent issues in receiving quality and timely information from Waka Kotahi regarding what activities they proposed on state highways. This means that Taranaki (like all other regions around the country), were placed in the position of needing to consult on a draft document which is likely to require substantive change once more information is available from Waka Kotahi about their proposed activities. Given that regional land transport plans are the only statutory means through which such proposed state highway activities are publically consulted on, this is highly unsatisfactory. The Council seeks that the Regional Transport Committee seek an assurance from Waka Kotahi that this situation will not be repeated for future planning processes. It is Council's contention that this situation appears to be part of an ongoing disconnect between the State Highways section within Waka Kotahi and other parts of the organisation. Waka Kotahi would never accept such poor quality information and planning from another approved organisation seeking national funding.

4. That sections 2 [Strategic context – our region], 3 [Strategic context – the planning environment] and 4 [Strategic framework] of the draft Plan be updated to identify any additional transport programmes, activities and/or initiatives relevant to the Taranaki context.

Reasons: The previously noted difficulties in accessing proposed state highway activities was compounded by the unavailability of the Transport Investment Online system during development of the draft Plan. Both these factors substantially increased workload and had consequential impacts on the detailed level of review and information contained in sections 2, 3 and 4 of the Plan. The amendments sought are minor and inconsequential and do not affect the strategic framework and/or direction of the Plan. Rather they seek to improve the 'scene setting' information contained in the Plan and to better explain the Taranaki transport context.

5. That any necessary changes be made to the Plan to ensure consistency with the Taranaki Regional Council's final 2021/2031 Long-Term Plan (LTP) which will be adopted on 18 May 2021.

Reasons: The Taranaki Regional Council's *2021/2031 Long-Term Plan Consultation Document* sought community feedback on making significant changes to bus services and bus fuel options. The final LTP will be adopted prior to the Plan, which gives opportunity for the Plan to be updated to ensure consistency with the direction determined for public transport in the region.

The Council appreciates the opportunity to make a submission. The Council does **not** wish to be heard in support of its submission.

Yours faithfully  
S J Ruru  
**Chief Executive**



per: MJ Nield  
**Director - Corporate Services**

**From:** Dion Cowley <dcowley@hiringa.co.nz>  
**Sent:** Thursday, 15 April 2021 2:40 PM  
**Subject:** Hiringa submission on Regional Land Transport Plan

Hi Fiona,

Thank you for the opportunity to submit on the Regional Land Transport Plan.

Our submission focusses on assisting TRC and our community to achieve Objective 6 Environment: An energy efficient and environmentally sustainable land transport system.

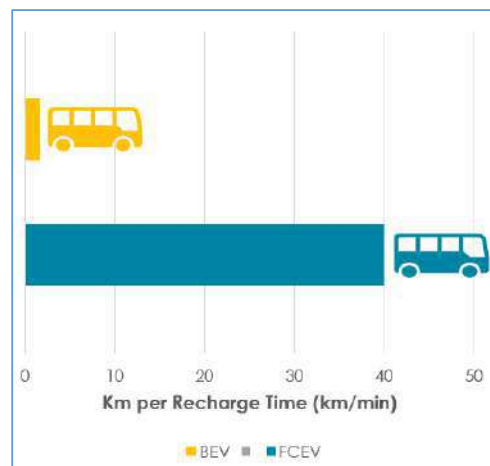
Hiringa Energy supports the direction set within Tapuae Roa and Taranaki 2050, as well as our national target of net zero emissions by 2050. Hiringa Energy has also made a submission to the Climate Change Commission's Draft Advice to Government which outlines how green hydrogen as a fuel for heavy vehicles (trucks and buses) is a low hanging fruit that can decarbonise a hard to treat sector quickly for little relative investment. Please find our submission attached.

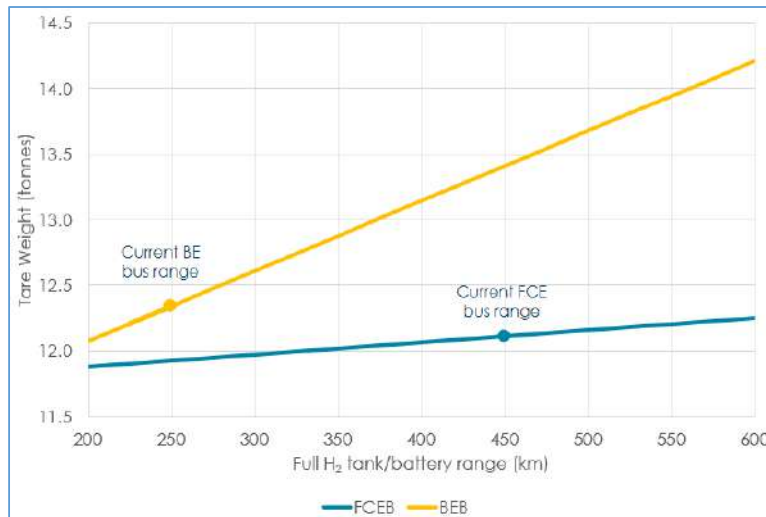
It is a commonly held view that in order to decarbonise public transport bus fleets a combination of battery electric and hydrogen fuel cell buses will be required. Many New Zealand regional councils see hydrogen fuel cell buses being used in their busiest and longest routes given their longer range, higher payload and quicker refuelling times, without the need for sometimes significant grid upgrades and battery-electric recharging infrastructure in their compact urban areas.

In a recent Stuff article, Auckland Transport chief executive Shane Ellison said that "hydrogen fuel offers far greater flexibility for public transport operators and will complement battery electric services. Ellison said the hydrogen fuel cell technology would allow its buses to travel further than current electric vehicles on some of the city's longer routes before refuelling. The capacity of the electricity network to handle both the increased use of electric buses and private electric vehicles was also another consideration. He said the use of hydrogen buses would help reduce demand for electricity". [Link](#)

"A smart and complementary combination of the electric charging and the hydrogen refuelling infrastructure can join the strengths of both and can avoid non-sustainable solutions with low systems relevance or efficiency. Taking advantage of low hanging fruits like overnight charging of battery electric vehicles for short distance travel and meeting the challenges in long distance and heavy duty transport by fuel cell electric vehicle and hydrogen refuelling can be beneficial with regard to systems solutions". [Link](#)

Hiringa sees battery electric buses playing a key role in the delivery of shorter distance bus services where payload isn't an issue and local electrical grids are able to support them. RedBus's integration of battery electric buses into their Christchurch fleet highlighted that small battery electric fleets can be simple to roll out, however if 40 battery electric buses were needing to recharge it would require 320 megawatts, which was comparable to the power draw of a small suburb and was likely to push past the capacity of the nearest substation. [Link](#)





The Labour government’s announcement regarding all new public transport buses procured from 2025 to be zero emission only will see a significant increase in the uptake of hydrogen fuel cell buses and Hiringa is helping regional councils prepare to transition their fleets. Hiringa has identified the need to aggregate hydrogen fuel cell bus interest from around the country in order to achieve purchasing economies of scale and gain the interest of international bus manufacturers supplying early adopters.

Hiringa is working with major regional councils around the country on the integration of hydrogen fuel cell electric buses into their fleets, with one council committing to 12 in principle. Auckland Transport (AT) is currently trialling New Zealand’s first hydrogen fuel cell bus after being assembled in Christchurch [Link](#). AT and Hiringa have signed an MOU to assess feasibility of commercial hydrogen fuel cell electric buses entering their fleets from 2023 with a commercial framework being developed at present.

Hiringa is also in discussions with international and domestic hydrogen fuel cell bus manufacturers about their ability to deliver buses that meet New Zealand’s regulations and common council preferences, at what cost and with what lead in time required. Based on the renewal programmes of the larger regional councils, we believe that around 200 hydrogen fuel cell buses will be required by 2025 and over 1200 will be required by 2035 in order to decarbonise the longer, more heavily laden, hill-based bus routes or where there are electrical grid constraints. There are examples of successful centralised hydrogen FCEV bus deployment in Europe as demonstrated in FCHJU’s *Strategies for Joint Procurement of Fuel Cell Buses* and JIVE’s *Best Practise Report January 2020* and the *H2 Bus Consortium*. [Link](#)

We understand that TRC is undertaking an Alternative Fuel Study to understand its options for zero emission bus mobility and we would like to once again reiterate our willingness to contribute. As discussed with TRC staff previously, we would also like to include TRC in the work we are doing with global/NZ bus hydrogen fuel cell bus manufacturers and the larger regional councils, which will give TRC access to cheaper zero emission buses and share in the operational IP developed as these buses are rolled out. We understand that cost is of high significance to TRC and joining with other regional councils to achieve economies of scale and strengthening the call on central government for financial support is a pathway more likely to succeed than ‘going it alone’.

With the need for a Just Transition in Taranaki growing stronger, we see a role for TRC in supporting the development of a local hydrogen economy as envisaged in the H2 Taranaki Roadmap, in order to retain highly paid energy sector jobs [Link](#). While the TRC's bus fleet is small and not likely to result in high hydrogen consumption, the roll out of hydrogen fuel cell buses would show congruence within Taranaki around the transition of our economy. Taranaki also has the opportunity to increase its energy resilience with green hydrogen being produced at the Ballance Agri Nutrients plant in Kapuni. With the TRC on board, Taranaki can showcase its innovative culture and retain its place as energy capital of New Zealand into the future.

We would like the opportunity to speak to our submission if possible.

Ngā mihi  
Dion

**Dion Cowley**  
Public Sector Advisor

**HIRINGA ENERGY | The Energy to Change. Together.**  
M +64 27 489 6030 | E [dcowley@hiringa.co.nz](mailto:dcowley@hiringa.co.nz) | W [www.hiringa.co.nz](http://www.hiringa.co.nz) | [View our LinkedIn Profile](#)

**HIRINGA**





*The energy to change. Together.*

---

CLIMATE CHANGE COMMISSION

DRAFT ADVICE TO GOVERNMENT

HIRINGA ENERGY SUBMISSION

---

REV 2.0

MARCH 2021

**Confidentiality Notice**

This document contains confidential and proprietary information that must be protected in accordance with relevant confidentiality agreements. This document includes information that shall not be disclosed outside MBIE and shall not be duplicated, used, or disclosed – in whole or part – for any other purpose other than to evaluate this document.

## TABLE OF CONTENTS

---

TABLE OF CONTENTS.....	3
1. Key messages.....	4
2. Green hydrogen is a critical decarbonisation tool and is ready now .....	6
3. Investment in green hydrogen over the next 10 years .....	9
4. Transport decarbonisation targets can be brought forward with green hydrogen.....	10
5. Green hydrogen enables more renewable electricity generation.....	24
6. Green hydrogen could be New Zealand’s virtual-battery.....	24
7. Green hydrogen is a cornerstone for a Just Transition within the energy sector .....	25
8. A new opportunity to export energy .....	27
9. Global hydrogen momentum.....	28
10. Common misconceptions about hydrogen.....	29
Appendix 1 – Technology Readiness Level of Hydrogen.....	36
Appendix 2 – Hydrogen’s Multi Sector Decarbonisation Opportunities.....	37



## 1. Key messages

- 1.1. The Climate Change Commission advice needs to recognise the highly material impact that green hydrogen can have on near-term decarbonisation, increasing heavy transport emissions reductions year on year within Budgets 1-3, starting in 2022.
- 1.2. Green hydrogen technology is ready for commercial deployment immediately and will enable the accelerated decarbonisation of multiple sectors, beginning with the emissions-intensive 'low hanging fruit' of the heavy transport sector.
- 1.3. Hiringa sees the future of transportation as a combination of multiple technologies. Biofuels can be increasingly blended into diesel and begin to decarbonise our legacy fleet. In terms of new fleet, battery electric and hydrogen fuel cell electric vehicles will each have an important role to play. It is critical that any policy settings take a technology agnostic approach and enable the different technologies to play to their strengths.
- 1.4. The Climate Change Commission's 'Technical modelling assumptions in ENZ: Energy and transport sectors' needs to be updated to reflect today's battery electric, hydrogen fuel cell electric and diesel performance and costs to accurately compare incumbent and zero emission technologies. The market uptake for each low emission technology assumed in the emissions scenarios should be adjusted after incorporating current performance and cost data.
- 1.5. New Zealand's energy future will be a combination of 'green electrons' and 'green molecules'. Green hydrogen (one type of green molecule) can penetrate hard to abate sectors more effectively than 'green electrons'. Green hydrogen is also the key building block of many other 'green molecules' such as ammonia, methanol and synthetic low carbon fuels. We need to apply the right technologies in the right sectors to transition quickly and affordably.
- 1.6. Green hydrogen improves the economics of renewable electricity generation projects through the conversion of off-peak electricity into a valuable commodity.
- 1.7. Hydrogen enables more renewable energy generation as demonstrated in the Ballance Agri-Nutrients and Hiringa Energy collaboration in South Taranaki. The economics of the 24 MW wind generation project stacks up best when combined with the production of green ammonia (for fertiliser production) and green hydrogen production (for use in transportation).<sup>1</sup>
- 1.8. It is imperative that any modelling of hydrogen fully considers all the elements of efficiency, practicality and sustainability, rather than overemphasise the single dimension of electrical efficiency.
- 1.9. Green hydrogen reduces the need to overbuild renewable electricity to achieve a 100% renewable grid by providing the energy storage required to support the intermittency of renewables across days, weeks, months and years.

---

<sup>1</sup> <https://www.greenhydrogennz.com/>

- 1.10. Infrastructure requirements associated with energy system transition need to be considered and communicated. Under an electrification-only scenario the cost may be borne by taxpayers in the form of lines charges, irrespective of their consumption or ability to pay. Hydrogen infrastructure, on the other hand, will be largely private sector funded and provides the ability for any price premium to be covered on a user pays basis.
- 1.11. There is significant investment in green hydrogen planned over the next 10 years which should be recognised and supported by government, as has been done by governments abroad. Over 30 countries have released hydrogen roadmaps, and governments worldwide have committed more than USD 70 billion in public funding.<sup>2</sup>
- 1.12. Green hydrogen is acknowledged as a cornerstone of our Just Transition within the energy sector through the creation of new domestic energy, fuel supply chains, and ‘green jobs’. Transitioning the energy sector workforce is essential, especially with job losses already being seen in Taranaki as gas supply decreases.
- 1.13. There is existing international interest in New Zealand exporting green hydrogen. This door will close over time as trade relationships between green hydrogen producing and green hydrogen consuming countries are bedded in.
- 1.14. Hydrogen is rightly placed as one of the Government’s pillars of its Energy Strategy and compliments other pillars such as Renewable Electricity Generation, Just Transition Work, Process Heat, and Backing Emerging Technologies.



Figure 1. Government's Renewable Energy Strategy<sup>3</sup>

- 1.15. The cost of green hydrogen production is dropping rapidly, driven by the global acceleration of its commercialisation and ability to close-couple with the reducing costs of intermittent renewables

<sup>2</sup> <https://hydrogencouncil.com/wp-content/uploads/2021/02/Hydrogen-Insights-2021.pdf>

<sup>3</sup> [Energy strategies for New Zealand](#)

such as wind and solar. Hiringa has first-hand experience of these significant cost reductions from the company’s own projects.

1.16. The European Union’s Hydrogen Strategy for a Climate Neutral Europe 2020 outlines how the European Union sees hydrogen as “...an intrinsic part of an integrated energy system”. “In the integrated energy system of the future hydrogen will play a role, alongside renewable electrification, to achieve a **more efficient and circular use of resources**. Large-scale deployment of clean hydrogen at a fast pace is key for the EU to achieve a higher climate ambition...**in a cost-effective way**”.<sup>4</sup>

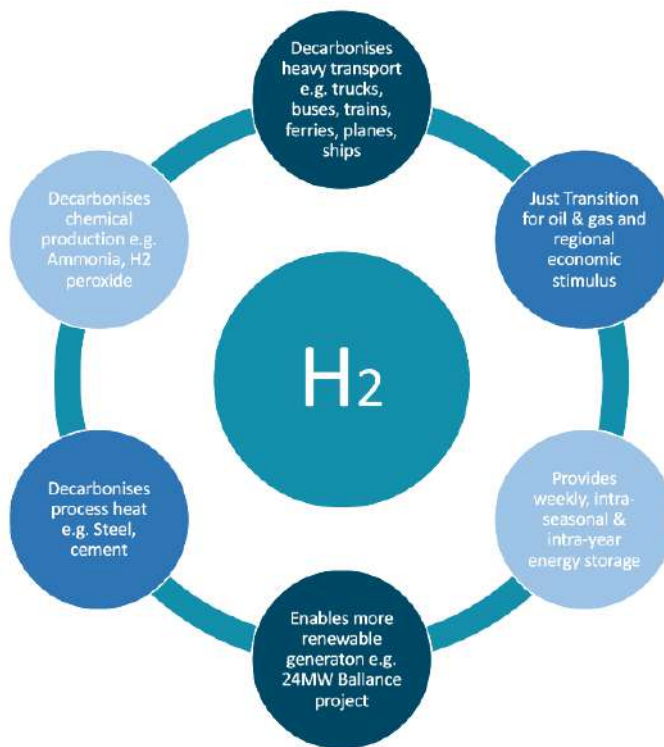


Figure 2. Hydrogen Decarbonises Hard to Treat Sectors and Supports the Grid

## 2. Green hydrogen is a critical decarbonisation tool and is ready now

2.1. Today’s green hydrogen technology changes heavy freight from a ‘hard-to-treat’ sector to a ‘low hanging fruit’ for New Zealand. The production of green hydrogen at scale in South Taranaki<sup>5</sup>, coupled with Hiringa’s nationwide hydrogen refuelling network<sup>6</sup> and the structured rollout of commercial and heavy zero emission hydrogen fuel cell vehicles, will result in the decarbonisation of our heavy vehicle fleet beginning in 2022. This activity has not currently been recognised in the Climate Change Commission’s (CCC) draft advice.

<sup>4</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52020DC0301&from=EN>

<sup>5</sup> <https://www.greenhydrogennz.com/>

<sup>6</sup> <https://www.hiringa.co.nz/refuelling-network>



- 2.2. With heavy freight contributing 25% of our transportation emissions<sup>8</sup>, this is a ‘win’ for New Zealand that is already in-train and should be factored in as a “Key transition along our path” such as those listed in Table 3.1 of the CCC’s draft advice.
- 2.3. The figure below highlights the opportunity that we have to abate transportation emissions in the heavy vehicle sector using today’s hydrogen technology.

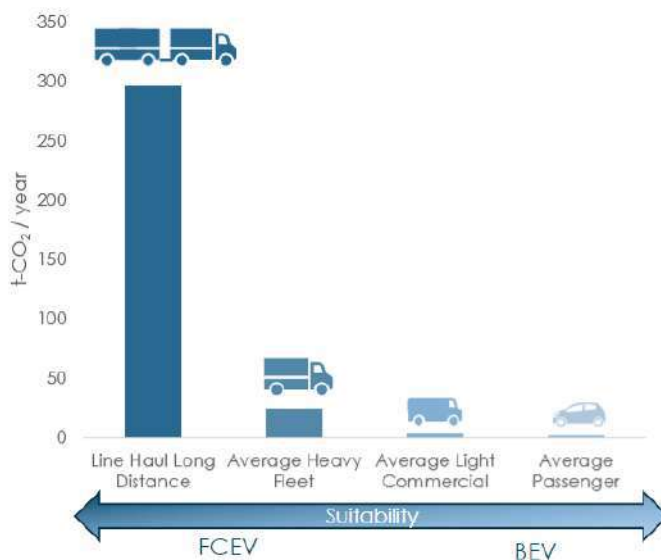


Figure 3. Decarbonising Heavy Fleet Decreases Emissions Quickly

- 2.4. Figure 4 below outlines a clear pathway for this technology and subsequent contribution to decarbonising our transport sector. Furthermore, some of New Zealand’s largest freight carriers have begun their procurement. These factors combine to make a compelling case for the likelihood that hydrogen will increasingly decarbonise our heavy vehicle fleet year on year, starting in 2022.

<sup>7</sup> [Pure Advantage: What the RUC](#)

<sup>8</sup> [https://www.productivity.govt.nz/assets/Documents/4e01d69a83/Productivity-Commission\\_Low-emissions-economy\\_Final-Report.pdf](https://www.productivity.govt.nz/assets/Documents/4e01d69a83/Productivity-Commission_Low-emissions-economy_Final-Report.pdf)

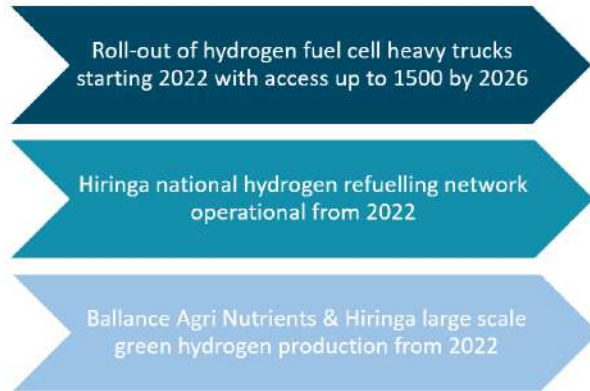


Figure 4. Hiringa Infrastructure Delivering Decarbonisation

- 2.5. In a broader sense, the technology readiness level of hydrogen is summarised by the International Energy Agency (IEA) in Appendix 1. Electrolysis and refuelling station technology are considered mature by the IEA, reinforcing the achievability of the decarbonisation pathway outlined in Figure 4 above. In addition, a recent Roland Berger report sees the commercialisation of fuel cell heavy vehicles as underway and moving into the early adoption phase.<sup>9</sup>
- 2.6. Green hydrogen hubs such as the Ballance Agri-Nutrients/Hiringa Kapuni project enable industrial and heavy transport sector coupling. These hubs bring down the cost of production, allowing green hydrogen to decarbonise other parts of the economy such as users of medium-high process heat, chemical production facilities, and commercial/residential users. Gas users can have zero emission hydrogen delivered to them, maximising the investment that gas transmission and distribution network owners have made and utilising the gas plant/appliances installed onsite. Green gases (such as green hydrogen, biomethane and bioLPG) need to be considered for their potential as an affordable and effective decarbonisation pathway for those using gas today. Refer to Figure 5 and Appendix 2 for a breakdown of how hydrogen can abate emissions across our economy.

<sup>9</sup> <https://www.fch.europa.eu/publications/study-fuel-cells-hydrogen-trucks>



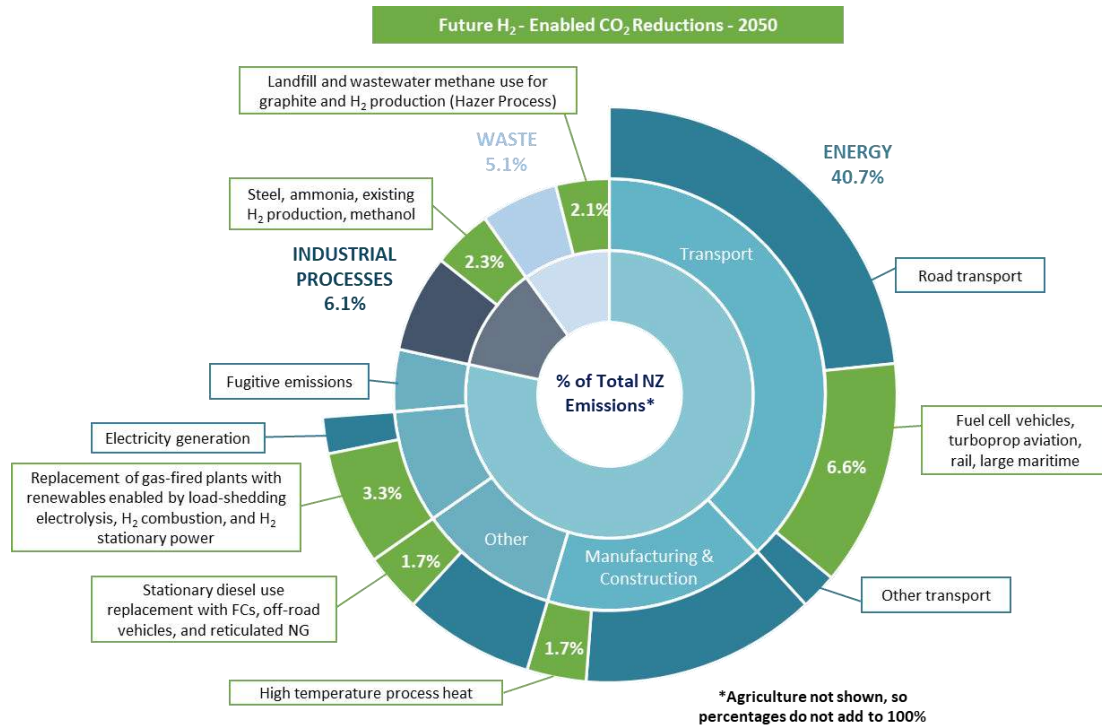


Figure 5. Hydrogen's Impact on Reducing Emissions (excl. Agriculture). Road transport market shares attributed to hydrogen are as follows: Vehicles >23t GVM (85%); 9-23t GVM (50%); 3-9t GVM (30%); Buses (75%); Cars (10%). 30% of aviation emissions, 30% of rail emissions, and 95% of domestic navigation (shipping) emissions are also included. In the Other category, 50% of emissions from off-road vehicles in agriculture and forestry are included.

2.7. The CCC draft advice highlights the need to avoid stranded gas assets. This possibility should not preclude scaling up of green gases such as biomethane and hydrogen which can unlock deeper decarbonisation than electricity alone. The infrastructure required for hydrogen is relatively flexible, with multiple supply sources and locations, modular relocatable equipment, and investments that are scalable with demand, unlike our existing oil, gas, and electricity infrastructure assets.

### 3. Investment in green hydrogen over the next 10 years

3.1. Over the next decade, Hiringa anticipates that, together with our project partners, we will install 500 MW – 1 GW+ of green hydrogen production for the domestic and export market. These projects will support new renewables development as well as provide the grid with a very large 'virtual battery' system, helping replace the need for gas thermal peaker plants. Firstgas Group is currently undertaking investigations into the feasibility of converting their gas network and geological storage facility to transport and store hydrogen at scale.<sup>10</sup> Conversion of natural gas infrastructure into 'green gas' infrastructure is progressing at a rapid pace in Europe and Firstgas Group is incorporating this research into their own programme. Several other energy companies in New Zealand are actively investigating large scale green hydrogen projects, including Meridian and Contact Energy with a joint study into large scale Southland developments.

<sup>10</sup> <https://firstgas.co.nz/news/hydrogen-pipeline-project-gets-government-funding/>

3.2. Hiringa is taking a multi-pronged approach to leveraging hydrogen’s ability to enable new renewable generation and decarbonise our heavy vehicle fleet. Hiringa is partnering with key stakeholders across the economy to facilitate this transition in a three-phase approach, as shown in Figure 6 below. Investment will come from a variety of stakeholders, each bringing their assets and expertise, contributing to their own transition as an organisation as well as collectively creating green jobs and new commercial opportunities.

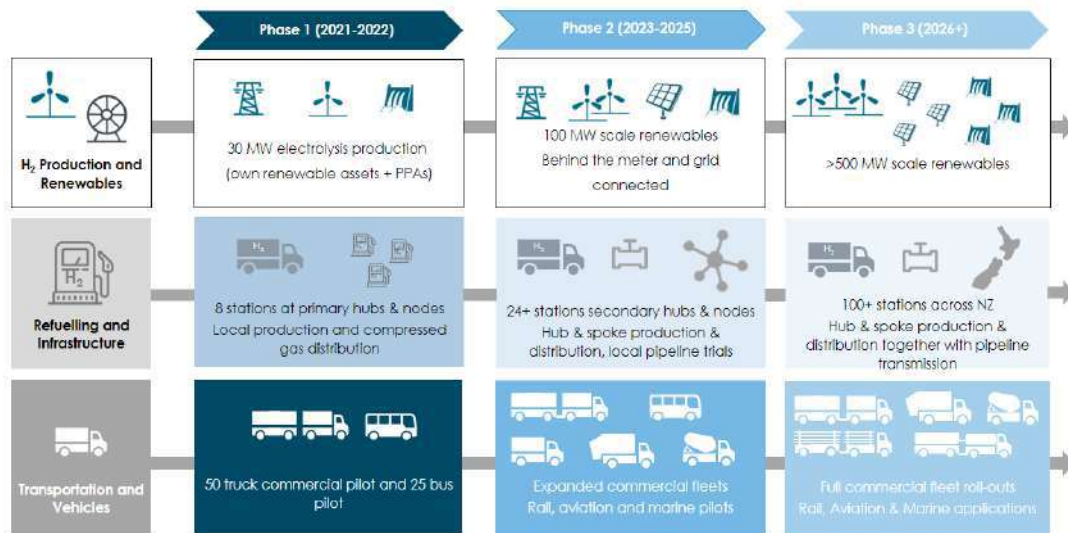


Figure 6. Hiringa and Partner's Three Phase Approach to Enabling Renewable Energy and Fleet Decarbonisation

3.3. “At the beginning of 2021, over 30 countries have released hydrogen roadmaps, the industry has announced more than 200 hydrogen projects and ambitious investment plans, and governments worldwide have committed more than USD 70 billion in public funding. This momentum exists along the entire value chain and is accelerating cost reductions for hydrogen production, transmission, distribution, retail, and end applications”.<sup>11</sup>

#### 4. Transport decarbonisation targets can be brought forward with green hydrogen

##### New Zealand’s future fleet

4.1. For new fleets, pushing for electrification (both battery electric and hydrogen fuel cell electric vehicles) is going to be key due to the zero emission benefits and scalability. Hiringa sees the future of transportation as a combination of battery electric vehicles and hydrogen fuel cell electric vehicles, with the most appropriate technology used in the most appropriate application. We urge the need to give vehicle owners the ability to choose which zero emission option best suits their needs. For New Zealand to rely on one technology (as conveyed in the CCC’s draft advice to government) is too risky given the scale of the new fleet required and the variety of use cases within it. In terms of our legacy fleet, biofuels can be increasingly blended with diesel and petrol to decarbonise these vehicles as best we can, but we urge the importation of internal combustion vehicles to wind down quickly.

<sup>11</sup> <https://hydrogencouncil.com/wp-content/uploads/2021/02/Hydrogen-Insights-2021.pdf>

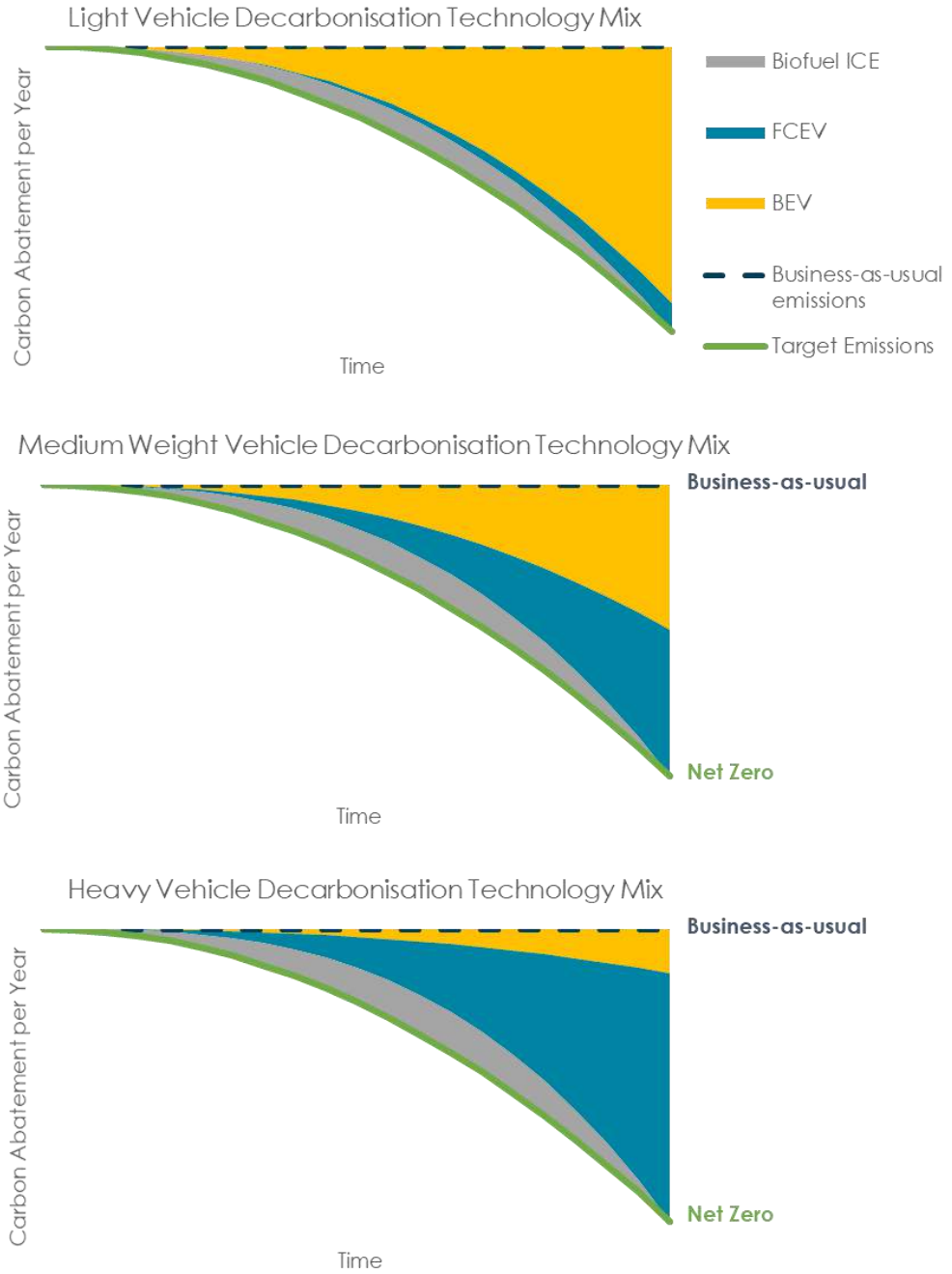


Figure 7. Transport Decarbonisation Technology Mix Over Time

**Nationwide network of green hydrogen refuelling stations**

4.2. Hiringa is partnering with Waitomo to establish a nationwide green hydrogen refuelling network. Operational from 2022, the refuelling network will initially serve heavy transport such as buses and the freight and logistics sectors, providing coverage for ~95% of heavy freight routes in the North Island and ~82% of the South Island. This project has required considerable design, planning and strategic partnering to ensure an optimal, capital-efficient and risk-managed roll-out. Hiringa has been working with government and across multiple industry sectors to tie together the challenging value chain integration that hydrogen requires.



Figure 8. Hiringa’s National Hydrogen Refuelling Network in 2025

**Heavy freight provides a real opportunity to quickly reduce transportation emissions**

4.3. For the high-utilisation, long-distance and/or heavy fleet, we have a technology available now in hydrogen fuel cell electric trucks, and significant private sector capital is already lined up. With very little stimulus and effort this technology can get going and service the range and payload requirements demanded by the industry. For this application, hydrogen fuel cell electric trucks are the only viable option available today. Both battery electric and fuel cell electric technologies will improve in the future, but fuel cell electric technology is already ahead in this sector given it is more cost effective than battery electric technology and has more running room for technology improvement and cost downs.

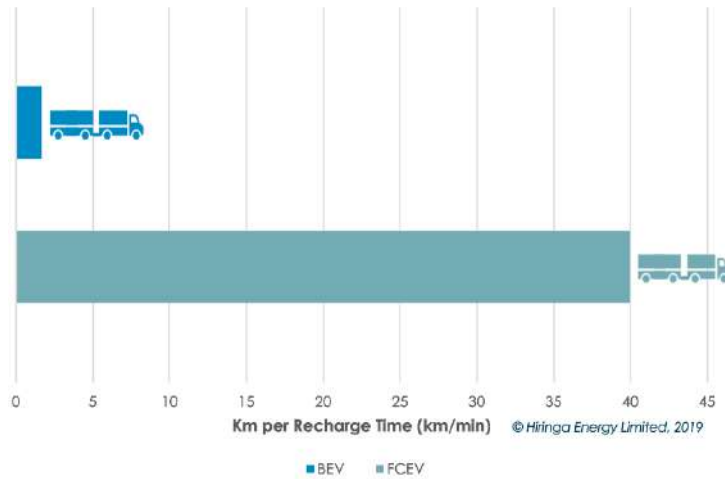


Figure 9. Less Charging Time is More Time on the Road

4.4. Heavy fleet turnover will take several decades with New Zealand only purchasing around 6,500 heavy vehicles each year. Even if we only purchased zero emission trucks from now on, it will take over 20 years to transition the heavy fleet. Encouraging a rapid increase in zero emission heavy vehicle uptake is critical.

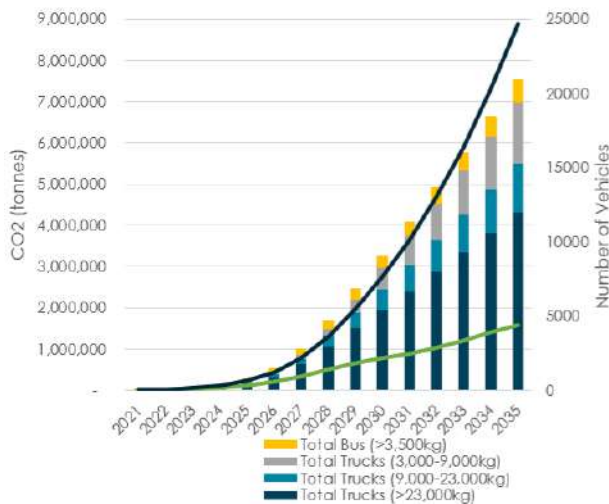


Figure 10. Emissions Impact of Fuel Cell Vehicle Uptake

**IMPACTS OF MODEST FLEET UPTAKE**

**By 2035:**

- 20,000+ heavy vehicles replaced by fuel cell vehicles (>13% of fleet)
- 9,000,000 tonnes CO<sub>2</sub> abated

**By 2050:**

- >64,000 fuel cell vehicles on road (>40% of fleet)
- ~60 million tonnes CO<sub>2</sub> emissions abated

**Climate Change Commission’s heavy vehicle assumptions require updating**

4.5. In order to understand the assumptions that underpin the CCC’s assumptions of zero and low emission vehicle and fuel uptake we have reviewed the ‘Technical modelling assumptions in ENZ: Energy and transport sectors’ document on the CCC website. We have identified wide discrepancies between the assumed performance of battery electric and diesel vehicles and what is currently available in the New Zealand market, without any examples or evidence provided. As a result, we offer the following examples of production (or near-production) heavy electric vehicles:

- AlSCO Heavy EV (New Zealand, custom build): Range – 200km, 18t GCM<sup>12</sup>
- Foodstuffs Refrigerated EV (New Zealand, custom build): Range – 150-200 km, 24t GCM<sup>13</sup>
- BYD 8tt (North America, production): Range – 200 km, 47t GCM<sup>14</sup>
- Daimler/Freightliner E-Cascadia (North America, pre-production): Range – 400 km, 37t GCM<sup>15</sup>
- Scania BEV (Europe, production): Range – up to 250km, 29T GCM<sup>16</sup>

4.6. The 'Technical modelling assumptions in ENZ: Energy and transport sectors' document (CCC dataset) shows a battery electric heavy truck capable of 625km in 2018, with range steadily growing into the future. As of 2021, there are no production heavy trucks capable of meeting that range. Of the truck examples above, the international versions are not configured for New Zealand roads and applications and therefore require customization at considerable cost, if they can be accessed. Additionally, none of the above are large enough for line haul or high productivity motor vehicle operations (>50t gross combined vehicle mass, GCM), which make up the highest emitting portion of the fleet.

4.7. Within the CCC dataset the assumed diesel fuel consumption of 64 L/100 km is at the high end of the spectrum for today's fuel-efficient diesel engines and would be applicable for only the heaviest of vehicles on New Zealand roads (>58t GCM). Most transport operators assume 50-55 L/100 km for the majority of line haul and heavy freight applications of 50-56t GCM. In discussion with transport partners, Hiringa has only identified one case with fuel consumption higher than 60 L/100 km, and that was for a 58t combined mass vehicle. In contrast, the CCC dataset assumes 141.6 kWh/km for battery electric vehicle electricity consumption for the equivalent vehicle. Based on the list of truck examples above, the closest equivalent truck to the diesel consumption case is the BYD 8tt, which has a fully loaded energy consumption of 217.5 kWh/km. Therefore, the current CCC assumptions lead to large overestimates of fuel spend for diesel vehicles, overestimates of battery electric truck range and underestimates of battery electric truck 'fuel costs'.

4.8. The assumed productivity penalty of 120% applied to battery electric trucks is significantly understated. The truck examples outlined in section 4.5 that are commercially available on the market (or approaching commercial availability) are all unsuitable for major freight routes such as SH1 Auckland to Palmerston (>900 km return) due to range limits. Furthermore, using these trucks would result in large payload reductions compared to the diesel or fuel cell case and would require multiple 1.5-1.8 hour recharge stops (charging at between \$0.45 - \$0.60/kWh) resulting in lost time, increased labour costs, increased fuel costs, and multiple vehicles in order to complete the same freight task. Combined, these add to a penalty considerably larger than 120%, as demonstrated in Figure 11.

<sup>12</sup> <https://transporttalk.co.nz/news/tough-road-for-nzs-first-heavy-ev-freighter>

<sup>13</sup> <https://www.foodstuffs.co.nz/media-centre/news-media/foodstuffs-and-eeca-partner-up-to-build-nz%E2%80%99s-first-100-electric-refrigerated-logistics-truck/>

<sup>14</sup> [https://en.byd.com/wp-content/uploads/2018/07/8tt\\_redesign6-23-18.pdf](https://en.byd.com/wp-content/uploads/2018/07/8tt_redesign6-23-18.pdf)

<sup>15</sup> <https://freightliner.com/trucks/ecascadia/>

<sup>16</sup> <https://www.scania.com/uk/en/home/products-and-services/trucks/our-range/scania-battery-electric-truck.html>

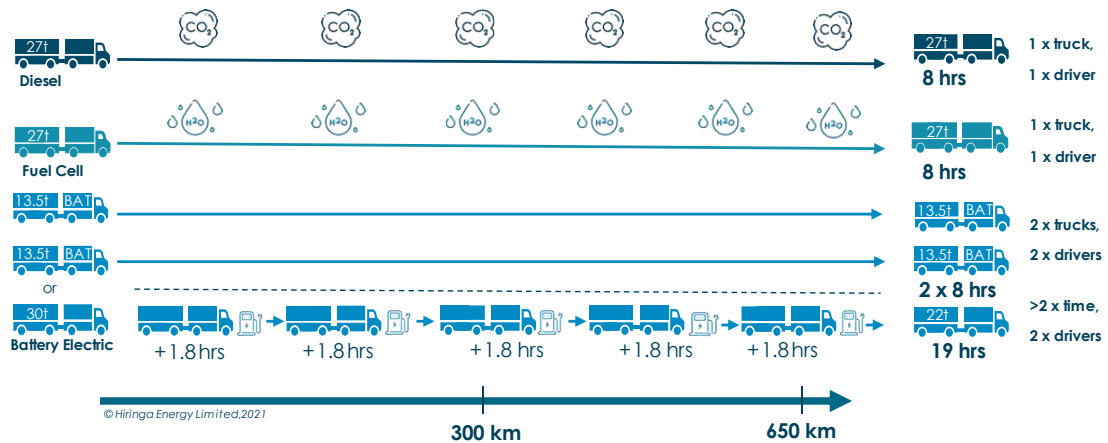


Figure 11. Relative Productivity of Diesel ICE, Hydrogen FCEV and BEV Heavy/line Haul Trucks Based on Actual Available Technologies

4.9. The CCC dataset overestimates the capital costs for battery and fuel cell electric trucks which is potentially a large driver behind the CCC’s model indicating that decarbonising heavy transport will not occur until after 2030. This submission seeks to highlight that commercial pilot scale heavy transport decarbonisation via fuel cell electric trucks will begin later this year, early 2022. The capital cost reduction of fuel cell electric trucks is clearly following a strong technology commercialization cost-down pathway.

4.10. As discussed in the ‘New Zealand’s freight industry committing to hydrogen, providing high impact’ section below, Hiringa in partnership with TR Group, is already able to offer fuel cell electric truck leases for vehicles rated up to combinations of 58t, with ranges of over 650 km, comparable payloads and refuelling times to diesel equivalents, at lower capital costs than the 2030 data in the CCC dataset. In addition, Hyundai Motors New Zealand with the support of EECA is bringing five zero emission Xcient fuel cell electric trucks into New Zealand before the end of 2021.<sup>17</sup> The trucks leverage the international momentum Hyundai has created with a 1600 fuel cell truck programme in Switzerland and have industry leading performance and range compared to their battery electric equivalents in the same truck class. Hyundai’s fuel cell electric trucks will start operations towards the end of 2021 and can be quickly refuelled using Hiringa’s nationwide infrastructure.

**New Zealand’s freight industry committing to hydrogen, providing high impact**

4.11. Hiringa is engaged with the major freight operators and users in New Zealand and holds strategic partnerships with TR Group and TIL Freight. These relationships ensure that refuelling infrastructure and vehicles are suitable for New Zealand operations and target the highest impact segments of the freight market such as line and bulk haul, which can emit as much CO<sub>2</sub> as 150 average passenger cars per year.<sup>18</sup> The carbon reduction impact of addressing this sector of the transport fleet is highly material. For example, the first 300 trucks planned to be introduced by Hiringa and partners into

<sup>17</sup> <https://www.hyundai.co.nz/hyundai-new-zealand-welcomes-funding-for-hydrogen-fcev-truck-demonstration>

<sup>18</sup> <https://pureadvantage.org/news/2020/09/07/what-the-ruc/#:~:text=What%20is%20the%20Road%20User,provide%20road%20maintenance%20and%20improvements>

the heavy transport fleet will have the equivalent emissions reduction impact of over 45,000 cars, at less than one eighth the capital cost. Hydrogen fuel cells are best suited to electrify these heavy vehicles because of payload, range and refuelling advantages over battery-only solutions, and deliver the highest emissions impact per vehicle replaced.

- Around 6,500 heavy vehicles enter the country each year.
- The heaviest trucks (line-haul) drive the most kilometres and emit 150 times more CO<sub>2</sub> than average light passenger vehicles.
- Line-haul trucks make up 4% of our heavy vehicle fleet (trucks and buses over 3500 kg) yet contribute 32% of overall transport sector emissions.
- Once in the country, heavy vehicles are refurbished to extend their life, locking in diesel emissions for their approximate 17-year life. Therefore, it is critical that we shift to only importing low emission vehicles.

4.12. Through working closely with our international industry partners and leveraging Hiringa’s refuelling infrastructure planning, we and our partners have secured early access to leading hydrogen fuel cell electric truck technologies. New Zealand is seen to provide a perfect test bed to establish the commercial roll out of hydrogen heavy vehicle fleets. These trucks will be configured for New Zealand roads and specifications with the initial tranche of trucks targeted to be in service by the end of 2021.

- Hyundai Motors New Zealand with the support of EECA recently announced a programme to bring five zero emission Xcient fuel cell electric trucks to New Zealand before the end of 2021.<sup>19</sup> The trucks are based off the production run for Hyundai’s global program that is deploying 1600 units into Switzerland by 2025, leveraging their global manufacturing capabilities.<sup>20</sup> Hiringa has been working closely with Hyundai New Zealand to ensure its refuelling infrastructure is configured to fuel the vehicles and positioned to serve the target applications within heavy freight for the Xcient platform.
- Hiringa has signed a framework agreement with Hyzon Motors to supply up to 1500 fuel cell electric trucks into the New Zealand market between 2021 and 2026 as Hiringa builds upon its nation-wide refuelling network. An initial tranche of 20 trucks is planned to be introduced from the end of 2021.<sup>21</sup>

4.13. In 2020 “Daimler and Volvo signed a binding agreement to produce and commercialise fuel cell systems for HDV applications and other uses, and a new entity, Daimler Truck Fuel Cell, consolidates the company’s current fuel cell activities under the joint venture”.<sup>22</sup> “Customer trials are planned for 2023 and series production in the second half of the decade. Mitsubishi Fuso Truck and Bus Corporation, part of the Daimler truck group, intends to make all new vehicles for Japan carbon neutral by 2039, with series production of fuel cell trucks by the late 2020s”.<sup>23</sup>

<sup>19</sup> <https://www.hyundai.co.nz/hyundai-new-zealand-welcomes-funding-for-hydrogen-fcev-truck-demonstration>

<sup>20</sup> <http://www.koreaherald.com/view.php?ud=20201008000980>

<sup>21</sup> <https://hizonmotors.com/hizon-motors-and-hiringa-energy-advance-partnership-to-decarbonize-heavy-road-transport-in-new-zealand/>

<sup>22</sup> <https://fuelcellindustryreview.com/>

<sup>23</sup> <https://fuelcellindustryreview.com/>



- 4.14. “Other players planning to supply trucks include Toyota and its subsidiary Hino for both the Japanese and North American markets, Cummins and Navistar, MAN under its brand TRATON, Freudenberg Sealing Technologies and Quantron, and Foton and Feichi in China. And Swiss company GreenGT, better known for its Le Mans fuel cell developments, continues to integrate its technology onto the Kamaz truck chassis. Illustrating the importance and the ambition, a coalition of vehicle manufacturers, technology and infrastructure providers and more signed a statement in March with targets of 5-10,000 hydrogen trucks on Europe’s roads by 2025, and at least 100 fuelling stations. The ambition is for 100,000 trucks by 2030 and 1,500 hydrogen refuelling stations. While non-binding, this clearly shows a cross-industry acceptance that fuel cells will play an essential role in cleaning up heavy duty vehicles”.<sup>24</sup>
- 4.15. Hiringa’s partnership with TR Group, New Zealand’s largest fleet leasing and management company (with 10% of all trucks), will enable hydrogen fuel inclusive leases to be available to freight operators, lowering upfront capital barriers and accelerating zero emission vehicle uptake.
- 4.16. We urge the Climate Change Commission to identify hydrogen fuel cell electric trucks as the most promising near-term technology for heavy vehicle decarbonisation, build their impact into the relevant models from 2022 and ultimately advise the Government to facilitate their accelerated uptake as a ‘low hanging fruit’, to abate transport emissions earlier than currently predicted.

***Recommendation 1: hydrogen fuel cell electric trucks are included in the modelling from Q1 2022, acknowledging them as the only near-term decarbonisation option for heavy fleet such as line haul.***

***Recommendation 2: the Climate Change Commission’s ‘Technical modelling assumptions in ENZ: Energy and transport sectors’ document is updated to reflect today’s battery electric, hydrogen fuel cell electric and diesel performance and costs. The market uptake for each low emission technology assumed in the emissions scenarios is adjusted after incorporating current performance and cost data.***

#### **Hydrogen fuel cell electric buses**

- 4.17. Hiringa is working with major regional councils around the country on the integration of hydrogen fuel cell electric buses into their fleets, with one council committing to 12 in principle. Auckland Transport (AT) is trialling New Zealand’s first hydrogen fuel cell bus in 2021 after being assembled in Christchurch. AT and Hiringa have signed an MOU to assess feasibility of commercial hydrogen fuel cell electric buses entering their fleets from 2023.
- 4.18. In a recent Stuff article, Auckland Transport chief executive Shane Ellison said that “hydrogen fuel offers far greater flexibility for public transport operators and will complement battery electric services. Ellison said the hydrogen fuel cell technology would allow its buses to travel further than current electric vehicles on some of the city’s longer routes before refuelling. The capacity of the electricity network to handle both the increased use of electric buses and private electric vehicles

---

<sup>24</sup> <https://fuelcellindustryreview.com/>

was also another consideration. He said the use of hydrogen buses would help reduce demand for electricity”.<sup>25</sup>

4.19. “A smart and complementary combination of the electric charging and the hydrogen refueling infrastructure can join the strengths of both and can avoid non-sustainable solutions with low systems relevance or efficiency. Taking advantage of low hanging fruits like overnight charging of battery electric vehicles for short distance travel and meeting the challenges in long distance and heavy duty transport by fuel cell electric vehicle and hydrogen refuelling can be beneficial with regard to systems solutions”.<sup>26</sup>

4.20. Many New Zealand regional councils see hydrogen fuel cell buses being used in their busiest and longest routes given their longer range, higher payload and quicker refuelling times, without the need for sometimes significant grid upgrades and battery-electric recharging infrastructure in their compact urban areas.

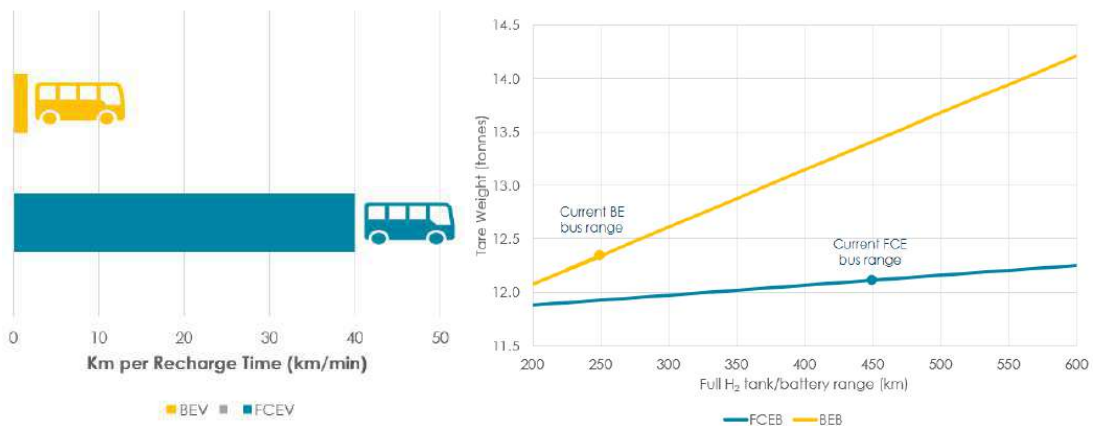


Figure 12. Km/Recharge Time and Weight vs Range for BEV and FCE Buses

\*Assumed 11 tonnes weight before addition of fuel cell + H<sub>2</sub> tank or battery

4.21. Hiringa sees battery electric buses playing a key role in the delivery of shorter distance bus services where payload isn’t an issue and local electrical grids are able to support them. RedBus’s integration of battery electric buses into their Christchurch fleet highlighted that small battery electric fleets can be simple to roll out, however if 40 battery electric buses were needing to recharge it would require 320 megawatts, which was comparable to the power draw of a small suburb and was likely to push past the capacity of the nearest substation.<sup>27</sup>

4.22. The Labour government’s announcement regarding all new public transport buses procured from 2025 to be zero emission only will see a significant increase in the uptake of hydrogen fuel cell buses and Hiringa is helping regional councils prepare to transition their fleets. Hiringa has identified the need to aggregate hydrogen fuel cell bus interest from around the country in order to achieve

<sup>25</sup> <https://www.stuff.co.nz/national/politics/local-democracy-reporting/300242131/auckland-transport-sets-the-groundwork-for-new-zealands-first-hydrogen-bus>

<sup>26</sup> [Comparative Analysis of Hydrogen and Electric Vehicle Infrastructure – Julich Research Centre](https://www.julichresearchcentre.com/research/comparative-analysis-of-hydrogen-and-electric-vehicle-infrastructure/)

<sup>27</sup> <https://www.stuff.co.nz/business/113790113/economics-vs-environment-the-battle-for-the-electric-bus>

purchasing economies of scale and gain the interest of international bus manufacturers supplying early adopters.

4.23. Hiringa is currently in discussions with international and domestic hydrogen fuel cell bus manufacturers about their ability to deliver buses that meet New Zealand’s regulations and common council preferences, at what cost and with what lead in time required. Based on the renewal programmes of the larger regional councils, we believe that around 200 hydrogen fuel cell buses will be required by 2025 and over 1200 will be required by 2035 in order to decarbonise the longer, more heavily laden, hill-based bus routes or where there are electrical grid constraints. There are examples of successful centralised hydrogen FCEV bus deployment in Europe as demonstrated in FCHJU’s *Strategies for Joint Procurement of Fuel Cell Buses*<sup>28</sup> and JIVE’s *Best Practise Report January 2020*<sup>29</sup> and the *H2 Bus Consortium*<sup>30</sup>.

4.24. We urge the Climate Change Commission to identify hydrogen fuel cell electric buses as complimentary technology to battery electric buses given they have already begun integrating into regional council fleets such as Auckland Transport.

***Recommendation 3: hydrogen fuel cell electric buses are included in the modelling from Q1 2023 when the first tranche is expected to be integrated in our fleets.***

#### **Road User Charge (RUC) exemption for hydrogen fuel cell vehicles**

4.25. New Zealand has a RUC exemption for battery electric vehicles but it currently does not specifically include hydrogen fuel cell vehicles. RUC exemption is an immediate opportunity to incentivise heavy fleet transition while other more complex policies (such as a green fuel standard) are developed and implemented.

***Recommendation 4: the Road User Charge is amended in the following ways.***

- a) Amending the RUC exemption definitions to specifically include vehicles powered with green hydrogen. This would assist with economic parity between electric and hydrogen vehicles, encouraging the market to decide which technology best suits their needs and ultimately speeding up fleet decarbonisation through reduced hydrogen fuel cell vehicle operating costs.***
- b) The RUC exemption also includes trailers paired to RUC exempt vehicles. This would make zero emission heavy vehicles more attractive and encourage the decarbonisation of our most emitting road vehicles.***
- c) The RUC exemption period is extended to 2028, giving green hydrogen technologies the same runway as the original electric heavy vehicle exemption (2017-2025), and heavy truck owners ample time to transition their fleets.***
- d) Vehicles powered by brown hydrogen<sup>31</sup> should not be privy to the RUC exemption. The Well to Wheel (WtW) emissions of a brown hydrogen powered vehicle can be worse than a diesel vehicle. Any incentives enabling brown hydrogen will only delay the establishment of a low-cost green hydrogen supply chain.***

<sup>28</sup> *Strategies for Joint Procurement of Fuel Cell Buses*, Fuel Cell Hydrogen Joint Undertaking (2018)

<sup>29</sup> *Best Practise Report January 2020*, Joint Initiative for hydrogen Vehicles across Europe

<sup>30</sup> <https://h2bus.eu/>

<sup>31</sup> *Produced from the reformation of natural gas*

### **Revise the Low Emission Vehicle Contestable Fund (LEVCF) mechanisms**

4.26. Establishment of scale and certainty is key to unlocking heavy hydrogen fuel cell vehicles. There is a near term capital premium for the vehicles that will reduce as vehicle production volumes increase, correspondingly the economics of refuelling is heavily impacted by offtake volumes from vehicle fleets across the network. While the volumes are not particularly material in comparison to the whole vehicle market, the support commitments needed in the nascent stage of fleet build are well beyond the current LEVCF mechanisms that address small scale case-by-case projects. Hiringa recommends the following:

- a) Increase the amount of funding available and the investment thresholds to enable high-impact projects and programmes over multiple years. Hiringa estimate that a fleet build of 300 heavy trucks and 200 buses over 5 years will enable the minimum economy of scale to unlock our hydrogen fuel cell vehicle ecosystem and create significant 'cost-downs'. This would take an annual allocation of \$10-20m over the 5 years with reducing capital support per vehicle per year, offset by increasing vehicle procurement per year.
- b) Making the LEVCF non-contestable, as the current structure does not provide certainty of funds and is an uptake barrier. Non-contestable funding would give the private sector confidence to invest alongside Government.

4.27. Another significant challenge for displacing the incumbent diesel internal combustion engine is the low cost of commercial diesel. There is significant risk that, as global demand for petrol and diesel drops the price of diesel will become more volatile. While section 4.25 outlines the importance of a near term utilisation of RUC exemptions to close the gap, a longer-term solution is also an imperative.

***Recommendation 5: new heavy vehicles are required to become progressively more fuel efficient each year under a type of Clean Heavy Vehicle Standard.***

***Recommendation 6: increase the amount of funding available (and make non-contestable) and the investment thresholds to enable high-impact projects and programmes over multiple years.***

***Recommendation 7: we support CCC's recommendation on introducing low-carbon fuel standards similar to the Californian Low Carbon Fuel Standard (LCFS).***

### **Hydrogen fuel cell electric trains are operating in Germany, Austria and France**

4.28. Hiringa endorses the Government's desire to decarbonise and grow New Zealand's rail network. There is the ability for trains to switch between electrification in urban areas and hydrogen fuel cell power when travelling through rural areas. Hydrogen fuel cell electric trains provide a solution to the system compatibility issues that arise for trains travelling between Wellington and Auckland electrified networks. New long-distance trains could be compatible with either Wellington or Auckland electrified systems and use hydrogen fuel cells to power the remainder of their journey

once departed. Hydrogen trains require only 20 minutes to refuel with 18+ hours of operation between refuelling and provide a cost-effective way to turn existing non-electrified railway lines into zero emission lines. Hydrogen trains are proven technology, having been in use for over four years in places like Germany<sup>32</sup> and more recently in France and the UK.

**Recommendation 8:**

- a) *Hydrogen fuel cell electric trains are recognised as a viable technology and included in the modelling, with electrification encouraged in urban areas and hydrogen fuel cell technology applied in interregional trains.*
- b) *It is mandatory for hydrogen fuel cell trains to be considered in all tendering processes for new trains/rail systems to ensure that all viable technologies are assessed.*
- c) *Government commits to a hydrogen rail trial such as investing in an operator to run a hydrogen fuel cell only freight or passenger service.*
- d) *Government and private investments in the hydrogen refuelling network currently being rolled out are leveraged to provide refuelling opportunities close to train depots.*

**Aviation**

4.29. “As one of the hardest-to-abate sectors with high daily range requirements and weight constraints, aviation decarbonisation options remain limited. Biofuel is the most mature and proven technology available”,<sup>33</sup> however it emits carbon and other particulates and faces feedstock competition with other sectors.

4.30. “Liquid clean hydrogen (LH<sub>2</sub>) is the only alternative fuel that abates all CO<sub>2</sub> emissions from flying. Furthermore, LH<sub>2</sub> can reduce a significant share of non-CO<sub>2</sub> emissions like NO<sub>x</sub> and SO<sub>x</sub>, leading to an overall reduction of 50-90% in climate impact, which exceeds the reduction potential of all other alternative fuels. However, contrary to other sustainable aviation fuels, LH<sub>2</sub> requires an overhaul of existing fuel infrastructure”.<sup>34</sup>

4.31. “Hydrogen at scale can cost-effectively decarbonize flights up to the short and medium range categories, which account for 70% of global aviation CO<sub>2</sub>e emissions. Beyond the 10,000km range, the storage space requirements make hydrogen unfeasible in terms of cost”.<sup>35</sup> Therefore for long-range flights, which account for 30% of global aviation CO<sub>2</sub>e emissions, synfuel and advanced biofuels are the most cost competitive decarbonisation options, both requiring significant volumes of hydrogen.

4.32. The leading development pathway for domestic fleet (e.g. turbo prop Q300 aircraft) to low emission fuels is the conversion/retrofit of existing aircraft with hydrogen-electric powertrains. The current estimation for commercial availability of this technology is circa 2024. Light electric aircraft (6 to 18-seater) powered by hydrogen fuel cells have been conducting successful test flights since 2016, with commercially available models converted to fuel cell-power and electric engines flying since 2019. Light fuel cell-powered electric aircraft could be entering service in New Zealand before 2025. There is also potential for fuel cell technology to decarbonise New Zealand’s ‘narrow body’

<sup>32</sup> <https://www.cummins.com/news/2020/02/28/power-passenger-trains-how-hydrogen-can-revolutionize-railway-operations-europe>

<sup>33</sup> <https://hydrogencouncil.com/wp-content/uploads/2021/02/Hydrogen-Insights-2021.pdf>

<sup>34</sup> <https://hydrogencouncil.com/wp-content/uploads/2021/02/Hydrogen-Insights-2021.pdf>

<sup>35</sup> <https://hydrogencouncil.com/wp-content/uploads/2021/02/Hydrogen-Insights-2021.pdf>

fleet, enabling Trans-Tasman carbon free travel/freight. Beginning with the decarbonisation of our Q300 fleet in the short term enables the infrastructure and regulations to adjust and paves the way for 'narrow body' decarbonisation in the medium term.

- 4.33. There is growing interest in using hydrogen for aviation within New Zealand. Hiringa is working with New Zealand's largest airports as well as a number of regional airports and operators around possible opportunities. Airports are often well suited to the hydrogen hub model, where production and multiple use consumption is clustered together.
- 4.34. The repurposing of the existing natural gas network is seen as a likely scenario for transporting zero emission fuels to airports. This scenario supports the need to retain, maintain and grow our gas infrastructure now and into the future.
- 4.35. In the UK and Norway, public-private aviation working groups have been established to develop a coordinated approach towards a more sustainable aviation industry. A similar body set up in New Zealand could identify and enable the policies and investment settings needed to support the development and commercial deployment of zero emission aviation.

**Recommendation 9:**

- a) Hydrogen powered domestic aviation is included in the modelling from Budget 2 onwards, alongside synfuels for international aviation.*
- b) A public-private aviation decarbonisation working group is established to identify and enable the policies and investment settings needed to support the development and commercial deployment of zero emission aviation.*

**Marine**

- 4.36. Biofuels are a possible transition fuel for the shipping sector, but reduce only 70-90% CO<sub>2</sub> emissions, and like aviation, have to compete with other sectors for feedstock. Ships can be propelled by methanol created by combining CO<sub>2</sub> and green hydrogen, however burning methanol results in CO<sub>2</sub> emissions. Liquid clean hydrogen (LH<sub>2</sub>) is a zero emission option for small passenger ships, but because of the large volumes required for storage compared with other high density shipping fuels, LH<sub>2</sub> is a less preferable option for long-haul shipping. Ammonia is another zero emission option, however its high toxicity results in safety concerns, meaning that it may only be used in container ships. For cruise ships, carbon-neutral methanol and liquid hydrogen become the most viable fuel options.<sup>36</sup>
- 4.37. Operators of New Zealand's passenger ferries are exploring their options to decarbonise. Hiringa has been working with EV Maritime on potential onboard hydrogen fuel cell applications. Hiringa and Auckland Transport are also exploring the possibilities under MOU, as using battery electric technology for ferries comes with infrastructure and weight challenges.

**Recommendation 10: hydrogen fuel cell ferries are included in the modelling from Budget 2 onwards, alongside electric ferries.**

<sup>36</sup> <https://hydrogencouncil.com/wp-content/uploads/2021/02/Hydrogen-Insights-2021.pdf>

## Biofuels

- 4.38. New Zealand has a significant legacy road fleet, some of the oldest average vehicle lives in the OECD, which will cause an enduring emissions problem for the next 20-30 years. The fundamental inefficiency of the diesel ICE and the high production cost and significant volume scaling limitations of R100 biofuels production will fundamentally restrict this technology's application in new trucks and is one of the reasons the European Union focus has shifted to e-transport. A recent New Zealand study<sup>37</sup> found that if all current waste and residual biomass feedstock for biofuels were aggregated we would have enough to substitute about 8.2% of our liquid fuel demand, with investment in new plants. There is a major latent market for biofuels with legacy fleets. We need to be pushing from both ends, reducing the enduring legacy fleet challenges by transitioning new vehicles immediately.
- 4.39. Renewable (green) diesel is a mix of hydrocarbons produced by reacting fats and waste oils with hydrogen at high temperatures. Being higher quality than traditional biodiesel it can be used as a drop-in fuel as a complete replacement for diesel.<sup>38</sup> Depending on the process used, the hydrogen production capacity required is around 1 MW of electrolysis per 5 million litres of annual renewable diesel production. A renewable diesel production plant would provide another integrated project opportunity like the Ballance Agri Nutrients and Hiringa green ammonia project in Kapuni.<sup>39</sup> Hydrogen therefore can play a critical role in decarbonising our legacy fleet.

***Recommendation 11: we curb the importation of internal combustion engines, biofuels are used to decarbonise our legacy fleet and we incentivise zero emission vehicles to be imported.***

## Multimodal freight transportation

- 4.40. We believe that multimodal freight transportation is able to bring vast benefits through streamlining logistics and minimising road freight. It needs to be recognised that this will require significant behavioural change from companies and from the economy, such as addressing 'just-in-time' supply chain logistics business models that have evolved over several decades. We as a society have shifted towards demanding 'just in time' delivery and this has driven a shift towards heavy trucks which have greater flexibility. That said, we still need to be asking, what can we do to promote a bigger shift to multimodal freight transportation. The approach we take to this challenge is as important as the tools we choose.
- 4.41. Of note is the significant investments required to upgrade our port, rail and coastal shipping infrastructure. In the 2020 budget alone the government announced \$1.2B of funding for Kiwirail to replace aging ferry, and locomotive fleet as well as maintaining the existing rail lines. This is based on current usage, to transition to the levels required to significantly impact road emissions - substantially more government investment is required. Of relevance is that hydrogen infrastructure will be largely private sector funded and provides the ability for any price premium to be covered on a user pays basis.

<sup>37</sup> New Zealand Biofuels Roadmap Technical Report (Scion, 2018)

<sup>38</sup> <https://www.neste.com/what-difference-between-renewable-diesel-and-traditional-biodiesel-if-any>

<sup>39</sup> <https://www.greenhydrogennz.com/>

***Recommendation 12: we begin the shift to a multimodal freight system, but in the short term, we decarbonise the system we have in order to meet our 2050 targets.***

## 5. Green hydrogen enables more renewable electricity generation

- 5.1. Hydrogen improves the economics of renewable electricity generation projects through the conversion of off-peak electricity into a valuable commodity, being green hydrogen. An example of this is the Ballance Agri Nutrients and Hiringa green ammonia project in Kapuni adding 24 MW of new installed wind generation in the heart of New Zealand's energy producing region.<sup>40</sup>
- 5.2. Current market arrangements, transmission pricing methodologies, and network distribution charges do not sufficiently value hydrogen's demand-side response and flexibility to integrate with, store and export intermittent renewable electricity.
- 5.3. It is critical that we develop broader policies around renewable electricity and grid access, to drive down the cost of electricity and allow the benefits of hydrogen production to be realised.

### ***Recommendation 13:***

- a) Establish a National Demand Response Market and communication standard to ensure strong peak price signals are communicated across the transmission grid and local networks.***
- b) Introduce regulation to incentivise electricity distribution businesses to consider flexibility or demand response as alternatives to traditional network asset investment.***
- c) The creation of an integrated energy system (electricity and gas) can bring forward the projected renewable energy build.***

## 6. Green hydrogen could be New Zealand's virtual-battery

- 6.1. Green hydrogen reduces the need to overbuild renewable electricity in order to achieve a 100% renewable grid by providing the energy storage required to support the intermittency of renewables across days, weeks, months and years. When generating electricity from stored hydrogen at times of peak demand, it reduces the requirement for additional wind, solar and hydro generation capacity to cover peak times.
- 6.2. Hydrogen can help optimise installed renewable energy capacity, reducing grid upgrades and avoiding peak charges, as demonstrated in Figure 13.

---

<sup>40</sup> <https://www.greenhydrogennz.com/>



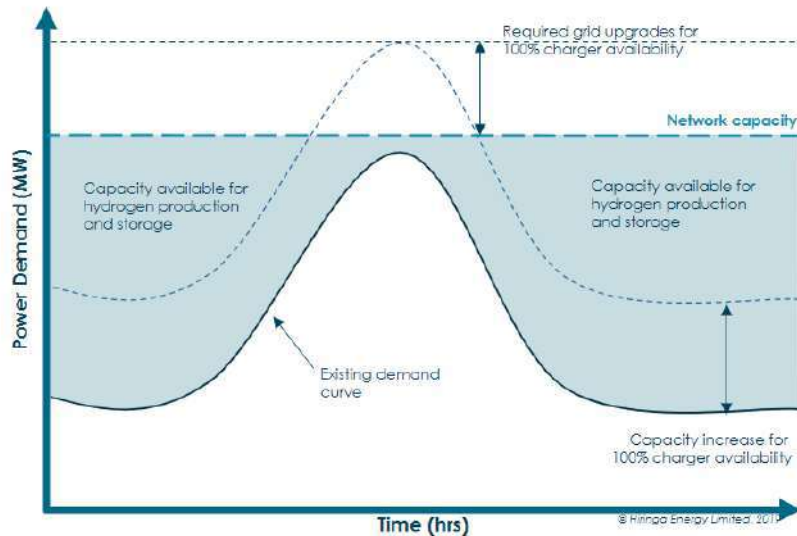


Figure 13. Hydrogen Supports Efficient Use of Our Grid

- 6.3. We have the ability to use existing gas infrastructure to store vast amounts of energy in the form of hydrogen. Firstgas Group is currently undertaking investigations into the feasibility of converting their gas network and geological storage facility to transport and store hydrogen at scale.<sup>41</sup> “Firstsgas Group estimates that their Ahuroa gas storage facility is capable of providing the same amount of energy each day as 400,000 Tesla powerwall batteries would store. However, this battery storage would cost around \$7.1 billion to develop”.<sup>42</sup> Paul Goodeve, Firstgas Group Chief Executive said, “We have paid less than 5% of this equivalent battery cost, which helps to keep a lid on rising power prices”.<sup>43</sup>
- 6.4. Using hydrogen to store renewable energy increases the resilience our energy system through diversifying across electrons and molecules.
- 6.5. Storing excess renewable energy as hydrogen until it is required also increases our energy independence.

**Recommendation 14: whole of life analysis is undertaken to compare the \$4 Billion Lake Onslow energy storage project with using green hydrogen as a battery via our gas transportation and storage infrastructure.**

## 7. Green hydrogen is a cornerstone for a Just Transition within the energy sector

- 7.1. Hiringa is working with international technology vendors to identify suitable New Zealand partners for service, maintenance, and assembly of hydrogen production, refuelling equipment and vehicles in order to include local businesses in the supply chain.

<sup>41</sup> <https://firstgas.co.nz/news/hydrogen-pipeline-project-gets-government-funding/>

<sup>42</sup> <https://firstgas.co.nz/news/firstgas-ahuroa-upgrade-provides-flexible-gas-supply-to-support-renewable-energy/>

<sup>43</sup> <https://firstgas.co.nz/news/firstgas-ahuroa-upgrade-provides-flexible-gas-supply-to-support-renewable-energy/>

7.2. Hiringa and E tū are working together to develop a plan for worker retention and job creation as a part of the Ballance Agri Nutrients/Hiringa joint venture and other projects. There is a significant opportunity to create ‘green jobs’ on the back of regional hydrogen hubs, as demonstrated in Figure 14 below. The assembly of Auckland Transport’s hydrogen fuel cell bus in Christchurch is an example of ‘green job’ creation associated with a hydrogen economy.

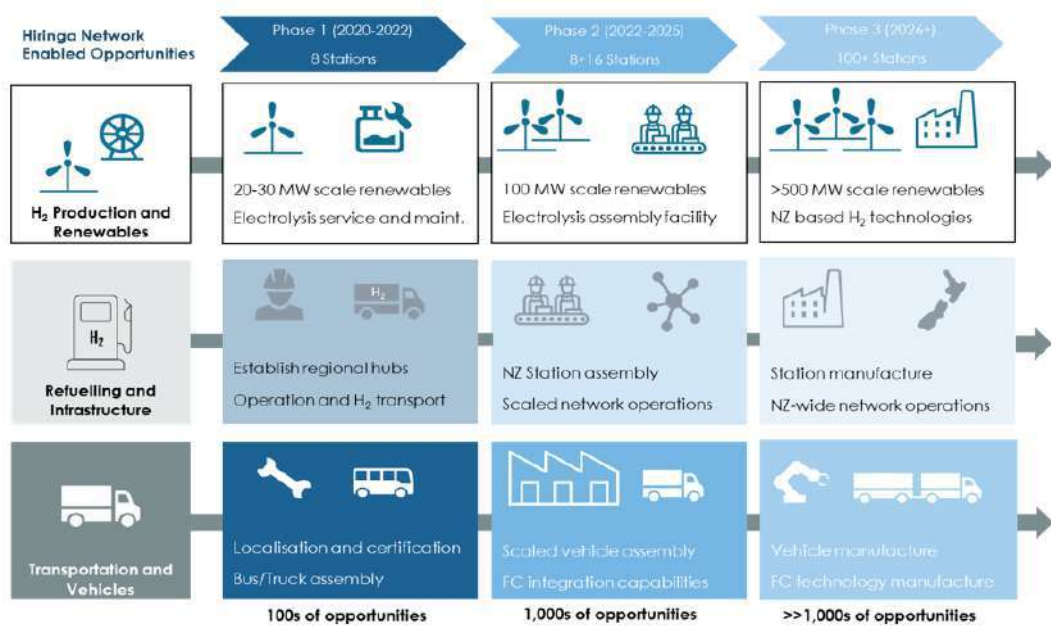


Figure 14. A Hydrogen Economy Creates Green Jobs

7.3. The H<sub>2</sub> Taranaki Roadmap<sup>44</sup>, authored by Hiringa in conjunction with Venture Taranaki and New Plymouth District Council was launched in March 2019 by the Rt. Hon Jacinda Ardern and outlines the potential for Taranaki to leverage its existing skills and infrastructure to become a leader in hydrogen production. This document became a cornerstone in outlining Taranaki’s plan for a Just Transition. Taranaki is vulnerable as we transition to a low emission economy but has the skills and resources to create a regional hydrogen hub that supports New Zealand Inc’s wider hydrogen economy.

<sup>44</sup> <http://venture.taranaki.info/projects/h2-taranaki-roadmap.aspx>



Figure 15. Potential Integration of Hydrogen Infrastructure and Subsequent Regional Economic Stimulus

**Recommendation 15: hydrogen is recognised as a cornerstone of a Just Transition within the energy sector.**

## 8. A new opportunity to export energy

- 8.1. New Zealand has an opportunity to be a leader in exporting its renewable energy resources via green hydrogen. Hiringa’s work with its partner Mitsui and Co. to create a domestic green hydrogen industry will leverage our domestic hydrogen projects to enable large-scale export opportunities. This ensures maximum benefit to New Zealand’s economy, grows reputation, capability, and employment, and delivers the lowest cost green hydrogen to market.
- 8.2. The Ballance Agri Nutrients and Hiringa Kapuni project<sup>45</sup> is a strategic project that demonstrates the commercial model and technology integration required to scale for future export and provides a supply of green hydrogen and ammonia for hydrogen export trials. Mitsui and Co. is one of the leading trading houses in Asia, currently responsible for 80% of Japan’s import of ammonia, and a significant investor in hydrogen export technologies.
- 8.3. Our transition to net zero emissions is going to cost a lot of money. We should be backing technology that can contribute to GDP while decarbonising hard to treat sectors.

<sup>45</sup> <https://www.greenhydrogennz.com/>

- 8.4. There is existing international interest in New Zealand exporting green hydrogen. This door will close overtime as trade relationships between green hydrogen producing and green hydrogen consuming countries are bedding in.
- 8.5. Australia has progressed its transition to a low emission economy with the announcement of The Asian Renewable Energy Hub, which will generate 26,000 MW of renewable energy in Western Australia. The bulk of the energy will be used for large scale production of green hydrogen products for domestic and export markets.<sup>46</sup>

***Recommendation 16: the export opportunity with hydrogen is recognised as a way to offset some of the cost to decarbonise our economy while providing new 'green jobs'.***

## 9. Global hydrogen momentum

- 9.1. The European Union's Hydrogen Strategy for a Climate Neutral Europe 2020<sup>47</sup> outlines how the European Union sees hydrogen as "... an intrinsic part of an integrated energy system". "In the integrated energy system of the future hydrogen will play a role, alongside renewable electrification, to achieve a more efficient and circular use of resources. Large-scale deployment of clean hydrogen at a fast pace is key for the EU to achieve a higher climate ambition ... in a cost-effective way".
- 9.2. Global uptake of hydrogen is summarised by the Hydrogen Council<sup>48</sup> below:
- More than 30 countries now have a national hydrogen strategy and budget in place, and there are 228 projects in the pipeline on both the production and usage sides.
  - Two-thirds of the global hydrogen production expected to be operational in 2030 has been announced in the last year.
  - Government decarbonization initiatives are a huge driving force behind the hydrogen wave, with some \$70 billion committed globally.
  - Japan and Korea are leading the charge on fuel cell vehicles, from which much of our second hand vehicles are imported. Globally there will be 4.5 million hydrogen vehicles on the road by 2030, with 10,500 hydrogen fuel stations targeted to meet that demand.
  - A recent study undertaken by the World Energy Council analysing 19 National Hydrogen Strategies demonstrates the deep consideration given to hydrogen technology across economies and the initial focus on transport and industry.<sup>49</sup>

---

<sup>46</sup> <https://asianrehub.com/>

<sup>47</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52020DC0301&from=EN>

<sup>48</sup> <https://newatlas.com/energy/hydrogen-council-insights/>

<sup>49</sup> [https://www.weltenergieerat.de/wp-content/uploads/2020/10/WEC\\_H2\\_Strategies\\_Executive-Summary\\_final.pdf](https://www.weltenergieerat.de/wp-content/uploads/2020/10/WEC_H2_Strategies_Executive-Summary_final.pdf)

Hydrogen use sectors	EU	DE	NL	FR	ES	IT	UK	NO	CH	UA	RU	JP	KR	CN	AU	CA	MO
Industry	✓	✓	✓	✓	✓	(✓)	✓	✓	✗	✗	✓	(✓)	✗	✗	✓	(✓)	✓
Power	(✓)	(✓)	(✓)	✓	(✓)	✗	✓	✗	✗	✓	✓	✓	✓	✓	✓	(✓)	(✓)
Transport	✓	✓	✓	✓	✓	(✓)	✓	✓	✓	✓	(✓)	✓	✓	✓	✓	✓	(✓)
Buildings	(✓)	(✓)	(✓)	(✓)	✗	✗	(✓)	✗	✗	(✓)	(✓)	✓	✓	✗	(✓)	(✓)	(✓)
Export	✗	✗	✗ <sup>1)</sup>	✗	✓	✗	✗	✗ <sup>2)</sup>	✗	✓	✓	✗	✗	✗	✓	✗	✓

✓ main sector      (✓) less relevant      ✗ not addressed

1) Hydrogen imports transit to other countries (e.g. Germany) considered.

2) For Norway, hydrogen is not targeted for direct export, but indirectly through the export of NG with local CCS.

Figure 16. International Analysis into Hydrogen's Potential Sector Penetration<sup>50</sup>

9.3. Major grant-based investments are being made by governments abroad to establish domestic hydrogen markets and create future export opportunities. Recent regional examples include the \$300 million (AUD) Advancing Hydrogen Fund and \$70 million in grants established by the Australian Federal Government, together with over \$230 million (AUD) in support for hydrogen projects at the state level.

9.4. In 2018, Hyundai Motor Group announced that it will invest 7.6 trillion won (\$6.58 billion) in hydrogen car production facilities and related R&D activities by 2030. Under the plan, the group plans to churn out 500,000 hydrogen vehicles by 2030. While battery electric vehicles appear to have a slight lead on the roads for now, Hyundai Motor Group is committed to fostering a “hydrogen society,” in the belief that hydrogen fuel cells will be equally competitive in achieving a zero carbon future and possibly more efficient in fuel use and overall emissions.<sup>51</sup>

## 10. Common misconceptions about hydrogen

### Misconception: “Hydrogen is too expensive”

10.1. The CCC’s Draft Supporting Evidence Chapter 4b states “recent analysis suggests the marginal cost of emissions reduction of green hydrogen in 2030 as \$425 per tonne CO<sub>2</sub>-e. For comparison, the marginal cost of emissions reduction of other heavy truck emissions reduction options were estimated as \$109t-CO<sub>2</sub>e for battery trucks, and \$190 t-CO<sub>2</sub>-e for drop-in biofuels”. This statement generalises the application and fails to recognise the performance disadvantages (and associated abatement costs) of battery-electric trucks and compromises that must be made by the larger heavy freight operators to adopt battery powered heavy vehicles, such as running multiple trucks or requiring additional transit time (see section 4.3). For biofuels, there is no consideration given to air quality improvements, nor supply side limitations of required feedstock availability.

<sup>50</sup> [https://www.weltenergieat.de/wp-content/uploads/2020/10/WEC\\_H2\\_Strategies\\_Executive-Summary\\_final.pdf](https://www.weltenergieat.de/wp-content/uploads/2020/10/WEC_H2_Strategies_Executive-Summary_final.pdf)

<sup>51</sup> [http://www.koreaherald.com/view.php?ud=20210128001102&ACE\\_SEARCH=1](http://www.koreaherald.com/view.php?ud=20210128001102&ACE_SEARCH=1)

10.2. The Hydrogen Council predicts a steep decline in the cost of hydrogen production as demonstrated in Figure 17. Some countries are pushing harder than this, with Australia targeting AU\$2/kg over the coming decade.<sup>52</sup>

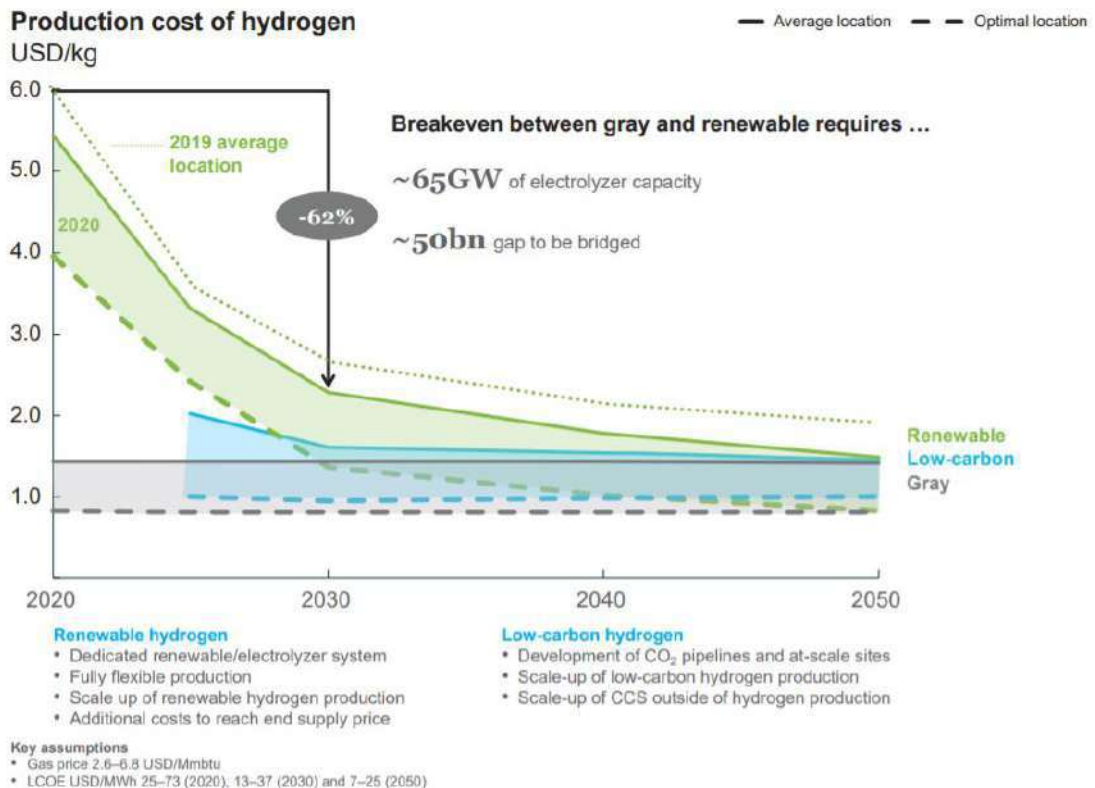


Figure 17. Hydrogen Council's Predicted Decline in Production Costs

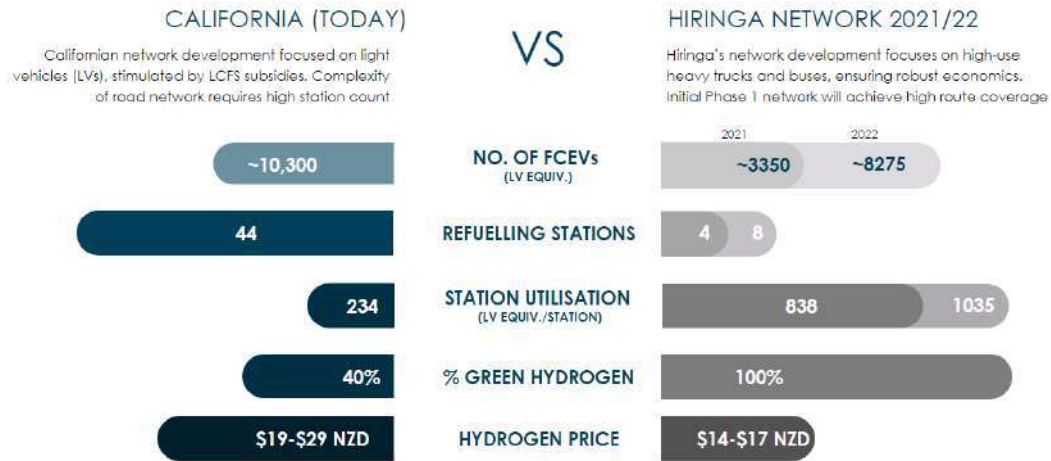
10.3. Hiringa have addressed the initial higher capital costs of establishing refuelling infrastructure through creating an economy of scale via the establishment of the Phase 1 network design of 8 stations, rolling onto the subsequent phase 2 of 16 additional stations (refer to section 4.2). This approach has driven capex down via a number of mechanisms:

- Volume purchasing and framework agreements.
- Network effect redundancy and optimisation.
- Gaining access to technology and cost-downs that would otherwise not be available in New Zealand.

This has been the result of the \$7m invested by Hiringa over the last 4 years in development on top of the \$950k PGF contribution from the government. This is at the core of the competitive advantage that Hiringa has created for New Zealand and hydrogen. These costs are fully contracted vendor costs and peer reviewed installation costs. When compared with a stand-alone refuelling station the costs are 1/4 the \$/kg installed. The efficiency of station coverage in New Zealand due

<sup>52</sup> <https://www.minister.industry.gov.au/ministers/taylor/media-releases/fast-tracking-renewable-hydrogen-projects>

to the specific geography and the freight routes makes New Zealand an excellent eco-system to establish the refuelling infrastructure.



\* 1 line-haul truck in New Zealand equates to >150 light vehicle equivalents

Figure 18. Differences Between California and Hiringa Refuelling Network Roll Out

10.4. When applying total cost of ownership analysis to hydrogen fuel cell heavy trucks we anticipate parity with diesel equivalents ~2024, as demonstrated in Figure 19 below.

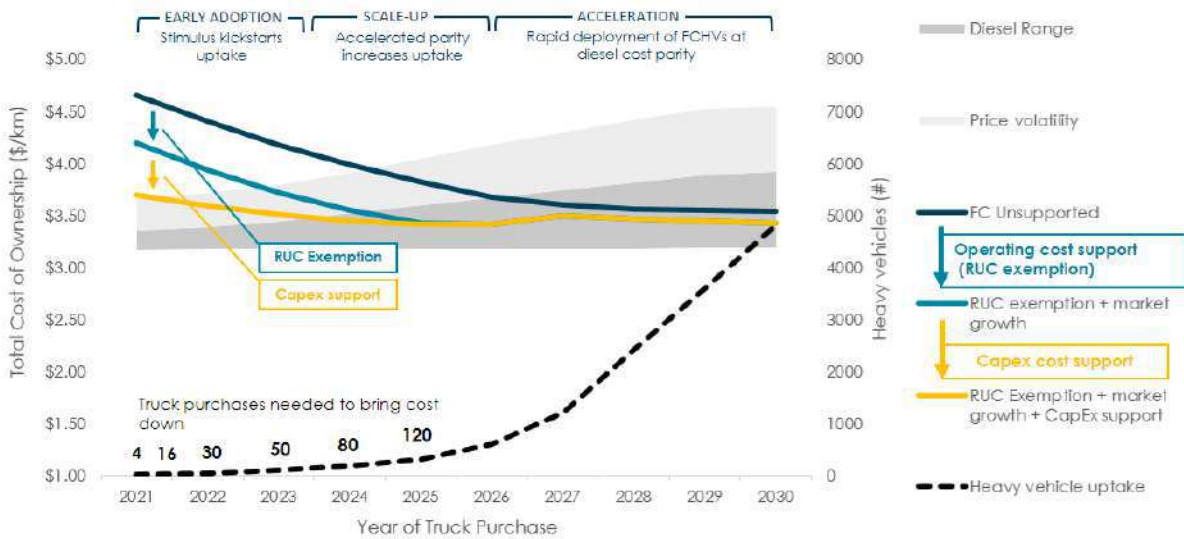


Figure 19. Hydrogen Fuel Cell Heavy Truck Total Cost of Ownership

10.5. Fleet owners are finding that they are required to operate more battery electric vehicles to cover the same duty as they did with diesel vehicles due to payload reductions per vehicle and taking vehicles off the road for charging. In the case of buses, this can result in a fleet that is 25-30%

larger,<sup>53</sup> which needs to be built into any total cost of ownership calculation. Hydrogen fuel cell electric vehicles are much more of a 'like for like' transition in terms of fleet numbers.

**Misconception: "Hydrogen is inefficient"**

- 10.6. Hydrogen efficiency is often looked at by critics from a very one-dimensional viewpoint, based on the linear electrical conversion efficiencies of straight hydrogen production through electrolysis to storage, transport and energy transfer through a fuel cell electric vehicle in comparison to, for example, a battery electric vehicle. This view fails to recognise the many other dimensions at play, including time of electricity generation and hydrogen production versus time of use, location, mass, payload, energy transfer, lifecycle and infrastructure efficiencies. When these wider elements are fully considered, hydrogen stands out as a major technology for addressing decarbonisation in numerous sectors across the entire economy.
- 10.7. Electrical efficiency alone does not equate to economic efficiency. In fact, electrical efficiency can come at a cost premium and operational penalty, hence the applications of this technology into many heavy and commercial transport sectors are limited (refer to section 4.3).
- 10.8. "In the absence of constraints to energy supply, and as long as CO<sub>2</sub> emissions are valued, efficiency can be largely a matter of economics, to be considered at the level of the whole value chain. This is important as hydrogen can be used with much higher efficiency in certain applications and has the potential to be produced without greenhouse gas emissions".<sup>54</sup>
- 10.9. Hydrogen can very effectively capture and manage the variability of wind and solar energy generation. The integration of hydrogen into the entire energy system is a fundamental enabler for renewables that unlocks lower costs of renewable electricity – the Hiringa and Balance Agri Nutrients Kapuni project<sup>55</sup> is a commercial/industrial scale version of this. This approach is being planned for in many OECD countries energy systems.
- 10.10. The European Union's Hydrogen Strategy for a Climate Neutral Europe 2020 outlines how the European Union sees hydrogen as "... an intrinsic part of an integrated energy system". "In the integrated energy system of the future hydrogen will play a role, alongside renewable electrification, to achieve a **more efficient and circular use of resources**. Large-scale deployment of clean hydrogen at a fast pace is key for the EU to achieve a higher climate ambition ... **in a cost-effective way**".<sup>56</sup>

<sup>53</sup> <https://www.fch.europa.eu/publications/study-strategies-joint-procurement-fuel-cell-buses>

<sup>54</sup> <https://www.iea.org/reports/the-future-of-hydrogen>

<sup>55</sup> <https://www.greenhydrogennz.com/>

<sup>56</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52020DC0301&from=EN>



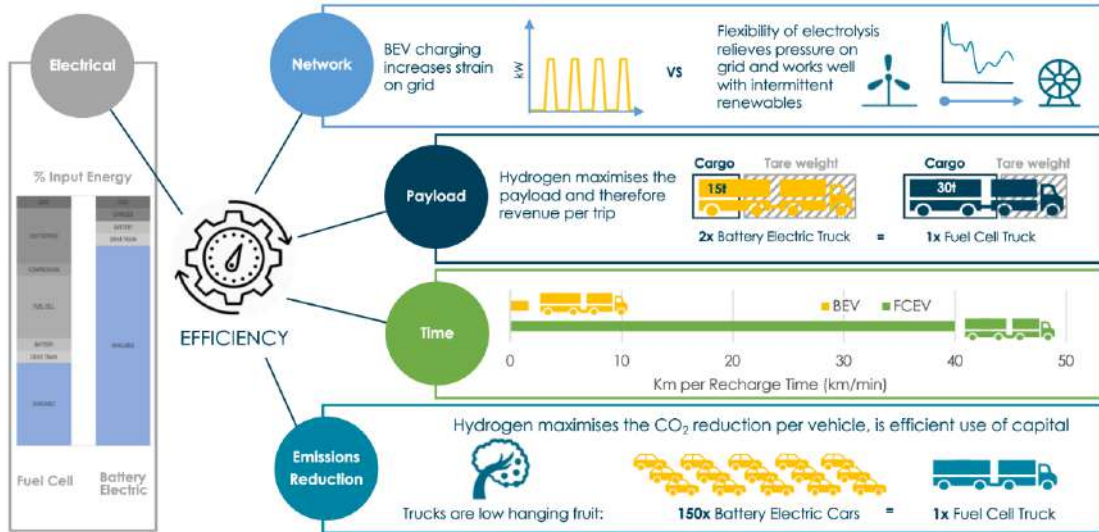


Figure 20. The Multiple Ways of Defining Efficiency in Relation to Zero Emission Trucks

10.11. The rhetoric around hydrogen electrical efficiency does not consider the time-shift advantages of hydrogen following the production curves of intermittent renewable supply and the de-coupling of time-based use. It also often represents a narrow view of other key system level efficiencies such as operating efficiencies, service efficiencies, capital efficiencies. For battery electric vehicles to wholly benefit from off-peak or low-cost intermittent renewables, additional battery (or other) storage mechanisms are required which would also impact the overall "well to wheels" efficiency. Fuel cell technology itself is improving in energy density and efficiency all the time, with Hyzon's latest fuel cell materially improved on the current product. Of note is that hydrogen fuel cell electric vehicles require less energy to move when compared to heavier battery electric vehicles.

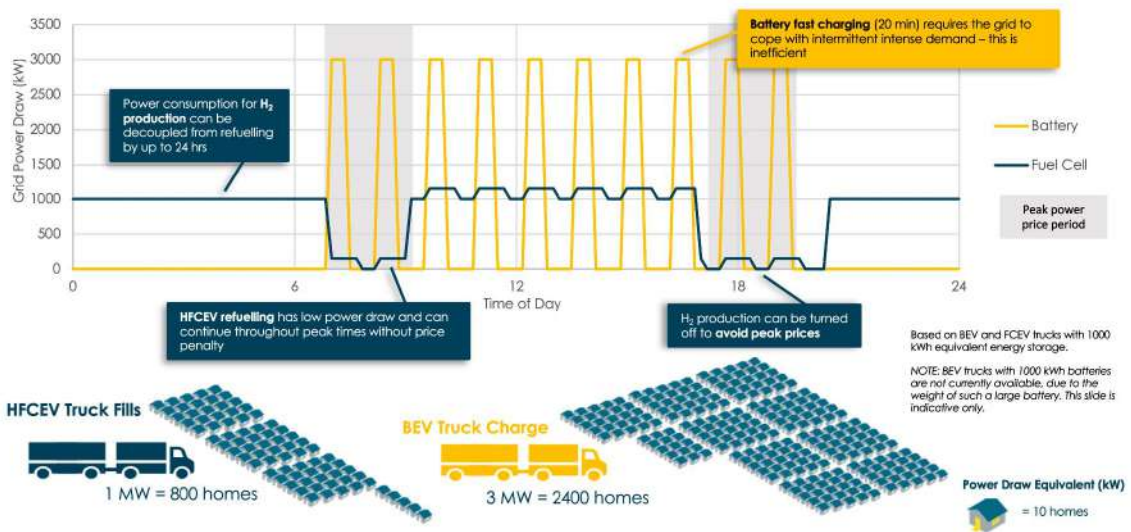


Figure 21. Power Grid Impacts of Battery Electric vs Hydrogen Fuel Cell Electric Trucks

### Life cycle analysis

10.12. “Life cycle analysis of all energy system options, including hydrogen, is vital when making decisions between them. Without such analysis, investment decisions can be made that address only part of the problem and ignore critical external factors such as, for example, the effect on local electricity distribution assets caused by widespread adoption of fast electric vehicle chargers, or the need for a robust process for battery disposal. All energy carriers, including fossil fuels and electricity, encounter efficiency losses each time they are produced, converted or used”.<sup>57</sup>

10.13. “Life cycle analysis is challenging for hydrogen given identical hydrogen molecules can be produced and combined from sources with very different CO<sub>2</sub> intensities”.<sup>58</sup> That said, the life cycle of green hydrogen is a journey from water and back to water, as illustrated in Figure 22 below from the Government’s A Vision for Hydrogen in New Zealand.

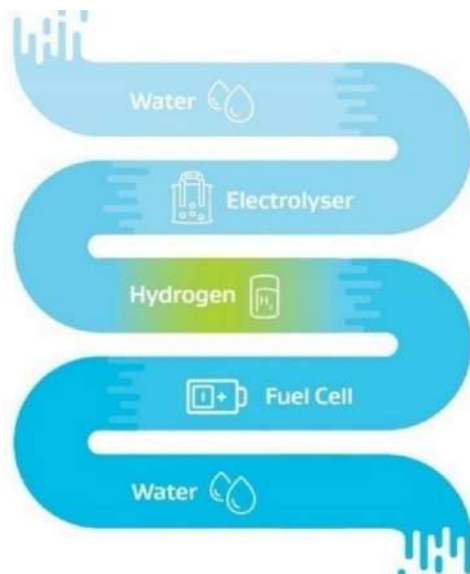


Figure 22. Life Cycle of Green Hydrogen<sup>59</sup>

10.14. In terms of hydrogen fuel cells, there have been significant advances in the commercial development of low platinum technology. Existing Hyundai Nexa and Toyota Mirai vehicles only contain \$1500-\$3000 of platinum (30-60g platinum). The latest Toyota Mirai fuel cell is expected to utilise approximately 10 grams of platinum (when a conventional equivalent internal combustion vehicle uses 5-7grams platinum in its catalytic converter). There are a number of fuel cells technologies being developed that will contain no platinum at all.<sup>60</sup>

<sup>57</sup> <https://www.mbie.govt.nz/dmsdocument/6798-a-vision-for-hydrogen-in-new-zealand-green-paper>

<sup>58</sup> <https://www.iea.org/reports/the-future-of-hydrogen>

<sup>59</sup> <https://www.mbie.govt.nz/dmsdocument/6798-a-vision-for-hydrogen-in-new-zealand-green-paper>

<sup>60</sup> <https://www.nature.com/articles/s41467-019-09162-5>

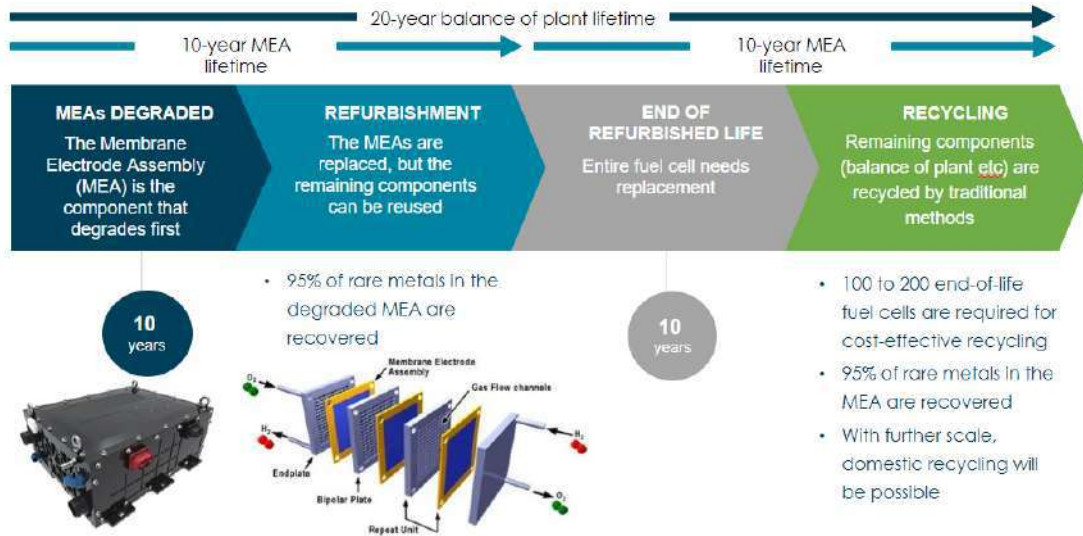
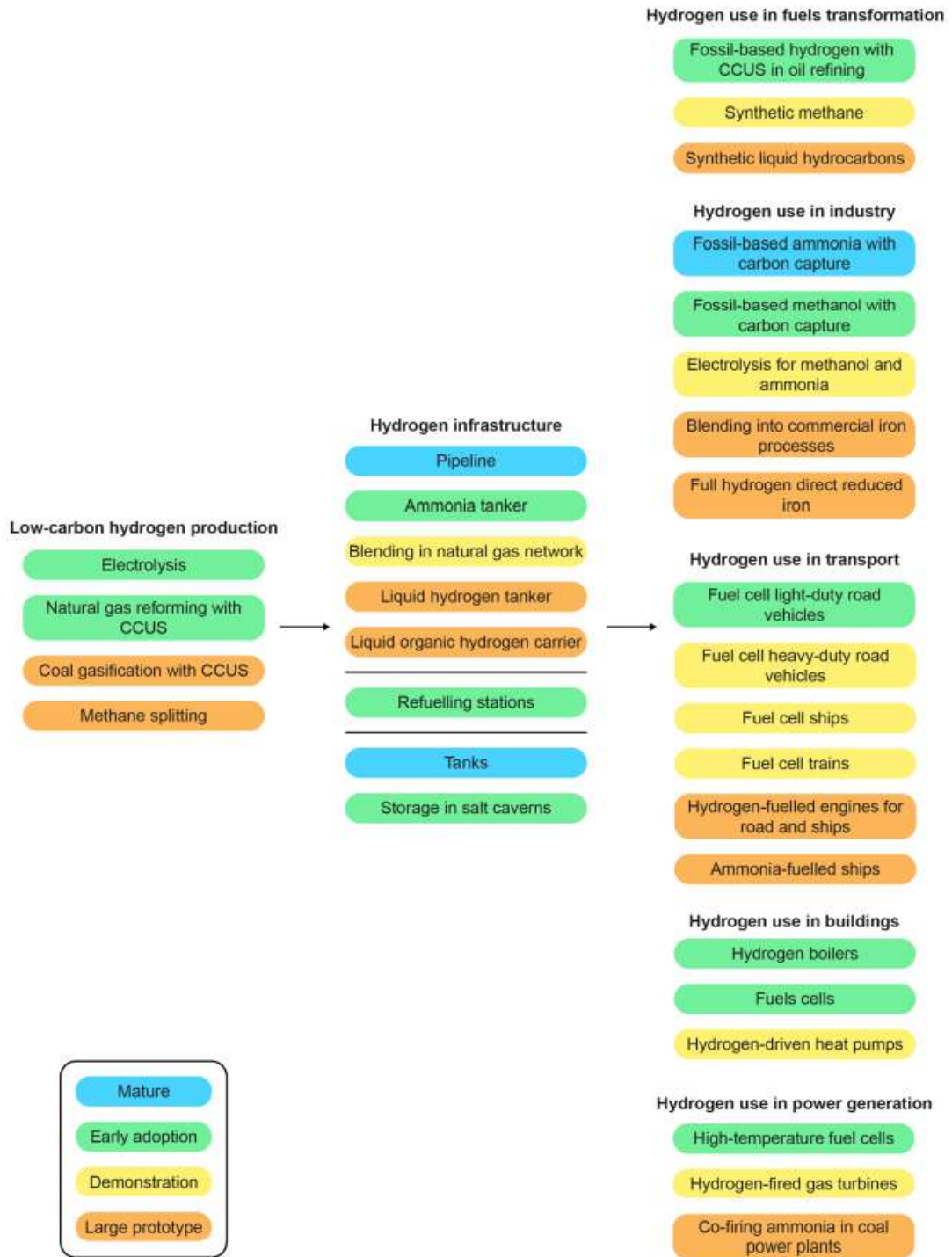


Figure 23. Hydrogen Fuel Cell End of Life

Appendix 1 – Technology Readiness Level of Hydrogen



Source: Energy Technology Perspectives 2020 (International Energy Agency)

Appendix 2 – Hydrogen’s Multi Sector Decarbonisation Opportunities

CCC Report Category	Opportunities for green hydrogen to decarbonise hard-to-treat sectors and compliment electricity grid	Real world examples	References
Transport	1. Heavy road transport (25% of transport emissions) can be decarbonised faster than modelled.	Hiringa and Waitomo refueling network operational from 2022.	<a href="#">Link 1</a>
		Ports of Auckland production and refueling facility set for imminent completion.	<a href="#">Link 2</a>
		Hyundai Motors NZ and EECA importing five fuel cell trucks in 2021.	<a href="#">Link</a>
		Hiringa and partners working on introducing hydrogen fuel cell trucks from 2022.	<a href="#">Link</a>
	2. Regional Councils use a combination of zero emissions battery electric and hydrogen fuel cell electric buses, applying each technology where it is best suited.	Auckland Transport has one fuel cell bus, built in Christchurch by GBV. MOU signed between Hiringa & Auckland Transport to investigate fleet integration. Hiringa also engaged with others re multi council aggregated bus order.	<a href="#">Link 1</a> <a href="#">Link 2</a>
	3. Zero emission hydrogen trains can be used for journeys between urban areas such as Wellington and Auckland.	Trains operational in Germany, Austria, France, UK.	<a href="#">Link 1</a> <a href="#">Link 2</a>
	4. Domestic flights can decarbonise using hydrogen. International flights can decarbonise using synfuels and advanced biofuels (both require significant volumes of hydrogen in their production).	New Zealand airports and airlines currently investigating hydrogen, synfuels and advanced biofuels.	<a href="#">Link</a>
		Plug Power and Universal Hydrogen to complete subscale aircraft powertrain by Q2 2021.	<a href="#">Link</a>
Buildings	1. Enables over 275,000 kiwi homes and over 18,000 businesses to use zero carbon gas to heat space, heat water, cook with and manufacture with.	Western Sydney Green Gas Project commenced 2018 to test hydrogen generation, storage and blending in existing infrastructure.	<a href="#">Link</a>
		Hydrogen Park South Australia commenced 2020 to blend hydrogen with natural gas to customers using existing infrastructure.	<a href="#">Link</a>
		HyDeploy programme (UK) commencing 2021 to demonstrate safe blends of 20% hydrogen within existing gas infrastructure.	<a href="#">Link</a>
		Hy4Heat programme (UK) commencing 2021 to demonstrate replacement of natural gas with hydrogen in residential & commercial buildings/appliances.	<a href="#">Link</a>
		Bosch already supplying residential appliances using hydrogen.	<a href="#">Link</a>
Electricity	1. Enables renewable energy to penetrate deeper into our economy’s hard to treat sectors.	Steel production at NZ Steel in Glenbrook.	<a href="#">Link</a>
		Steel production in Germany.	<a href="#">Link</a>
		Cement production in UK.	<a href="#">Link</a>
	2. Improves economics of renewable energy projects through off peak commodity generation.	Ballance Agri Nutrients and Hiringa green ammonia project in South Taranaki improves commerciality of small wind farm.	<a href="#">Link</a>
		Halcyon Power hydrogen production at Mokai.	<a href="#">Link</a>
		HyBalance, Denmark stores cheap otherwise curtailed electricity from wind turbines since 2018.	<a href="#">Link</a>

RLTP Submissions - RLTP Submissions

	3. Provides large scale inter-seasonal, inter-year energy storage.	Air Liquide operate world's largest hydrogen storage facility in underground cavern in Beaumont, Texas, USA.	<a href="#">Link 1</a> <a href="#">Link 2</a>
		Teesside store 1 million m3 of pure hydrogen stored in three salt caverns in Yorkshire, UK.	<a href="#">Link</a>
	4. Reduces the need to overbuild renewables by providing electricity generation at peak times.	Study by Lawrence Berkeley National Laboratory claims storing solar and wind excess electricity in California using hydrogen would provide heat for up to 370,000 homes or provide enough electricity for up to 187,000 homes.	<a href="#">Link 1</a> <a href="#">Link 2</a> <a href="#">Link 3</a>
	5. Leverages existing gas infrastructure to increase energy system resilience by using both electrons and molecules as vectors.	Hydrogenics Corporation completed a trial in 2011 with Ontario's Independent Electricity System Operator aimed at demonstrating the use of electrolyser technology for utility-scale grid stabilisation services.	<a href="#">Link 1</a> <a href="#">Link 2</a>
	<b>Industry and heat</b>	1. High temperature process heat is decarbonised and sooner than modelled.	Refer above under Electricity 1.
	2. Chemical production such as ammonia, urea, hydrogen peroxide is decarbonised and sooner than modelled.	Ballance Agri Nutrients and Hiringa green ammonia project in South Taranaki.	<a href="#">Link</a>
	3. Methanol production continues and is decarbonised, retaining jobs in Taranaki.	Methanol can be synthesized from hydrogen and several carbon-containing feedstocks e.g. natural gas, biomass, CCUS.	<a href="#">Link 1</a> <a href="#">Link 2</a>