



Date: 2 June 2021

Subject: **Confirmation of Minutes - 3 March 2021**

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

Document: 2777209

Recommendations

That the Taranaki Regional Transport Committee of the Taranaki Regional Council:

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

Matters arising

Appendices/Attachments

Document 2722312: Minutes Regional Transport Committee Meeting - 3 March 2021



Date 3 March 2021, 10.30am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2722312

Present	Councillors	M McDonald	Taranaki Regional Council (Chairperson)
		T Cloke	Taranaki Regional Council (<i>zoom</i>)
	Mayors	N Volzke	Stratford District Council
		P Nixon	South Taranaki District Council (<i>zoom</i>) <i>Left at 11.40am</i>
	Councillor	H Duynhoven	New Plymouth District Council
Ms	E Speight	Waka Kotahi NZ Transport Agency	
Attending	Messrs	M Nield	Taranaki Regional Council
	Ms	S Hiestand	Taranaki Regional Council
	Ms	F Ritson	Taranaki Regional Council
	Miss	L Davidson	Taranaki Regional Council
	Mr	S Bowden	Stratford District Council
	Mr	V Lim	South Taranaki District Council (<i>zoom</i>)
	Mr	R Leitao	New Plymouth District Council
	Mr	S Knarston	New Plymouth District Council
	Ms	A Sanson	Waka Kotahi NZ Transport Agency (<i>zoom</i>)
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Mr	P Ledingham	Taranaki Regional Council
	Ms	M Webby	South Taranaki District Council
	Senior Sgt	R O'Keefe	NZ Police
	Inspector	A Gurney	NZ Police
	Sgt	A Wong-Too	NZ Police
Apologies	Apologies were received from Ross I' Anson (Waka Kotahi, NZ Transport Agency).		
Notification of Late Items	Update on the North Taranaki trip Ms E Speight, Waka Kotahi NZ Transport Agency, took in a truck.		

1. Confirmation of Minutes – 2 December 2020

Resolved

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 2 December 2020
 - b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at the Taranaki Regional Council on Wednesday 2 December 2020 at 11.00am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.
- Speight/Volzke

Matters arising

There were no matters arising.

2. Regional Transport Advisory Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Friday 18 December 2020
- b) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 10 February 2021.

Nixon/Cloke

Matters arising

- 2.1 Waka Kotahi NZ Transport Agency have just instigated a new regional structure. Sarah Downs (based in Wellington) is one of the new people who will be forming part of the regional leadership team, made up of four people, located in the Central North Island. Part of their roles and responsibilities will be to be engaged within the Taranaki region.
- 2.2 The main difficulty RTAG are having is getting timely and regular updates on State Highways, particularly projects. More Waka Kotahi staff being actually based in the Taranaki region would make a big difference in a number of ways, most specifically for building local knowledge and relationships.

3. Annual Monitoring Report for 2019/20

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum presenting Members with the Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20.
- 3.2 Concerns were raised by New Plymouth District Council regarding the SHS Waitara to Bell Block project and the time this work is taking to get through the design phase. Ms E

Speight, Waka Kotahi NZ Transport Agency, will provide an update in her presentation regarding this.

- 3.3 Mr R Leitao, New Plymouth District Council, clarified that NPDC have included in their Long-Term Plan provisions for an extension of Colson Road to help provide ease of movement at the Egmont Road intersection.
- 3.4 The lack of progress on the SH3 Waitara to Bell Block safety improvements is of concern to all councils throughout the Region as this is a major road with significant ongoing safety issues.

Recommended

That the Taranaki Regional Council:

- a) receives and adopts the Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20
- b) notes that annual monitoring and reporting of the RLTP is time consuming and no longer considered fit for purpose for reviewing implementation of the RLTP
- c) agrees that Council discontinue annual reporting in favour of quarterly monitoring and reporting to the Committee from those organisations contributing to the RLTP in accordance with the new monitoring framework specified in the Regional Land Transport Plan for Taranaki 2021-27
- d) notes and agrees that the attached Annual Monitoring Report will be the last of its kind for the RLTP monitoring and reporting purposes.

Duynhoven/Volzke

4. Regional Land Transport Plan 2021 – draft for consultation

- 4.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum presenting for Members’ consideration the draft Regional Land Transport Plan 2021/22-2026/27 and seeking adoption of the draft Regional Land Transport Plan 2021/22-2026/27 for public consultation.
- 4.2 No substantive changes to the draft Plan were proposed. Some minor changes were discussed, including that an amendment be made to the Rail network section, Page 12 of the Plan, to include wording clarifying that investment would be required to get the eastern Rail network up to a safe standard. Officers will continue finalising the document ready for release for public consultation from 11 March 2021 to 13 April 2021.

Recommendation

That the Taranaki Regional Council:

- a) receives the memorandum *Regional Land Transport Plan 2021 – draft for consultation and draft Regional Land Transport Plan 2021*
- b) notes that a workshop with the Committee and Regional Transport Advisory Group was held to confirm key aspects of the draft *Regional Land Transport Plan 2021* on Monday 22 February 2021
- c) agrees that the draft *Regional Land Transport Plan for Taranaki 2021*:

- contributes to the purpose of the LTMA, which is to contribute to an effective, efficient, and safe land transport system in the public interest
 - is consistent with the 2021 Government Policy Statement on Land Transport (GPS 2021)
 - has taken into account:
 - relevant national and regional policy statements or plans under the *Resource Management Act 1991*
 - the *National Energy Efficiency and Conservation Strategy*
 - likely funding from any source
 - has considered (during its development) alternative regional land transport objectives that would contribute to the purpose of the LTMA, and the feasibility and affordability of those alternative objectives
- d) agrees to the recommended priority ordering of activities included in Table 6 of the draft *Regional Land Transport Plan for Taranaki 2021*, subject to any changes agreed by the Committee
- e) adopts the draft *Regional Land Transport Plan for Taranaki 2021* for public consultation, subject to any changes agreed by the Committee.

Duynhoven/Volzke

5. Waka Kotahi New Zealand Transport Agency Update

- 5.1 Ms E Speight, Waka Kotahi NZ Transport Agency, gave a presentation providing the Committee with an update on Waka Kotahi NZ Transport Agency's activities nationally and regionally.

Mayor P Nixon, South Taranaki District Council, left at 1140am

- 5.2 It was clarified that Waka Kotahi NZ Transport Agency do not approach land owners regarding land acquisitions until the design is confirmed as they do not know how much land will be required.
- 5.5 Ms E Speight provided an update on the Mt Messenger Bypass project. The Environment Court provided an interim decision that was then appealed to the High Court. The High Court then heard the appeal and declined that appeal which was then reverted back to the Environment Court. If that decision is not appealed Waka Kotahi NZ Transport Agency expects a decision in March.
- 5.8 Mayor N Volzke, thanked Waka Kotahi NZ Transport Agency for the work carried out to replace the SH43 Pohokura culvert.

Recommended

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by Waka Kotahi NZ Transport Agency.

McDonald/Volzke

6. Regional Road Safety Update

- 6.1 Ms M Webby, Road Safety Co-ordinator and Snr Sgt R O'Keefe, NZ Police, gave a presentation providing an update on the road safety activities in the region coordinated by the Taranaki Road Safety Action Planning Group.

Recommended

That the Taranaki Regional Council:

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

Moved/Seconded

7. Territorial Authorities Update

- 7.1 Mr R Leitao, New Plymouth District Council, spoke to his report and answered questions arising.
- 7.2 Mr S Bowden, Stratford District Council, spoke to the report and answered questions arising.
- 7.3 Mr V Lim, South Taranaki District Council, spoke to the report and answered questions arising.

Recommended

That the Taranaki Regional Council:

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

McDonald/Duynhoven

8. Public Transport Update for the Quarter Ending 31 December 2020

- 8.1 Mr S Hiestand, Contracts and Relationships Manager – Public Transport, Taranaki Regional Council, spoke to the memorandum providing members with an operational report on public transport services for the quarter ending 31 December 2020.
- 8.2 An application has been received for a Total Mobility Service provider in Stratford. Ms S Hiestand is meeting with the applicant next week to check eligibility.

Recommended

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter ending 31 December 2020.

Duynhoven/Volzke

9. Climate Change Commission Consultation on Draft Advice

- 9.1 Ms F Ritson, Senior Policy Analyst, Taranaki Regional Council, spoke to the memorandum advising the Committee of the release of the Climate Change Commission's draft advice to Government for consultation.
- 9.2 The Committee requested that a submission be drafted by officers and circulated for their feedback. It was noted that fundamental changes to investment and behaviour are required, and there will be significant challenges for the National Land Transport Fund. Submission points for inclusion were discussed, including the lack of overall national strategy inhibiting change; the need for lead infrastructure (e.g. EV charging stations) to support the mode shift changes required; and funding support for such infrastructure.

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum, Climate Change Commission consultation on draft advice
- b) notes the consultation period on the Climate Change Commission's draft advice to the Government has been extended to 28 March 2021.

McDonald/Volzke

10. General Business

- 10.1 Ms E Speight provided an update on her drive on North Taranaki roads in a truck.

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 1.22pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 2 June 2021



Date 2 June 2021

Subject: **Regional Transport Advisory Group Minutes**

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

Document: 2777187

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 28 April 2021
- b) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 12 May 2021.

Appendices/Attachments

Document 2761066: Minutes Regional Transport Advisory Group - 28 April 2021

Document 2772975: Minutes Regional Transport Advisory Group - 12 May 2021

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 28 April 2021, 10.00am	
Venue	Taranaki Regional Council	
Present	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC (via zoom)
	Stuart Knarston (SK)	NPDC
	Rui Leitao (RL)	NPDC
	Wayne Wallace (WW)	NZTA
	Shaun Harvey (SHA)	NZTA
	Rob Service (RS)	NZTA
	Anna Sanson (AS)	NZTA
	Fiona Ritson (FR)	TRC
	Sarah Hiestand (SH)	TRC
	Liesl Davidson (LD)	TRC - Administrative support
Apologies	Andrew Higgs (AH)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <ul style="list-style-type: none"> • SH welcomed everyone to the meeting and received apologies. • SH introduced Anna Sanson, in her new role with Waka Kotahi of Regional Principal Transport Planner - Central North Island (based in Palmerston North) 	
2.	<p>Minutes of last meeting on 10 February 2021</p> <p>The previous minutes of the RTAG meeting held on Wednesday 10 February 2021 were accepted as true and correct.</p>	
3.	<p>Round Table</p> <p>Stratford District Council - SB</p> <ul style="list-style-type: none"> • McBrides bridge will be finished by the end of the month. • Beaconsfield road has been completed. • The Bike park will be completed by July. • The Walking and cycling strategy is still being reviewed. • Makahu school – Sharks teeth and red pads on the road have been completed. • Stratford High School – The design concepts have been sent to the principle for review and comment. • Opunake Road - Still promoting the 80km speed limit along that road. South Taranaki are not ready to put in the 80km speed limit along their side. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Promoting another safe crossing point on SH43 outside the bike park. Consultation has been undertaken with residents and they have said they want the crossing however, nobody wants it outside their property. Looking at some alternative options closer to the CBD. <p>South Taranaki District Council - VL</p> <ul style="list-style-type: none"> • LTP submissions has closed four submissions were received in regards to roading theme was that they want more pathways. • Nukumaru Station Road - Just need contractor to agree to the changes in conditions in contract. It should be completed by next financial year. • Rehabs and replacement contracts have been awarded for the next financial year. • Hāwera - Normanby pathway contract has been awarded and is starting next week. • Staff changes - Interviewing next week for a Cadet. <p>New Plymouth District Council - RL & SK</p> <ul style="list-style-type: none"> • Over budget for maintenance and renewals. Looking at using money from another budget to cover that. • Rehabs and reseals are all complete for the season. • TDHB are making huge extensions to facilities. This is having major effects on roading including moving the main entrance. Traffic will be coming off SH45/Devon Street up Lorna Street to the new main entrance. NPDC are looking at putting traffic signals in at the Lorna Street/SH45/Devon Street intersection to ease traffic congestion. This will remove the need for the pedestrian signals outside Devon intermediate and these will then be able to be utilised elsewhere. These extensions also have effect on Public Transport. Have completed an assessment and will need to add more money to the budget. • A workshop has been held regarding SH3 Bell Block to Waitara it was noted that there will be a few sites where the SH interfaces with local roads and NPDC will need to do some work in those areas so will need to budget for these works. • Integrated Transport Strategy - Meeting with NZTA today then start getting meetings/workshops started with public. • CBD Strategy - will be released for public consultation round August. Wanting to redirect SH out of core CBD area. • About to start place-making engagement in Strandon. <p>Waka Kotahi - Planning and Investment - WW</p> <ul style="list-style-type: none"> • NLTP snapshot should have been received and final should be avail <p>Waka Kotahi - SH Maintenance, Emergency Works and LCLR</p> <ul style="list-style-type: none"> • No update provided 	

Item	Agenda subject	Action
	<p>Waka Kotahi – Safe Network Programme</p> <ul style="list-style-type: none"> • No update provided <p>Waka Kotahi – SH Large Improvement Projects</p> <ul style="list-style-type: none"> • No state highway representatives in attendance. • SH43 (SB provided the following update) <ul style="list-style-type: none"> ○ Sealing of Tangarakau Gorge has been delayed. Some work on drainage etc. will still be going ahead. Currently waiting on written approval from Iwi. Increasing the length of stage one for 5kms and stage two will be the remainder. ○ There is funding provided for passing points, pull off areas and safety barriers. This involves some tree removal and sealing of areas. Signage is being added around the Moki Tunnel advising motorists to turn their lights on and watch for cyclists. ○ Kahouri Stream Bridge – looking for spare budget to get this completed. • An announcement should be made in the next week or two regarding the new appointments to positions. <p>Waka Kotahi – Investment in local roads - RS</p> <ul style="list-style-type: none"> • RS provided an update on the moderation process for local council programmes. <p>TRC Public Transport – SH</p> <ul style="list-style-type: none"> • Significant work in terms of reviewing current state of buses, infrastructure and charging to customers. Looking to simplify fares and simplify some routes to make more direct. • Direct services are being included from Puke Ariki to the Hospital as there is going to be a lot of parking lost due to the ongoing construction. • Trial for electric bus in the next 12 months. • Buses to Bellblock industrial zone - Discussions have been had with operators it was noted that none of the organisations in the area have aligned shifts would struggle to get the number of people on the services. • SH provided an overview of PT LTP comments. <p>TRC Transport Policy – FR</p> <ul style="list-style-type: none"> • Changes within transport at TRC – Co-ordination of RTAG, Connecting Links, RTC and SH3WG will now be done by SH and the Transport team. This will allow FR to focus on transport policy development and advocacy. 	

Item	Agenda subject	Action
4.	<p>Development of Taranaki RLTP 2021 - FR</p> <p>Process to date and submissions received</p> <ul style="list-style-type: none"> • FR noted that 56 submissions had been received on the draft RLTP 2021, with 21 from organisations and 35 from individuals. • 31 of the submissions proposed rankings for the regionally significant projects. FR showed a collated summary of these showing that the rankings proposed by the RTC were broadly consistent with the feedback received. • 13 submitters wish to speak to their submissions, so the 2 June meeting of the RTC will now have a Hearing throughout the morning, followed by the meeting in the afternoon. <p>Initial review of submissions and suggested responses/changes</p> <ul style="list-style-type: none"> • Key themes raised in submissions included: <ul style="list-style-type: none"> - Inglewood safety concerns - Poor state of existing roading (state highways) - Greater urgency for transitioning to low-emission transport options - Greater use of rail for freight and passenger - Very divergent views on continued investment in roading projects • Guidance from the Group was sought for appropriate responses in the draft Officers Report to some of the submissions. <p>Specific topics of discussion included:</p> <ul style="list-style-type: none"> • How to address the ongoing safety concerns by Inglewood residents (which seem to be disconnecting between Waka Kotahi and NPDC). AS will follow up with Sarah Downs as to how best proceed for real action. • Improving the transparency of Low Cost Low Risk activities – Group agreed to each organisation providing an annual spreadsheet for the RLTP web page that would note the activities proposed for that year. FR will investigate and progress. • Process for Waka Kotahi to follow-up the state highway issues raised by the community through LTP and RLTP consultation – agreed to collate and forward through the issues raised to Dan Tate and Ross Y Anson. • Issues with ensuring appropriate aggregate for projects is available, with quarries facing a range of challenges through RMA and other legislative processes, making it not an attractive business and a number of quarries closing as a result. • The lack of visibility/progress on the SH3 New Plymouth to Hāwera project, despite the first ILM workshop being held on 29 August 2016. • How to progress improved use of rail in the region, especially given the ongoing difficulties in engaging KiwiRail. <p>Changes known thus far to the Programme of activities tables:</p>	<p>AS</p> <p>FR</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> NPDC will be making some changes to their LCLR activities as a result of consequential changes to their networks from projects by the TDHB and Waka Kotahi's SH3 Waitara to Bell Block project. 	
9.	<p>General Business</p> <p>There was no general business.</p>	
10.	<p>Next meeting</p> <p>Scheduled for Wednesday 12 May 2021 this is being followed by a setting of speed limits workshop with the RTC in the afternoon.</p> <p>Meeting closed 12.48pm</p>	

Acronyms commonly used in RTAG meetings

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

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 12 May 2021, 11.30am	
Venue	Taranaki Regional Council	
Present	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Stuart Knarston (SK)	NPDC
	Rui Leitao (RL)	NPDC
	David Brown (DB)	NPDC
	Andrew Higgs (AH)	NZTA
	Wayne Wallace (WW)	NZTA
	Shaun Harvey (SHA)	NZTA
	David Perry (DP)	NZTA (part meeting)
	Junine Stewart (JS)	NZTA (zoom)
	Sarah Hiestand (SH)	TRC
	Liesl Davidson (LD)	TRC - Administrative support
Apologies	Fiona Ritson.	

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>SH welcomed everyone and noted the apologies.</p>	
2.	<p>Minutes of last meeting on 28 April 2021</p> <p>The previous minutes of the RTAG meeting held on Wednesday 28 April 2021 were accepted as true and correct.</p>	
3.	<p>Development of the RLTP 2021</p> <p>Further discussions on responses to submissions (Draft Officers Report) and resulting proposed changes to the draft RLTP.</p> <p>As FR was unable to attend the meeting it was noted that the Draft Officers Report would be circulated to members via email once completed.</p>	
5.	<p>State Highway activities - project updates from Waka Kotahi</p> <ul style="list-style-type: none"> • The group ran through the Waka Kotahi NZTA presentation for the RTC meeting on 2 June 2021. The following points were noted: • There is a new project manager for SH43 - Dominic Carson. • Tangarakau Gorge Project - Stage 1 is the sealing of the first 2kms expected in the next summers planned works. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • The \$18million spent on S²H includes maintenance and includes all state highways in Taranaki • LCLR there will be queries regarding the 45% achieved of budgeted spend by the RTC • SH3 Working Group had a tour of Awakino tunnel bypass at the last meeting. • Speed limit changes – Stratford is not listed. SB wants all 70km to drop to 50km and the community has been asking for this change since 2016 • Waka Kotahi is also required to do a speed management plan to make it consistent across the country. 	
6.	<p>District Council updates on their transport activities Verbal updates provided. Liesl to send reminder about sending through AO updates for the RTC meeting.</p> <p>SDC - SB</p> <ul style="list-style-type: none"> • McBrides Bridge has been completed. • Staff are working on a Statement of Proposal for consultation of changes to the speed limit along Opuanke Road. • Will be starting work on transferring LCLR in to the new spreadsheet and hopefully be able to include some items in Road to Zero. • Tender – Superior Construction have been awarded the contract for five retaining walls around the district. • A tender will be going out this week for a structural inspection contract. • Signed up for GHD structures software. Which automatically uploads in to RAMM. • Discussions with NPDC around the street lighting contract. <p>STDC - VL</p> <ul style="list-style-type: none"> • Maintenance is ongoing – might have saving on maintenance cost and have been pushing contractors to ensure they get everything done. • Road maintenance contract has been awarded. • Reseal contract street lighting contract will be out for tender soon. <p>NPDC - RL</p> <ul style="list-style-type: none"> • Updating LCLR spreadsheet. There are a few jobs that were anticipated to be finished but by the end of the financial year but they will not be. It was suggested that the spreadsheet be made easier to use. • Working with SDC to combine the contract for street lighting. Current contract ends at the end of the year so new contract will start January 2022. 	LD

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Had a meeting with Anna Sanson regarding the Integrated Transport Strategy. 	
7.	<p>Safe Network Programme (SNP) update – Junine Stewart via Zoom</p> <p>JS provided an update on the SNP, with the following points noted:</p> <ul style="list-style-type: none"> • Over last two weeks have been having workshops to finalise the Road to Zero programmes. • Some issues have been identified with groups around what is safety what is road to zero. • On the journey to getting one network speed management plan. • Speed management rule – The projected timeline indicates the latest date for the rule to come in to force at 6 December. Councils will get an updated Speed Management Guide and there will be a new speed management register. 	
	<p>RTAG Terms of Reference – review and reconfirmation</p> <p>It was decided by the Committee to defer the RTAG Terms of Reference review until Waka Kotahi have confirmed their new structure and appointments.</p>	
	<p>Public Transport</p> <ul style="list-style-type: none"> • The TRC will be adopting their LTP on Tuesday at a full council meeting. If it goes through PT will be scoping a new project in the next year of refreshed bus routes. SH will be reaching out to a few parties for assistance. • Bee Cards – SH ran through the bus cards and the system that is used by the Council which provides real, accurate and live data for public transport. • SDC has put in a new bus shelter by the war memorial hall. 	
9.	<p>General Business</p> <ul style="list-style-type: none"> • Outline of proposed agenda for RTC meeting on 2 June 2021 LD and SH ran through the items for the meeting on 2 June. • Stock truck effluent disposal facilities – updates from RCAs Ahititi – Is in the design phase at the moment. The current cost is more than the funding that is available. The consent expires 1 June and the facility will be closed until it is replaced. Exploring options to have facility open but without discharge. • One Network Framework (ONF) – general discussion Initial ONF uploaded in to the RAMM LA’s need to check theirs. 	

Item	Agenda subject	Action
10.	<p>Next meeting</p> <p>Scheduled for Wednesday 4 August 2021</p> <p>Meeting closed 2.17pm</p>	

Unconfirmed

Acronyms commonly used in RTAG meetings

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

Unconfirmed



Date: 2 June 2021

Subject: **State Highway 3 Working Group Minutes - 23 April 2021**

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

Document: 2784354

Recommendations

That the Taranaki Regional Transport Committee:

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

Appendices/Attachments

Document 2762654: Minutes SH3 Working Group Meeting - 23 April 2021

Notes of the meeting of the SH3 Working Party

held at 10.30am on Friday 23 April 2021
at the St Johns Rooms, Mokau

Present:

Angela Strange (Cr)	Waikato Regional Council
Barry Dowsett	Waka Kotahi, Waikato
Harry Duynhoven (Cr)	New Plymouth District Council
Hugh Vercoe (Cr)	Waikato Regional Council
John Sutton	NZ Automobile Association
Kelly Povey	NZ Police Mokau
Matthew McDonald (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Nigel King	Waikato Regional Council
Phil Brodie (Cr)	Waitomo District Council
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Sarah Hiestand	Taranaki Regional Council
Tom Cloke	Taranaki Regional Council
Siubhan Green	Taranaki Regional Council (Admin)
Georgia Ngaia	Taranaki Regional Council
Raj Rajagopal	Waka Kotahi, Waikato (site visit only)

Chair: Hugh Vercoe (Cr) Waikato Regional Council

1. Welcome

The Chair welcomed those present, acknowledging how nice it was to meet in person again. Special welcomes were given to Cnr Angela Strange (Waikato Regional Council) who will be attending future meetings, Kelly Povey (NZ Police Mokau) and Sarah Hiestand (Taranaki Regional Council). All members introduced themselves. Apologies were given. Hugh complimented the group on the ongoing relations.

Apologies:

Anna Sanson	Waka Kotahi, Palmerston North
Cara Lauder	Waka Kotahi, Waikato
David Perry	Waka Kotahi, Taranaki
Emma Speight	Waka Kotahi, Wellington
Joanna Towler	Waitomo District Council
Liam Ryan	Waka Kotahi, Waikato
Pat Duffy (Sgt)	NZ Police, Taranaki
Ross I'Anson	Waka Kotahi, Taranaki
Chris Nally	NZ Transport Agency, Wellington
Sarah Downs	Waka Kotahi Taranaki

2. Notes from the previous meeting

Notes from the previous Working Party meeting of 10 September 2020, previously circulated, were taken as read and confirmed as accurate.

John Sutton/Cr Duynhoven

Matters Arising

Tom noted that the *SH3WP Improvements Sought List* was not included within the Agenda. He wants to ensure it remains visible and the items are addressed.

Sarah advised that Raj Rajagopal will provide an update of the Awakino Tunnel Project during the site visit planned for today.

Updates have been requested from Waka Kotahi on maintenance and other improvement works along SH3 but nothing has been forthcoming.

Barry will provide Waikato's list of updates to compare against the current works. He believes most safety improvements have already been completed or are currently being undertaken. Barry will ensure the list of updates is delivered within one month in order to attach to the notes. The list will be benchmarked against the SH3 North improvements list which Tom and Ross are to prioritise.

BD

TC/RI

Mike asked that an action item be included to ensure the works programs are in relation to the list from Waka Kotahi.

BD

Mathew asked when the passing/crawler lane just outside of Mokau towards New Plymouth would be completed. Barry will find out and advise.

BD

It was noted that new appointments within Waka Kotahi are to be formally announced.

Harry confirmed that there have been no updates regarding works from Emma or Ross. A formal motion was presented that Waka Kotahi provide an update.

ES/RI

Cr Duynhoven/Tom Cloke

John asked if there would be any updates provided as per item 4 on the agenda. Barry advised that the nationwide surveys have been completed & a taskforce created with an action plan being developed for the whole SH network.

John suggested it would be beneficial to see a 'through the years' record. Barry confirmed he believes there is one available that covers the past 5 years and he would provide in to include within the notes.

BD

3. Terms of Reference

The proposed amendments were discussed.

It was agreed that it was a timely review and appropriate to do so. The amendments are considered minor with the biggest change being the removal of the steering group, leaving the current group to continue for its given purpose.

There was discussion around the name change and it was agreed that it is appropriate to amend it to the SH3 Working Group.

There was also discussion around the map and the highway/roads focussed on. Harry enquired as to why the covered area ceased at Piopio as opposed to Te Kuiti. John

questioned whether roads further afield should be considered for inclusion. Tom maintained that the focus should stay on the current roads.

Mike confirmed that the historical rationale behind the formation of the group was to capture those roads that were neglected; supporting the two regions working together on the relevant areas both north and south of Mokau.

Tom asked whether it would be prudent to invite a member of the Bus and Coach Association to join. Mike agreed an invitation should be extended as they were a significant stakeholder.

TC/SG

The relevant changes were agreed upon.

Cr Vercoe/Cr Duynhoven

TRC hold the master copy of the Terms of Reference. Sarah will arrange to produce the new document.

SH

4. Updates on maintenance and other improvement works along SH3

Despite requesting updates, none were received however Raj Rajagopal will be meeting the members onsite for the visit to Awakino.

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

Snr Sgt Robbie O'Keefe provided a verbal update:

- The delays at Awakino Gorge are all but resolved and there were no issues over the Easter weekend whereas prior to that, delays were up to 30 minutes.
- Speed enforcement continues to be policed from Mahoenui to Piopio.
- Sgt Pat Duffy will be on Police Stop 7, filmed catching someone travelling at 170km's
- Operation Picket Fence will continue with patrol cars every 20-30kms. This is proving to help modify public behaviour.
- There have been no fatal crashes since Waitangi weekend 2020 on this stretch of road
- There has been only 1 fatal accident this year in the Taranaki region
- There is currently a drug testing trial happening in NZ but details are unknown.
- The number of safety improvements have helped along with the change in deployment
- The region has averaged approximately 10 fatal accidents annually over the past 10-15 years.
- There has been an increase in traffic on the roads since pre-Covid

Nigel believes the Waikato region is currently at 19 fatalities for the year. Whilst there is a zero tolerance for 0-10km's over the speed limit, the main issue appears to be drug impairment and distraction.

6. General business

Cr Strange chairs the Waikato region Public Transport committee and provided an overview.

- They are working to help reduce isolation for rural communities.
- The train from Hamilton to Auckland is proving to be hugely popular. Commuter numbers are increasing and they are hoping to add more off-peak services.
- Bus service patronage is down approximately 20% in Hamilton.
- Working towards having zero emission buses by 2028
- Trying to transmission to faster and more frequent services
- Working with Hamilton City regarding walk/cycle initiatives
- Looking to create mini-hub networks in communities outside of the city

There was discussion around the Bee card implementation with the long term aim being a nationwide fare system that can be used on the bus and Te Huia.

7. Members collected the bus to attend a site visit and presentation at the Awakino Gorge Project, returning to Mokau at 1.30pm.

8. 8 October 2021, Mokau

Meeting closed at 11.30am (followed by the Awakino site visit)



Date: 2 June 2021

Subject: **Active Transport (Walking and Cycling) Update**

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

Document: 2777330

Purpose

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

Recommendations

That the Taranaki Regional Council:

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

Background

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

New Plymouth District Council	Liz Beck, Integrated Transport Coordinator
Taranaki Trails Trust	Charlotte Littlewood, Trustee

New Plymouth District Council

4. A Powerpoint presentation will be provided at the meeting.

Taranaki Trails Trust

5. A verbal update will be provided at the meeting, by Charlotte Littlewood, on the activities of the Taranaki Trails Trust.

Waka Kotahi NZ Transport Agency

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

Financial considerations—LTP/Annual Plan

7. 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

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

Iwi considerations

9. 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

10. 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

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



Date: 2 June 2021

Subject: **Submissions for endorsement**

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

Document: 2785925

Purpose

1. The purpose of this memorandum is to seek formal endorsement from the Committee on the following regional submissions that have been undertaken since the last meeting:
 - Submission on *Waikato Draft Regional Land Transport Plan 2021-2051*
 - Submission on *Horizons Draft Regional Land Transport Plan 2021*
 - Transport-focused submission on the *Climate Change Commission Draft Advice*.

Recommendations

That the Taranaki Regional Council:

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

Waikato Draft Regional Land Transport Plan 2021-2051

2. As with other regional councils, Waikato Regional Council, has been consulting as part of its review of its regional land transport plan. Officers took the opportunity as part of that process to make a submission on Waikato's draft *Regional Land Transport Plan 2021-2031* (Waikato RLTP), by the deadline of 21 March 2021.
3. The submission noted that the policy frameworks between the revised RLTPs of Taranaki and Waikato are well-aligned. In brief, the submission made the following key points:

- Supports the identification of that part of State Highway 3 (SH3) connecting the Waikato and Taranaki regions through the Awakino Gorge as being of strategic importance in the draft Waikato RLTP.
 - Supports the listing of the collaborative SH3 Working Group within the stakeholder actions to complement programme implementation. The Council also took the opportunity to thank the Waikato Regional Council for its long-standing active membership of the SH3 Working Group.
 - Supports the policy framework in relation to SH3, particularly policies seeking to improve network resilience and route security on key strategic corridors and that supports inter-regionally significant transport activities.
 - Strongly supports proposed funding for the SH3 Awakino Gorge to Mt Messenger Corridor project. However, the submission sought clarity on what this proposed activity involves, as it understood that the funding for this project had already been committed.
 - The submission seeks and strongly supports the construction of stock truck effluent disposal facilities, particularly those that will service SH3 south of Hamilton to the border with Taranaki.
4. A copy of the submission is appended to this memorandum.

Horizons Draft Regional Land Transport Plan 2021

5. As with other regional councils, Horizons Regional Council has been consulting as part of its review of its regional land transport plan. Officers took the opportunity as part of that process to make a late submission on Horizons draft *Regional Land Transport Plan 2021-2031* (Horizons RLTP).
6. The deadline for submissions was 17 March 2021 with permission received to make a late submission on 30 March 2021.
7. The submission generally supports the policy framework set out in the draft RLTP noting that it aligns well with the Taranaki RLTP and addresses many of the complexities involved in the Manawatū-Whanganui transport network.
8. Notwithstanding the above support, the submission sought that the Horizons RLTP seek consideration for the establishment and operation of stock truck effluent disposal facilities. As Members are aware, this Council have long-advocated for neighbouring regions to improve their facilities to create the overall disposal network that was envisaged, and that would support the sites that Taranaki installed in the early 2000s.
9. While the submission acknowledges that issues associated with the disposal of stock truck effluent disposals may not be as prominent an issue in the Horizons region, for the purposes of better-integrated management the Council seeks the construction of stock truck effluent disposal facilities in neighbouring regions. It was noted in the submission that Taranaki's southern site on SH3 near Waverley (and similarly our northern one at Ahititi on SH3) come in for heavier use than anticipated due to a lack of corresponding sites across our borders.
10. A copy of the submission is appended to this memorandum.

Climate Change Commission Draft Advice

11. He Pou a Rangī, the Climate Change Commission (the Commission) consulted on its Draft Advice (the Advice) from 31 January 2021 to 28 March 2021. The Advice included recommendations to the Government on climate change, including carbon goals.
12. While Council members of the Committee individually submitted on the Advice commenting on broader issues of relevance to councils, including some transport matters, it was considered appropriate for the Committee to prepare a submission focused entirely on the transport-related components of the Advice. Input into this submission by the Regional Transport Advisory Group and the Committee was undertaken by email.
13. In brief, the submission made the following key points:
 - Notes the Committee supports Climate Change Commission’s objectives and policy direction set out in the Advice. The Committee recognise the significance of climate change and acknowledges the important role that the transport sector will play in reducing greenhouse gas and local pollutant emissions.
 - Supports the sense of urgency expressed in the Advice, particularly given long lead-in times for transport infrastructure, housing and land development, and the associated life span of infrastructure, vehicles and buildings.
 - Supports the overall CO₂-e targets. While the targets are ambitious, they set the tone for the “not-BAU conversation” noted above.
 - Notes that, to realise the emissions reductions required of these budgets, significant investment in expanding public transport, and safe walking and cycling networks will be needed. Seeks express recognition that additional funding will need to be made available for new initiatives and financial assistance rates and/or alternative financing methods will be critical to this.
 - Seeks that measures to reduce the need for travel and increase mode shift to active modes and public transport (PT) – supported by compact urban form – be prioritised ahead of a reliance on quick transition to a fully electric private vehicle fleet.
 - Seeks recognition that external funding of the changes sought is essential, as provincial districts simply do not have the funding capacity to make meaningful change when sourced from such a small ratepayer base.
 - Seeks express recognition that rural New Zealand has different needs than urban New Zealand and that a ‘one size fits all’ solution will not work. For example, there will never be a viable passenger transport option across large sections of the broad rural landscape of Taranaki.
 - Seeks significant changes in the policy and regulatory environment to achieve the targeted emission reductions, including pricing tools.
14. A copy of the submission is appended to this memorandum.

Financial considerations—LTP/Annual Plan

15. 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

16. 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

17. 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

18. 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

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

Appendices/Attachments

Document 2735134: Submission on Draft Waikato Regional Land Transport Plan

Document 2744164: Submission on Horizons draft Regional Land Transport Plan 2021

Document 2735125: RTC submission to Climate Change Commission on Draft Advice 2021



18 March 2021
Document: 2735134

Transport and Infrastructure,
Waikato Regional Council
via email to transport@waikatoregion.govt.nz

Submission on Draft Waikato Regional Land Transport Plan

Introduction

The Taranaki Regional Council (the Council) thanks the Waikato Regional Council for the opportunity to make a submission on the *Draft Waikato Regional Land Transport Plan 2021-2051* (Waikato RLTP).

The Council makes this submission in recognition of its:

- functions and responsibilities under the Land Transport Management Act 2003; and
- regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

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

General comments

- The Council congratulates Waikato Regional Council staff and councillors for the high quality and succinctness of the draft Waikato RLTP. There are great complexities involved in the Waikato transport network and these are well addressed in the Plan.
- The policy frameworks between the revised RLTPs of Taranaki and Waikato are well-aligned and this is supported.
- The Council agrees with the transport problems identified in the draft Waikato RLTP and supports the strategic framework outlined to address these.
- The Council notes that the 'Problems' and 'Objectives' of the draft Waikato RLTP are particularly well-defined. Council also considers the 'Regional Land Transport Plan at a glance' diagram on page 7 to be very useful in summarises the Plan framework – from vision, targets, and problem definition through to programme implementation.
- The Council further considers Table 1 [Summary of key strategic drivers shaping RLTP 2021] in section 1.3.2 of the draft Waikato RLTP to be a useful and concise summary of what has, and continues to be, a very dynamic environment for transport planning.

Set out below are specific comments on aspects of the draft Waikato RLTP of particular interest to this Council.

Inter-regional corridor of State Highway 3

The Council supports the identification of that part of State Highway 3 connecting the Waikato and Taranaki regions through the Awakino Gorge as being of strategic importance in the draft Waikato RLTP.

This section of the state highway network is a transport corridor of strategic importance to both regions, and is recognised as such within both the Taranaki and Waikato RLTPs. The Council notes that the SH3 corridor is the only viable freight link between Waikato and Taranaki (there is no direct rail link and limited sea freight movements). It is of particular importance to the movement of people in and out of our respective communities, the viability of industries in Taranaki being able to compete in the northern North Island and export markets, for regional tourism, and for access to other services and facilities in major centres to the north of Taranaki (including medical appointments). With traffic volumes increasing significantly in recent years, a sound arterial and state highway roading network will be required to ensure that the maximum social and economic benefits to both regions are to be realised.

The corridor is one of only three key roading corridors into/out of the Taranaki region. Key lifeline issues are also involved with this section of SH3 as it has a history of road closures due to its surrounding topography and limited access points.

SH3 Working Group and SH3 Awakino Gorge to Mt Messenger Programme

The Council supports the listing of the collaborative SH3 Working Group within the stakeholder actions to complement programme implementation. The Council also takes this opportunity to thank the Waikato Regional Council for its long-standing active membership of the SH3 Working Group.

The SH3 Working Group was established in 2002 in response to ongoing concerns about the route security, safety and efficiency of the section of SH3 between Taranaki and Waikato. The SH3 Working Group and its member organisations have been actively advocating on the need for improvements to SH3 for many years, particularly the Mt Messenger and Awakino Gorge sections of the highway. The advocacy efforts of the SH3 Working Group are largely responsible for the Awakino Gorge to Mt Messenger Programme of improvement works currently in progress.

Policy framework in relation to SH3

The Council supports the following policies in the draft Waikato RLTP that are of particular relevance to Taranaki:

- Improve network resilience and route security on key strategic corridors
- Supporting inter-regionally significant transport activities.

The Council also notes and strongly supports the following acknowledgements of SH3 in the draft Waikato RLTP:

- Section 1.2 [The region’s strategic approach to land transport] notes, *Planning and construction of SH3 Awakino Tunnel and Mt Messenger bypasses as a key achievement of the current approach* (p13).
- Continued recognition of SH3 in the Key Strategic Transport Corridors listed in Section 2.2 (p24), which states “*SH3 is the key interregional connection between the Waikato and Taranaki regions*” and the depiction of this on the related Map 2 (p25) which notes, “*SH3 – Key interregional freight and people corridor linking the Waikato and Taranaki.*”
- Section 3.5 [The impact of climate change on route security and resilience], SH3 Awakino Gorge is specifically mentioned within the ‘snapshot of resilience issues’.
- Section 4.3 [Strategic corridors and economic development template] the second priority for Objective 1 of “*Improve network resilience, route reliability and safety on key strategic corridors including... SH3 – in recognition of its economic and lifeline importance for the Taranaki region and King Country*”. (p52)

Further:

- The Council notes Section 4.5 (p76) specifically mentions Port Taranaki both in the text and in the related Map 9 (p106). Council suggests that, while it might not be necessary to show Port Taranaki on *Map 1 [10 Year Transport Priorities for the Waikato Region]* (p9), it would be useful to show Port Taranaki in *Figure 12 [Freight volumes in the Waikato region]* (p36) to provide clarity for non-familiar readers as to a key origin for some of the freight shown coming from Taranaki on SH3.
- The Council notes and supports the inclusion of New Plymouth on Figure 11 (p34) showing projected population growth to 2041.
- The Council strongly supports the inclusion of the following within Table 5 [Interregionally significant activities] (p73) of Section 5.4, including the reference to Port Taranaki –

Significant interregional activities to Taranaki	
<ul style="list-style-type: none"> • Construction of the Mt Messenger and Awakino Gorge SH3 improvement projects to improve freight efficiency and safety. • Interregional planning activities that consider resilience, safety, route security and reliability outcomes and support appropriate related transport investment responses. 	<p>Network resilience and road safety are critical issues on the SH3 corridor, which has major lifeline constraints at Mt Messenger and Awakino Gorge. Concluding the improvement works on SH3 at Mt Messenger and the Awakino Gorge is essential to address these issues and maintain good connections with Taranaki and the port of Taranaki.</p>

- The Council strongly supports the in Section 5.5 [Significant transport activities for our region to be funded outside of the NLTF] to “...*Construction of the Mt Messenger and Awakino Gorge SH3 improvements, funded through the Government’s Accelerated Regional Roadway Package.*”

Programmed activities in relation to SH3

The Council supports the inclusion of the following activities currently listed within the Regional Programme of Transport Activities (Section 5 and Appendices 6 and 7) that directly related to improving SH3 within the Waikato region. However, Council is concerned that the majority of these have no funding assigned against them. The Council queries why this is the case, and seeks further information on what safety improvement

works are proposed within these projects.

Table 6: Road to Zero

Project Name	Organisation Name	National Profile	Activity Phase	21/22	22/23	23/24	24/25	25/26	26/27	Total Cost for 6 Years	Total NLTF Share for 6 Years	Primary Contribution to Objectives
SH3 Hamilton to Te Awamutu	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Hamilton to Te Awamutu	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Hamilton to Te Awamutu	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Otorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Otorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Otorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Otorohanga to Te Kuiti	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Business Case	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	Safety
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	Safety
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	\$ -	\$ 4,300,000	\$ 4,300,000	Safety
SH3 SH3 and SH4 Intersection	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ -	\$ 375,000	\$ 375,000	Safety
SH3 Te Kuiti to Piopio	Waka Kotahi	M-VH-H	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Te Kuiti to Piopio	Waka Kotahi	M-VH-H	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
SH3 Te Kuiti to Piopio	Waka Kotahi	M-VH-H	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety

The Council is strongly supportive of the proposed funding highlighted below from Table 6 (p118) for the SH3 Awakino Gorge to Mt Messenger Corridor project which has seen a range of excellent improvements made to the route so far. However, the Council seeks clarity on what this proposed activity involves, as it understood that the funding for this project had already been Committed.

SH3 Awakino Gorge to Mt Messenger Corridor	Waka Kotahi		Implementation	\$ 600,000	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 6,127,000	\$ 6,127,000	Safety
--	-------------	--	----------------	------------	-----------	------	------	------	------	--------------	--------------	--------

The Council further supports the inclusion of those activities in Appendix 7 [Significant transport activities table] of the draft Waikato RLTP, which includes these *Road to Zero* projects to address safety concerns along these corridor sections, including intersection safety improvements.

Stock truck effluent in-transit disposal facilities

As noted through the years, including in in our letter of 18 March 2018 to the Chair of the Waikato Regional Transport Committee, Cr Hugh Vercoe, the Council is highly supportive of efforts to implement the Waikato Stock Truck Effluent Strategy. The Council therefore strong supports implementation measure M44 (p62), which reads “...WRC and RCAs to continue to roll out implementation of stock truck effluent disposal sites through the region, as guided by the Waikato Regional Stock Truck Effluent Strategy and associated business case.”

The Council seeks and supports the construction of stock truck effluent disposal facilities, particularly those that will service SH3 south of Hamilton to the border with Taranaki.

The Council thanks Waikato Regional Council councillors and staff of the Waikato Regional Council for their long-standing efforts to progress the construction of stock truck effluent

disposal facilities. Such disposal sites will complement those already in operation in Taranaki. However, the Council is aware of ongoing challenges to progress the installation of a site on SH3 near Piopio or the SH4 intersection. It is firmly hoped that progress will be made in the 2021-24 period to address this, especially given the ongoing heavy usage that the SH3 Ahititi site in north Taranaki experiences as a result and the upgrade to that site currently in design.

Other comments

The Council strong support for the opportunities for the future role of rail outlined in Section 3.4 (p38) of the draft Waikato RLTP. The Council is very supportive of the changes to the GPS 2021 that acknowledge that rail plays an important role in the national and regional land transport system, particularly for the movement of freight. The Government's recognition of opportunities to enhance the role of rail, as outlined in the draft *NZ Rail Plan*, are fundamentally important. This outlines a vision for New Zealand's national rail network to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail.

The Council notes Waikato-Tainui's inland port development at Ruakura outlined on p38 of the draft Waikato RLTP, and agree that this is an inter-generational development of national significance.

The Council supports the following points within section 3.7.1 [Key access and mobility issues for rural areas] of the draft Waikato RLTP that are of particular relevance to Taranaki (and particularly the last point noting lack of funding support to meet the intent).

- *Transport choice is limited. For people who do not have access to a car in rural areas, transport choices to access services in larger centres can be non-existent, inaccessible, inconvenient or expensive... this situation is impacting on the economic and social vitality of rural communities.*
- *Providing equitable transport choice requires a different strategic response to traditional models, such as providing more targeted and demand responsive services.*
- *Higher proportions of residents with fixed incomes makes it harder to raise rates to fund transport options. This impacts on the level of service that can be provided and the type of solutions that can be considered.*
- *The funding model for public transport... is complex and requires coordinated action by multiple organisations. In practice, this makes it difficult and slow to improve public transport outcomes.*
- *The Regional Connections Committee and Regional Transport Committee submissions to the Waka Kotahi Investment Programme pointed out that **while it is a stated priority to improve public transport outcomes, the funding to support this isn't yet there.***

Finally, the Council supports Section 3.7.2 [Key access and mobility issues for urban areas] of the draft Waikato RLTP that are also of relevance to Taranaki region, including:

- *The Mode shift headline target for RLTP 2021 of "... Year on year, trips per capita by public transport and active modes significantly increase, while trips per capita by private motor vehicle decrease." (p44).*

- Under Active transport modes, support for the inclusion of referenced statements that “...The adverse public health impacts of car dependency are of a similar scale to road trauma statistics, but are less well recognised” and “...A lack of access to transport is known to reduce participation and quality of life for many people.”

Summary and conclusion

The Council appreciates the opportunity to comment on the Draft Waikato RLTP. The Council generally supports the policy framework set out in the draft RLTP noting that it aligns well with the Taranaki RLTP and addresses many of the complexities involved in the Waikato transport network. Matters raised in this submission only seek to build on synergies and alignment between the two RLTPs.

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

The Council does not wish to be heard in regard to this submission.

Yours faithfully
SJ Ruru
Chief Executive



per: MJ Nield
Director - Corporate Services



30 March 2021
Document: 2744164

Horizons Regional Council
via email to transport@horizons.govt.nz

Submission on Horizons draft Regional Land Transport Plan 2021

The Taranaki Regional Council (the Council) thanks the Horizons Regional Council for the opportunity to make a late submission on the *Horizons draft Regional Land Transport Plan 2021-2031* (Horizons RLTP).

The Council regrets that it was unable to make a submission by the closing date of 17 March, due to the challenges in getting our own RLTP out for consultation. The Council offers the following brief comments now:

- The Council congratulates Horizons Regional Council staff and councillors for the high quality and succinctness of the draft Horizons RLTP.
- The Council generally supports the policy framework set out in the draft RLTP noting that it aligns well with the Taranaki RLTP and addresses many of the complexities involved in the Manawatū-Whanganui transport network.
- Notwithstanding the above support, the Council is concerned that there was no mention in the document to the establishment and operation of stock truck effluent disposal facilities. This Council have long-advocated for neighbouring regions to improve their facilities to create the overall disposal network that was envisaged, and that would support the sites that Taranaki installed in the early 2000s. The Council appreciates that this is not as prominent an issue in the Horizons region, however our southern site on SH3 near Waverley (and similarly our northern one at Ahititi on SH3) come in for heavier use than anticipated due to a lack of corresponding sites across our borders. The Council seeks the construction of stock truck effluent disposal facilities in neighbouring regions, and requests that the need for these to be progressed is not lost.

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

The Council does not wish to be heard in regard to this submission.

Yours faithfully
S J Ruru
Chief Executive

A handwritten signature in blue ink, appearing to read 'M J Nield', is written over a white background.

per: M J Nield
Director - Corporate Services



29 March 2021
Document: 2735125

Climate Change Commission
PO Box 24448
Wellington 6142
via email to Astrid.Nunns@climatecommission.govt.nz

Attention: Submissions Analysis Team

Submission on Draft Advice 2021

Introduction

The Taranaki Regional Transport Committee (the committee or Taranaki RTC) thanks the Climate Change Commission (CCC) for the opportunity to make this submission on the *Draft Advice for Consultation* (the Advice).

This submission has been prepared by the Taranaki RTC, which the Taranaki Regional Council convenes under the *Land Transport Management Act 2003*. The Taranaki RTC is comprised of representatives from the Taranaki Regional Council, New Plymouth District Council, Stratford District Council, South Taranaki District Council and Waka Kotahi. Taranaki RTC responsibilities include regional planning and advocacy on transport related matters for Taranaki. Of note is the review and preparation of the *Draft Taranaki Regional Land Transport Plan 2021-2027* (RLTP), which is currently out for public consultation.

The Taranaki Regional Council will be making a separate submission on the Advice commenting on broader issues of relevance to the Council, including some transport matters. However, this submission focuses entirely on the transport-related components of the Advice. The Taranaki RTC notes that this submission is strongly aligned with feedback provided by the Transport Significant Interest Group and Taranaki Regional Council, while also supporting specific submission points made by Port Taranaki Ltd.

General comments

The Taranaki RTC supports CCC's objectives in preparing the Advice. The Committee recognise the significance of climate change and the need for New Zealand to move away from 'business as usual' (BAU) to ensure that New Zealand achieves a sustainable low carbon future.

The Taranaki RTC offers the following comments and trust they will assist in ensuring that the Advice and the resulting policy serve New Zealanders well in achieving the necessary changes and carbon goals.

- Strongly supports the policy direction signalled in the Advice, and acknowledge the important role that the transport sector will play in reducing greenhouse gas and local pollutant emissions.
- Support the sense of urgency expressed in the Advice as demonstrated by the focus on gross emissions reductions, which is particularly important for achieving the Government's 2050 goals. This urgency is especially important given long lead-in times for transport infrastructure, housing and land development, and the associated life span of infrastructure, vehicles and buildings.
- Support proactive strategies and tactics that meet New Zealand's climate goals while supporting communities' environmental, social, economic and cultural well-beings.
- Support the overall CO₂-e targets. While the targets are ambitious, they set the tone for the "not-BAU conversation" noted above.
- Note that, to realise the emissions reductions required of these budgets, significant investment in expanding public transport, and safe walking and cycling networks will be needed. This is necessary to ensure that they can accommodate the required mode shift safely, efficiently and affordably in the short timeframe these budgets cover.
- Strongly note that the scale of investment required to deliver on mode shift targets is beyond the capacity of the current local/central government funding models. Seek express recognition that additional funding will need to be made available for new initiatives and financial assistance rates and/or alternative financing methods will be critical to this.
- Seek that measures to reduce the need for travel and increase mode shift to active modes and public transport (PT) – supported by compact urban form – be prioritised ahead of a reliance on quick transition to a fully electric private vehicle fleet. The dominance of the urban streetscape by private vehicles will not be solved by converting all fossil-fuelled vehicles to zero carbon. A substantial re-allocation of road space to walking, cycling and zero emission PT will be needed. For regions where PT or active transport are not well-used attention on methods to facilitate behaviour change will be important to driving down emissions. This will deliver important co-benefits for the community.
- Seek recognition that external funding of the changes sought is essential, as provincial districts simply do not have the funding capacity to make meaningful change when sourced from such a small ratepayer base.
- Seek express recognition that rural New Zealand has different needs than urban New Zealand and that a 'one size fits all' solution will not work. For example, there will never be a viable PT option across large sections of the broad rural landscape of Taranaki, and there needs to be recognition that the road transport network is key to keeping these commercial rural properties functioning.
- Seek significant changes in the policy and regulatory environment to achieve the targeted emission reductions. The availability of pricing tools – like congestion charging, variable or distance based charging – are needed to manage demand, encourage ride sharing or more efficient trips and contribute to reducing emissions.

Consultation Question 1 — Principles to guide our advice.

Do you support the principles we have used to guide our analysis? Is there anything we should change, and why?

The Taranaki RTC **supports** the seven principles that have guided the Advice preparation, and makes the following specific comments:

- Principle 2 *Focus on decarbonising the economy* will challenge the public and private sector, including the transport sector, to change, rather than meeting targets by using forestry or offshore offsets.
- Principle 5 *Transition in an equitable and inclusive way* will be crucial with transitioning towards a carbon-free transport system. Transport is an enabler for people to access economic, social and educational opportunity and there is a risk that people will be left behind if the transition is not well managed. This is particularly a risk for rural or remote communities that may also have a large proportion of people with a lower socio-economic background. While the Advice very correctly notes the need to ensure that the proposed scenarios do not have a disproportionate effect on Māori and low-income New Zealanders, another vulnerable group – rural and small town New Zealanders – appear to be overlooked in the discussions of equity impacts. The Taranaki RTC requests that engaging with and providing for rural communities should be a “necessary action”.
- Principle 7 *Leverage co-benefits* – The transition of the transport system towards carbon zero provides great opportunities to create co-benefits, including improved health (active mode usage), reduction of other harmful emissions, improved road safety, and broader wellbeing (e.g. more liveable urban environments). There is also an opportunity to support innovation and New Zealand industry. For example, decarbonising the bus fleet, done well, will support local manufacturers and help create a new skilled part of our workforce.

Consultation Question 8 — Central and local government working in partnership

Do you support ‘Enabling Recommendation 4’ [Central and local government working in partnership]? Is there anything we should change, and why?

The Taranaki RTC supports the CCC’s comments on the importance of engaging with local authorities to develop local solutions and providing funds and funding mechanisms to let them develop those solutions. However, this does not derogate from central government’s responsibility to lead climate change response. Furthermore, the Committee believes that the Advice does not go far enough in supporting that collaboration.

More specifically, the Taranaki RTC submits that a centrally led approach enables local collaboration, which includes enabling policy development and implementation at a local level to address regional contributions to national emissions. Centralised policy could be used to then make up any shortfalls in aggregated regional contributions against the national targets. The Committee believe that this approach will generate more total reductions, will be more focused and will have greater local buy-in than centrally imposed policies.

- The Taranaki RTC **fully supports** that “*central and local government work together*”.
 - There is a need for true partnership between central and local government in the areas highlighted in Enabling Recommendation 4, to achieve the ambitious goals recommended by the Commission. True partnership means equal or similar and not a one-way exchange of information or policies. The Committee notes that regions may contribute in different ways – some may be placed to make stronger contributions than others do, due to their urban form and greater range of transport options.
 - This partnership needs to start early on, by working out jointly how to work as partners and by jointly developing the work plan mentioned under the heading “progress indicators”.

- Local government has more direct access to and relationships with our communities, and the Taranaki RTC agrees with the statement “*our communities know what actions need to be taken to benefit or empower them*” (p.20).
- Funding models will need to be reviewed if significant changes to local transport networks are required to achieve national emissions targets. For those projects the benefit no longer sits with the local community but at the national level. Rates and associated decision-making mechanisms around rates are not an appropriate mechanism for nationally driven needs and benefits. For example, consideration could be given to devolving funding to regional partnerships of councils and local Waka Kotahi teams, to deliver sustainable transport priorities set out in RLTPs.
- Reviewing funding models and legislative frameworks will require a strong partnership approach.
- Notes that the *Land Transport Management Act* (LTMA) is missing in the legislation that needs to be aligned.

Recommendation(s):

- that the regional sector be involved in the design for national policy, strategy, legislation and funding approaches regarding transport due to the role we have in setting regional transport strategy
- that the *Land Transport Management Act* (LTMA) is added to the list of legislation that needs to be aligned.

Consultation Question 12 — the path to meeting the 2035 budgets

Do you support the overall path that we have proposed to meet the first three budgets? Is there anything we should change, and why?

- The Taranaki RTC **strongly agrees** that reducing emissions from the transport sector is a key action to achieve the proposed emissions budgets and **supports** the proposed actions for the sector.
- The Taranaki RTC would like to see more focus in the overall transport advice on reducing the need to travel, through short term measures (like changing the way/when/where/how we work) to measures with long lead in time (like better integration of urban planning and transport). In the hierarchy of interventions, reducing the need to travel should come before mode shift, and mode shift before fleet changes.
- The Taranaki RTC notes that significant consideration to regulatory design will be needed that covers behaviour change, provision of attractive alternative means of transport as well as a mixture of incentives and disincentives.
- The Taranaki RTC suggest that, in addition to electric vehicles, more attention must be given to other alternatives to fossil fuels, such as hydrogen. Reference is made to the detailed submission made by Hiringa Energy in this space, particularly in its potential to support accelerated decarbonisation of the heavy transport sector.
- While accelerating uptake of the electric vehicle fleet is important, the Taranaki RTC would like to see a greater emphasis on investing in high quality, electric public transport and safe, connected and attractive active mode networks. This will have additional benefits to emission reductions, like increasing the overall liveability of our cities by reducing the space occupied by private vehicles.

- The Taranaki RTC questions how realistic the proposed speed of electric vehicle (EV) uptake is. New Zealand has one of the oldest vehicle fleets in the world, and as a small market may not attract much attention from EV manufacturers as an area to prioritise supplying. The Committee also notes the affordability and equity issues raised in this context, particularly for rural or remote communities.
- The proposed budget assumes that the share of average household travel distance per person by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030. The Taranaki RTC notes that:
 - these percentages can only be applied to the significant urban populations, with targets and methods of achieving change to be developed for rural communities
 - increases of this magnitude will place significant pressure on these networks
 - significant investment in public transport infrastructure and services is needed to make it more attractive and accommodate future growth. One way of achieving this could be higher funding assistance rates for these activities, and higher levels of developer contribution to infrastructure and services
 - very long lead in times for rail projects mean the funding and investment needs to be confirmed as soon as possible if we are to accommodate required mode shift
 - significant investment will also be needed in safe active mode networks and facilities to support the required uptake in these trips safely. This includes investing in safe walking and cycling infrastructure for first and last trips to public transport, as achieving public transport mode shift targets requires safe first and last leg trips.
- The Taranaki RTC seeks greater recognition of the role of urban form in contributing to emissions reduction budgets and that the role of urban form be given a higher profile in the report's actions and recommendations. Where people live and work, and the choice this provides for how they travel, will be a critical factor influencing transport generated carbon emissions in the future, as our population continues to grow. Urban drift is a factor in human historical behaviour that should be factored into future urban design.
- More attention should be given to the freight sector, which is only covered very briefly in the Advice. Rail and short sea/coastal shipping will need to play a much bigger role in the future, and more funding will be required to make these modes competitive. This includes making sufficient rail funding available throughout the country, rather than just focusing on the metros. Consideration should also be given to regulatory moves that would favour more efficient modes and reduce the rate of CO₂ emitted per tonne of freight moved, particularly an early shift to these modes which will increase fuel efficiency ahead of full electrification.
- The Taranaki RTC notes that the pathway for heavy transport and movement of freight relies heavily on an electrification solution. The planned measures appear to be weighted toward the third budget period presumably relying on technology development and transformation of sustainable and affordable fuels. Interestingly to achieve the 2050 targets there is an expectation that almost all land transport would need to be decarbonised.
- The Taranaki RTC questions whether the settings are in place and is the investment quantified to support a switch of 4% of the freight demand from road to rail/coastal shipping by 2030. Given the geographic spread of production of New Zealand's exports and the challenge of a constrained rail network, how practical is the transfer of freight to coastal shipping? What is the size of that task and how feasible is it to achieve that?
- The Taranaki RTC suggests that freight considerations need to take place at two levels. There is a major freight task related to the export of goods. The other major freight task

relates to servicing our communities/the distribution of freight within New Zealand and the relative contributions made by the long-haul and short-haul last mile distribution network.

Consultation Question 14 — Transport

Do you support the package of recommendations and actions for the transport sector? Is there anything we should change, and why?

- The Taranaki RTC **strongly supports** all the actions and associated recommendations for the transport sector.
- In relation to Necessary Action 2, the Taranaki RTC:
 - Seeks clarification whether this action refers to a national network (i.e. transport between regions) or a more consistent regional networks across New Zealand. A truly integrated national network of the envisaged nature would require very significant additional funding.
 - Recommends that more emphasis is placed on integrated transport planning to provide an effective framework for achieving national long-term goals. National level transport strategies need to work together with regional and local plans to deliver the outcomes sought.
 - Regarding recommendation 2a notes that strong direction in the *GPS on Land Transport 2021* to supporting low emissions public transport, walking, and cycling. Key issues in operationalising the intent of the GPS are the availability of funding (including affordability of local share) and the sometime onerous processes required to unlock that funding. The Committee also notes that, following the current development cycle, the next GPS is not due until 2024. The lack of funding for new significant sustainable transport activities in the 2021-24 GPS is a concern. This must be addressed by the government by allocating additional Crown funding to top up the funding available through the National Land Transport Fund.
 - **Strongly supports** recommendation 2b to “*significantly increase the share of central government funding available for these types of transport investment*” as current funding levels will not support the changes needed to develop the transport network envisaged by the Commission. However, the Committee believes that the existing centralised funding model – with Waka Kotahi holding the purse strings – has to be reformed. The Committee also notes that current public transport funding discussions often relate to infrastructure projects. Mode shift will also require significant funding increases of public transport services, to enable more frequent services and longer hours of operations.

Necessary action 2
Develop an integrated national transport network to reduce travel by private vehicles and increase walking, cycling, low emissions public and shared transport
We recommend that, in the first budget period the Government progress the following steps to meet emissions budgets:
<ul style="list-style-type: none"> a. Deliver specific and timebound targets to increase low emissions public and shared transport and walking and cycling, and supporting infrastructure through strengthening the direction of the Government Policy Statement on Land Transport. b. Significantly increase the share of central government funding available for these types of transport investment, and link funding with achieving our emissions budgets. c. Improve mobility outcomes through measures including supporting public transport uptake nationally and locally by reducing fares for targeted groups (such as for those under 25 years of age), and improving the quality and integration of services. d. Encourage Councils to implement first and last kilometre travel solutions in their transport networks, such as increased on-demand and shared vehicle and bike services, secure park and ride solutions at public transport, and encouraging micro-mobility options. e. Further government encouragement for working from home arrangements.

- Seeks more clarity about the proposal to link funding with achieving emissions budgets and how this would be implemented. Investments in infrastructure and services supporting mode shift (for example) will contribute to, but not guarantee, specific outcomes.
- **Strongly supports** recommendation 2c *“improve mobility outcomes through measures including supporting public transport uptake nationally and locally by [...] improving the quality and integration of services”*. The Committee **notes** that the clause *“by reducing fares for targeted groups (such as for those under 25 years of age)”* can have many positive social and economic benefits for the targeted groups, but can also have less positive impacts (including encouraging targeted groups to travel more and reducing public transport capacity, particularly at peak and shoulder hours, for private vehicle commuters that we most want to shift mode).
- Regarding recommendation 2d, the Committee notes that many councils are already planning and implementing first and last kilometre travel solutions to increase the ‘reach’ of their public transport networks. The Committee would like to see government *“partner with councils”* to support and facilitate this work, rather than simply *“encourage”*.
- **Supports** the recommendations under Necessary actions 3 and 4, including the recommendation to *“Place further emphasis on decarbonising the rail system, and establish an investment strategy and clear targets to increase the share of rail and coastal shipping”*.
- Notes that accelerating the uptake of electric vehicles has an important role to play in achieving New Zealand’s climate emission reduction goals. However, the Committee suggests that reducing the need for travel and mode shift to active modes and public transport – supported by compact urban form – should be prioritised ahead of a reliance on quick transition to a fully electric private vehicle fleet. This will deliver important co-benefits for the community.
- Seeks consideration of some additional areas to support the emission reduction budgets in the transport sector, including:
 - A recommendation to **remove regulatory barriers**, such as cumbersome traffic resolution processes, which significantly slow or hinder delivery of walking, cycling and public transport infrastructure.
 - A broader recommendation around **reducing travel demand and encouraging more efficient travel** – capturing more flexible working times and other arrangements (not just work from home) to allow for more off-peak travel and to encourage increased vehicle occupancies.
 - A recommendation to make legislative changes to **enable the delivery of road pricing tools** to manage travel demand, influence mode shift and encourage ride sharing – with the added benefit of less traffic making active modes more attractive.
 - A recommendation to **accelerate the uptake of e-bikes** (alongside new cycle network infrastructure) by subsidising the up-front cost purchase cost, partnering with local suppliers to smooth freight supply issues, and funding the quicker roll-out of associated charging and secure parking facilities.
 - A recommendation around **strengthening land use and transport integration**, in particular facilitating higher-density, energy-efficient housing development, especially along key public transport corridors and nodes. The role of urban form in contributing

to emissions reduction budgets is not given enough profile in the report recommendations.

- A recommendation that identifies targeted policy and investment to **transition from lower efficiency to higher efficiency transport modes** ahead of replacement technologies, e.g. use of coastal shipping (including incentives to create a domestic industry) and significant reinvestment in rail, to make it the preferred long-distance freight option (particularly in the multi-modal and freight forwarding business).
 - A recommendation to **examine changes to the current land transport funding model** to determine the best way to fund the transition to, and management of, the future network needed to achieve the envisaged emission reduction targets. The transport funding model will need to be changed to accommodate the decrease in petrol vehicles (i.e. revenue generated through Fuel Excise Duty). A new funding model needs to enable local government to use various mechanism, such as road pricing and parking levies.
 - A recommendation for government to **provide added financial support** to local authorities to **electrify their public transport bus fleets**. If public transport expands to meet the proposed targets, up to 4,000 will need to be purchased. These must be EV to avoid lock in of emissions over their 20-year life, but EV buses are currently significantly more expensive to purchase than diesel buses.
 - A recommendation for government to **consider the co-benefits of vehicle efficiency and reducing emissions when reviewing operating speeds** for road safety purposes.
- The Taranaki RTC notes that a number of recommendations for the transport sector have the potential to **provide additional road safety benefits**. For example, the accelerated uptake of electric light vehicles is likely to improve the fleet's safety standards, as these vehicles are likely to be newer and safer. Mode shift of people (onto public transport) and freight (onto rail and short sea shipping), and reduced travel will decrease exposure rates. The Committee notes that the recommendation to increase walking and cycling poses potential safety risks which need to be managed to ensure safe outcomes. The provision of safe travel choices is also necessary to enable the mode shift targets to be achieved. Given the interdependencies, we support an aligned approach to ensure shared carbon reduction and safety outcomes are achieved.
 - The Taranaki RTC supports the impetus to link the heavy vehicle roading network via ports to the coastal highway. Any freight tonne kilometre switch has a net emission advantage but also has the potential to lower overall infrastructure costs within the roading network. Coastal shipping volumes have diminished materially and even without the pressure of climate action solutions have been extremely hard to find, and policy settings are required to assist. Historically 'siloed' thinking in the transport solution seems to have revolved around growing revenue (e.g. road user charges), which has come at the expense of considering an end-to-end solution that factors in the viability of the blue water highway that absolutely support a lower carbon footprint. This type of barrier creates laboured and volatile outcomes so it is suggested tackling the systemic assumptions early will provide benefit in this significant area. Freight needs focus not at the expense of light vehicle and cycling options but certainly as a priority. It is important that any freight strategy or study addresses the questions above and are designed to result in lower carbon emissions. The future transport fuel mix which entails electrification is increasingly complex and interwoven with broader energy supply markets.

Consultation Question 15 — Heat, industry and power sectors

Do you support the package of recommendations and actions for the heat, energy and power sectors? Is there anything we should change, and why?

- The Taranaki RTC **supports** 'Necessary Action 5' [*Maximise the use of electricity as a low emissions fuel*], as these are necessary steps as a precursor to enabling an EV fleet.
- The Taranaki RTC **strongly supports** 'Necessary Action 10' [*Reduce emissions from urban form*] where "*Government promote the evolution of urban form to enable low emissions transport...through ongoing legislative reform.*"
- In relation to Action 10b ("*Ensure a coordinated approach to decision making is used across Government agencies and local councils to embed a strong relationship between urban planning, design, and transport so that communities are well designed, supported by integrated, accessible transport options, including safe cycleways between home, work and education*"), the Taranaki RTC would like to see greater recognition of the role better integrated urban planning and transport has to play in reducing greenhouse gas emissions in the Commission's advice. Well designed and integrated communities not only make carbon-free travel options more attractive and easier to use, but they also reduce the need to travel, as key origins and destinations of travel are located closer to each other. This is an area that needs urgent attention, due to the long-term impact of urban planning decisions.
- The Taranaki RTC **strongly supports** early proactive planning to increase capacity in the national generation and transmission network given the long lead times to construct new generation capacity.

Consultation Question 19 — Multisector strategy

Do you support the package of recommendations and actions to create a multisector strategy? Is there anything we should change, and why?

- As the Advice correctly notes, a whole of government approach will be needed, covering multiple agencies and departments. The Taranaki RTC agrees with this approach and would recommend that the Advice should go further, and should recommend at least investigating interdepartmental executive boards. Stakeholders often cite negative experiences due to being forced to deal with multiple agencies to address or progress issues. The importance of climate change as an issue means that government should do everything possible to address those concerns and to facilitate engagement with those key stakeholders (including local government).
- The Taranaki RTC **supports** 'Necessary Action 16' [*Support behaviour change*].
- The Taranaki RTC believes that it is not sufficient that "*Government embed[s] behaviour change as a desired outcome in its climate change policies and programmes*". We would like to see Government carry out more work to understand how we can accelerate behaviour change. We need to understand how we can better incentivise behaviour change, particularly where good alternatives are already available. A national behaviour change campaign needs to be at the centre of actions taken by the Government.

National view minimises significance of regional impacts

The Taranaki RTC submits that taking a national view means that significant regional impacts are not being considered. The Advice presents only macro level impacts of the proposed changes. However the reality is that the response strategies will be felt regionally – and that there will be significant variations in those impacts across the country.

By way of illustration, the following table compares Taranaki’s emissions, economic activity and employment profiles to the national averages that are the focus of the Advice.

Emitting Sector	NZ Average			Taranaki		
	Emissions	GDP	Employment	Emissions	GDP	Employment
Transport	36%	5%	6%	2%	3%	5%
Major Industry	41%	13%	10%	26%	20%	16%
Agriculture	18%	4%	4%	60%	9%	7%

NOTE: Transport emissions include domestic vehicle use, whereas GDP and employment are for the ANZSIC sector only.
Sources: Emissions – Climate Change Commission Draft Advice and TRC regional inventory; GDP/Employment – Statistics NZ

The Taranaki RTC is particularly concerned because the proposed scenarios’ impact on Taranaki far exceed our relative contribution to New Zealand’s total emissions. Reduced oil and gas, Methanex closure, reduced farming activity, reduced thermal electricity generation, reduced plantation forestry and impacts on rural communities are all significant negatives for Taranaki. The region’s relatively small and dispersed population also limits communities’ response and resourcing options.

Accordingly, the Taranaki RTC strongly supports the Taranaki Regional Council submission that the Advice should be reissued giving regional breakdowns of emissions targets and impacts. A further consultation round should be conducted once that detail is available.

We note that Port Taranaki has a pivotal role as New Zealand’s third largest port handling bulk cargo, and are concerned that the impacts on this crucial regional and national entity will likewise be disproportionate. Port Taranaki’s exposure to the focus to decarbonise the sectors of shipping and road transport, coupled with a decline in direct and indirect supply from the country’s critical oil and gas resource will create a major economic challenge for Port Taranaki Ltd and the Taranaki region.

The focus on user decarbonisation limits the effectiveness of potential strategies

The Taranaki RTC is concerned that the Advice overly targets energy supply decarbonisation as the principal means of achieving the carbon targets. This supply side focus means that the Advice largely ignores energy efficiency and behaviour change-led emissions reduction.

Energy efficiency reduces energy related emissions, making targets more achievable. It can also create economic and social co-benefits that could offset some of the calculated negative impacts of the proposed scenarios.

Behaviour change-led improvements are also often more permanent and cheaper to implement than changes imposed by regulations. Accordingly, demand side solutions deserve more in depth analysis than the brief mention given in the Advice. Not doing so risks dissociating average New Zealanders from their role in the required changes by painting the issue and solution as belonging to large industry and the energy sector. This “us versus them” separation ignores the reality that energy sector emissions are ultimately only in service of final consumers’ energy demands. Improving vehicle efficiency standards (which we note the Government has announced since the Advice was published) is one example of demand side opportunities.

Concern that the process is being rushed

The Taranaki RTC appreciates that the Advice is primarily about showing a required direction and distance of travel, rather than the full details of that journey. However, because the Advice

will shape policy direction, well-considered analysis and submissions are crucial to the process. Expecting that level of consideration of the Advice (and evidence) within the short time frame provided is not consistent with “true consultation” and an “inclusive future”.

As the CCC recognises, achieving emissions targets requires social acceptance and community contributions at each step. Rushed consultation potentially undermines that support.

A further significant factor that CCC seems to overlook is the risk of “consultation fatigue” amongst key stakeholders. We are finding that, with the current reform volume, some key stakeholders are unable to give the input that they and the Taranaki RTC both desire. This comment is particularly true for many of our tangata whenua partners in Taranaki.

The Taranaki RTC urges CCC and the government to review their timelines to ensure that they provide meaningful and ongoing opportunities for public engagement to shaping and implementing climate change policies and actions.

Concern about incomplete analysis

The Taranaki RTC has serious concerns that scenarios set out in the Advice appear to overlook key issues with solution implementation, underplay costs and overlook the scale required for a number of factors. The Taranaki RTC cite the following as examples of incomplete or questionable analysis:

- EV promotion appears to not account for:
 - EV capital cost considerations, including initial affordability, accelerated depreciation relative to ICE vehicles due to shorter effective useful life.
 - The limited impacts of overseas incentive schemes. For example, Canada is held up as a success, but nearly 80% of new vehicle sales are “light trucks” and the top three light trucks outsell the top three EV’s by 13:1.
 - The limited availability of vehicle types – both present and forecast. Especially relevant for non-city dwellers.
 - How the loss of petrol levies impacts transportation network funding
 - Related to the above, if those taxes are to be rolled into electricity prices, how that will be done. For example, will at-home car charging require separate ICP’s and rates? Or will the general electricity price rise? Either option creates additional costs.
 - The end of life disposal costs on electric vehicle batteries.
- The Advice does not discuss the impact of rolling stock availability/age and gauge on the ability to increase rail use. Electrification costs also appear to be ‘glossed’ over.
- While the Taranaki RTC supports the call for increasing the proportion of freight that is moved by coastal shipping, the Advice seems to ignore the current near absolute reliance on international deep-water ships to move freight domestically. This factor – and the oft-stated sharp increase in cost that coastal cabotage rules would impose – are significant barriers to a carbon zero domestic fleet.

These comments should be taken as expressing concern about the completeness of the analysis, rather than as inherent resistance to the need for any of the changes. This concern is driven by a desire to ensure that bad analysis does not lead to bad policy.

Concern about focus purely CO₂-e based systems

The Advice notes that the CCC advocates a systems approach to scenario development. While the Taranaki RTC supports this approach, our reading of the Advice is that the approach has not been strongly applied. For example, the discussion on transportation options on page 97 appears to view the different vehicle types as separate entities, rather than taking an overall approach to small vehicle efficiency.

The CCC's strong focus on CO₂-e reduction as the sole target variable means that it ignores associated environmental consequences of renewable energy generation and greenhouse gas emission reduction interventions. For example, many of the rare earths used in EVs are mined in countries with minimal or non-existent health, safety and environmental controls and protections. Some commentators fear the universal failure of EV battery recycling markets in first-world countries is creating looming environmental and public health issues. The report rightly identifies the need to give effect to the values of He Ara Waiora tikanga. In the light of these values, it is inappropriate for the government to ignore the ethical and environmental externalities of its policies. The Taranaki RTC therefore asks the CCC to highlight these consequences as a "necessary action" for Government attention.

Related to the above, the production accounting focus means that New Zealand is ignoring the embodied carbon in some of the proposed scenario solutions. Meeting the reduction targets requires significant imported capital and consumer goods. From a global point of view, the embodied carbon in producing and transporting this equipment is still a significant negative. A production accounting approach allows New Zealand to export – and ignore – this negative impact. It also fails to give effect to a broader understanding of He Ara Waiora values.

It is also worth noting that the EC is currently proposing a consumption accounting based carbon tax. The tax is designed to specifically address the issue of offshore impacts of local consumption – and to address actions by companies and countries to export their carbon (in particular to LDC's).

The Advice's discussion of extensive electrification's impact on system vulnerability/ resilience is brief and understated. Texas' recent experiences with the failure of electricity systems due to winter storms shows the danger of an under-diversified energy system. Yet the Advice seems to overlook system security; pushing strongly towards full electrification at the expense of back-up systems as diverse as gas for home cooking, diesel generation in hospitals and ICE powered car radios and equipment charging.

The scenarios seem to ignore the lessons of the 1970's oil shocks about concentrating risks about our energy future in focused parts of the globe. Economic, ecological, and political challenges arise whenever we effectively export crucial parts of our energy futures to other countries. In this instance, possible risk comes from over-reliance on China, who control 95% of the world's supply of rare earths, the large majority of components for EVs, turbines and electric motors, plus energy and digital transition technologies.

Accordingly, the Taranaki RTC believes that the analysis should be recast taking a fuller systems approach that accounts for:

- all environmental impacts of energy use and consumption
- a more complete sectoral system analysis
- the embodied carbon effects of solutions (including taking a more consumption accounting approach).

Summary and conclusion

In summary, the Taranaki RTC thank the CCC for the opportunity to comment on the Advice.

The Taranaki RTC recognises the challenge inherent in the task CCC has undertaken in preparing the Advice. While the Committee has identified areas where it feels that both the process and the Advice itself could be stronger, it does nonetheless congratulate CCC on what it has achieved.

The Advice is the start of developing detailed pathways for the just transition to zero carbon futures. That transition needs a combination of behaviour change and technical solutions (in both demand and supply sides) that recognise the unique contributions and challenges of communities and sectors across New Zealand. More importantly, achieving those targets will require widespread support and buy-in from those same groups.

The Taranaki RTC looks forward to working with CCC and the government to develop and implement pathways that support the Taranaki communities who we serve.

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

Yours faithfully



Cr Matthew McDonald
Chair Regional Transport Committee
Taranaki Regional Council



Date: 2 June 2021

Subject: **Future transport related consultations by Government**

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

Document: 2784230

Purpose

1. The purpose of this memorandum is to advise Members of other consultations underway that the Committee may wish to consider submitting on:
 - *Hikina te Kohupara – Transport Emissions: Pathways to Net Zero by 2050*
 - *Land Transport Rule: Setting of Speed Limits 2021*
 - Public Transport Operating Model review.

Recommendation

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Future transport related consultations by Government*.

Background

2. There is a plethora of proposed changes and various consultations underway across the Government sector at present, and transport is certainly an area of focus for many of them. Set out below are some important consultations currently underway that Members may wish to consider participating in.

Hikina te Kohupara – Transport Emissions, Pathways to Net Zero by 2050

3. The Ministry of Transport's draft discussion document *Hikina te Kohupara – Kia mauri ora ai te iwi - Transport Emissions: Pathways to Net Zero by 2050* has recently been released for targeted consultation. The regional sector along with other stakeholders have been given an early opportunity to comment, with the deadline for feedback being 25 June 2021. Full public consultation on a revised proposal that includes initiatives to reduce transport emissions will follow in the second half of 2021
4. Through the discussion document, the Government is seeking feedback on options to accelerate the transport sector to meeting the draft advice and recommendations of the

Climate Change Commission, and moving to a net zero carbon transport system by 2050. *Hikina te Kohupara* sets out potential pathways and policies to phase out emissions across the transport system. The discussion document does not represent Government policy

5. More information is available at [Hikina te Kohupara](#).

Land Transport Rule: Setting of Speed Limits 2021

6. An update on the *Land Transport Rule: Setting of Speed Limits 2021* process is included within Waka Kotahi's Update elsewhere within the Agenda.
7. As Members are aware, the Committee already submitted on this during targeted engagement, and this September 2020 submission was recirculated via email in early May 2021. While Members supported a new regulatory framework for setting speed limits, a number of changes were sought to ensure successful implementation.
8. Unfortunately, none of the significant concerns that were raised by the local government sector appear to have been taken into consideration so far with what is has now been presented for public consultation.
9. The proposed new Land Transport Rule relating to the setting of speed limits on the transport network introduces new functions for RTCs, with significant implications for regional councils including:
 - additional staff resource to carry out a whole new planning process with the associated additional management functions required of RTCs,
 - additional costs associated with plan production, consultation and monitoring.
10. Each RTC will be required to coordinate, produce and consult on a Regional Speed Management Plan (RSMP) that includes details of all speed limit and speed management infrastructure proposed by the Road Controlling Authorities (RCAs) within its region. The coordination component relates to ensuring that proposals are consistent across RCA boundaries and between regions.
11. Community consultation requirements and subsequent follow-up work to modify or change the Plans are likely to be controversial. Where speed limit changes proposed by an RCA will result in lowered speed limits, these may be controversial and involve time to resolve. Contested speed limit changes must be referred back to the RCA for further consideration before the Plan can be finalised for RTC adoption.
12. It is recommended that Council participate in the formal submission process to again raise its concerns and request changes to current proposals. Submissions close on 25 June 2021.
13. More information is available at [Setting of speed limits rule](#).

Public Transport Operating Model (PTOM) review

14. The Ministry of Transport is reviewing the Public Transport Operating Model (PTOM) to understand how it is working and whether it can be improved. They are seeking feedback from the local government sector and the public to ensure they have identified the relevant issues and opportunities as part of our review, and to inform how they design any changes to PTOM.
15. A key part of the discussion document focuses on decarbonising the public bus fleet.

16. Officers will be contributing to a national submission from the Transport Significant Interest Group.
17. More information is available at [PTOM review](#). Consultation closes on 18 June 2021.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

21. 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

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



Date: 2 June 2021

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

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

Document: 2777276

Purpose

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

Recommendations

That the Taranaki Regional Council:

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

Financial considerations—LTP/Annual Plan

2. 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

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

Iwi considerations

4. 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

5. 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

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

Appendices/Attachments

Document 2777261: Presentation - Waka Kotahi Update - June 2021

Regional Transport Committee

Taranaki

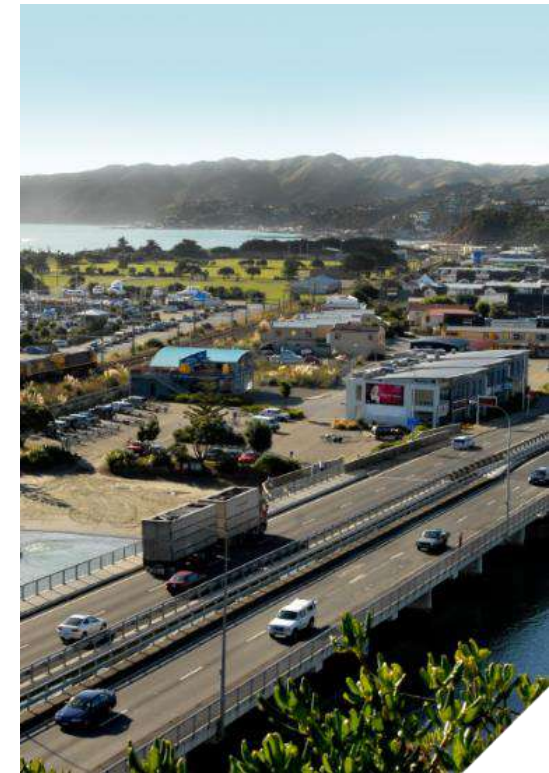
2 June 2021



New Zealand Government

2021-24 National Land Transport Programme

- Investment in New Zealand's land transport system during 2021-24 is expected to increase to \$21.1b – includes Crown, NLTF and local share funding.
- Bids received for continuous programmes for the 2021-24 NLTP are significantly higher than what was allocated in the 2018-21 NLTP.
- We are focusing on maintaining existing levels of service and completing commitments carried over from the 2018-21 NLTP.



Setting of Speed Limits 2021

- We are seeking feedback on a new approach to speed management planning for New Zealand roads
- The proposed Rule introduces a new speed management framework and mandates lower speed limits around schools
- More information can be found on our website



Road to Zero video resources

- We've developed a series of Road to Zero videos to help different audiences understand the part they play in reducing deaths and serious injuries
- The videos are aimed at:
 - people in road management and design
 - transport planners
 - people in road safety promotion
 - communities
 - and key decision makers.
- The videos are available on our website:
<https://nzta.govt.nz/safety/safety-resources/road-to-zero-resources/>



New Road to Zero icon

- Available for use without the need to request it
- Signifies association with what the Road to Zero strategy is working to achieve
- The icon files and guidelines are available on the Waka Kotahi website.



The Safe System in action

- We have launched a showcase of road safety improvements undertaken by Waka Kotahi and other agencies.
- It includes case studies from across New Zealand.
- The safety improvements are part of Road to Zero.
- You can view the case studies on our website: www.nzta.govt.nz



Update to Rightcar website

- The Rightcar website has been updated to encourage people to buy the safest and cleanest cars they can afford
- Safety ratings also now include 'Driver Safety' scores as well as 'Overall Safety'
- The Waka Kotahi Safe Vehicles team will be attending Fielddays in June to engage with the public and promote the updated site.



Shift for transport and ‘place’

- The new One Network Framework acknowledges the transport network also has a ‘place’ function
- Shared, integrated planning approaches between transport and land-use planners will result in better outcomes
- Initial implementation for NLTP 2024/27 has started
- Integration over the next 6 to 12 months includes speed management planning and street design



Asset Management Data Standard

- The standard will be a method of defining and describing land transport assets
- The standard will be implemented in July 2022
- Subject matter experts from the construction industry are working with us on the standard
- We will be hosting engagement sessions later this year



Land Transport Rule: Setting of Speed Limits 2021

Overview

Land Transport Rule: Setting of Speed Limits 2021



Aligning decisions about infrastructure investment, speed management and safety camera placement.

To be aligned with the land transport planning process.

A short history

- In 2018, the Ministry of Transport facilitated reference groups as part of the development of the Road to Zero strategy.
- Feedback was the current bylaw making process for setting speed limits is resource-intensive, time-consuming and complex.
- In November 2019, *Tackling Unsafe Speeds* was announced.
- In late 2019 and early 2020, the Ministry of Transport and Waka Kotahi policy staff held targeted engagement meetings with RCAs to discuss issues with the current process.
- In July 2020, RTCs and RCAs received an explanatory note on policy process to date.

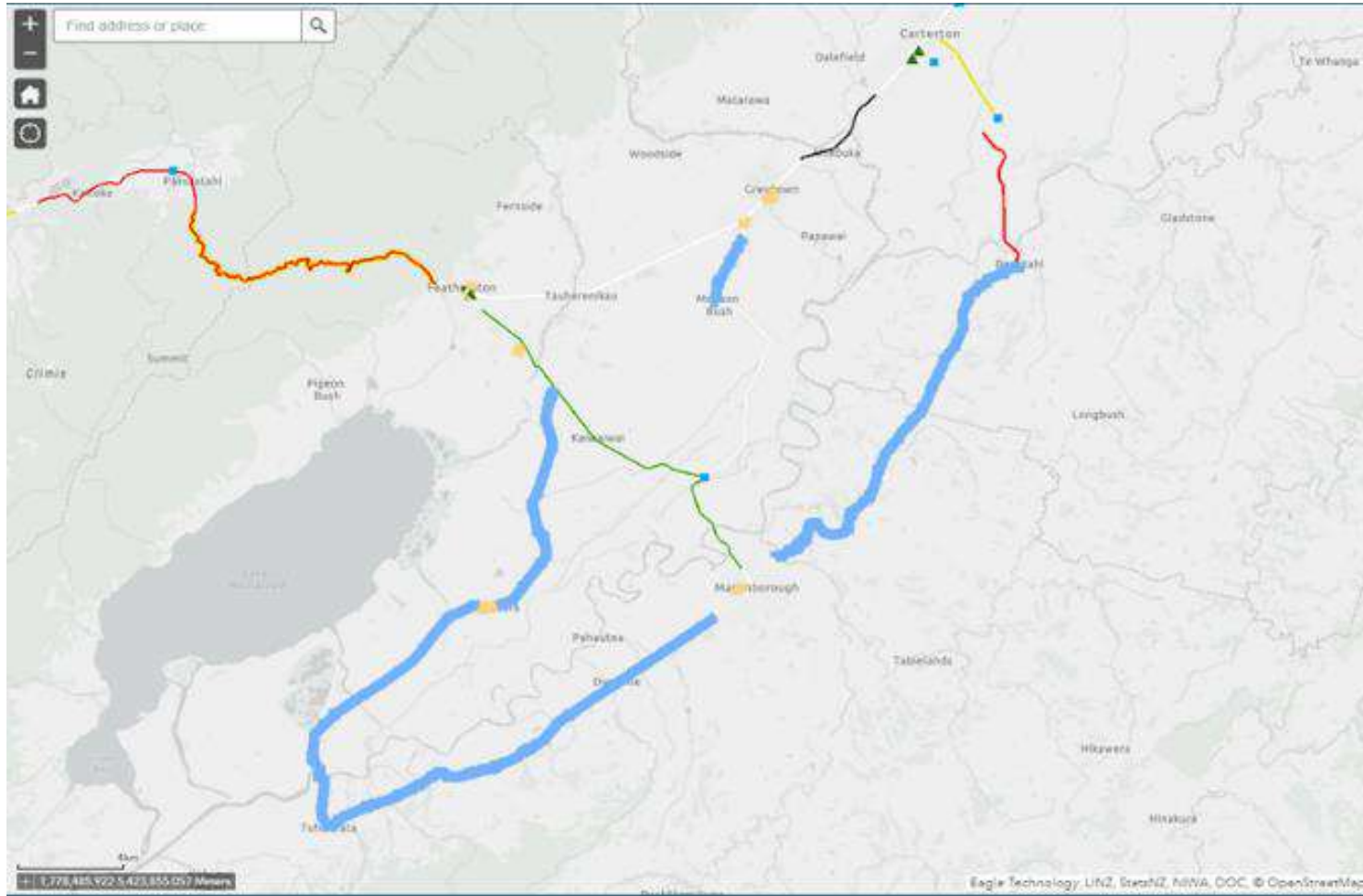
Speed management plans

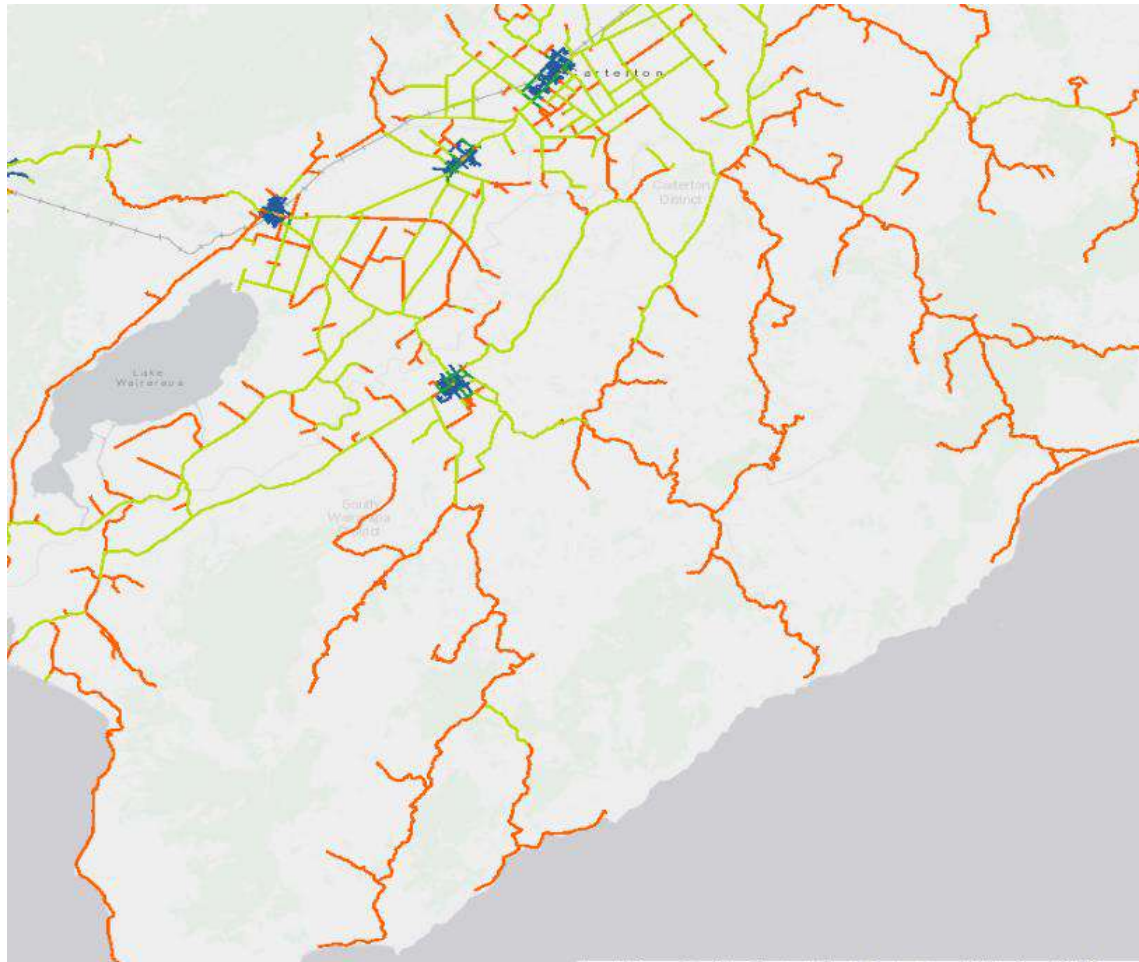


- 10 year speed management plans
- Detailed speed limit changes for the first three years, years 4-10 are high level principles
- Plans collated at a regional level by RTCs with input from RCAs
- Plan contain speed limit changes, installation of safety infrastructure and safety camera placement

RTC vs RCA role

RTC role	RCA role
<ul style="list-style-type: none">• Collate input from RCAs within a region and develop, consult on and finalise regional plans• Provide a forum to encourage consistency across boundaries and manage implementation timings• Providing final draft plans to Waka Kotahi for certification	<ul style="list-style-type: none">• Continue to make decisions about speed management treatments on their roads – more flexibility of setting 70km/h, 90 km/h and variable speed limits.• Provide input into the regional plan• Consider and respond to any responses received during consultation





Lower speed limits around schools



Includes a transition to lower speed limits around schools

Urban schools – 30km/h (or 40 km/h in some circumstances), can include variables

Rural schools – 60km/h, can include variables

Consultation requirements



- Consultation every three years, with the plan refreshed every six year
- Joint consultation process, where practicable, between RTC and Waka Kotahi (for state highways)
- Need to meet requirements of Local Government Act 2002
- Additional requirements for consulting with iwi

Taranaki- Regional Updates

June 2021



State Highway 43 Project Updates – the regional package of NZ Upgrade Programme funded

Project	Construction	Status	Update
Passing and wayfinding opportunities	Late 2021	Amber	<ul style="list-style-type: none"> Engagement with key stakeholders including local councils, Venture Taranaki and iwi is ongoing Design of stopping areas is underway Works to seal some stopping areas planned for October 2021 (weather dependant)
Moki Tunnel improvements	Mid 2021	Green	<ul style="list-style-type: none"> Traffic signs to be installed
Preventative maintenance strategy	Report only	Green	<ul style="list-style-type: none"> Final report has been issued. It will be used to inform /support Annual Plan requests
Kahouri Stream Bridge replacement	2021 - 2023	Green	<ul style="list-style-type: none"> Structure options report initial review complete. Waka Kotahi have provided comments, awaiting final draft Early conversations with landowners to discuss land acquisition underway Preferred option discussions underway
Manawawiri Stream culvert replacement (bridge)	May 2021	Green	<ul style="list-style-type: none"> Work to commence end of May. Blessing to be held prior to construction
Pohokura Stream culvert replacement (bridge)	July 2020 - April 2021	Green	<ul style="list-style-type: none"> Complete
Safety improvements	June 2021 - December 2023	Green	<ul style="list-style-type: none"> Safety improvements sites under review, design to commence shortly Tree felling, installation of signage and line markings are scheduled to start next month. Guardrail sites construction procurement scheduled for Q3 2021

Pohokura Stream Bridge



Sealing the Tangarakau Gorge – PGF funding

- We have now been granted consent for stage 1
- Having missed most of the 2020/21 construction season, sealing is scheduled to start late 2021
- We are investigating what preliminary works, such as erosion controls, can be undertaken over the winter months to prepare the road for sealing



Taranaki Regional Update

Activity	2020 / 21	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	\$18m	01/07/2020 (TNOC20 start date)	85%	2020/21-year programme (lane km): <ul style="list-style-type: none"> ○ Reseals: 56.2 (100% complete) ○ SCRIM: 11.5 (80% complete) ○ Rehabs & SACs: 5.6km (85% complete) ○ Thin Asphalt: 3.4km (40% complete)



SH3 Inglewood South rehab



SH44 Egmont to Liardet Structural Asphalt and thin asphalt



SH4 RDC WDC Boundary renewal

Taranaki Regional Update

Activity	2020/21	Key date(s)	Progress	Commentary
Low Cost / Low Risk	\$2.7m		45%	<ul style="list-style-type: none"> • 21 projects that cover Safety, Resilience, Efficiency and Walking & Cycling • Eight projects in design stage • Three projects at consenting stage • Three projects under construction • Seven completed
Emergency Works	\$8m (high level estimate)		15% 20% 15%	<ul style="list-style-type: none"> • SH43 Tunnel Hill: Final design due soon • SH43 West Otunui – Construction underway • SH43 Tahora Saddle – Currently seeking consent. Approval has been received for a funding increase

Taranaki Large Capital Project Updates

Activity	2018 – 21 NLTP (\$)	Key date(s)	Progress	Commentary
Mt Messenger Bypass	\$200m	April 2021	Ongoing	<ul style="list-style-type: none"> Final decision received from the Environment Court awarding designation amendments and resource consent. Appealed By Poutama and Tony and Debbie Pascoe to the High Court Geotechnical investigations starting at the southern end of the project will be noticeable to motorists High Court hearing. Delayed from August because appellants needed more time to prepare Pre-start ecological and access works delayed until High Court decision received (expected Dec 2021) Substantive construction delayed by another year due to expected High Court appeal timeline and effect on construction seasons.
		May 2021	Not Started	
		October 2021	Not Started	
		February 2022	Not Started	
		September 2022	Not Started	
Tongaporutu Intersection Improvements	\$1.6m	November 2020	Complete	<ul style="list-style-type: none"> Construction contract awarded Construction commences
		December 2021	Not Started	
Rapanui Passing Lane	\$8.8m	November 2020	Complete	<ul style="list-style-type: none"> Construction contract awarded Construction underway Construction complete
		Early Dec 2020	Complete	
		December 2021	Underway	

Awakino Tunnel Bypass – completion expected in July



SH3: Waitara to Bell Block update

- New preferred roundabout concepts have been identified
- These concepts will be shared with the community by August, subject to Waka Kotahi Board approval

Next steps June – Dec 2021

- Design of the Princess Street roundabout will get underway in the coming months
- Property acquisition required for the Waitara Road and Princess Street roundabouts will commence shortly
- A procurement strategy for the construction work will be developed
- Waka Kotahi will undertake further work with iwi and NPDC to develop the urban and landscape design aspects of the project
- Design for the remaining intersections to start in the last quarter of 2021
- Aiming to begin roundabout construction late 2021 but this is highly dependent on land acquisition, funding, consents and ability to resolve stormwater issues



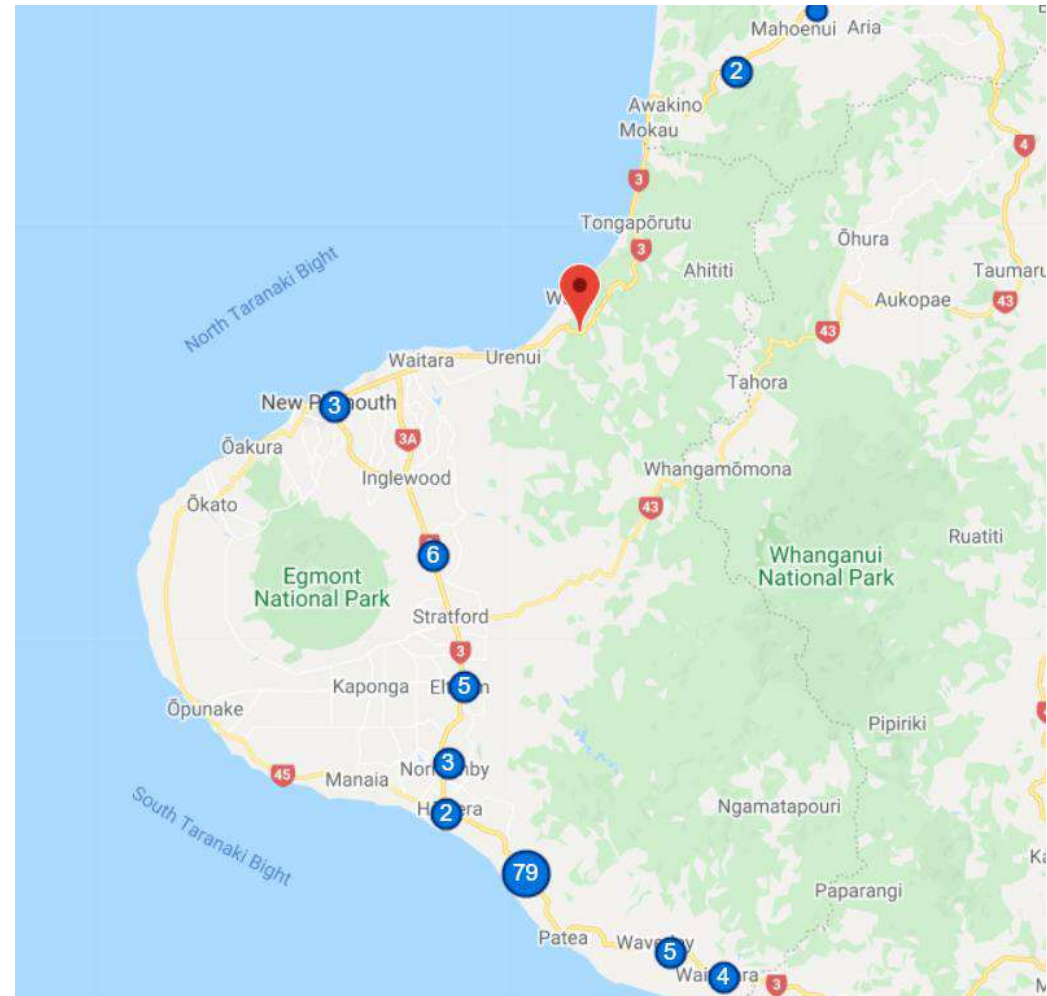
State Highway 3 - Taranaki Network Operations Renewals 2020/21

Road Rehabilitation sites			
SH3	Mangamaio Stockpile	Completed	
SH3	Inglewood South	Completed	
SH3	Dudley Road Intersection	Not Completed – temporary repairs done, reprogrammed for next summer	Site stopped due to ongoing traffic disruption (60min delays – detour of 20min affects local businesses)
SH3	Durham Road Intersection	Not Completed – temporary repairs done, reprogrammed for next summer	Site stopped due to timing and forecast weather conditions
SH3	Rugby Road	Completed	
Asphaltic Concrete (AC) Resurfacing			
SH3	Stratford	Completed	

Reseals	
Km's	Section of SH3
9.78	North of New Plymouth
1.975	New Plymouth to Inglewood
3.859	Inglewood to Kakaramea
0.18	South of Kakaramea
3.121	W2BB quick wins

Additional Pavement Repair & Reseal SH3	
Rotokare Rd	Additional Pavement Repair & reseal SH3
Normanby	12,476m ² seal, 1890m ² pavement repairs (800m long site/wide road)

Number of maintenance repairs in each section of SH3



Taranaki Project Updates – Safety

Activity	Key date(s)	Progress	Commentary
SH3 Waitara to Bell Block Speed Review	Implemented December 2020	Green	<ul style="list-style-type: none"> New speed limited implemented Dec 2020 This speed review has reduced the risk of harm on the section of SH3 on the remaining open road section between Mahoetahi Road and Waitara
SH45 New Plymouth to Hāwera	Internal Review	Green	<ul style="list-style-type: none"> There are community requests for speed limit changes at Omata, Oakura and Okato which coincide with this review
SH3 New Plymouth to Egmont Village	Internal Review	Green	<ul style="list-style-type: none"> \$1,970,000 was recently committed for design of proposed safety improvements between New Plymouth and Egmont Village Speed management will be considered as part of the safety improvements
SH3 Egmont Village to Hawera	Internal Review	Green	<ul style="list-style-type: none"> There are community requests for speed limit changes at Inglewood, Midhurst, Eltham and Normanby, which will coincide with this review
SH3A	Internal Review	Green	<ul style="list-style-type: none"> Added as part of the SH3 New Plymouth to Hawera review
SH44, SH3, SH45 New Plymouth Urban	Technical Assessment	Green	<ul style="list-style-type: none"> Speed management is being considered in this area to align with the New Plymouth urban review and several schools and shopping areas on this section of the Network
SH3 Mokau to Te Kuiti	Internal Review	Green	<ul style="list-style-type: none"> There have been requests for speed limit reviews at Urenui and Tongaporutu
SH3 New Plymouth to Egmont Village	SNP Review completed and feasibility review underway	Green	<ul style="list-style-type: none"> Completion of Feasibility Study in May 2021 Begin Preliminary design including site investigations and key stakeholder engagement in June/July 2021.

Keep up to date

For information about works happening in Taranaki visit:

nzta.govt.nz/taranaki-highways



Hei konā mai





Date: 2 June 2021

Subject: **Territorial Authorities Update**

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

Document: 2777222

Purpose

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

Executive summary

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

Recommendations

That the Taranaki Regional Council:

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

Background

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

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

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 2777593: Update to the Regional Transport Committee - SDC

Document 2778206: Update to the Regional Transport Committee - STDC

Document 2786560: Update to the Regional Transport Committee - NPDC

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	Stratford District Council
RTAG representative:	Steve Bowden
RTC representative:	Mayor Neil Volzke
Date:	June 2021

1. MAINTENANCE, OPERATIONS AND RENEWALS

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

Maintenance and Operations.

During the period January 2021 to May 2021 we have undertaken the following activities:

- Grading of the unsealed roads continued across the district.
- Weed control in the roadside watertables was carried out in April.
- A third berm mowing round was undertaken in April due to good growing conditions.
- The replacement of the footpaths in Miranda Street, Orsino Place, Cordelia Street and Regan Street (opposite Stratford Primary School) were completed.
- Forestry activity continues Brewer Road, Arnold Road, Puniwhakau Rd, Toko Road and Mangaoapa Roads.
- Maintenance metalling of Puniwhakau Road was undertaken in April to address localised pavement defects due to the forestry activity.
- Pavement repairs on Pembroke Road within the National Park were undertaken in February.
- All of the reseal sites were completed by the end of February 2021.



Figure 1 – Pavement damage to Puniwhakau Rd

Renewals.

Reseals - The 2020/21 reseal programme commenced at the end of November 2020 in order to complete approximately 20 to 25 percent of the programme before the Christmas closed-down. The remainder was undertaken in the New Year, with completion by the end of February.

Pavement Rehabilitation - At the end of January, we began work to strengthen 1.2km of Beaconsfield Road between RP 6.10 to RP 7.3 which is located 1.5km east of Midhirst. This project was completed at the end of March.

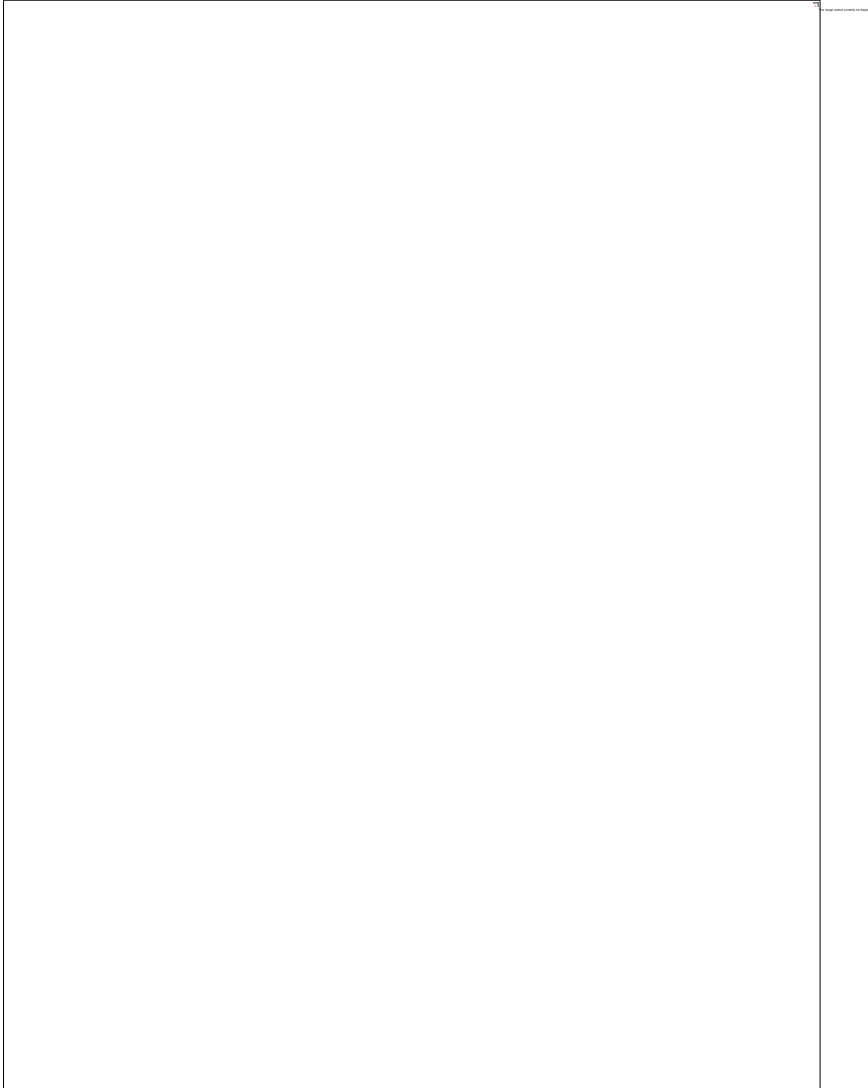


Figure 2 - Beaconsfield Road Improvement.

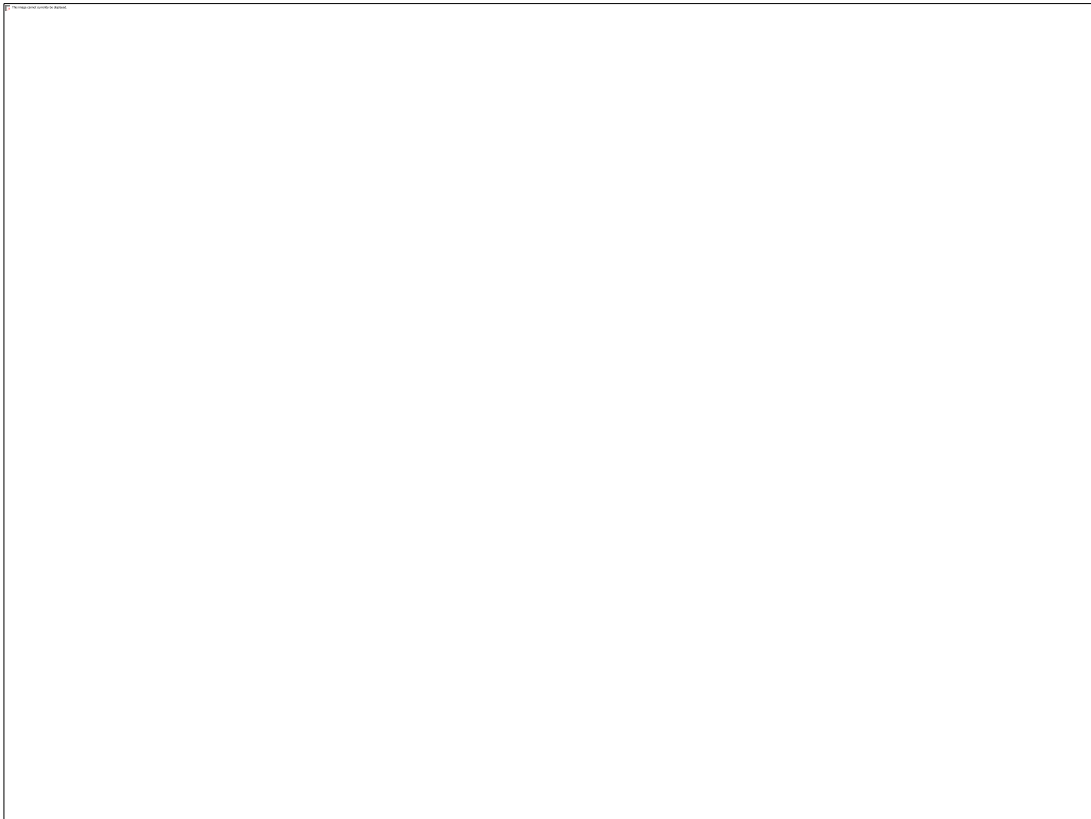


Figure 3 – Acceleration lane for milk tanker exiting left from driveway.

2. EMERGENCY WORKS

McBride's Bridge.

A contract was awarded to Superior Civil Construction Limited to repair the damage to McBride's Bridge. These repairs were completed in April, as shown below in Figure 4.



Figure 4 – Completed repairs to the eastern abutment of the bridge.

3. ROAD IMPROVEMENTS

This work provides for improvements to or upgrading of existing roads within the existing or widened road reserve. This includes projects of less than \$2M, which come within the Council's Low Cost Low Risk (LCLR) programme.

Retaining Walls – A contract has been awarded to Superior Construction to replace and repair four retaining walls on Mohakau Rd, undertake a bank retreat on Upper Mangaehu Rd and build a new retaining wall on Stanley Rd. The value of the contract is \$240,000. Given the time of year and the risks associated with this type of work being undertaken in the winter, we have delayed the commencement date until later in the year when the weather conditions are more favourable.



Figure 5 – Mohakau Road Retaining Wall at RP3380 to be replaced

Culverts – Puniwhakau Road. During May we replaced the water drive on Puniwhakau Road with a concrete culvert pipe as well as realigned the road to address a localised safety issue. The roof of the old water drive was partially collapsed. In order to straighten the road slightly, a bank trim was undertaken at the same time.



Photo 4: Inside looking upstream

Figure 6 – Water Drive on Puniwhakau Road to be replaced with a culvert.



Figure 7 – Installation of the wing wall at the outlet of the new culvert. Note the existing water drive in the background.

ACTIVE MODES – WALKING AND CYCLING

Bike Park - This is expected to be completed by the end of July 2021.

We are also liaising with Waka Kotahi for the provision of a pedestrian crossing facility on SH43 near the new bike park. This will support our Walking and Cycling Strategy by providing a safe crossing point along State Highway 43. We have undertaken a public consultation exercise with the residents affected. The resident in the adjacent property where the crossing was to be constructed, has objected to the proposal, citing the concrete islands will impeded his access to his property, given he has a large trailer to manoeuvre in and out of his driveway.

Footpath Replacements - We continue with our footpath replacement programme with Cordelia Street, Miranda Street, Orsino Place and Regan Street being completed. This completes the programme for 2020/21 financial year.

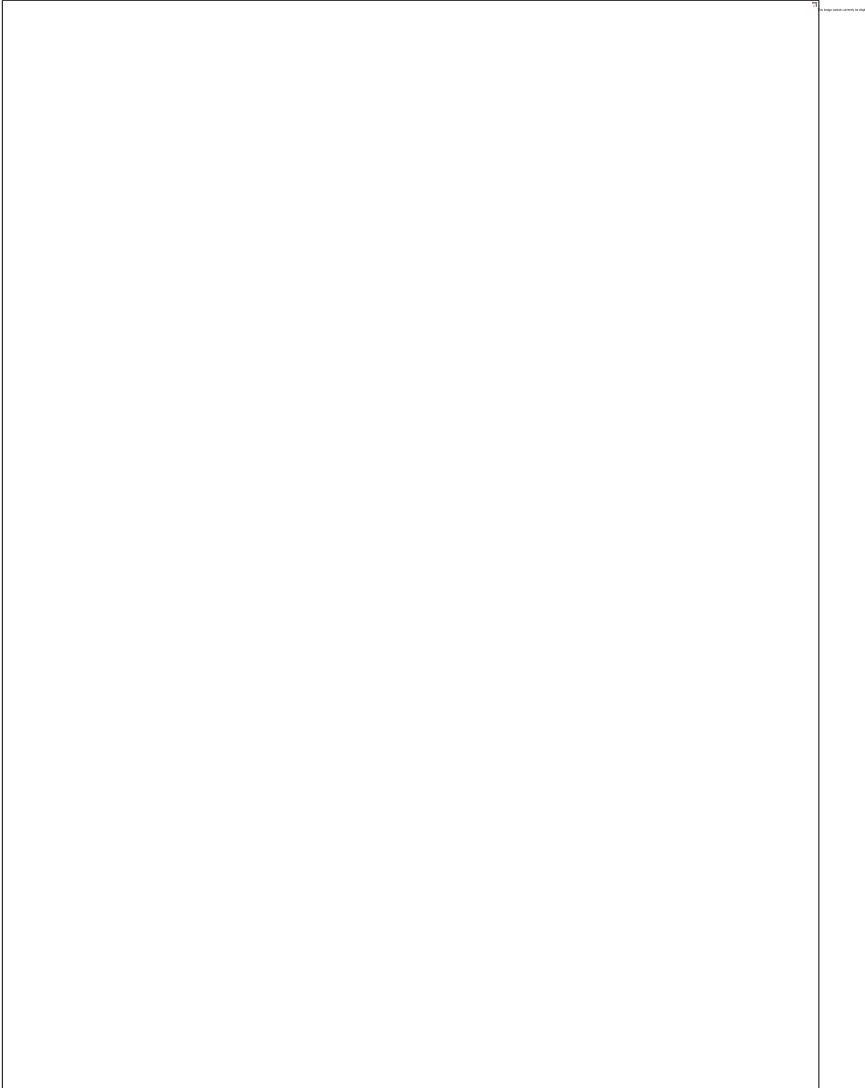


Figure 8 – Footpath replacement in Cordelia Street.

Walking and Cycling Strategy – Unfortunately, no further work has been undertaken on re-invigorating our Walking and Cycling Strategy. This is due to other work pressures leading up to the release of the Long Term Plan.

4. ROAD SAFETY

Activated Warning Signs.

During April four activated warning signs were installed at two separate locations on Opunake Road.

The first site was the Opunake Road/Cardiff Road/Climie Road intersection where there is a 45 km/h rated curve. The second site is located at the Mangatokiiti Stream, the site of two fatal crashes.

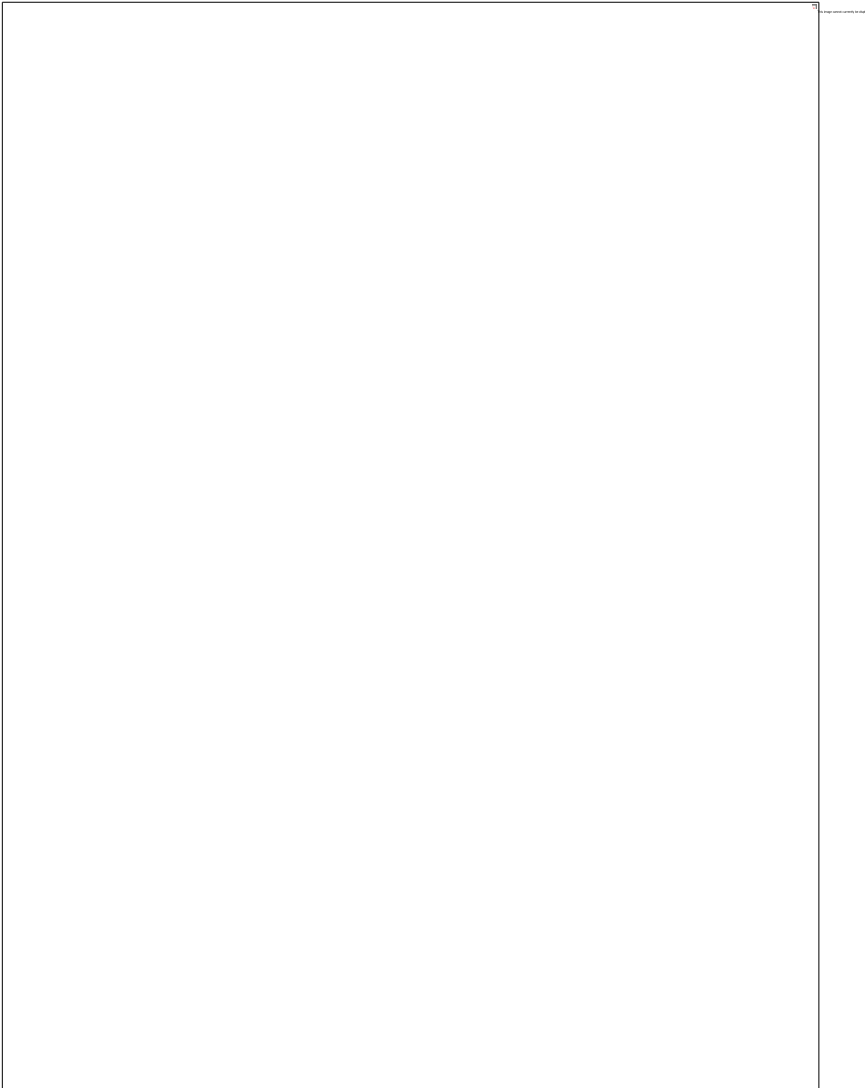


Figure 9 – Activated Warning Sign on Opunake Road near the Cardiff memorial.

Safety Project – Swansea Rd by High School

We have engaged a consultant to develop a school safety zone along the frontage of the High School on Swansea Road. The scheme plan also incorporates two pedestrian crossing points located on Fenton Street and Cloten Road at the intersection of Swansea Rd.

This initial draft plan has been sent to the school Principal for consideration and feedback. Early comments from the Principal are very positive and supportive of the treatment being proposed. The next stage is to socialise the plan with student representatives and the local residents in the vicinity of the school.

If there is overwhelming support for the project, we are tentatively programming the physical works to take place during the summer school holiday period.

Consultation for 80km/h on Opunake Rd

The Council endorsed the recommendation to progress this project to the next phase, this being the public consultation stage. A statement of proposal has been drafted to be released via SDC's website, Facebook page, Central Link and other social media outlets.

5. TRANSPORT PLANNING

This activity primarily relates to the impacts of new developments on the roading network within Stratford. For the months of January to May we have received 45 resource consent applications for subdivisions. Some of these applications are for multiple lot subdivisions.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	May 2021

1. MAINTENANCE, OPERATIONS AND RENEWALS -30th April 2021

Maintenance – The expenditure on maintenance work to 30 April 2021 is \$5.56 million. Total budget is \$8.4millions. The work provides for the routine care of pavements, drainage and structures to maintain their structural integrity and serviceability. Current maintenance issue is forestry work over the winter months with heavy logging trucks damaging the low volume roads.

Renewals - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. Expenditure to 30th April 2021 is \$5.50 million out of a budget of \$8.798millions. The renewal work is slightly behind, but all works have been committed and should be mostly completed by end of June.

2. EMERGENCY WORKS – November -December 2020

There were no further emergency works following the Nov-Dec 2020 flood event which was in the previous report. All works are completed except for the replacement of the large culvert on Waitotara Valley Road which has been delayed by the shortage of concrete culvert supply.

3. LOW COST LOW RISK

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

The expenditure to 30th April is \$1.36 million out of a budget of \$3.4 million. Projected expenditure to end of June is \$2.6 million.

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

Speed: District wide speed management is under development and programme for this financial year.

Walking and cycling: We have planned to construct a new walkway from Hawera to Normanby. The route will be via Glover Road and Ketemarae Road. The contract has been awarded to Taranaki Civil Construction and work has started.



- Morea Road – sight benching widening- Before and after photo.

4. TRANSPORT PLANNING

South Taranaki district national land transport programme for 2021-2024 have been submitted to Waka Kotahi. We are waiting for Waka Kotahi to advise the outcome of our submission. The maintenance and operation budget request have been set and Waka Kotahi is carrying out moderation on the budget request. The low cost low risk are being finalised and to be submitted by 21 May 2021 to enable Waka Kotahi to consider them.

5. GENERAL

We have programmed to replace about 20 minor drainage culverts over the last few months. However, we have only completed 6 of them in the northern area. We are hoping that the contractor can complete the rest by end of June 2021. We will continue to identify and programme replacement of at least 20 minor drainage culverts per year over the next LTP.



Tempsky Road – Culvert replacement – Before and after photo

6. BRIDGES

Bridge strengthening work on Bridge 172 on Wiremu Road is almost complete. It was a carry over work from last year. The estimated cost to complete this strengthening work is \$360K. The bridge has also been programmed for painting following the completion of the strengthening work to utilise the already constructed scaffolding.

Bridge 128 on Opunake Stratford Road is being programmed for replacement next year. WSP has been engaged to carry out the work of bridge design, including land acquisition and resource consent work this year. The total estimated cost of this work is \$1.5m and will be programmed under the low-cost low risk work category.

Bridge 119 on Wiremu Road has been identified as requiring investigation due to spalling concrete and rusting cable strain. WSP has been engaged to carry out the investigation to determine whether it can be repaired or requiring replacement. The investigation work is about \$30K.

Four bridges have been programmed for repainting using the “Gold seal” system. Two bridges (Br 244 on Davidson Road and Br 285 on Nguturewa Road) have been painted and the other two is to be scheduled (Br 214 on Normanby Road and Br 264 on Kohi Road)



Br 285 – Before and After

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	New Plymouth District Council
RTAG representative:	Rui Leitao
RTC representative:	Councillor Harry Duynhoven
Date:	May 2021

1. MAINTENANCE, OPERATIONS AND RENEWALS

New Plymouth District Council (NPDC) operations focused on completing its renewal programme by the end of April 2021 and the reinstatement of the November/December 2020 weather damaged roads.

The programmed maintenance and operations works for the next few months will be focused on winter maintenance, like drainage maintenance, environmental maintenance, and unsealed road metalling.

NPDC have an exciting programme ahead with a focus on urban pavement rehabilitation, advancing pre-reseal road repairs, the introduction of a Yellow Bristle Grass spraying programme, and an increased focus on bridges, tunnels, retaining walls, guardrails and road delineation.

2. ROAD IMPROVEMENTS

The greatest amount of improvements has been walking and cycling improvements around schools, including Vogeltown School (Huatoki St), Moturoa School (Pioneer Rd), Merrilands School (Kauri St), and Frankley School (Tukapa St). All projects were independently road safety audited and all suggested improvements will be actioned July – August 2021.

The 2021-24 road improvements programme will continue to focus around schools, but as highlighted in the Waka Kotahi ‘Communities at Risk Register 2020’ there will be an increased focus around intersections and speed management.

3. ACTIVE MODES – WALKING AND CYCLING

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

The ‘Let’s Go’ team will ramp up its education and promotion from next year, with a special focus on workplace travel planning.

4. ROAD SAFETY

NPDC is continuing its safer speed review consultation process. NPDC received feedback from 726 people/organisations, with 60% supporting lowering posted speed limits on rural roads and 100% supported lowering speeds around schools. With the forthcoming Speed Management Rules (expected to come into force at the end of December 2021), NPDC is continuing its consultative process expecting major speed changes to be in place throughout the region and the nation in 2022-23.

All Taranaki Road Controlling Authorities and the TRC are collaboratively working through this process and will continue to do so over the next 12 months. The likely outputs are a legal speed reduction on rural roads to 80 km/h, a reduction of legal speeds around both rural and urban schools, and a consideration to general urban legal speeds. The outcome will be safer speeds, a reduction of crash severity, and safer communities.

5. TRANSPORT PLANNING

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

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

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

The AMP and RLTP for NPDC's transportation has been reflected in NPDC's Long Term Plan (LTP) 2021-31, and subsequent public feedback and Council deliberations.

NPDC is in the process of developing a New Plymouth Central City Strategy. The NP Central City Strategy is expected to be completed by the end of August 2021.

The NP Central City Strategy will directly feed the upcoming NPDC Integrated Transportation Strategic Plan (Keeping NP Moving and Growing) and NPDC Parking Strategy. The Integrated Transportation Strategic Plan will aim at setting the direction for an integrated and multi-modal transportation network for the future.



Date: 2 June 2021

Subject: **Public Transport Operational Update for the Quarter Ending 31 March 2020**

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

Document: 2764208

Purpose

1. The purpose of this memorandum is to provide members of the Regional Transport Committee with an operational report on public transport services for the quarter ending 31 March 2021.

Recommendations

That the Taranaki Regional Council:

- a) receives the report *Public Transport Operational Report for the Quarter Ending 31 December 2020*
- b) notes the operational report of the public transport services for the quarter ending 31 March 2021.

Background

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

Covid-19

3. With the Community cases in the greater Auckland Region in February 2021 the compulsory wearing of masks on PT in level 1 has now passed into legislation. Compliance remains low on public transport - and this is proving to be a national issue. The Bee Card process does remove the need for contact tracing on buses which is an improvement. Waka Kotahi have committed to continue Covid-19 support until the end of the 2021 financial year.

Bee Card

4. The issues experienced with fare rules and route locations which resulted in over and under-charging of fares across the Citylink service were identified and resolved. This was a problem that significantly impacted the return to school patronage in volumes.
5. Numbers were not impacted but fare charging was. The required changes have improved the accuracy of financial and patronage reporting and has simplified operation of the devices on the buses.

Technology and reporting developments

6. Significant work and development of reporting that provides consistent and expandable data to monitor and improve visibility. This has allowed alignment of the reporting to other Councils, and the scripting is already completed awaiting further INIT reporting rollouts - including stop - stop analysis and journey management by demand. This is eagerly anticipated to support future planning goals for public transport in Taranaki.

Citylink Services in the Jan - March 2021 Quarter.

7. Across the Taranaki Region a total of 129,029 trips were taken across the New Plymouth urban routes. The recovery from Covid 19 continues with year to date to the end of March 2021 being 7% down on the same time in 2020. The Bee card is the preferred option for bus travel with 7.5% of trips taken being cash fares. As other regions move towards cashless buses from a Health and Safety perspective Taranaki is well positioned to begin this journey.

Connector (Hāwera to New Plymouth) bus service

8. The Connector Service has 5,579 journeys in the quarter to March 2021 down 4% on the prior year's quarter. Demand for the Connector, with the addition of WITT Students (1,296 journeys) has meant an additional service is being run (share funded with WITT Secondary Tertiary pathways) to manage student volumes as evidenced by the number of students remaining on the education pathway. Current youth unemployment (15-24 years) is 11.09% which will continue to place demand on these services whilst the Covid -19 landscape creates uncertainty economically.

Southlink services

9. The Southlink Services continue to run twice weekly Waverley Hawera Return, Opunake to Hawera and Opunake to New Plymouth. Total patronage for the quarter was 219. It is an ineffective service financially however provides good social support and connections for patrons, and the RLTP submissions reflected the support for this service (and more services). 42% of patrons across these three services are Super gold Card Holders so it is a key network requirement.

SuperGold Card

10. SuperGold Cardholder patronage for services for the quarter totalled 13,267 for the quarter across all Taranaki Services - although the Southlink and Connector Services are moving a higher proportion of the SGC holders on a passenger basis (between 25-42% of the smaller rural link services).

Total Mobility Scheme

11. Trips for the quarter were 11,328 down 4% on the same period last year - so again continuing to show recovery in patronage. Ironside Vehicle Society has not recovered from the Covid-19 with a concerning 20% reduction in patronage and despite 'lifeline funding' having been granted in the past. Further investigation will need to be undertaken to understand the patronage drop before committing any further funding to this group.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

15. 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

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



Date: 2 June 2021

Subject: **Log Movement on Rail in Taranaki-Whanganui Feasibility Report June 2020**

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

Document: 2785815

Purpose

1. The purpose of this memorandum is to provide the Committee with the commissioned report on the Feasibility study undertaken to consider rail movement of logs in Taranaki as provided by Kiwirail in May 2021.

Recommendations

That the Taranaki Regional Transport Committee:

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

Financial Considerations - LTP/Annual Plan

2. 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

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

Iwi considerations

4. 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

5. 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

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

Appendices/Attachments

Document 2785849: Log Movement on Rail in Taranaki-Whanganui Feasibility Report June 2020



FEASIBILITY STUDY

Opportunities for Export Log Movement on Rail in Taranaki -Whanganui

June 2020

Opportunities for Export Log Movement on Rail in Taranaki-Whanganui

CONTENTS

1.	Background	3
2.	Logs on rail.....	5
3.	Taranaki- Whanganui forestry - currently	6
4.	Future sources of logs in Taranaki-Whanganui.....	7
5.	Resources needed to transport logs by rail	12
6.	Potential rail log hub sites	16
7.	Estimates	21
8.	Haulage costs	21
9.	Externalities: costs borne by the communities	22
10.	Stakeholders	25
11.	Risks	28
12.	Summary.....	29
13.	Conclusions.....	29
14.	Recommendations and next steps	29
Appendix 1: Stakeholder Engagement.....		31

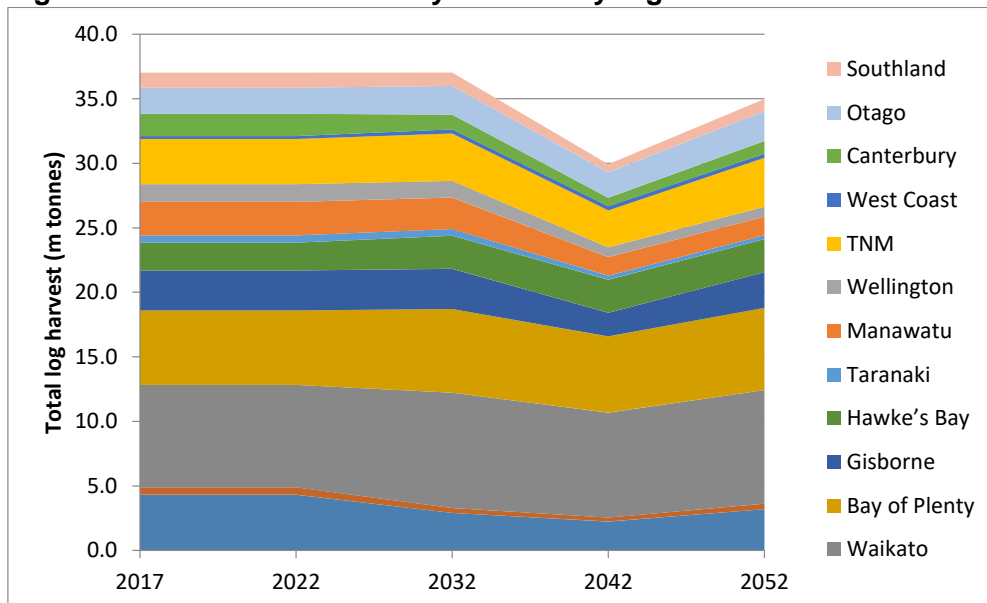
1. Background

The purpose of this report is to investigate the feasibility of establishing a log handling facilities and rail services for logs in Taranaki. Its conclusion is that there is scope for such rail services in Taranaki. It recommends that KiwiRail confirms a site at Waverley, and that it works with forest owners to confirm its viability, and develops detailed operational plans. KiwiRail should apply to the Provincial Growth Fund for funding to develop the hub.¹

Haulage of logs is a significant part of the total freight task in New Zealand. The National Freight Demand Study 2017/18² shows that in that year they made up 13% of the total tonnes hauled, and 14% of the total net tonne kilometres.³ Rail’s share of that log market was 10% (in ntkm). Then rail carried 3.2m tonnes of logs, principally in the Bay of Plenty, and generated 423m ntkm.

The volume of logs cut has risen significantly since the second NFDS in 2012, and so has log transport. As a result of past planting patterns, the so called “wall of wood” is now with us. The NFDS shows a plateau of log availability until 2032, followed by a 10 year decline before newer plantings become available (see Figure 1).

Figure 1: 2015 Wood availability forecast by region.



Source: Ministry of Transport, National Freight Demand Study 2017-18 (“NFDS 3”), Fig 7.5, p 84

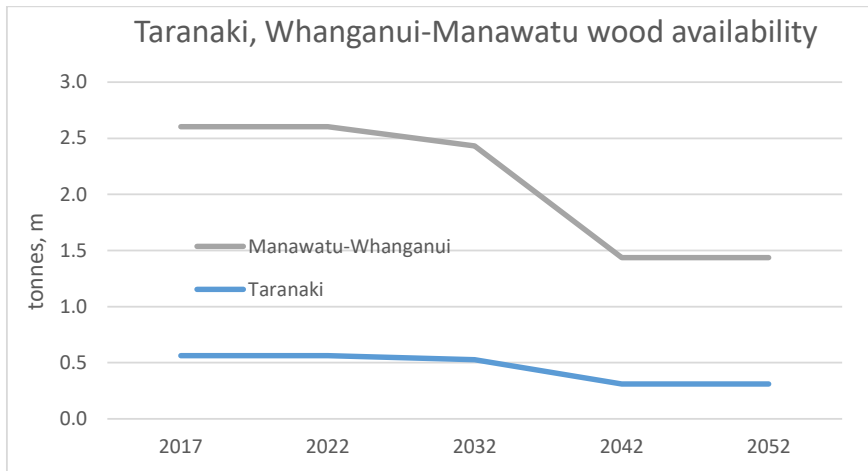
Note that there is no growth in the years after 2042 in the Manawatu - Whanganui and Taranaki regions. The data in Figure 1 for these regions is shown more clearly in Figure 2.

¹ See further detail in Section 12.

² Ministry of Transport, *National Freight Demand Study 2017-18*, (NFDS3)

³ Based on an unpublished estimate of 40.08 bn ntkm of logs

Figure 2: Wood availability in western NI

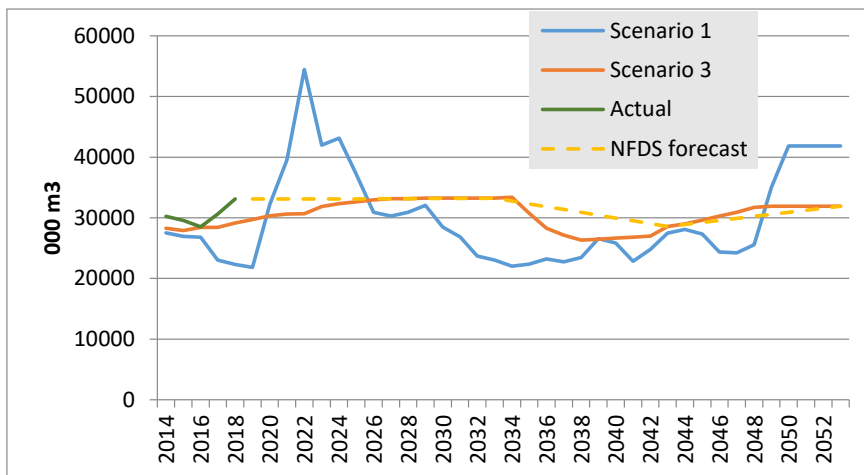


Source: R Paling, inputs to NFDS3, Fig 7.5

The Manawatu-Whanganui region is large in area, and its average figures may not represent the specific pattern in the Whanganui District, part of which is the source for the logs that would use a south Taranaki log hub. The Whanganui patterns will be discussed below.

The wood availability figures are however based on plantings and growth; harvest levels can vary for several years around the availability date, to match demand and the availability of harvesting resources. This is illustrated in Figure 3.

Figure 3: Alternative log harvesting scenarios⁴



Source: NFDS3, Fig 7.4, p 84.

Most of the increased log movement during the period will be for export, with exports falling off even more sharply in the 2030s, as preference is given to supplying local processing plants. The current

⁴ "Scenario 1" and "Scenario 3" are scenarios from the MPI Wood Availability Forecasts. There are 4 scenarios in this report, and Scenario 1 was chosen in the NFDS as an unconstrained scenario, when the smaller forest owners are assumed to harvest their forests when these reach an optimum age, and scenario 3 as a more stable one constrained by harvesting and transport resources. See NFDS3, above n 2, pp 81-82

COMMERCIAL IN CONFIDENCE

growth in log exports is the difference between a rapidly increasing harvest and a relatively constant local demand.⁵ While the balance between exports and local demand is also influenced by price, it is expected that at least major plants will still need supply and their willingness to pay will reflect that.⁶

The current wood availability is driving new value-add processing such as is proposed at Marton, which is likely to have a longer planning horizon than 2032 and so will expect to be supplied in the lower-volume years.

KiwiRail has opened new locations for log haulage in recent years, especially in the southern North Island⁷ and could open more with the increase in log availability. These have shown substantial growth, and one has had to be extended. One of the new areas currently and with significant growth potential is Taranaki-Whanganui.

2. Logs on rail

Rail has had extensive experience in hauling logs in many parts of the country throughout its history, with significant recent growth. In the year ending 30 June 2019 it hauled 3.6 million tonnes of logs, principally in the Bay of Plenty, but also to the ports of Napier, Wellington, and Lyttelton. Most logs hauled by rail are for export.

Table 1: Logs by rail in 2018-19

Route	Tonnes (m)
Waikato and Bay of Plenty to Tauranga	2.759
Southern North Island to Napier and Wellington	0.740
West Coast to Lyttelton	0.064
Other	0.043
Total	3.606

Source: KiwiRail

For most flows outside the Bay of Plenty KiwiRail has been using former 50ft container flat wagons converted to log wagons by the addition of cradles. [REDACTED]

[REDACTED] They will be replaced with new container wagons fitted with “cassettes”⁸ and cradles, the FIH class. These can carry up to 52.5 tonnes of logs, but they are likely to be limited to one truck and trailer load, 32t,⁹ to enable log traceability, at least initially. 32t tonnes is the load per wagon assumed in this study. These wagons and cassettes are underway and are expected to be delivered during 2020.

⁵ NFDS3, above n 2, Figure 4.5, p 15

⁶ Local supply will also be encouraged under the Forest (Regulation of Log Traders and Forestry Advisers) Amendment Bill, currently before the House.

⁷ Waingawa (Masterton) 2012, East Town (Whanganui) 2015, Feilding 2020 and Wairoa 2020.

⁸ Bases to adapt cradles and cradle spacing to the standard container twistlocks on the wagon, and to provide walkable decking for scaling etc.

⁹ Typical HPMV log load

3. Taranaki- Whanganui forestry - currently

Within the southern North Island forest group are substantial flows of logs already moving from Whanganui to Napier and Wellington, totalling 112,400 tonnes in 2018-19.¹⁰ These logs are loaded at KiwiRail's forestry hub at East Town (Whanganui)¹¹, and move on daily trains to the respective ports, in equal volumes to each of them. Since September 2019 a new route from East Town to New Plymouth has been established, with relatively low volumes.¹²

The growth in forestry in the Whanganui District and Taranaki Region in the next three years and beyond offers the potential to substantially grow this business.

Movement of logs through Port Taranaki has grown strongly in recent years.

Table 2: Export Logs via Port Taranaki

Calendar Year	Export logs (tonnes)
2013	295,998
2014	232,896
2015	280,735
2016	406,439
2017	593,522
2018	785,183
2019	881,879

Source: Statistics NZ International trade data, commodity 4403. 2019 is provisional.

The proportion sourced from the Whanganui area is currently about a third. This is likely to grow as Port Taranaki is closer to Whanganui than is Napier or Wellington.¹³ Port Taranaki has re-organised its Blyde Wharf to cope with the log traffic,¹⁴ and has adequate room and facilities to handle the growth in logs. However, when there are two ships on the berth, rail operations impede loading and have to cease. An expansion of the adjacent rail grid, to separate rail and shipping, is part of this proposal.

Only a small fraction of these logs have so far been carried to Port Taranaki by rail; up to September 2019 all came by truck, and most continue to do so. There is thus an opportunity for rail to increase its share of the trade. The forest distribution in the region (see map, Figure 4 below) indicates that virtually all of these logs would have been hauled through New Plymouth to get to the port, and through other communities as well.

Local communities are concerned with the disruption that significant logging truck movements are likely to cause, to amenity values like safety and environment, including greenhouse gases, to congestion, and to the impact on local road maintenance.¹⁵ These "externalities" are not borne by the log owner or transporter, but by the community as a whole. Haulage by rail will avoid having log trucks pass through some urban areas, particularly central New Plymouth. The externalities are quantified later in this report.

¹⁰ The remainder of the southern NI logs in Table 1 move from Palmerston North and Waingawa.

¹¹ See Figure 12.

¹² 6 wagons/day pre Covid-19

¹³ Port Taranaki is 171km from East Town by rail, Napier 237km, and Wellington 220km.

¹⁴ "New daily log service to Port Taranaki", *Taranaki Daily News* 7 October 2019

¹⁵ *Taranaki Daily News*, above n 14.

COMMERCIAL IN CONFIDENCE

KiwiRail's experience in hauling logs is that it is difficult to be competitive with road transport over distances below about 75km by rail. For both road and rail haulage, the logs are taken out of the forest by truck, up to 50 km from the rail transfer point. Rail is competing against the marginal cost for a truck to continue its journey to the port. In addition there are transfer costs for rail, but not road, which are independent of distance, and thus form a greater proportion of the cost of short distance journeys.¹⁶

That means that the logs from New Plymouth District are unlikely to be hauled by rail, but some in the Stratford and South Taranaki Districts could be. A distance of 75km from Port Taranaki includes the Marton-New Plymouth line as far south as Normanby; and the Stratford-Okahukura line (currently mothballed) as far inland as Huiroa.¹⁷ Any movement of logs sourced north or west of the 75km line on Figure 4, and as well forests near that line, is not likely to be competitive by rail. All of the Whanganui District is well beyond 75km from a port. Even at distances beyond 75km, the margin over road is slender, especially if the cost of establishing a terminal has to be included.

4. Future sources of logs in Taranaki-Whanganui

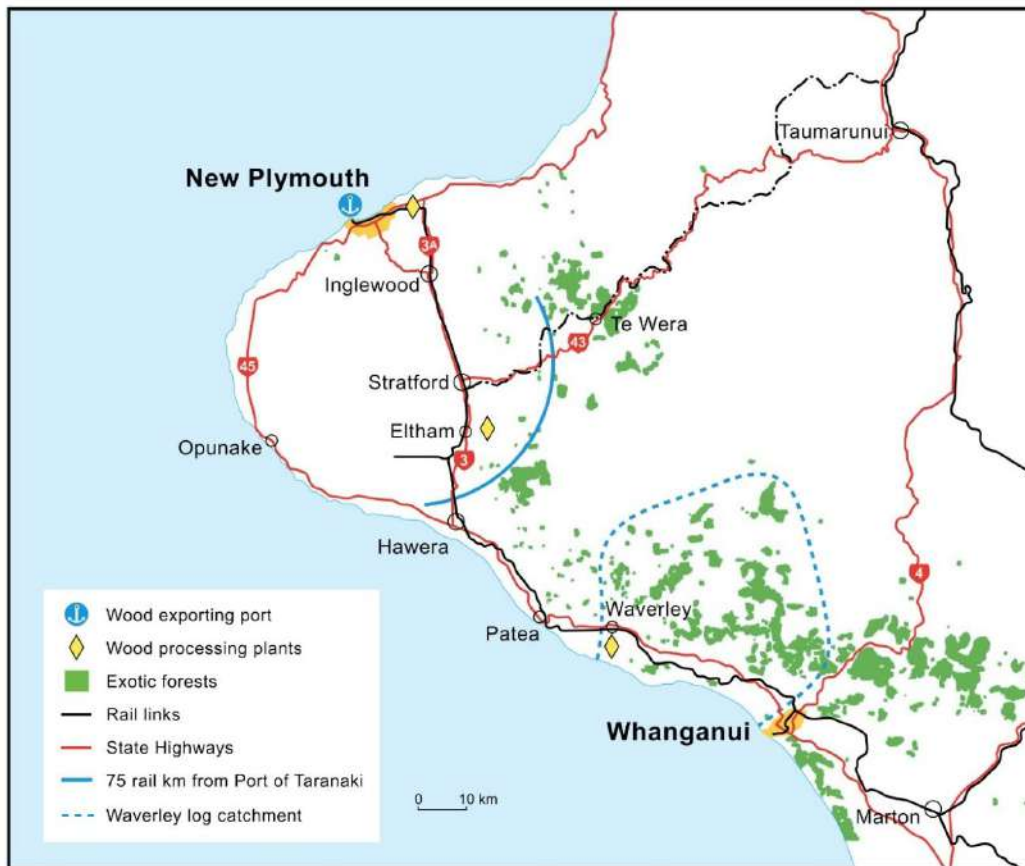
The likely sources of logs that are open to rail haul are in 3 groups: the Te Wera forest inland from Stratford; the southern South Taranaki District and the western part of Whanganui District; and the eastern part of Whanganui District.¹⁸ A further 240,000t pa from the Taumarunui area could move to Port Taranaki by rail if the Stratford-Okahukura line was reopened fully, but this traffic is outside the scope of this report. Figure 4 shows the location of exotic forests in Taranaki-Whanganui, rail lines, and 75km from the port by rail. It also shows the estimated catchment area for a Waverley log loading point.

¹⁶ See also Figure 16. The shortest rail haul for logs in New Zealand at present is Kawerau-Mt Maunganui, 84km. This is however an easily graded route which allows highly efficient trains of 2400t gross each (potentially about 1700t of logs, or 53 truck and trailer loads.)

¹⁷ 75km by State Highway extends slightly further, to Hawera and Strathmore respectively

¹⁸ The division of Whanganui into two groups is to identify those logs that would be more effectively served by a western Whanganui log yard. The dividing line between Whanganui west and east is essentially the Whanganui River, though Moore's Kauarapoao Group on the true right (west) bank of the river is included in eastern Whanganui as the roading patterns make East Town the logical loading place. See Moore and Associates, "Review of wood availability and related roading implications on Whanganui District Roads 2018-2047" (2017)

Figure 4: Taranaki and Whanganui exotic forests



Source: Based on MPI: Southern North Island Wood Supply Region. Excludes forests outside Taranaki/Whanganui.

The Te Wera forest is on the cusp of the 75km competitive distance. It is 88km by rail to the port from the former rail siding at Te Wera, but only 80km by state highway. Further forest blocks near Strathmore are likely to be under 75km from the port.

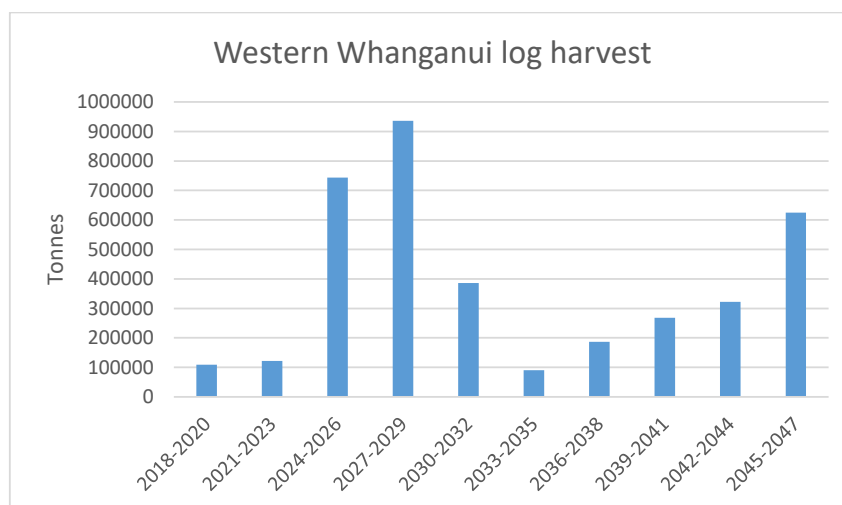
The owners of the Te Wera forest announced in 2018 their intention to cut at least 100,000t a year for 7 years.¹⁹ Approximately 20% of this is earmarked for Taranaki Pine’s Bell Block mill, leaving some 80,000t pa for export. While it could be physically possible to haul the Te Wera logs by rail, the low volumes and short life make it unlikely to be uneconomic, especially since it would require the reopening of 37km of the Startford-Okahukura line. It is not planned to reopen the whole line, so reopening to Te Wera would be a charge to the project.

The Whanganui west/southern South Taranaki volumes are greater, and at a more competitive distance from the port (about 120km by rail). There is a much stronger case for hauling these by rail than for the Te Wera logs.

¹⁹ China Forestry Group, press release 16 November 2018. We have no information on further cut, but age structure information suggests further years’ cut would be low.

The raw data for logs becoming harvestable is shown in Figure 5, in three-year groups. The available volume is very sharply peak in the years 2024-2029. These figures are net of the allowance for local processing.

Figure 5: Raw data for log availability west of the Whanganui River



Source: Moore²⁰ and NFEED, consultant analysis

Forestry harvesters seek to smooth such peaks to make more efficient use of resources, including labour and equipment. In addition, prices and international demand will fluctuate.²¹ In table 3, the raw data for the 12 years 2024-2035 has been smoothed to indicate the likely actual harvest.

Table 3: Available export log volumes in southern South Taranaki, and western Whanganui Districts with smoothed peak

Year	Available volume (tonnes)	Volume per year
2018-2020	109,213	36,404
2021-2023	122,304	40,768
2024-2026	539,022	179,674
2027-2029	539,022	179,674
2030-2032	539,022	179,674
2033-2035	539,022	179,674
2036-2038	186,699	62,233
2039-2041	268,213	89,404
2042-2044	322,697	107,566
2045-2047	624,273	208,091

Source: Moore and NFEED; consultant analysis

These figures have been adjusted for the expected local processing volume, assessed at 12.5%²² of the initial (2018-2020) volumes, every year. We are not aware of any significant new processing plants in the area which could absorb 12.5% of the later years' peak cut, except possibly a proposed Marton plant. However, we believe this is likely to draw its supplies from forests closer to the plant.

²⁰ See n 18

²¹ Moore, above n 18, p5

²² Advice from I Moore, (10-15%)

COMMERCIAL IN CONFIDENCE

The figures also do not take account of the current intensive planting programme organised by the Government (“one billion trees”). We have consulted with Te Uru Rākau/ NZ Forestry over the possible impact of this programme. At present no Crown forestry commercial joint ventures for such plantings has been signed in this area.²³ In any case the logs would not be available until the very end of the time frame in the table, and beyond. They can form no basis for investment in transport for at least 25 years.

It is evident that there is going to be a sharp spike in demand from 2023 to 2035, even with smoothing, after which there will be relatively low volumes until 2045. This is due to the planting dates of the forest (in the early to mid-1990s) and is consistent with national predictions of a sharp fall-off in available logs in total shown in Figure 1. In particular, on a national level, because of the need to supply domestic processing plants, the volume of export logs is expected to halve.²⁴

This in effect means that facilities developed and wagons converted to cope with export traffic will have a relatively short economic life of about 12 years. However, the base wagons proposed are new container wagons which can be readily repurposed over their expected 30 year life. There are thus 3 years for planning, consenting and constructing the hub. The cutting of the peak is unlikely to be brought forward, but there is about 40,000t pa available to carry before then if the hub is completed early.

The existing log handling facilities at East Town in Whanganui are likely to be full with logs generated south of the river, as discussed below.

²³ Email from Sam Keenan, GM Crown Forestry, MPI, 12 May 2020

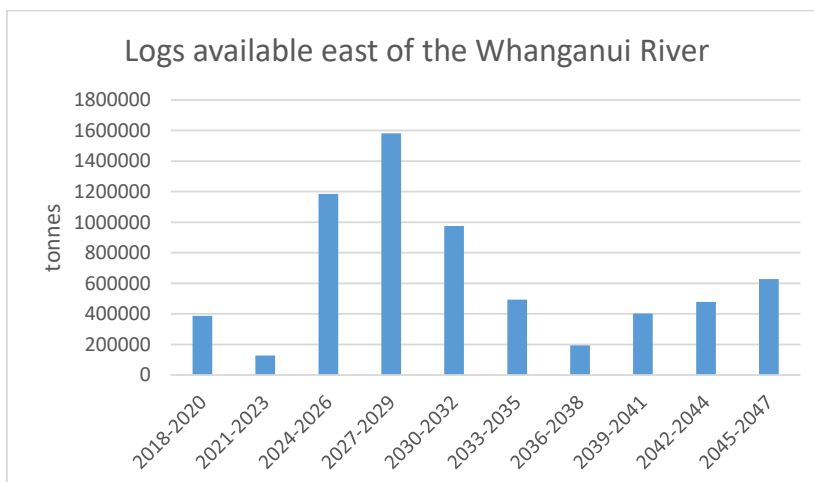
²⁴ Ministry of Transport *National Freight Demand Study*, March 2014 (NFDS2), p 255

Figure 6: Potential logs flows by rail to Port Taranaki



At present the East Town facility, as expanded, can handle all the Whanganui traffic to Port Taranaki. But volumes east of the Whanganui River, the primary purpose of the facility, are likely also to expand rapidly, with a similar peak but with volumes 70% greater than those to the west.²⁵

Figure 7: Raw data for logs available east of the river



²⁵ East Whanganui volumes include the logs on the true right bank of the Whanganui, which are logically served by East Town

COMMERCIAL IN CONFIDENCE

Again the peak 12 years have been smoothed to give a better indication of the actual harvest, as set out in Table 4

Table 4: Available export log volumes in eastern Whanganui District, with smoothed peak

Year	Available volume (tonnes)	Volume per year
2018-2020	387,866	129,289
2021-2023	127,866	42,622
2024-2026	1,058,556	352,852
2027-2029	1,058,556	352,852
2030-2032	1,058,556	352,852
2033-2035	1,058,556	352,852
2036-2038	194,489	64,830
2039-2041	403,572	134,524
2042-2044	477,962	159,321
2045-2047	627,876	209,292

Source: Moore and NEFD, consultant analysis

These figures have also been smoothed during the peak years (over 12 years), and have been adjusted for local supply. In addition a further adjustment of 12.5% has been made to reflect diversion of wood to supply the Karioi pulp mill, which will draw on Whanganui wood in preference to supplies further away to the north. This adjustment is made on every year's projected tonnage.

The strong growth especially after 2023 means that the current East Town facility is likely to be fully loaded with traffic originating east of the river, with a potential threefold increase in throughput, and indeed probably needing further expansion or additional sites. Thus there is unlikely to be room for traffic originating west of the river, and a further site needs to be found to handle that traffic. Some of this wood may also feed the proposed Marton plant, although there is a substantial volume of local supply available to it.²⁶

Because the East Town hub is up and running, it is not focussed on in this report.

5. Resources needed to transport logs by rail

To transport logs by rail needs a loading site, loading equipment (with staff or contractor), locomotives (and drivers), wagons, and unloading facilities. The unloading is at the port and assumed to be the port company's responsibility, just as it would be for a logging truck.

At the forest end, KiwiRail has a number of former station sites that could be developed relatively cheaply. These typically need adjustments to existing trackwork, possibly new trackwork, and a drained metallised surface.²⁷ Lighting would be needed for any night work. Based on Waverley, we estimate that the cost of a hub is around ██████ Given the profile of the log cut, the cost of these

²⁶ Moore and Associates, "Wood availability and related roading implications on Rangitikei District roads 2018-2047", final draft report for Rangitikei District Council, 2017

²⁷ Feedback from the forestry sector is that former rail yards require less drainage and surfacing work than greenfield sites

COMMERCIAL IN CONFIDENCE

needs to be recovered 12 years. At 6% discount rate²⁸ the annual capital cost is [REDACTED] As discussed later in this report, it may be possible for local or national bodies to pay for (or contribute to) the siding costs, reflecting the benefits they receive from rail use.

A typical log yard and siding is shown in Figure 8. This is at Waingawa in the Wairarapa. It consists basically (right to left) of a log storage area, loading area, siding for loading rail wagons, another for empty wagons, and the main line used by the locomotive to change ends on the train.

Figure 8: Waingawa log yard



[REDACTED]

²⁸ Treasury transport project rate <https://treasury.govt.nz/information-and-services/state-sector-leadership/guidance/financial-reporting-policies-and-guidance/discount-rates>

[REDACTED]

³⁰ Source (cost and life): McCarthy Transport Ltd

³¹ KiwiRail's current costs.

Figure 9: Loading logs at Palmerston North



As noted, the traffic would use FIH type wagons. These are new container flat wagons, adapted for use in log traffic. The wagons cost [REDACTED] each, with the cassettes and cradles another [REDACTED] per wagon. While the wagons will have the normal 30 year life, there are unlikely to be any other uses for the cassettes and cradles when no longer used for logs in this area as the same steep decline in the cut will be experienced nationally at about the same time. For a 30 year life, the annual capital charge at 6% would be [REDACTED] per wagon; with the 12 year charge for the cassettes and cradles at [REDACTED], making a total of [REDACTED]

This is the equivalent of just over [REDACTED] per day per wagon. Operational constraints will mean that two rakes of wagons³⁴ will be required, effectively each wagon carrying a load every two days. On this basis the capital cost is [REDACTED]

New locomotives cost [REDACTED] each and have a life of 25 years. For them, an alternative use past 2032 can be assumed so their annual capital cost can be based on a 25 year life. The annual charge at [REDACTED]

The locomotive would be one of the larger capital item in the mix, and so operational patterns have been considered which make better use of existing locomotives. In the particular case of the line north of Whanganui, the section from Aramoho to Waitotara has severe grades which limit the load that can be hauled. From any location from Waitotara north to New Plymouth an additional 650t per

³² Source: Kiwirail (Alan Hill), [REDACTED]

³³ [REDACTED]

³⁴ [REDACTED].

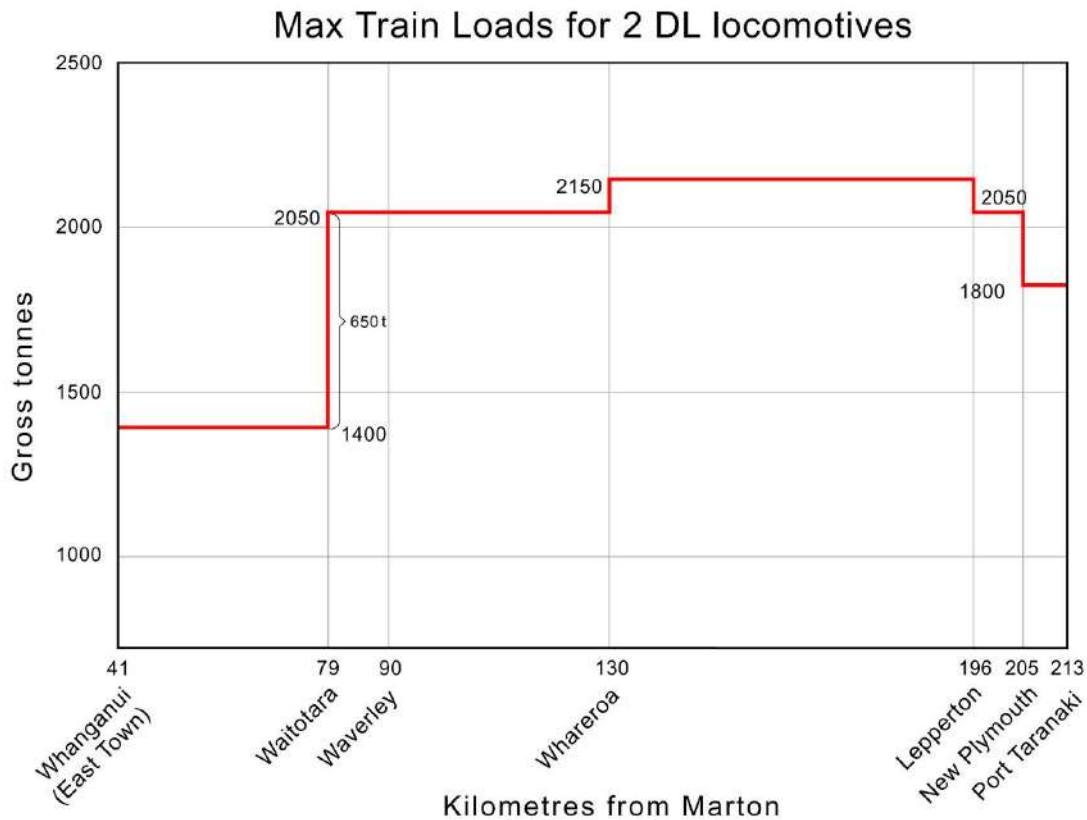
³⁵ [REDACTED]

COMMERCIAL IN CONFIDENCE

train³⁶ can be carried (up to 12 loaded FIH wagons) with the same locomotive power, assuming the normal power is two DL locomotives (see figure 8). In this cases significant efficiencies can be achieved by more intensive use of the assets, and the capital cost for locomotives for the log traffic is effectively nil. Their additional operating costs also close to nil (there is no increase in driver costs, and extra fuel would be marginal). An alternative dedicated train was investigated but a competitive price could not be reached with the forest owners.³⁷ It would have required a new locomotive and an additional driver.

Waverley is the nearest feasible existing yard.

Figure 10:



Offsetting the rail equipment costs will be a reduction in the number of trucks otherwise needed. A truck and trailer can haul the same volume as an FIH wagon, so there would be a reduction of 22 truckloads a day, each way, between Waverley and the port. However, trucks will still be needed from the forest to Waverley, some 50km. Given the likely proportion of the haul carried by rail (about 88%), and taking account of the continuing need for trucks at the forest end of the haul, the reduction

³⁶ With a further 100t between Whareroa and Lepperton, of no use to the log traffic.

³⁷ For discussion on competitive pricing, see section 8.

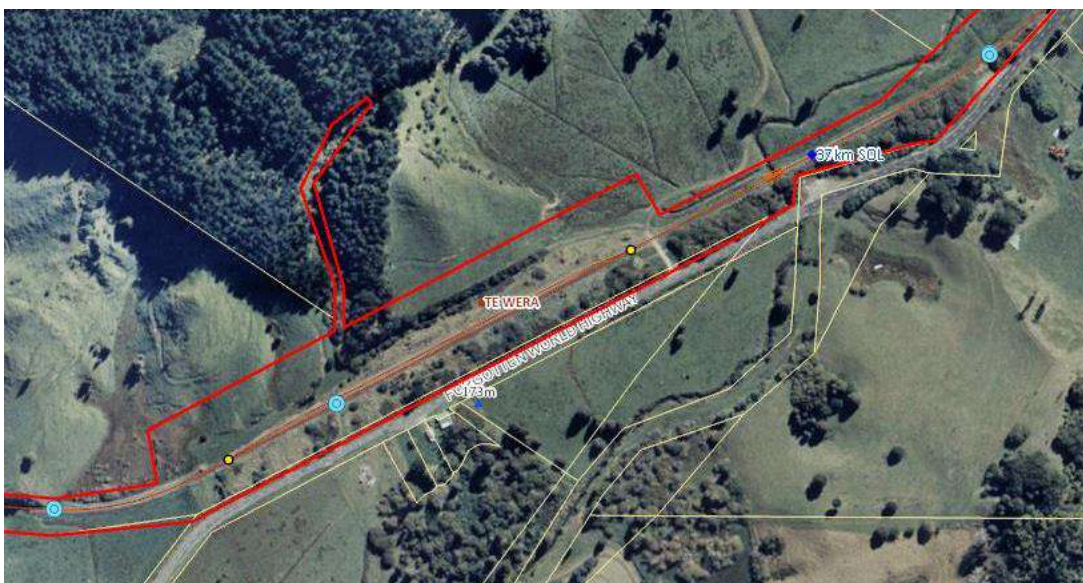
in the number of trucks needed for the traffic considered in this paper could be as much as 50%.³⁸ Logging operators value the improved management of trucks made possible by shorter, local hauls. By prioritising truck journeys between the forest skid site³⁹ and a log hub, with line haul by rail, greater volumes of logs can be transported to market while allowing truck operators to maximise use of their vehicles. This offsets the additional costs of handling on to rail.

6. Potential rail log hub sites

Te Wera

The former Te Wera rail siding is adjacent to the Te Wera forest. It is 37 km from Stratford on the mothballed Stratford-Okahukura line. Both the line and the siding could be redeveloped to handle the log traffic from the adjacent forest.

Figure 11: Former Te Wera station site



Source: KiwiRail

However, the volumes are small and are expected over a short time frame (7 years), making an investment in wagons, locomotives, and a log yard marginal. As well, the cost of carrying this traffic would need to include the upgrading the 37km of the former Stratford-Okahukura line from Stratford, which is estimated to cost [REDACTED].

For these reasons, the traffic is likely to be uneconomic, and so the possible log yard at Te Wera has not been considered further.

[REDACTED]

³⁹ A 'skid site' or a 'deck' is the designated area in the forest used to further process stems or trees extracted from the forest, store them, and then load out the logs (<http://www.nzffa.org.nz/farm-forestry-model/the-essentials/roads-and-harvesting/timber-harvesting-in-new-zealand/>)

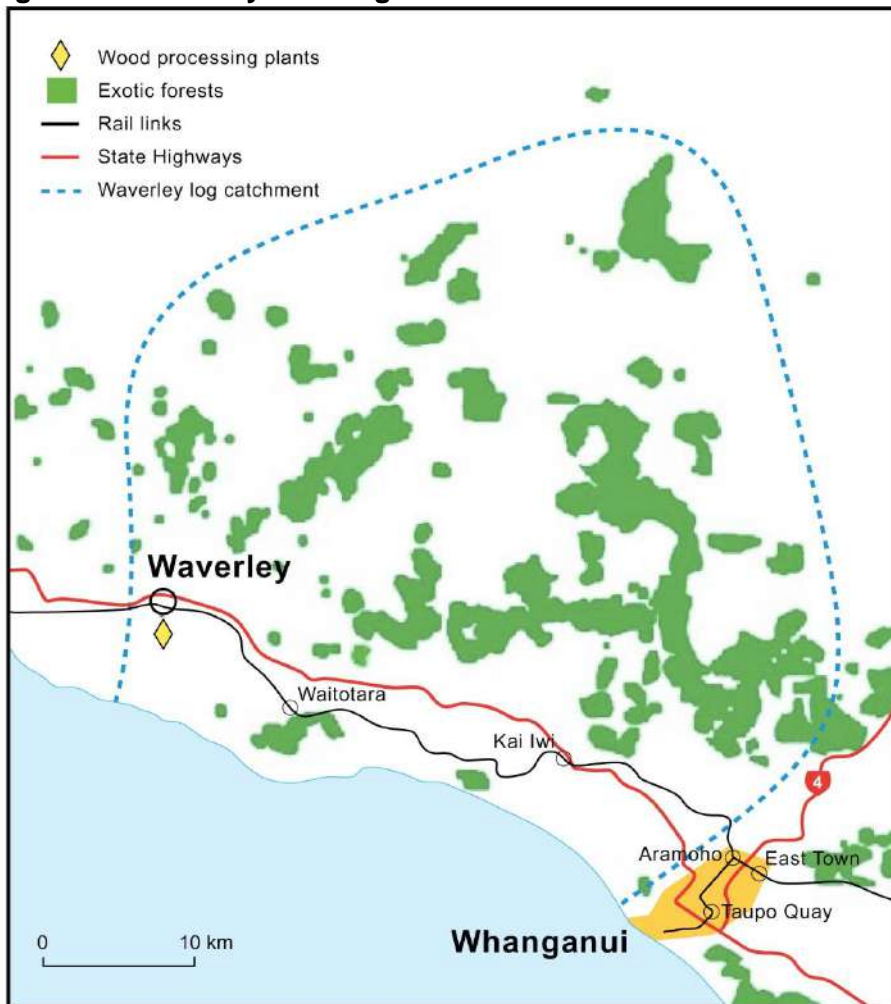
West of Whanganui River

On the basis that there is no long term room in existing East Town facilities, a new site needs to be found for handling the western logs. All potential sites in the Whanganui city area are likely to be needed for the traffic originating south of the river (and on the west bank of the river).

There are several former rail station sites in the area west of the river and north of the rail grades that could be used as a log loading site. These include Waitotara itself, Waverley, and Patea. Waitotara appears to be too small, but there is a reasonable amount of land available at both Waverley and Patea (see figure 4). Both are only a short distance off SH3. Patea is on the banks of the Patea River and may pose a pollution risk. It is also 14km closer to the port, making the rail component a lower proportion of the total trip, which would be less economic for rail. This report has used Waverley as the preferred site.

Figure 12 shows the area between Waverley and Whanganui in more detail.

Figure 12: Waverley – Whanganui locations



COMMERCIAL IN CONFIDENCE

The volumes available from this area spread over 12 years imply a site able to handle up to 25 wagon loads per day (on a 225 day per year basis, ie 5 days/week).⁴⁰ A Waverley siding would provide for 22 wagons.⁴¹ The two daily trains would handle 11 wagons each.

Figure 13: Waverley, looking south



Figure 14: Aerial view of Waverley station



Source: KiwiRail

It is likely that two sets of 22 wagons will be required, to allow the through train to quickly swap a loaded for a full rake. These rakes can be unloaded at the port in time to get them back for loading in one day, and a third rake is not required. Two sets will cost [REDACTED]

⁴⁰ A typical HPMV log truck and trailer has the same 32t load as is assumed for a wagon

⁴¹ The remaining 3 wagons loads would remain for road transport. This is consistent with the practice of logging operators using road transport directly to the port for a small number of trips per day.

⁴² 44 wagons, 30 year life; 12 year life for cassettes and stanchions. [REDACTED]

COMMERCIAL IN CONFIDENCE

Preliminary work on timetabling indicates that loading two 11-wagon rakes together at Waverley is practicable. To allow loading during the day, the empty wagons will be delivered and the loaded wagons picked up at night on the existing trains' schedule.⁴³ The empty wagons will need to be staged through Waitotara to minimise the need for trackwork at Waverley.

There is one primary proposal for Waverley, and a lesser alternative

The primary proposal is to re-route the main line further north, closer to the sawmill site. This line avoids the historic station building, but log loading would then take place adjacent to it, and arguably put it at some risk. It would be isolated within the log yard, with no public access.⁴⁴ This proposal would cost [REDACTED]. It involves construction over the sewer line to the treatment facility to the south of the station. About 300m of the sewer would need to be replaced. As well, the main line would be more complex than the current one, with more curves.

The other proposal involves constructing a new main line 5.2m to the north of the existing main line (to give adequate clearances for loading). The log yard would still be to the south, on the existing yard. This proposal would mean the existing station building would need to be relocated 5.2m north, adjacent to the new main line. Without the cost of shifting the station building this proposal is cheaper than the other, but at an estimated [REDACTED] for shifting the station, the total cost is dearer at [REDACTED].

The station building is a historic structure, built in 1881. It is one of the only two stations remaining that were built to the standard "class 4" plan⁴⁷, albeit extended and modified. The system of standard plans dates from the Vogel era.⁴⁸ The station is registered with Heritage New Zealand as a Category 1 historic place, and is listed in the District Plan as a category 1 Historic Heritage site.⁴⁹

Figure 15 shows the primary proposal.

⁴³ Their schedule is set by the needs of existing major Taranaki customers.

⁴⁴ It technically has no public access now but there is a road leading to it from Oturi Rd giving de facto access.

⁴⁵ [REDACTED]

⁴⁶ [REDACTED].

⁴⁷ The other is at Inglewood. Waverley is in better condition, but Inglewood is the oldest station in New Zealand still on its original site.

⁴⁸ See <http://www.railheritage.org.nz/Register>

⁴⁹ South Taranaki DC, Proposed District Plan 2015, Schedule 1, site H71.

Figure 15: Alterations to Waverley for a log yard.

Source: KiwiRail

The area available for log marshalling is limited, and may be constrained at the peak of the wood flow.⁵⁰ Existing log yards can be used as an indicator of the land required. At Waingawa a site of about 1.5ha has a throughput of some 325,000t a year, in 10,900 wagons, 35 per day on a 7-day basis.⁵¹ This amounts to 220,000t throughput per hectare per year. Wairoa has a yard of 1.2ha, which has a capacity of 250,000t throughput a year, about 210,000t/ha. For the peak 12 years on this basis the southern Taranaki log yard would need about 0.85 ha. Waverley has about 0.8 ha on the south (goods shed) side.

These figures suggest that with appropriate realignment of the main line Waverley could cope with the volume. If extra land is required, it would only cost about [REDACTED]. There may also be greenfield opportunities in the area, with land at that price not being a critical factor.

As a designated site under the RMA, an outline plan of works is required for the proposal. Discussions with the South Taranaki District Council⁵³ suggest that this need not be an extensive document. They noted however that the land to the south of the station building, at least, would be regarded as potentially contaminated, and compliance with the national standard for contaminated land may be required (and potentially a resource consent issued).⁵⁴ However, if there was no disturbance to the soil in the area, or no spoil taken off the site, this would not be a significant hurdle.

Resource consents are also likely to be required from the Taranaki Regional Council (eg for drainage).

South of the Whanganui River

The volumes being generated from forests in this area suggest that log handling sites will have to cater for over three times the current volume handled, with a maximum of over 350,000t a year. The existing site at East Town has handled about 140,000t pa in past years, and with extension could

⁵⁰ Some operators work by directly loading wagons from their trucks, which means less land is required.

⁵¹ And a 45-week year, the industry standard.

⁵² KiwiRail Property estimate, March 2019

⁵³ Meeting with Jessica Sorenson, Planning Manager, STDC, and other officers, 21 May 2020

⁵⁴ National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS).

COMMERCIAL IN CONFIDENCE

handle over twice that. Extending days of operation from 5 to 7 would add another 40% to the available throughput. All that would give just under 400,000t capacity. Beyond that there is a possible site at Taupo Quay.⁵⁵ It is clear however that the East Town site will be close to capacity, and is likely to need supplementation. It is unlikely to cope with logs from west of the river as well as those from the east.

7. Estimates

The estimates of the operating patterns of the hubs, and their costs, are indicative only at this stage. While they indicate that development of hubs is feasible, progressing them will require detailed assessment of actors such as:

- Scheduling ; impacts on existing programmes
- Workforce planning
- Terminal capacity and land availability
- Landside requirements; yard size, land availability, capital investment, operation
- Asset availability and management
- Commercial factors.

8. Haulage costs

Harvested logs are a commodity product and given the time to maturity, forest owners are very price sensitive, particularly the small-scale owners. Their price sensitivity coupled with availability of harvesting crews affects the timing of their harvest and what they are willing to pay to transport their logs to market. Transport decisions are largely made based on the cost of 'stump to port' with the lowest cost preferred.

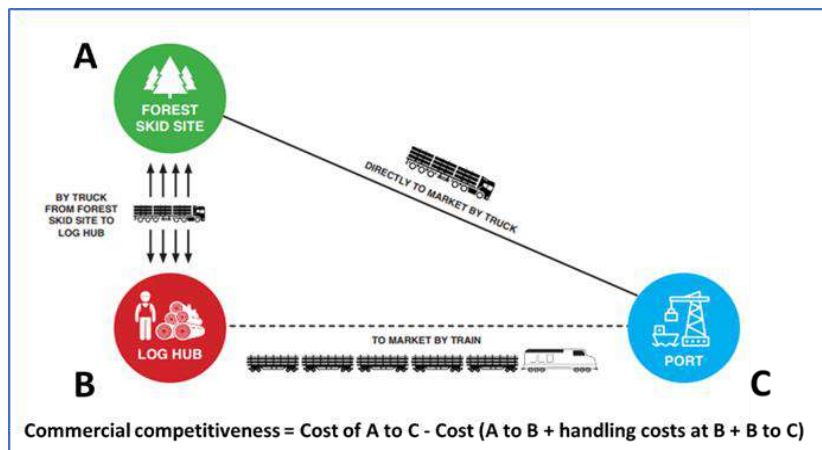
Traditionally the New Zealand forestry industry has relied heavily on the road transport industry to transport harvested logs from forests to market. In many regions, road transport has been the only option or there has been no compelling reason to choose rail given double handling costs and the establishment costs of regional log hubs. The reason to rely on road transport is purely a commercial decision.

Nevertheless the establishment of strategically located log hubs enables rail to be price competitive, and overcome the disadvantage of having to transfer from one mode to the other. This model, illustrated in the following figure, is successfully used by KiwiRail at a number of southern North Island sites.⁵⁶

⁵⁵ A further site at Aramoho has been used in the past, but the District Council refused permission to reopen it for road traffic reasons.

⁵⁶ See above, n 7.

Figure 16: Commercial issues for a rail hub



Source: KiwiRail

For the South Taranaki logs, the road haul from forest to port is 170km, and costs [REDACTED]. From the forest to the rail yard is 50km (along the same route), and costs [REDACTED]. For the combined road/rail journey, the total needs to be the same or better than the direct road cost, so the amount available for rail is the difference between these numbers, namely [REDACTED] a tonne km.

From this has to be deducted the cost of handling [REDACTED] which leaves [REDACTED] for the actual rail haul.

KiwiRail's current prices for hauling logs are [REDACTED], net of handling and fuel adjustment factor, giving revenue for this proposal of approximately [REDACTED]. Direct costs will be low with the use of spare capacity on existing trains, and the traffic will cover them and make a contribution to overheads and track (excluding the cost of developing the log yard).

9. Externalities: costs borne by the communities

As log volumes have increased, the frequency and cost of maintaining the regional road networks has significantly increased and road safety has been negatively impacted with greater numbers of heavy trucks on the roads. These costs will detrimentally impact the communities within those regions (see section 10, below).

Compared with trucks, rail provides a sustainable solution will help reduce road and port congestion, reduce the frequency and cost of road maintenance, will improve regional road safety and will reduce carbon emissions⁵⁸.

The following table with estimates of the externality costs for road and rail is adapted from Table 5-10 in a report prepared for Environment Canterbury and SI Regional Transport Committee Chairs by Stantec.⁵⁹

⁵⁷ KiwiRail, from confidential log operator source.

⁵⁸ <https://pro.newsroom.co.nz/articles/3728-4-are-we-ready-for-the-walls-of-wood>

⁵⁹ Stantec, *South Island Freight Study: Identification of the opportunity for mode shift and preparation of a mode shift Implementation Plan* 2019

Table 5: Externality costs per 000 tonne kilometres

Externality costs for road and rail movements of Taranaki logs				
Cost item	Road transport costs (\$ per 1000 net tonne-km)		Rail transport costs (\$ per 000 net tonne-km)	
	Urban	Rural	Urban	Rural
Greenhouse gases	3.0	3.0	0.75	0.75
Other Emissions	10.4	1.0	3	0
Other environmental costs	4.8	1.3	3	0
Accidents	14.9		2.4	
Total exc congestion	33.1	20.2	9.15	3.15
Congestion				
	Main centres	Other major urban centres	NA	
Peak	38.9	30.3		
Off-peak	17.8	14.7		
Rural - all areas	2.5			

Source: Stantec: GHG scaled by 25% to update to 2019 levels, using EEM factors

The tonne kilometres for logs from Waverley, by road and rail, are in Table 5. The routes by rail are slightly longer.

Table 6: Annual Tonne kilometres for log traffic from Waverley

	Waverley-Port Taranaki	Urban/rural, %
Tonnes pa (peak years) (by rail)	158400	
Kilometres (road)	119	
Tonne kilometres (000) (road)	18,850	22/78
Kilometres (rail)	123	
Tonne Kilometres (000) (rail)	19,483	15/85

Applying the factors in Tables 5 and 6 for Waverley:

Table 7: Annual Externality costs for Waverley log traffic for the 12 peak years

Externality costs for road and rail movements of Waverley logs. pa				
Cost item	Road transport costs (\$)		Rail transport costs (\$)	
	Urban	Rural	Urban	Rural
Greenhouse gases	12,355	44,194	2,257	12,355
Other Emissions	42,831	14,731	9,029	0
Other environmental costs	19,768	19,151	9,029	0
Accidents	61,364	219,495	7,223	39,537
Total excl congestion	136,418	297,924	27,556	51,991
Congestion				
	Other major urban centres	Rural	NA	
Peak	12,479			
Off-peak	54,486			
Rural - all areas		36,828		
Totals	203,284	334,398		
Total urban and rural	537,682		79,430	

The difference between road and rail, \$458,253, is the annual externality benefit of the proposal. In principle, local and national bodies should be willing to help fund the project to gain this benefit, but contributions from local bodies are unlikely.

In addition the Stantec report identified a contribution to the cost of roads that is not matched by revenue from Road User Charges. This is specific to logging trucks, and relates to their practice of loading the empty trailer on to the truck on the return from the port. Road User Charges are charged for all vehicles, regardless of load, based on an average loading out and back, and loading the trailer on the truck means the trailer pays the average when full, and nothing when empty. The report calculated the revenue shortfall at 14.3 cents per vehicle km.⁶⁰ There will be 22 loaded trucks/day, 225 days/year, over 119 km, and empty returns, which is just under 1.18 million vehicle km per year, or \$168,000 pa in unmet costs. These would be avoided by the use of rail.

The net environmental and roading benefits of raiing logs from Waverley are thus \$626,000 a year, for the 12 peak years. The Waverley benefits offset the annual capital costs of providing the siding (\$620,000),⁶¹ and over three quarters of the total cost of Waverley and the additional capital costs at the port (\$810,000 pa in total).⁶²

⁶⁰ Stantec, above n 59, p 26

⁶¹ Above, p 20

⁶² Including the port works, \$0.19m pa. See below

10. Stakeholders

KiwiRail engaged with a number of stakeholders in the region. A list is in Appendix 1. KiwiRail is grateful for their very useful inputs.

Port Taranaki

Port Taranaki has been in discussions with KiwiRail for the past 24 months about initiatives to develop a rail option for log exports.

With greater log volumes forecasted, the Port sector generally is likely to face some constraints in the future. The constraints will be due in part to:

- major road access corridors being through built up residential and industrial areas
- the availability and scarcity of on port land for receiving and marshalling logs
- the inability of the stevedoring and marshalling companies to man both vessel loading operations as well as increasing road and rail log deliveries, could also impact negatively.

Ports in New Zealand aggressively compete for cargo outside their natural catchment areas to be exported from their port. This means that at the margin, the individual growth and development strategies around forestry and logs in particular, are commercially sensitive, and not available or shared publicly. Port Taranaki recognise the need for investment in rail to support New Zealand's forestry supply chain. They supported KiwiRail's recommendation to invest in a log hub at Aramoho (unsuccessful) as it aligns with their strategy to extend their reach to new export customers in other regions. They are also in support of this proposal.

Port Taranaki has upgraded its on-port infrastructure to accommodate increased volumes of logs and in particular provide for logs arriving at the port via rail. Bringing more logs to the port through rail would result in increased ship visits and also ease the pressure on the region's roads⁶³.

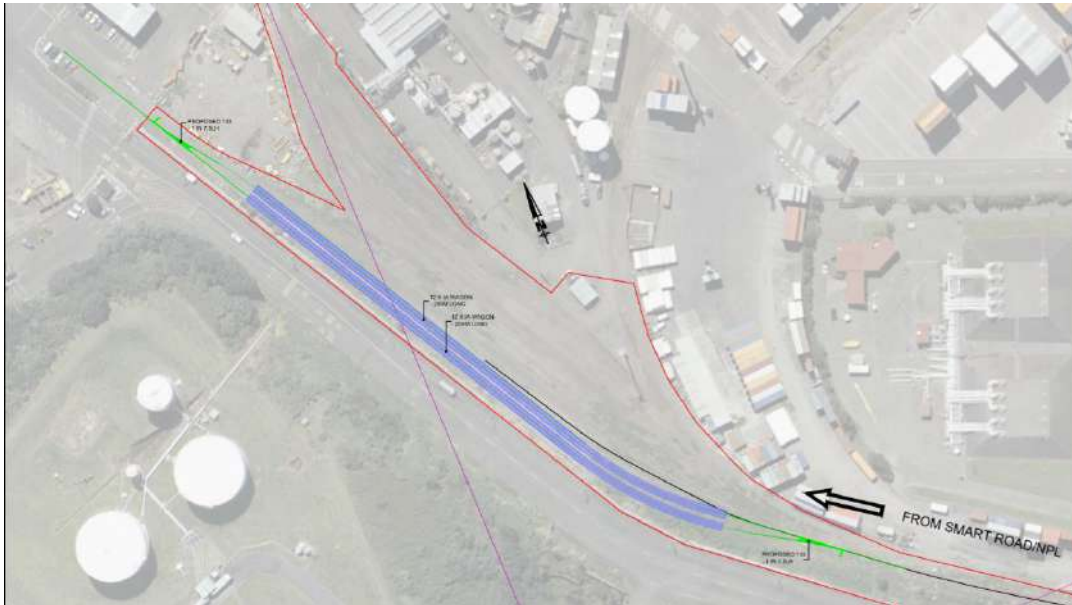
Cost of developing a rail yard at Port Taranaki

Figure 18 outlines Port Taranaki's planned footprint for provisioning for these increased log volumes. The costs of preparing Blyde wharf for logging traffic are being met by Port Taranaki. Kiwirail will also have to adapt its yard at the port to handle the log traffic, at a cost of [REDACTED]⁶⁴ as shown in Figure 13.

⁶³ <https://www.stuff.co.nz/business/101763651/port-and-road-groups-support-taranaki-rail-network-feasibility-study>

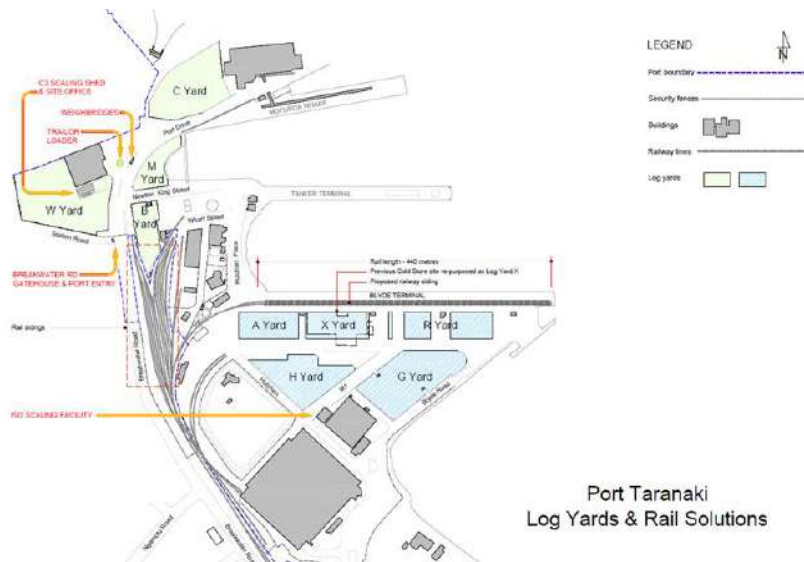
⁶⁴ At 6% for 50 years. This makes the reasonable assumption that these sidings will be used for other traffics after the log peak. If it taken just over the life of the traffic from Waverley, it is [REDACTED]

Figure 17: Alterations to rail yard at Port Taranaki



Source: KiwiRail

Figure 18: Port Taranaki Log Infrastructure Developments



Source: Port Taranaki

Taranaki Regional and local authorities

Regional and local authorities are concerned about the impact of the increased log volume by road, in terms of public safety and deterioration of their roading assets. WSP Opus note that “By reducing on road freight trips, a rail siding would reduce the maintenance requirements on the

COMMERCIAL IN CONFIDENCE

surrounding road network as road condition tends to deteriorate in proportion to heavy commercial vehicle volumes.”⁶⁵

Taranaki Regional Council is aware of rising harvest volumes and is concerned about the impact that an increased number of trucks travelling to the Port will have on regional roads and road safety. The Council has confirmed to KiwiRail that it will strongly support any improvements to rail provision within and to/from the Taranaki region and it notes that the current Regional Land Transport Plan for Taranaki makes several references to the importance of maintaining and improving rail infrastructure and services within the region.

The District councils in Taranaki and Whanganui are already seeing an increase in road maintenance costs as a result of logging activity. Typically, in the Stratford District it usually costs approximately \$1,500 per kilometre to maintain an unsealed road. As a result of logging, that cost can go up to about \$10,000 dollars per kilometre⁶⁶. However, the location of the rail network means that it offers few alternatives to local roads; the diversion of traffic will be mainly from State Highways. Local roads will continue to be used from forest to rail hub.

An issue of particular concern for the New Plymouth District Council is the movement of logging trucks through urban New Plymouth en route to Port Taranaki. As volumes of logs exported via Taranaki increases this is likely to become more problematic for the District Council and NZTA⁶⁷. The council is “highly supportive” of taking trucks off the road through the city.⁶⁸ Growth in the oil and gas and agriculture sectors is likely to place added pressure on the district’s infrastructure such as Port Taranaki and the airport as well as the roading network that connects them with production sites and northern and southern corridors⁶⁹.

The Stratford District Council is strongly supportive of logs moving on rail.⁷⁰ It is considered that this would have a positive impact upon the impost of providing and maintaining roads with associated environmental and safety benefits. Stratford District is part of the route from the Whanganui forests. Similarly the South Taranaki District Council supports taking logging trucks off the road. They too are on the route from the Whanganui forests. Heavy trucks even on the State Highway are especially a concern in small communities like Patea and Eltham.⁷¹

The Whanganui District Council in their ‘Long Term Plan 2018-2028’ identified that the transportation of timber associated with these harvest profiles is one of their key issues. Within this plan they have forecast significant road maintenance and pavement renewal cost increases. The Council have resolved to work with the forestry industry to manage their impacts on the district’s roading network to minimise costs to be borne by ratepayers.

Industry participants

KiwiRail has consulted with several logging industry operators.

⁶⁵ Traffic Impact Assessment, Rangitikei District Council Industrial Plan Change, 2019

⁶⁶ https://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11873074

⁶⁷ Statement by District Planning Lead, NPDC

⁶⁸ Meeting with Craig Stevenson (CEO) and Liam Hodgetts (Group Mgr Strategy), 2 April 2020

⁶⁹ NZTA : “Keeping New Plymouth Moving and Growing” Report of December 2016.

⁷⁰ Discussions with CEO, 2018

⁷¹ Meeting with Waid Crockett (CEO) and Liam Dagg,(Group Mgr, Environmental Services), 2 April 2020

COMMERCIAL IN CONFIDENCE

Forest360, a harvesting and marketing company, supports KiwiRail's study, and is likely to be an active participant in rail developments in Taranaki and Whanganui. It already operates a log yard at KiwiRail's East Town hub.

Forest Management NZ (FMNZ) support in principle any initiatives which either provide for greater efficiency and resilience within the country's export supply chains, or conversely contribute to removing inefficiency.

FMNZ consider that it is counter-intuitive to be transporting logs (via any mode) from the Taranaki / Whanganui regions for exit via other ports when a "perfectly fit for purpose port with ample capacity is on the back door at New Plymouth." FMNZ is encouraged that rail solutions for movement of logs to Port Taranaki are being developed.

John Turkington Ltd (JTL) is also a forest management and marketing firm. They also use rail hubs at East Town, Palmerston North, and Waingawa. JTL feels there are huge opportunities with rail. It is not presently a cheaper option but offers much greater efficiencies for their road transport network.

"We would be interested in supporting an option to Taranaki provided Kiwi Rail can support it with infrastructure, rolling stock, and people, and it does not affect our current rail business."

11. Risks

The potential risks for the project include both construction/operational risks, and market risks.

Construction and operation

- The cost of altering Waverley exceed the contingencies. The 30% allowance should be adequate
- Unforeseen planning issues raise the price of alterations at Waverley. The biggest planning hurdle, the historic station, has been avoided by leaving it in situ.
- The cost of developing a log yard, especially surfacing and drainage, are more than minor, so log operators will not pay for them. The typical experience is that former railway stations have an adequate surface for log yard activities.
- The train operations require more sidings than allowed for. This is mitigated by the use of Waitotara to hold empty wagons as part of the process.
- Changing exchange rates impact on wagon prices
- Changing train patterns on the Marton - New Plymouth line (which could reduce the availability of spare capacity on trains, or could improve the wagon turnaround and reduce the number required).

Market

- The international log market, or prices, will significantly reduce
- Major new local processors take up the peak wood. This is unlikely because of the relatively short duration of the peak (such plants need a continuous supply)
- Logging operators will not use the hub. This is unlikely, as KiwiRail has already had enquiries about it from logging operators

12. Summary

The costs and benefits of the proposal are set out in Table 9. KiwiRail invest in new wagons, and part of the commercial revenue goes toward paying for them. Trucks worth [REDACTED] are avoided. For the PGF, an investment of \$8.2m (0.81m pa) is largely offset by the community benefit of \$0.63m.⁷²

Table 9: Summary of costs and benefits

Kiwirail	Cost	Benefit
Purchase of wagons	\$8.8 m (0.71m pa)	[REDACTED]
Truck Operators		
Avoided truck purchase		[REDACTED]
PGF		
Alterations to Waverley	\$5.2m (\$0.62m pa)	
Alterations at port	\$3.0m (\$0.19m pa)	
Community benefits		\$0.63m pa

13. Conclusions

The key objective of this study was to identify if opportunities exist for rail services in Taranaki (and Whanganui) for the movement of export logs to Port Taranaki - and if so where the logical location(s) were for the establishment of enabling rail log hubs.

There are significant forest areas due to be harvested in the area, close to rail, and over 75km from the port.

On the basis of these forest locations and likely harvest patterns, reviews of reports, and its own knowledge of what can be viably hauled by rail, supplemented by stakeholder engagement, **the conclusion is that there is scope for rail services in Taranaki.**

Likely sites for aggregating and transferring logs have been identified in southern South Taranaki. The favoured site of Waverley is operationally feasible, and can be created at relatively low cost.

We have also assessed the likely benefits to communities from moving logs by rail instead of road. These strongly support the development of a south Taranaki hub.

14. Recommendations and next steps

1. KiwiRail and industry partners to confirm Waverley as the site for a South Taranaki rail hubs, and the rail facilities required.
2. KiwiRail to work with forestry industry parties to confirm the viability of establishing the hub, and develop detailed plans for train operations.
3. KiwiRail to apply to the Provincial Growth Fund for funding to develop the hub in the light of its relatively low cost, and the regional benefits that will flow from it.

⁷² These costs have been also calculated at discount rates of 4%pa and 8% pa as a sensitivity test. The range is about 10% either side of the 6% rate for the short life assets like Waverley, rising to over 25% for the long life, eg at the port. At 4% the wagon costs are [REDACTED] pa. The respective [REDACTED]; for the alterations at Waverley \$0.55m pa and \$0.69m pa, and for the port \$0.14m pa and \$0.25m pa. The lower discount rate narrows the gap between the PGF costs and the community benefits, and the higher one raises it.

COMMERCIAL IN CONFIDENCE

4. KiwiRail will fund the required rolling stock and operating costs.
5. KiwiRail to engage with Waka Kotahi NZTA over the implications of developing a rail hub at Waverley for their State Highway programme in Taranaki.

Appendix 1: Stakeholder Engagement

Port Taranaki

██████████	CEO
██████████	Head of Commercial (2020)
██████████	CFO and Head of Commercial (2018)
██████████	Customer Relationship Manager
██████████	Cargo Services Manager

Taranaki Regional Council

██████████	Transport Services Manager
██████████	Policy Analyst

New Plymouth District Council

Craig Stevenson	CEO
██████████	Group Manager Strategy
██████████	Senior Policy Adviser
██████████	District Planning Lead
██████████	GM Innovation & Strategic Projects, Venture Taranaki

Stratford District Council

Svenne Hanne	Chief Executive
██████████	Roading Asset Manager

South Taranaki District Council

Waid Crockett	CEO
██████████	Group Manager Environmental Services
██████████	Planning Manager
██████████	Group Manager Engineering Services
██████████	Roading Manager
And other officers	

Whanganui District Council

██████████	GM Infrastructure
██████████	Senior Roding Engineer

██████████	
██████████	██████████

██	
██████████	██████████

██	
██████████	

COMMERCIAL IN CONFIDENCE

[REDACTED]