



# **AGENDA** Regional Transport

Wednesday 1 September 2021, 10.30am

# Taranaki Regional Transport Committee Meeting

01 September 2021 10:30 AM

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**Date:** 1 September 2021

**Subject:** **Confirmation of Minutes - 2 June 2021**

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

**Document:** 2850698

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### **Recommendations**

That 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 2 June 2021 at 9am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at the Taranaki Regional Council on Wednesday 2 June 2021 at 9am, 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 2786476: Minutes Regional Transport Committee - 2 June 2021



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

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

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

**Apologies** There were no apologies received.

**Notification of Late Items** Ahititi Stock Effluent Disposal facility.

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

### **Resolved**

That the Taranaki Regional Transport Committee:

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

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

## **2. Confirmation of Minutes – 3 March 2021**

### **Resolved**

That the Taranaki Regional Transport Committee:

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

Clove/Nixon

### **Matters arising**

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

## **3. Regional Transport Advisory Group Minutes**

### **Resolved**

That the Taranaki Regional Transport Committee:

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

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

Volzke/Nixon

**Matters arising**

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

**4. State Highway 3 Working Group Minutes**

**Resolved**

That the Taranaki Regional Transport Committee:

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

McDonald/Duynhoven

**Matters arising**

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

**5. Active Transport (Walking and Cycling) Update**

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

**Resolved**

That the Taranaki Regional Transport Committee:

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

Cloke/Duynhoven

## 6. Submissions for Endorsement

6.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum, seeking formal endorsement from the Committee on the following regional submissions that have been undertaken since the last meeting:

- Submission on *Waikato Draft Regional Land Transport Plan 2021-2051*
- Submission on *Horizons Draft Regional Land Transport Plan 2021*
- Transport-focused submission on the *Climate Change Commission Draft Advice 2021*.

### Resolved

That the Taranaki Regional Transport Committee:

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

Volzke/Duynhoven

## 7. Future Transport Related Consultations by Government

7.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum, advising Members of other consultations underway that the Committee may wish to consider submitting on:

- *Hikina te Kohupara – Transport Emissions: Pathways to Net Zero by 2050*
- *Land Transport Rule: Setting of Speed Limits 2021*
- Public Transport Operating Model review.

### Resolved

That the Taranaki Regional Transport Committee:

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

Cloke/McDonald

## 8. Waka Kotahi New Zealand Transport Agency Update

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



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

#### **Resolved**

That the Taranaki Regional Transport Committee:

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

#### **9. Territorial Authorities Updates**

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

#### **Resolved**

That the Taranaki Regional Transport Committee:

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

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

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

**Resolved**

That the Taranaki Regional Transport Committee:

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

Cloke/Nixon

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

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

**Resolved**

That the Taranaki Regional Transport Committee:

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

McDonald/Volzke

**12. General Business**

**12.1 Police Update**

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

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

**12.2 Ahititi Stock Effluent Disposal**

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

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

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

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

**Confirmed**

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

**M J McDonald**

**Wednesday 1 September 2021**



**Date** 1 September 2021

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

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

**Document:** 2850711

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**Recommendations**

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 4 August 2021.

**Appendices/Attachments**

Document 2836778: Minutes Regional Transport Advisory Group - 4 August 2021

## Taranaki Regional Transport Advisory Group (RTAG) Meeting

### MINUTES

<b>Date</b>	Wednesday 4 August 2021, 11am	
<b>Venue</b>	Taranaki Regional Council	
<b>Present</b>	Steve Bowden (SB)	SDC
	Rui Leitao (RL)	NPDC
	Vincent Lim (VL)	STDC
	Andrew Higgs (AH)	NZTA
	Wayne Wallace (WW)	NZTA
	Sarah Hiestand (SH)	TRC
	Sarah Downs (SD)	NZTA
	Fiona Ritson (FR)	TRC
	Liesl Davidson (LD)	TRC – Administrative support
<b>Apologies</b>	Rob Service	NZTA

Item	Agenda subject	Action
1.	<p><b>Welcome and apologies</b></p> <p>SH welcomed everyone and noted the apologies.</p> <p>Anna Sanson, Waka Kotahi, has relocated to Christchurch so is to be formally removed from RTAG. Recruitment for her replacement is underway.</p>	
2.	<p><b>Minutes of last meeting on 12 May 2021</b></p> <p>The previous minutes of the RTAG meeting held on Wednesday 12 May 2021 were accepted as true and correct.</p> <p>RTAG Terms of Reference on agenda for next meeting</p>	SH
3.	<p><b>RLTP 2021</b></p> <p>FR provided an update on the RLTP process, and led a discussion on lessons learned. The following points were noted:</p> <ul style="list-style-type: none"> <li>• Consensus nationally that the 2021 RLTP / NLTP round has been the worst ever – particularly due to NZTA’s online system TIO and state highways input.</li> <li>• TIO was unavailable for the majority of the development of RLTPs, and remained poor even when released – generally no alignment to anywhere else. There were a lot of errors throughout which caused double loading of information.</li> </ul>	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> <li>• TIO remains solely set up for the National Land Transport Programme, and is not suitable for RLTP processes, despite repeated assurances over the last three RLTPs that this would be resolved.</li> <li>• Waka Kotahi are aware of the issues with TIO.</li> <li>• RS was really good at going through and reviewing the district councils programmes and having useful discussions with them.</li> <li>• RLTP – strategic front end should be fairly consistent for the 30 year horizon. To an extent we should rise above the nationally dictated timeframes, and focus on our own needs. As a region what do we want to do in terms of funding, need more consistency than offered through the 3-yearly GPS.</li> <li>• The strategic front end deserves more time, effort. It should be what leads the conversations with the community, and we would be best not to become distracted from the long-term regional transport system goals by short-term funding imperatives.</li> <li>• Be smart with the funding we have and target it in the right place.</li> <li>• FR is involved in national workstreams including how to improve future RLTP development processes, and how the RLTP may fit within the changed resource management system (replacement of RMA etc).</li> <li>• Overall, many lessons have been learned, especially around communication and timing. Changes are already well underway within TRC to improve staff resourcing in this area. Aim to move to treating the RLTP as a living document, that better meets our needs, rather than an 18-month stressful development to meet changing NLTF funding.</li> </ul> <p>RLTP Monitoring Framework:</p> <ul style="list-style-type: none"> <li>• There were discussions on developing the Monitoring Framework for the RLTP.</li> <li>• DCs to send a copy of their last three internal transport reports (reports to their own councils) through to FR, to determine which indicators / data is gathered and reported on already.</li> <li>• A discussion was held around traffic delays and what/how long is considered a journey disruption.</li> <li>• Public Transport – already looking at delays for summer months with road works planned and need to look at this for all road users.</li> </ul>	<p>SB, VL, RL</p>
<p>4.</p>	<p><b>State Highway activities – project updates from Waka Kotahi</b></p> <p>Verbal updates from WK staff on Taranaki highway activities with supporting documentation:</p> <ul style="list-style-type: none"> <li>• The renewals and the reseals list for the year has been completed. It is not yet confirmed so there may be a few changes to come. There is a considerable amount of work scheduled for Taranaki and mostly it is concentrated between New Plymouth and Hāwera on SH3. These works will cause substantial delays. Looking at possible detours and complete a</li> </ul>	

Item	Agenda subject	Action
	<p>number of activities in at a time these could be for long periods of up to 2 months and will get in and do as much work at a time while detours are in place.</p> <ul style="list-style-type: none"> <li>Concerns were raised around heavy vehicles on local roads and unsure if the roads can handle it in the long term causing those roads to need repairing ahead of time.</li> </ul> <p><b>Waitara to Bell Block</b></p> <ul style="list-style-type: none"> <li>An extra \$50million for funding has been approved so can now complete the full project. Pre-implementation work and consenting has started. By November Princess Street should start. The aim is to do the draining works first. MOU between Waka Kotahi and NPDC is being prepared, around who is going to be responsible for what once works are completed. Chris Nally is now the project manager for Waitara to Bell Block and the Mt Messenger Alliance.</li> </ul> <p><b>Mt Messenger Bypass</b></p> <ul style="list-style-type: none"> <li>Mt Messenger Bypass project is going to the Environment court in November and it could be February before a decision is made.</li> </ul> <p><b>SH3 Safety works NP-Egmont village</b></p> <ul style="list-style-type: none"> <li>Currently undergoing workshops on scoping and feasibility. AH advised need to co-ordinate to ensure there is clear messaging out to inform public that safety work isn't currently happening it is just planned rehab works.</li> </ul> <p><b>SH45</b></p> <ul style="list-style-type: none"> <li>Tahora Saddle works to start soon and resealing to start from Stratford end of Tangarakau Gorge.</li> </ul> <p><b>Hāwera to NP</b></p> <ul style="list-style-type: none"> <li>Feasibility work still to be done. Unsure of timings.</li> </ul> <p><b>Inglewood</b></p> <ul style="list-style-type: none"> <li>Currently working on detailed design for a pedestrian crossing at the Purple Dairy. Waka Kotahi will cover the cost of the design. NPDC have \$450,000 set aside for the project.</li> <li>There is also work needed to slow traffic down through Inglewood.</li> <li>Raised crossings and gating, working to figure out what the key areas are.</li> <li>Westown School has pedestrian signals for crossings which are being removed as part of the intersection upgrades to the Hospital. If able to, will reuse those signals in Inglewood.</li> </ul>	
5.	<p><b>District Council updates on their transport activities/ Round table</b>                      Verbal updates provided. Liesl to send reminder about sending through AO updates for the RTC meeting.</p>	

Item	Agenda subject	Action
	<p><b>SDC - SB</b></p> <ul style="list-style-type: none"> <li>• Working to fix up storm damage in July.</li> <li>• Forestry has continued to be a big issue lately, and DCs are still not being notified about impending high truck movements on their roads. Processes around forestry harvesting and communication of logging activity needs to be improved.</li> <li>• Puniwakau road has been destroyed by logging movements, and have already spent \$100,000 on the road this year so far.</li> <li>• Forestry is a big issue - nothing is happening nationally in regards to roads and forestry. The Rating Act is too rigid.</li> </ul> <p><b>STDC - VL</b></p> <ul style="list-style-type: none"> <li>• Innovating Streets designs have been installed in Eltham and Waverley. Community feedback has been quite negative, with 95% of people thinking the troughs are ugly across both towns. They changes do definitely slow the traffic down, but need to evaluate responses.</li> <li>• Traffic management – finding that increased requirements for traffic management is adding a lot of cost to all projects. It is great that the processes are in place but it increases cost so much. TMP costs and rule are being enforced more than they used to due to issues and injuries and deaths at sites.</li> <li>• STDC business park – notice to Waka Kotahi about improving the intersection. Build to start soon.</li> <li>• Staffing levels are good at the moment. Can progress work faster.</li> <li>• Not going to achieve level of service on reseals.</li> <li>• National speed limit register. In prelim stages of transferring over.</li> </ul> <p><b>NPDC - RL</b></p> <ul style="list-style-type: none"> <li>• Integrated Transport Strategy - Te Atiawa are on board now at high level and working party level.</li> <li>• Coastal Walkway extension from Bell Block to Waitara - business case work is still ongoing. Council taking opportunity to purchase property available when it comes up for sale.</li> <li>• Central City Strategy – Important to connect the CBD to Pukekura Park. Currently waiting on speed management strategy so can work all projects together. The focus this year is about getting a plan in place.</li> <li>• Have been working with a company around modelling projects. It was suggested that they use New Plymouth as a case study so meeting with them soon to see how it could work.</li> <li>• Speed limit review - Most people were good about dropping limits around schools. Urban - not so keen on dropping below 50. Rural – keen to drop to 80km.</li> </ul> <p><b>PT - SH</b></p> <ul style="list-style-type: none"> <li>• Public Transport has had a good start to July with 46,000 passengers.</li> </ul>	

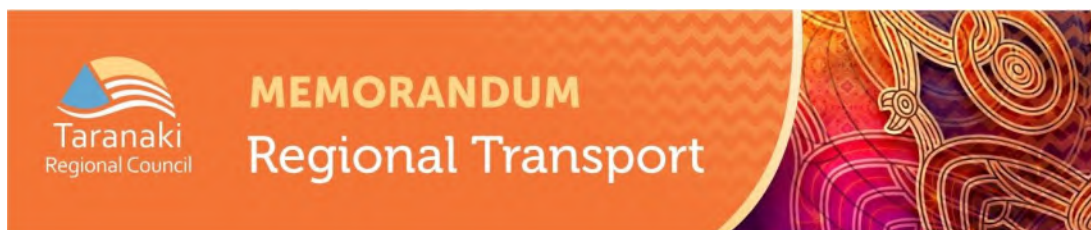


Item	Agenda subject	Action
	<ul style="list-style-type: none"> <li>The Executive, Audit and Risk Committee agreed for PT fare zoning project to go ahead. Currently working through the fares and zoning and then look at rolling out.</li> <li>Have just gained agreement with Dialog for a bus to travel from New Plymouth to Hāwera and Kapuni daily. Fonterra are keen to get on board as well. Dialog send a lot of contractors to and from industries in Hāwera.</li> <li>Working with NPDC to put some staff on the buses.</li> <li>Looking at research on services and checking that the services are running at the right times.</li> <li>Hoping to make an appointment announcement in the next week for an additional team member.</li> </ul>	
8.	<p><b>General Business</b></p> <p><b>Ahititi Effluent Disposal site update</b> Written update provided by Andrew Higgs.</p> <p><b>National Freight Strategy workshops being run by MoT</b> Email sent last week – Fiona will re-send again.</p>	
9.	<p><b>Next meeting</b></p> <p>Scheduled for Wednesday 3 November 2021</p> <p>Meeting closed 1.06pm</p>	

**Acronyms commonly used in RTAG meetings**

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council

NZTA	New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network Rooding Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant



**Date:** 1 September 2021

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

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

**Document:** 2855498

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### **Purpose**

1. The purpose of this memorandum is for South Taranaki District Council 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 South Taranaki District Council on walking and cycling activities in their district.

### **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:

South Taranaki District Council	Ella Borrows, Community Development Manager
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### **South Taranaki District Council**

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

### **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.



**Date:** 1 September 2021

**Subject:** **Release of the final Regional Land Transport Plan for Taranaki 2021/22-2026/27**

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

**Document:** 2853666

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### **Purpose**

1. The purpose of this memorandum is to advise Members of the release of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (the RLTP or the Plan), including related next steps.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Release of the final Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- b) notes the final *Regional Land Transport Plan for Taranaki 2021/22-2026/27* was adopted by the Council on 29 June 2021 and came into effect on 1 July 2021
- c) notes the evolutionary nature of the activities included in the programme component of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- d) notes that, as part of the resource management reform, national work is underway on integrating the *Land Transport Management Act 2003*, including RLTPs, into the proposed Strategic Planning Act.

### **Background**

2. As required by the *Land Transport Management Act 2003*, the Regional Transport Committee (the Committee) was required to develop and submit a new RLTP by 30 June 2021.
3. At the last Committee meeting held on 2 June 2021, a Hearing of Submissions on the draft RLTP was held. Nine of the fifty-five submitters took the opportunity to speak to their submissions. Consequential amendments to the revised RLTP were made as a result of the Committee's deliberations, with a referral then made to the Taranaki Regional Council Ordinary meeting on 29 June 2021 meeting where it was given final approval.

4. The final RLTP was subsequently submitted electronically to Waka Kotahi by the due date of 30 June 2021, and then released publically.
5. As Members are aware, the adopted RLTP must be taken into account by Waka Kotahi when determining what activities it will include and fund through its *National Land Transport Programme 2021-2024*.

### **Continuing challenges**

6. As noted in the letter to Waka Kotahi accompanying submission of the RLTP (appended to this memorandum and to be read in conjunction), issues with Waka Kotahi's systems, including the functionality and accuracy of its online system TIO were still evident during submitting the final RLTP. Taranaki's experience was largely repeated around the country.
7. Council will continue to work with Waka Kotahi to assist them to improve systems and processes, both at the regional and national level.

### **Changing nature of the programme component of the RLTP**

8. Members are reminded that the activities included in the RLTP may be varied or withdrawn by the relevant organisation subsequent to its release, as each organisation goes through their own planning processes, or if more information comes to light about a specific project.
9. Given the complex nature of the activities involved, the programme and funding sections within an RLTP document are necessarily a 'snapshot' in time for the purposes of consulting with the community. Changes are inevitable with these sections subject to changes in cost and time estimates attributed to identified projects. While the majority of changes will be minor, a few are likely to require a formal variation to the RLTP.
10. Therefore, while in theory there should be complete alignment between the final RLTP document and the Transport Investment Online (TIO) submission, the reality is that there are a number of minor changes made along the way that affect the programming details and funding amounts requested. Hence the multiple references made to this in the RLTP (including the Foreword on page i, in the explanation of linkages to long-term plans on page 30, and the explanation of variations in Section 8.4 on page 64).
11. As also noted within the RLTP, all information within the programme and funding tables (Sections 6 and 7) was provided by the Approved Organisations, at 16 February 2021, and is naturally subject to change. The responsibility for the correctness of the information remains with them. Please note that any such amendments are predominantly minor in nature and do not change the policy intent of the RLTP.

### **Public availability of the Plan**

12. The RLTP is available at [www.trc.govt.nz/transport-planning-documents/](http://www.trc.govt.nz/transport-planning-documents/). Hard copies are available on request.
13. As for the previous RLTP, details of any formal variations made to the RLTP will be noted in this section of the website as they occur.
14. In future months, additional detail will be added to this page by the RTAG to improve the availability and transparency of information. This will include providing annual work programmes for 'Low Cost Low Risk' activities for each contributing organisation.

Such activities are of key interest to the community but are not able to be sufficiently detailed within the published RLTP.

### **Outcome of funding requests**

15. The Taranaki RLTP is currently being considered by Waka Kotahi alongside the others developed throughout the country. RLTPs must be taken into account by Waka Kotahi when determining what activities it will include and fund through its *National Land Transport Programme 2021-2024*.
16. The *National Land Transport Programme 2021-2024* is due for release on 1 September 2021, coincidentally the day of the Committee's meeting. It is hoped that Waka Kotahi representatives will be able to provide high-level advice on the day of how successful Taranaki has been in influencing the funding request outcomes.
17. More detailed assessment will be provided by officers once they have had time to review the document.

### **Next steps**

18. Members will recall that the RLTP's monitoring framework is still to be developed. Work is commencing on this through the RTAG and with reference to developments in this area nationally. Updates will be provided to the Committee in due course.
19. Work is also underway to move toward the RLTP becoming more of a living document for the region, rather than a forced 3-yearly funding imperative that is driven by external influences.
20. At a national level, work is underway as part of the resource management reform to determine how the *Land Transport Management Act 2003*, including RLTPs, will integrate into the new Strategic Planning Act (SPA). It is unlikely that RLTPs will exist in their current form under these changes. This will provide a further opportunity to address the significant ongoing systemic issues with the current system, many of which have been particularly evident during this round of RLTPs. It is expected that a draft SPA will go to Select Committee by the end of year.

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

21. 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**

22. 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**

23. 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**

24. 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**

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

### **Appendices/Attachments**

Document 2808772: Lodging with Waka Kotahi via TIO of RLTP 2021 - accompanying letter





30 June 2021  
Document: 2808772

Linda Stewart  
Director Regional Relationships – Central North Island  
Waka Kotahi NZ Transport Agency  
Palmerston North 4442

Via email to: [Linda.Stewart@nzta.govt.nz](mailto:Linda.Stewart@nzta.govt.nz)

Tēnā koe Linda

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

In accordance with the *Land Transport Management Act 2003*, the Taranaki Regional Council hereby submits to Waka Kotahi the *Regional Land Transport Plan for Taranaki 2021/22 – 2026/27* (the RLTP), electronically via the Transport Investment Online system (TIO).

The Regional Transport Committee for Taranaki approved release of a draft RLTP 2021-2027 for public consultation in March 2021. Fifty-five submissions were received during the 11 March to 13 April 2021 consultation period. These submissions were considered at a Hearing of Submissions held on 2 June 2021, with nine of the submitters choosing to speak to their submission. The final RLTP was then approved by the Regional Transport Committee at the same meeting and endorsed by the Council on 29 June 2021.

The Council notes that there have been a number of subsequent amendments made to some of the activities involved in the RLTP in the period since the necessary 'snapshot' of the draft RLTP was taken for consultation purposes on 16 February 2021. As you know, the RLTP is continually evolving as each of the organisations involved are going through their own internal refinement processes. Fundamentally, the RLTP document draws the programme of activities together for the region, and clearly states the regional priorities for the period of the RLTP. The RLTP document should always be the point of reference for the region's strategic and policy framework; while TIO is generally considered the most current in terms of activity details at any one time.

This latest (2021-2027) RLTP development process has been the most fundamentally flawed of any to date, and we remain deeply concerned. This is particularly the case with regards to the availability of information on state highway activities. The TIO system also remains not fit for purpose on a number of fronts. We will continue to support you to address these issues.

The Council are unable to satisfactorily reconcile the information now showing in TIO against what was consulted on with our community. With the exception of the withdrawal of one project from the 'regionally significant' list, as a result of New Plymouth District Council's Long-Term Plan process, Taranaki's regional priorities for land transport investment (of those put forward by organisations for the 2021-2024 period) remains the same. This is unable to be satisfactorily replicated for submission in TIO for a number of reasons, including key state highway projects having been altered from funded to proposed or vice-versa. The table below (Table 6 of RLTP) remains the approved prioritised list for the Taranaki region, and should be referred to as such by Waka Kotahi.

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Expected funding sources	Ten-year investment priority	Regional priority
NZTA	<b>SH3 Waitara to Bell Block Route Improvements: Waitara to SH3/3A</b>	A package of works to make the route safer and support growth in Waitara and Bell Block. High-risk intersections will be improved and safety features such as median barrier, wide centrelines and road markings will be implemented.	Road to Zero	Pre-implementation.	2019/20 (24)	N	IP1 (Safety)	1
				Implementation	2020/21 (36)	N		
				Property	2020/21 (24)	N		
NZTA	<b>SH3 Waitara to Bell Block Route Improvements: SH3/3A to Bell Block</b>	A package of works to make the route safer and support growth in Waitara and Bell Block. High-risk intersections will be improved and safety features such as median barrier, wide centrelines and road markings will be implemented.	Road to Zero	Pre-implementation.	2019/20 (24)	N	IP1 (Safety)	1
				Implementation	2020/21 (36)	N		
NPDC	<b>Airport Drive Improvements</b>	Airport Drive roundabout - local road roundabout servicing Area Q	Local Road Imprvmts	Implementation	Dependent on NZTA's SH3 works	N & L	IP4 (Access)	1
NZTA	<b>SH3/3A New Plymouth to Hawera</b>	Packaged safe system transformation activities +	Road to Zero	Business Case	2022/23 (12)	N	IP1 (Safety)	2
				Pre-implementation.	2022/23 (36)	N		
				Implementation	2023/24 (48)	N		
				Property	2022/23 (36)	N		
NPDC	<b>Coastal Pathway extension to Waitara</b>	Extension of the Coastal Pathway from Bell Block to Waitara for improved community wellbeing, safety and active mode share.	Walking & Cycling	Implementation	2021/22 (96)	N & L	IP3 (Choices)	3
NPDC #	<b>SH3 Cumberland / Coronation Intersection Signalisation</b>	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2025/26	N & L	IP1 (Safety)	4
NPDC #	<b>SH45 Morley / Vivian Intersection Signalisation</b>	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2025/26	N & L	IP1 (Safety)	5
NPDC #	<b>SH3 Henwood Rd Signalisation</b>	Safety and network resilience	Local Road Imprvmts	Implementation	2024/25	N & L	IP1 (Safety)	5
SDC	<b>Brecon Road Extension</b>	Improving connectivity, resilience and active mode opportunities.	Local Road Imprvmts	Pre-implementation.	2023/24	N & L	IP3 (Choices)	6
				Implementation	2024/25 (24)	N & L		

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

# these particular 'Low Cost Low Risk' projects are on state highways however have been proposed by NPDC (with partial funding by themselves) rather than NZTA, due to wanting these progressed base

The new RLTP will also be available on our website ([www.trc.govt.nz](http://www.trc.govt.nz)). If you have any queries on the Plan, or wish to receive hard copies of the document itself, then please contact Fiona Ritson via [Fiona.Ritson@trc.govt.nz](mailto:Fiona.Ritson@trc.govt.nz) or on 06 765 7127.

Yours faithfully  
S J Ruru  
Chief Executive



per: M J Nield  
Director - Corporate Services

cc Sarah Downs  
Regional Manager Design – Central North Island  
Waka Kotahi NZ Transport Agency  
Via email to: [Sarah.Downs@nzta.govt.nz](mailto:Sarah.Downs@nzta.govt.nz)



**Date:** 1 September 2021

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

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

**Document:** 2850768

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### **Purpose**

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

### **Recommendations**

That the Taranaki Regional Transport Committee:

- a) receives with thanks the presentation and the detailed updates 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 2853875: Detailed updates - Waka Kotahi

Document 2853871: Presentation - Waka Kotahi

# Taranaki - Regional Updates

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September 2021

Note: The following slides are detailed updates, and to be taken as read. The committee are welcome to ask questions relating to the information as required.



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

Project	Construction	Status	Update
Passing and wayfinding opportunities	Late 2021		<ul style="list-style-type: none"> <li>Iwi is developing cultural narrative. The aim is to work with iwi to implement aspects of the cultural narrative by the end of the year.</li> <li>Design of stopping areas is complete</li> <li>Works to seal some stopping areas planned for October 2021 (weather dependant). Contract has been awarded.</li> </ul>
Moki Tunnel improvements	Mid 2021		<ul style="list-style-type: none"> <li>Traffic signs to be installed</li> </ul>
Preventative maintenance strategy	Report only		<ul style="list-style-type: none"> <li>Final report has been issued. It will be used to inform/support Annual Plan requests</li> </ul>
Kahouri Stream Bridge replacement	Early 2022 - 2023		<ul style="list-style-type: none"> <li>Structure options report is complete</li> <li>Early land acquisition negotiations are underway</li> <li>Preferred option has been agreed</li> </ul>
Manawawiri Stream culvert replacement (bridge)	May 2021 – March 2022		<ul style="list-style-type: none"> <li>Work now well underway</li> </ul>
Pohokura Stream culvert replacement (bridge)	July 2020 - April 2021		<ul style="list-style-type: none"> <li>Complete</li> </ul>
Safety improvements	June 2021 - December 2023		<ul style="list-style-type: none"> <li>Tree felling underway, installation of signage and line markings are scheduled to start shortly.</li> <li>Guardrail sites construction procurement scheduled for Q3 2021</li> <li>Detailed design for guardrail sites underway</li> </ul>

## Manawawiri Stream Culvert Replacement (bridge)

- Bridge construction is now well underway with most of the earthworks complete and abutments under construction.
- Removal of the damaged culvert is expected early next year when stream levels are low.
- Iwi are undertaking regular cultural monitoring.



## SH43 Sealing the Tangarakau Gorge - PGF funding

- Sealing is scheduled to start late 2021.
- Contract for stage one to be awarded shortly.
- Design for stage 2 is now well underway.
- Stage 2 works expected to be tendered mid 2022.





# Taranaki Regional Update

Activity	2020/21	Key date(s)	Progress	Commentary
Low Cost / Low Risk	\$2.7m		45%	<ul style="list-style-type: none"> <li>• 21 projects that cover Safety, Resilience, Efficiency and Walking &amp; Cycling</li> <li>• Eight projects in design stage</li> <li>• Three projects at consenting stage</li> <li>• Three projects under construction</li> <li>• Seven completed</li> </ul>
Emergency Works	\$8m (high level estimate)	Construction 21/22	15%	<ul style="list-style-type: none"> <li>• SH43 Tunnel Hill: Detailed design received. Final priced schedule being prepared.</li> </ul>
		Complete late 21	20%	<ul style="list-style-type: none"> <li>• SH43 West Otunui – work suspended for winter. Awaiting revised construction programme.</li> </ul>
		Construction-Summer 21/22	15%	<ul style="list-style-type: none"> <li>• SH43 Tahora Saddle – resource consents granted. Final priced schedule being prepared.</li> </ul>

# Taranaki Large Capital Project Updates

Activity	2018 – 21 NLTP (\$)	Key date(s)	Progress	Commentary
Mt Messenger Bypass	\$280m  (2018-21 and 2021-24 NLTP's)	April 2021	Complete	<ul style="list-style-type: none"> <li>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</li> </ul>
		May 2021	Complete	<ul style="list-style-type: none"> <li>Geotechnical investigations southern end of the project will be noticeable to motorists</li> </ul>
		October 2021	Not Started	<ul style="list-style-type: none"> <li>High Court hearing. Delayed from August because appellants needed more time to prepare</li> </ul>
		February 2022	Not Started	<ul style="list-style-type: none"> <li>Pre-start ecological and access works delayed until High Court decision received (expected Dec 2021)</li> </ul>
		September 2022	Not Started	<ul style="list-style-type: none"> <li>Substantive construction delayed by another year due to expected High Court appeal timeline and effect on construction seasons.</li> </ul>
Tongapōrutu Intersection Improvements	\$1.6m	November 2020	Complete	<ul style="list-style-type: none"> <li>Construction contract awarded</li> </ul>
		December 2021	Due to commence	<ul style="list-style-type: none"> <li>Construction commences</li> </ul>
Rapanui Passing Lane	\$8.8m	November 2020	Complete	<ul style="list-style-type: none"> <li>Construction contract awarded</li> </ul>
		Early Dec 2020	Complete	<ul style="list-style-type: none"> <li>Construction underway</li> </ul>
		December 2021	Underway	<ul style="list-style-type: none"> <li>Construction complete</li> </ul>

## Awakino Tunnel Bypass now in operation

### Project features

- Two new bridges across the Awakino River.
- Around 675m of north-bound passing lane.
- Two truck pull off areas - one in each direction.
- Approximately 190,000 cubic metres earth moved, including a cut about 30m high to realign the road at Hammonds Hill.
- Approximately 600m of embankment, up to about 6m high.
- Approximately 600m of new retaining walls up to about 8m high at a number of locations.
- A strong Ngāti Tama and Maniapoto presence and involvement both felt in the project as well as the tunnel opening.
- The project has been funded by \$50.1 million in total from the Government's Accelerated Regional Roothing Programme and National Land Transport Fund.



## SH3: Waitara to Bell Block update

- An additional \$53m in funding has now been secured to progress the refined roundabouts concepts.
- Negotiations for property acquisition at Princess Street are underway.
- Design of the Princess Street roundabout and associated stormwater infrastructure is nearing completion.
- High and involved participation by hapū in project discussions.
- Construction of stormwater infrastructure at Princess Street to commence **November 2021**.
- Aiming to start construction of Princess Street Roundabout **early 2022**.



## SH3: Mt Messenger Bypass

### Te Ara o Te Ata, *The Path of the Taniwha*

- Great progress and results from embankment load testing at Thompson's property at the south end of the alignment. Confirms design assumptions that embankments can be built quickly and stand up in these ground conditions.
- Opposition to the bypass includes petition presented to Minister of Transport signed by 18,000 people on the Greenpeace website.
- Ecological programme continues with monitoring of kiwi and bats the main focus.
- Court appeals ongoing with next hearing at the High Court in New Plymouth on 18 and 19 October.
- Earliest construction start will be September 2022 pending outcome of court appeals.





## 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	
<b>Km's</b>	Section of SH3
<b>9.78</b>	North of New Plymouth
<b>1.975</b>	New Plymouth to Inglewood
<b>3.859</b>	Inglewood to Kakaramea
<b>0.18</b>	South of Kakaramea
<b>3.121</b>	Waitara to Bell Block

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

## State Highway 3 - Taranaki Network Operations Renewals 2020/21 Mt Messenger Pavement renewal



## Keep up to date

For information about works happening in Taranaki visit:

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





# Hei konā mai



# Regional Transport Committee

Taranaki

1 September 2021



New Zealand Government



# Road to Zero

## Annual Monitoring Report 2020

- Highlights over the past year include:
  - 16% decrease in rate of deaths and serious injuries in 2020 compared to 2018
  - Introduction of the Land Transport (Drug Driving) Amendment Bill
  - Public consultation on the Accessible Streets package of rule changes
  - The Land Transport Amendment Act 2020, which enables the Setting of Speed Limits Rule
  - Launch of the Safe Vehicles programme
  - Delivering national road safety advertising programmes and training



# Delivering Broader Outcomes

## Partnering with Māori and Pasifika businesses

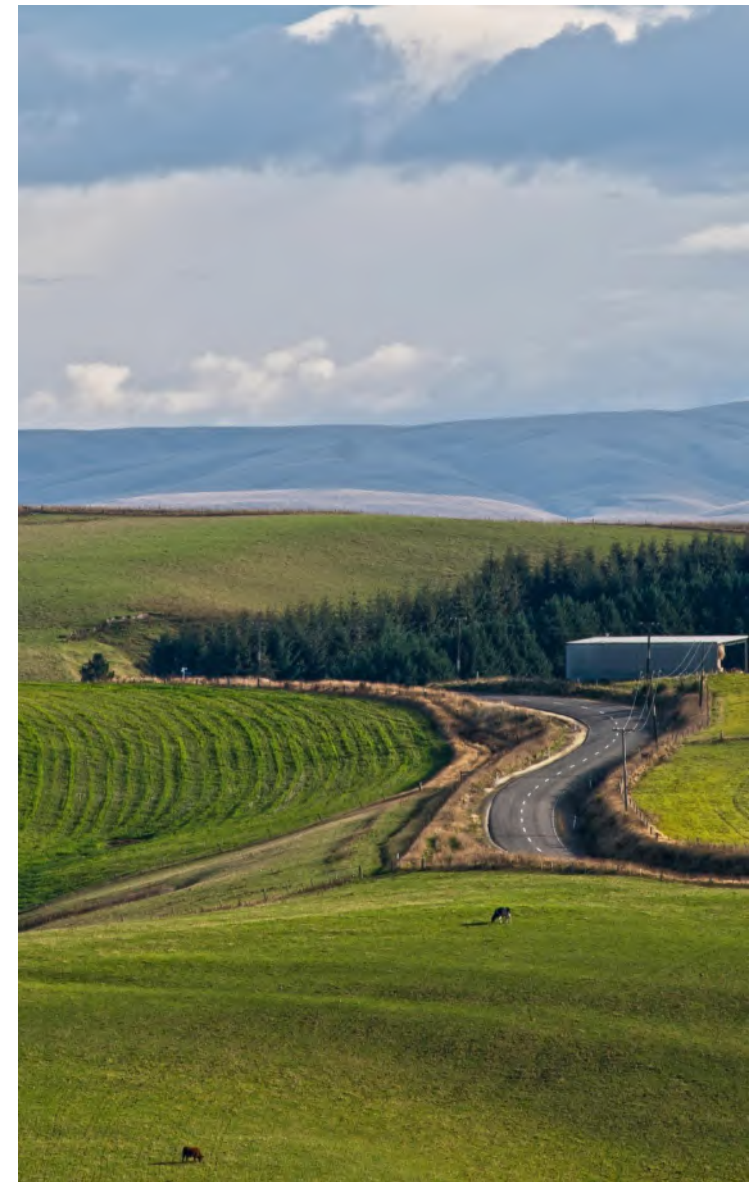
- Our Broader Outcomes strategy looks beyond the immediate outputs of projects and considers:
  - additional outcomes, and
  - positive impacts that can be achieved for communities.
- We are working with Amotai suppliers in the following areas:
  - the New Zealand Upgrade Programme
  - iwi consultancy
  - traffic control
  - publishing, and
  - marketing and media.



# Te Hiringa o te Taiao

## Our resource efficiency strategy

- We want to:
  - lower our energy usage and emissions
  - increase our use of recycled materials
  - cut the amount of waste we produce, and
  - reduce the use of virgin materials.
- Te Hiringa o Te Taiao includes:
  - actions and milestones for the short to medium term to deliver on objectives, and
  - developing and implementing a policy to embed resource efficiency in all our construction and maintenance activities.



# Regional Leadership Team Central Region

Connecting people, places and products for a thriving Central Region



# Waka Kotahi regional model



Waka Kotahi NZ Transport Agency has introduced a regional model to respond to feedback from local government and other partners to strengthen our team presence in regional communities.

Our Regional Leadership Teams are there to work in close collaboration with you on local transport issues and initiatives.

All these contacts can also be found on our website at [www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/our-structure](http://www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/our-structure)

As at July 2021



**Matthew Walker**  
**General Manager Corporate Support**  
**Based in the Wellington Office**

Matthew Walker is our Executive Leadership Team sponsor. He provides context with the Regional Leadership Team and enhances the ELT operational connection. Matthew champions strategy and values understanding in the region.

The Corporate Support Group provides key specialist corporate functions that are core to enabling Waka Kotahi to run efficiently and to achieve organisational excellence internally and for the land transport system.

Corporate Support consist of the following teams; Enterprise Change, Investment and Finance, Legal, Procurement, Research and Analytics and Risk and Assurance.



**Linda Stewart**  
**Director Regional Relationships – Central Region**  
**Based in the Palmerston North**

Linda leads, build and sustains strong regional relationships at a senior level and provides a feedback loop to the organisation on key issues and regional views that shape the work of Waka Kotahi.

Linda is the chair of the Regional Leadership Team, to give effect to the operational and strategic goals of Waka Kotahi in the region. This includes delivering outcomes through NLTF and Crown investment in the transport system, quality of external relationships, quality and timeliness of operational delivery by Waka Kotahi and our partners and the longer-term pipeline of activities for the region.



**Sarah Downs**  
**Regional Manager Systems Design – Central Region**  
**Based in the Wellington Office**

System Design are accountable for the delivery of transport system outcomes in the region. The team lead the local government relationship on spatial and integrated planning processes, investment proposals, project initiation and system design, and support conversations across these areas.

Working in partnership, we design and deliver integrated transport system solutions that provide enduring outcomes for New Zealanders



**Terri Hughes**  
**Pou Ārahi - Regional Advisor Maori**  
**Based in the Wellington Office**

We have an enterprise function to support Waka Kotahi on Te Ao Māori matters. The small team works across the whole business and throughout the entire country. Our primary role is to lead and promote Te Ara kotahi. Our secondary role is to support and assist our people in their work with Māori on Te Ao Māori matters where needed. Pou Ārahi have both a strategic and operational role and are the kaitiaki (guardians) of our regional relationships with Māori.

We work within the Regional Leadership Team to ensure we are giving effect to Te Ara Kotahi in the work we do.





**Jaclyn Hankin**  
**Regional Manager Maintenance & Operations – Central Region**  
**Based in the Napier Office**

The teams purpose is keep the transport system operational and optimised to meet the needs of all New Zealanders:  
We ensure the transport system can always be relied upon to provide safe, accessible and resilient journeys.

We know what’s happening across the transport system and are constantly responding to any impacts on user journeys.  
We have strong and trusted relationships with local communities and stakeholders and work together to ensure the transport system meets the current needs and future ambitions of the region

Jaclyn leads a team of 11 members, with two System Managers and a Senior Investment Advisor reporting directly to her.



**Janette Williams**  
**Engagement and Communications Practice Manager**  
**Based in the Hamilton office**

The Engagement and Communications team works across Waka Kotahi, providing strategic and tactical advice for business cases, projects, programmes and policies, working to ensure best practice communications and engagement is embedded within the organisational culture.

We work closely with the wider Te Waka Kōtuia - Engagement & Partnerships group, the Te Mātangi | Māori Partnerships team and with all business groups.  
Janette leads the regionally based Communications and Engagement teams in Waikato, BOP and Central North Island.



**Katie Hodson**  
**Manager Debt Management – Regulatory**  
**Based in the Palmerston North Office**

As the lead regulator for land transport our purpose is to ensure that the system is safe, efficient, effective and operates in the public interest.  
Safety is a top priority for Waka Kotahi and we, as Te Rōpu Waeture (the Regulatory Services group), aim to improve safety and reduce the risk of harm by being a firm and fair real world regulator.  
Debt Management is responsible for leading a modern, responsive, regulatory approach to the management of the debt system and equitable playing field for everyone who uses our transport networks.

Katie leads a national team of 29 members, based in our Palmerston North office.



**Lonnie Dalzell**  
**Regional Manager Infrastructure Delivery**  
**Based in the Palmerston North**

The team leads interactions with local contractors and ensures alignment between Waka Kotahi programme and local government.

They deliver a transport network that connects a thriving Aotearoa .

- We drive excellence in the delivery of our programmes and projects
- We lead an industry that keeps the workforce safe
- We collaborate with our local partners and suppliers to deliver
- We work across the sector to leave an enduring legacy for our communities

## RLTP: Significant Related Activities

Activity	Activity description	Status	On track
<b>SH3 Waitara to Bell Block Route Improvements: Waitara to SH3/3A and SH3/3A to Bell Block</b>	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Recent funding approval provided by Waka Kotahi board. Design and consenting work for Princess Street ongoing	
<b>Airport Drive Improvements</b>	Priority investment on local roading infrastructure that will link in with safety improvements in this location. This will enable expected growth to occur.	Design work and consenting ongoing. Collaboration going well with NPDC and Waka Kotahi	
<b>SH3/3A New Plymouth to Hāwera</b>	Standard safety interventions identified in the Speed and Infrastructure Programme	Feasibility and design work continuing New Plymouth and Egmont Village on SH3.	
<b>Coastal Pathway extension to Waitara</b>	Business case to connect the existing coastal shared path to Waitara	Business case is progressing well. Council LTP has approved \$25M over the next 6 years. NPDC collaborating with local Iwi through SSBC.	
<b>SH3 Cumberland/Coronation Intersection Signalisation</b>	Key intersections identified by NPDC and being funded through local share seeking safety outcomes	Project currently with NPDC LCLR programme subject to the NLTP announcement being made on 30 August.	
<b>SH3 Mt Messenger Bypass</b>	Offline bypass of Mt Messenger seeking safety and reliability outcomes	Project is scheduled to go to the High Court in October 2021. Judgment is expected early 2022. Pest management ongoing.	

# Maintenance & operations activity 2021-2024

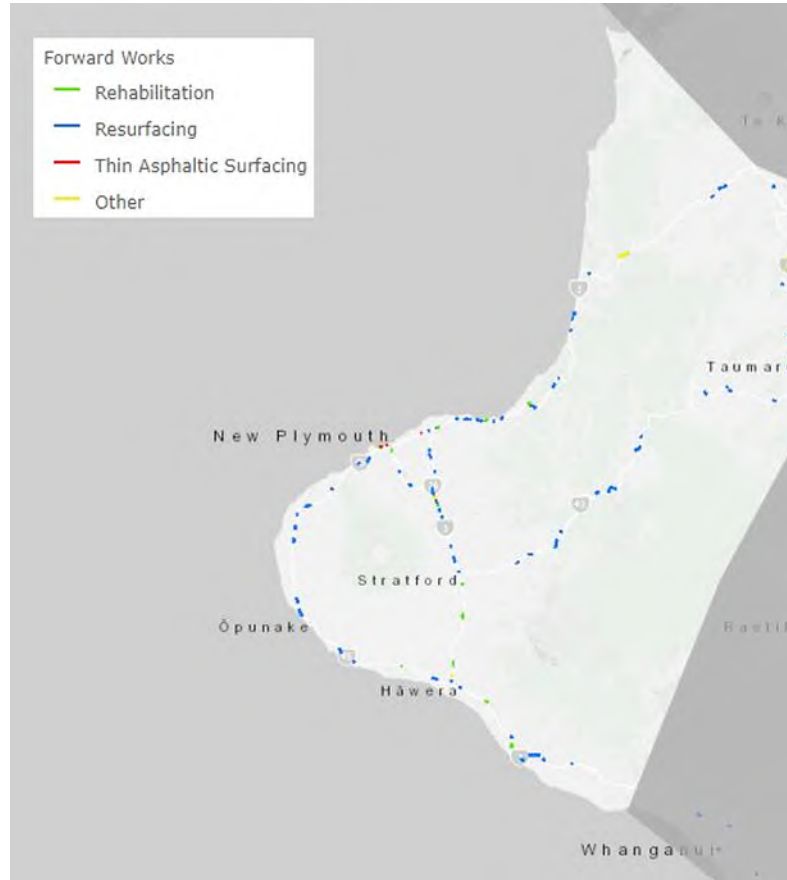
Activity		Year 1	Year 2	Year 3	Total
Routine maintenance (includes reactive maintenance)		14,972,090.00	14,662,840.00	14,768,010.00	<b>44,402,940.00</b>
Surfacing and pavement renewals (Planned maintenance)*	Regional SH3, SH44	7,447,986.45	7,120,459.00	7,610,743.00	<b>22,179,188.45</b>
	Arterial SH3A	202,601.77	457,740.00	36,450.00	<b>696,791.77</b>
	Primary Collector SH45,SH4	1,906,577.65	1,398,975.00	609,981.00	<b>3,915,533.65</b>
	Secondary Collector SH43	49,103.14	288,129.00	279,464.00	<b>616,696.14</b>
<b>Total</b>		<b>24,578,359.00</b>	<b>23,928,143.00</b>	<b>23,304,648.00</b>	<b>71,811,150.00</b>

Draft annual budgets

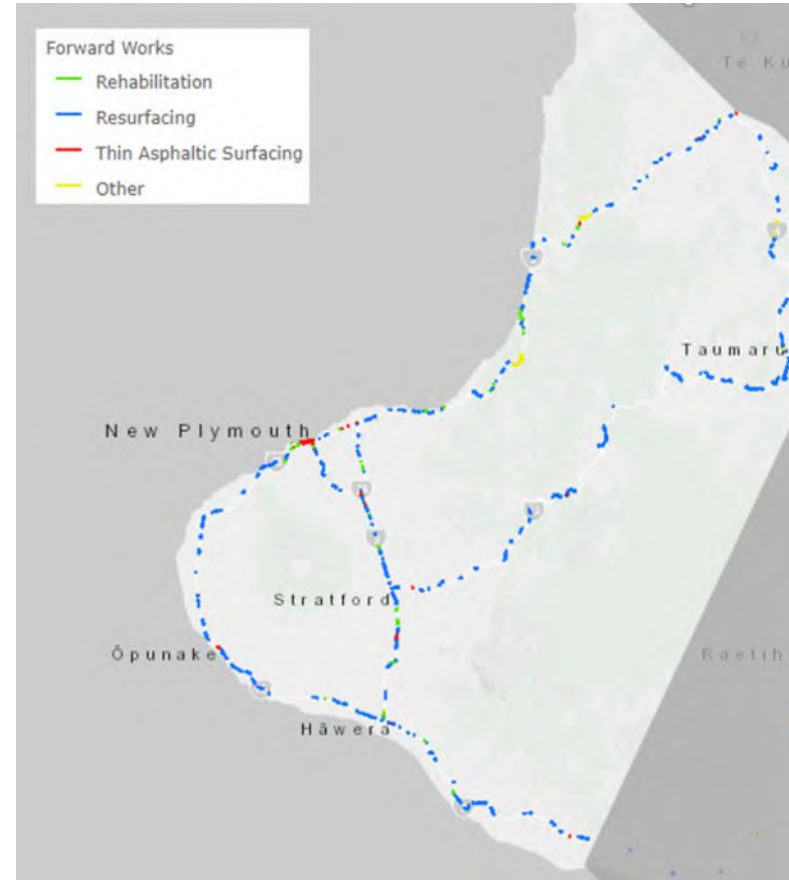
Indicative 3 year budget



# Taranaki Forwards Work Programme Map



2021/22 Financial Year



2021 - 2024 NLTP

# Speed and Infrastructure Programme (2021-24)

## Speed Projects (2021-24)

SH No.	Physical Description of Start and End of SH	Length of Speed Limit Change (km)	Infrastructure interface?	Timeframes
SH3	New Plymouth to Egmont Village	11.80	Y	Late 2022
SH3	Mokau to Urenui	52.80		Late 2022
SH45	New Plymouth to Hāwera	100.20		Late 2022
SH3A	SH3A	14.90	Y	Late 2022
SH3	Egmont Village to Hāwera	55.00	Y	Late 2022
SH44, SH3, SH45	New Plymouth urban	9.70	Y	Late 2022

## Infrastructure project summary

Project Name	Primary Treatment Type	Timeframe	Pre-Imp Cost (exc Admin)	Total Cost
SH3/3A New Plymouth to Hāwera	Median Barrier	FY 22/23 – 29/30	\$13,540,000	\$129,500,000

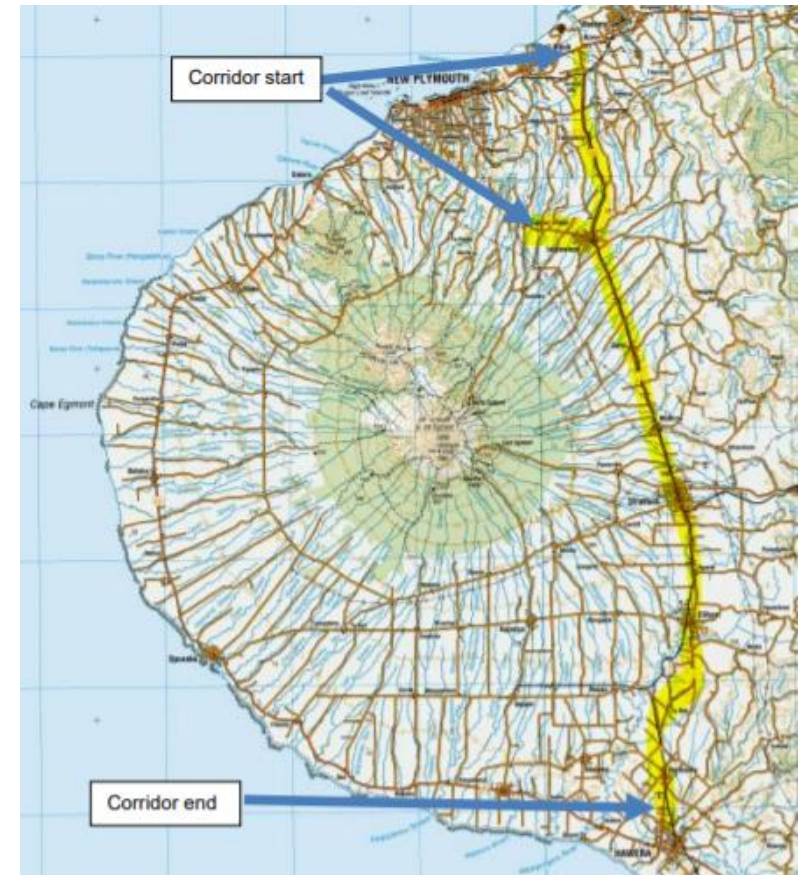
Note: Dependent on NLTP finalisation



# SH3/3A New Plymouth to Hāwera

## Project Summary

- A Safe System Transformation intervention (median barrier) on the sections of the SH3 corridor mid-block between
  - Egmont Road and Ngahere Street (Inglewood)
  - Inglewood and Midhirst
  - Egmont Street (Midhirst) and Flint Road (Stratford)
  - Stratford and Cornwall Rd (Eltham)
  - Eltham and Hāwera
- A Safer Corridors intervention (wide centreline) on the section of the corridor mid-block between SH3A - SH3 to Humphries St
- The feasibility stage will investigate number of and location of turnaround facilities, alignment with speed reviews and other work interfaces.



# Regional Transport Committees – Future Focus

## Current story

### Waka Kotahi

- Arataki – 10-year focus
- RLTP/NLTP - 3-year focus

### Regional Transport Committee (Local Government)

- Infrastructure Strategies – 30-year focus
- Activity Management Plans – 30-year focus
- Long Term Plan – 10-year focus
- RLTP – 3 to 6-year focus



# Regional Transport Committee – Future Focus

## Where we would like to be.....

Waka Kotahi is beginning to look at the 30-year view (Network Mapping), so it aligns with local government planning

We know that in the future:

- Funding prioritisation is likely to change over the next few years
- Funding is likely to be constrained, particularly for new capital projects
- Stronger emphasis on decarbonisation, rail, public transport
- The government will change – reduce exposure, or take advantage of shifting priorities and funding streams
- How do we collectively work together to develop an enduring long-term view and story that enable us as partners to plan our investment priorities that target funding strategically?
- How do we connect better with our neighbours, so there is alignment between regions and a stronger investment proposal?
- Co-investment partners – plan strategically together for our network



# Hei konā mai





**Date:** 1 September 2021

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

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

**Document:** 2850751

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### **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 Transport Committee:

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

### **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 2833992: Update to the Regional Transport Committee - SDC

Document 2853879: Update to the Regional Transport Committee - STDC

Document: Update to the Regional Transport Committee - NPDC (Yet to be provided)

<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<b>Stratford District Council</b>
RTAG representative:	<b>Steve Bowden</b>
RTC representative:	<b>Mayor Neil Volzke</b>
Date:	<b>September 2021</b>

## **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 June 2021 to September 2021 we have undertaken the following activities:

- Grading of the unsealed roads continue across the district;
- Removal of leaves from footpaths and roadside drains in the urban area;
- SDC continued with our programme to clean water tables in the rural area;
- The replacement of the footpaths in Orsino Place and Margaret Street;
- Forestry activity continues on Arnold Road, Puniwhakau Rd, Toko Road. This has caused significant damage to Puniwhakau Road especially following the heavy rainfall events in the middle of July;
- Installing a mass block wall on Pembroke Road (SPR) to repair a localised slip;
- Attending call outs for flooding, fallen trees following the high winds and heavy rain in July;
- Undertaking road repairs to Palmer Road, following 340mm of rainfall in 24 hours.







*Figure 1 – Pavement damage to Puniwhakau Rd*

### **Renewals.**

**Footpaths** – Footpath replacements were completed in Orsino Place and Margaret Street, which completed the programme for 2020/21. For the 2021/22 year we have the following footpaths to replace:

- Essex Street – both sides;
- Surrey Street both sides;
- Regan Street – northern side between Miranda St and Portia St, subject to funds being available.

**Kerb and Channel Replacement** – This year we are planning to replace 1000m of kerb and channel within Stratford. The site identified are:

- Essex Street – both sides



- Surrey Street - both sides
- Fabian Street – both sides

**Retaining Walls** – A contract was let to Superior Civil Construction Limited to replace two retaining walls and to repair two retaining walls, all located on Mohakau Rd. Work began at the beginning of June with progress being slightly halted due to recent wet weather.



*Figure 2 – Repairs to the railway iron retaining wall on Mohakau Rd*

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

**Palmer Road** – During the course of a 24 hour period from 20 – 22 July approximately 340mm of rain fell in the Palmer Road area of the district. This has resulted in the road being damaged.

Temporary repairs were carried out between 22 July and 27 July to remove the gabion rock from the open drain, remove the damaged sealed road surface as well as temporarily reseal the road with cold asphalt pavement mix.



*Figure 3 - Extreme rainfall event causing damage to Palmer Road.*

### **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.*

**General Roding Improvements** – No work has progressed during this period as we have completed the programme for the 2020/21 year. As for the 2021/22 financial year, we do not know what the approved funding for Road to Zero or Low Cost Low Risk Improvements will be until the end of August 2021, when Waka Kotahi's Board sign off the NLTP for 2021-24.

Potential improvements (subject to funding) are:



- Safety Improvements on Opunake Rd;
- Improvements to the intersection of Opunake Road and Palmer Road;
- Installation of roadside Armco safety fences;
- Geometric improvements at Dunns Bridge (west of Manaia Road).
- Speed limit review

#### ACTIVE MODES – WALKING AND CYCLING

**Bike Park** - This is expected to be completed by the end of August 2021. The pump track has been constructed, however, the asphalt surfacing for the track will not be laid until the weather is more suitable, which is likely to be October of this year.



*Figure 4 – the Bike Park in Victoria Park.*

We have finalised a location for a pedestrian crossing facility on SH43 Regan Street. This crossing point is located near the intersection of Ariel Street and Regan Street. Waka Kotahi have a contractor on site at present constructing safety refuges at the intersections of Juliet Street/Regan Street and Orlando Street/Regan Street.

**Walking and Cycling Strategy** – We have dusted off the cobwebs off of the Walking and Cycling Strategy following the appointment of our new Project Engineer, Steve Taylor. Steve has developed a similar document for Hamilton City Council, so he is suitable qualified to “knock ours into shape.

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

##### **Activated Warning Signs.**

We have identified two further locations for these signs to be installed, these are:

- Beaconsfield Road – Hick’s Corner
- Cardiff Road – between Waingongoro Rd and Opunake Road

These proposals are subject to the funding being approved by Waka Kotahi.

##### **Safety Project – Swansea Rd by High School**

We have held a workshop with elected members to go over the draft plans for this safety project. We received some good comments from the Councillors, which we have provided to our consultant to amend the drawings.

The next step is to socialise these plans with the school and local residents to seek their feedback on the proposed alterations to the “streetscape”.

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

##### **Safety Project – Regan Street Stratford Primary School.**

His worship the Mayor and the Roding Asset Manager met with Jason Elder the Principal of the Stratford Primary School to discuss some of the safety concerns that Jason had regarding the school frontage. This meeting also took into account the impact of the new aquatic centre in terms of on and off street parking for the patrons using the new pool. The ideas discussed were simply that, a “brainstorming” meeting to put thoughts on paper which will be developed into engineering draft plans. A further meeting will be held to go over the concept plans once they have been drafted.

##### **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 in August. Subject to the feedback received, we are hopeful this reduction in the speed limit will take affect from 1 November 2021. This is dependent on compiling reports on time for the council meeting cycle. There is the potential for this date to slip to 1 December.

##### **Speed Limit Reviews outside Schools**

At the Policy and Services Committee meeting on 27 July, Council agreed with the Roding Asset Manager’s proposal to front foot the proposed changes to speed limits outside schools using the council’s bylaw rather than waiting for the Land Transport Rule: Setting of Speed Limits 2021 to pass through Parliament. A report seeking permission to consult on these proposed changes will be put before the 24 August Policy and Services Committee.

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

This activity primarily relates to the impacts of new developments on the roading network within Stratford. For the months of June and July we have received nine (9) 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:	18 August 2021

## 1. MAINTENANCE, OPERATIONS AND RENEWALS -from 1<sup>st</sup> July 2021 to

**Road Maintenance** – The indicative budget from Waka Kotahi is a reduction of \$400K a year compare to our budget proposal for the maintenance and renewal programme.

We have recently tendered out both of our road maintenance contracts. The successful contractor is Fulton Hogan Ltd for both the contracts. The contract period is a 3yr + 2yr + 2yr one. The current focus is to carry out the pre seal repairs in time for the resealing programme.

**Renewals** - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. Current expenditure is carryover pavement rehabilitation contract from last year.

We have also contracted out reseal contract. The successful contractor is HEB. The contract is for a 3yr + 2yr period. The contractor will be inspecting and carrying out design for all the reseal sites. Physical reseal work is planned to start in mid-November 2021.

We have contracted our streetlighting contract as well. The successful contractor is NPE from New Plymouth. This is also a period contract for 3yr+ 2yr +2yr.

## 2. EMERGENCY WORKS

There have been minor events in July and August resulting in some damages to bridge and culvert. Some large slips in Tangahoe Valley Road which resulted in road being closed for two days

**The storm event in July caused many streams and rivers to rise rapidly** around the Maunga. Along with all the water came a large influx of flood debris and vegetation, which blocked many culverts around the network, clogged intakes to our water treatment plants (e.g. Ōpunakē) and caused washouts at several places. The photos show the bridge at the end of Melville Road, where the water from the creek came over the bridge and created a massive hole, endangering the surface. Fulton Hogan has cleared the vegetation and deposited flood debris from the inlet and have filled in the hole with rocks and concrete. Works have been programmed to strengthen the bridge decking.





### **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.

No new work is being programmed as funding is yet to be confirmed by Waka Kotahi.

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

Walking and cycling: The new walkway from Hawera to Normanby has started last year. It is being completed now.

### **4. TRANSPORT PLANNING**

There have been ongoing transport planning relating to One Network Framework which we have submitted and being moderated by Waka Kotahi. There is also the standardising data project that is occurring now.

South Taranaki District Council is experiencing a surge of subdivision at Turuturu Rd (2-3 stages up to 240 lots), Manawapou Road, Rata Street and Ohangai Road. Also, there is the STDC business park development which the Council has approved the funding for.

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

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

New Plymouth District Council (NPDC) operations focused its last quarter of 2020/21 on completing its programmed maintenance and operations works by the end of June 2021 and the reinstatement of the November/December 2020 weather damaged roads.

NPDC have a strong programme ahead for 2021/22 focusing on necessary urban pavement rehabilitation, advancing pre-reseal road repairs, the introduction of a Yellow Bristle Grass spraying programme, and an overdue catch up on bridges, tunnels, retaining walls, guardrails and road delineation.

Waka Kotahi’s indicative funding advice is that they will only be co-investing on \$45M of \$69M NPDC’s 2021-24 maintenance, operations and renewals transport programme. Since NPDC’s strategic alignment and business case is strong and robust it will keep to its recommended programme as the consequences of not following it will be a significant reduction in levels of service (in both urban and rural areas).

### **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 – September 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, however Waka Kotahi is yet to advise NPDC on its co-investment on road improvements for 2021-24.

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

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

### **4. TRANSPORT PLANNING**

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

The NP Central City Strategy will directly feed the New Plymouth Transportation Blueprint (NPDC Integrated Transportation Strategic Plan) and NPDC Parking Strategy. The Transportation Blueprint will aim at setting the direction for an integrated and multi-model transportation network for the next 30 years.



**Date:** 1 September 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:** 2854775

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### **Purpose**

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 30 June 2021.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the report *Public Transport Operational Report for the Quarter Ending 30 June 2021*
- b) notes the operational report of the public transport services for the quarter ending 30 June 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.

### **Bee Card**

3. The Bee card is now firmly embedded and both customers and retailers alike have assimilated well to the Bee Card method of payment. Of particular benefit is the ability to transfer balances across to a new card if cancelled as lost or stolen. Historically, a lost card meant the loss of cash and was a limitation of the previous system. There have been intermittent faults nationwide that related to web interfaces, not the usage of the cards.

### **Technology and reporting developments**

4. With the majority of the base reporting completed, work has focussed on integrating and simplifying the information more widely reported through Waka Kotahi and key stakeholders. Targeted outcomes were improved reporting value and minimisation of errors through manual processes. This has provided excellent staff time savings and has

allowed focus to shift to improving customer facing collateral, and general service improvements to meet the evolving needs of public transport users.

### **Citylink Services in the April - June 2021 Quarter.**

5. Across the New Plymouth urban services a total of 161,860 trips were taken in the April-June quarter. This was a strong recovery in the final quarter of the year with total bus trips being 7.6% ahead on the previous year.

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

6. The Connector Service trips in the quarter to June 2021 were 7,192 and finished the year strongly being 6.8% up on the 2020 year for total trips taken. This service continues to receive strong support by WITT and the TDHB and is garnering interest from other businesses in the Taranaki region.

### **Southlink services**

7. 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 319. This was a lift on the previous quarter and continues to be utilised in the region. There is potential to look to review the suitability of all of these services to align with post covid access to services in the service centres, and ensure it remains a relevant fit for purpose service. This is scheduled to commence review in March 2022.

### **SuperGold Card**

8. SuperGold Cardholder patronage for all services in the quarter totalled 13,805 trips across all Taranaki Services - the Southlink and Connector Services continue to provide a higher proportion of the SGC holders on a passenger basis. The most frequent user of a Bee Card in Taranaki is a super gold concession holder - who has logged an impressive 1300 trips since the Bee Card went live in October.

### **Total Mobility Scheme**

9. Trips for the quarter were 11,407 up 11% on the same period last year - so again continuing to show recovery in patronage. Ironside has also recovered trip numbers and made excellent progress to end the year equalled with the 2020 trips.

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

10. 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**

11. 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**

12. 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**

13. 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**

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



**Date:** 1 September 2021

**Subject:** **Submission for endorsement - 2021 Setting of Speed Limits Rule**

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

**Document:** 2847069

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### **Purpose**

1. The purpose of this memorandum is to seek formal endorsement from the Regional Transport Committee (the Committee) on the submission on the proposed new *Land Transport Rule: Setting of Speed Limits 2021*.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Submission for endorsement - 2021 Setting of Speed Limits Rule*
- b) endorses the submission to Waka Kotahi NZ Transport Agency on the proposed new *Land Transport Rule: Setting of Speed Limits 2021*.

### **Background**

2. The Government are proposing significant changes to the way that speed limits are set throughout the country. The Government is proposing a new Land Transport Rule that establishes a new regulatory framework for speed management along with mandating safer speed limits around schools.
3. The proposed new Land Transport Rule introduces new functions for regional transport committees relating to the setting of speed limits on the transport network. This will have 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 regional transport committees; and
  - additional costs associated with plan production, consultation and monitoring.
4. Each regional transport committee 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.

5. Community consultation requirements and subsequent follow-up work to modify or change RSMPs are likely to be contentious. 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 RSMP can be finalised for RTC adoption.
6. More information is available at [Setting of speed limits rule](#).

### **Previous consultation**

7. Members will recall that the Committee submitted on the initial proposals in September 2020 as part of targeted consultation by the Ministry of Transport. The submission noted that while the Committee supports a new regulatory framework for setting speed limits, a number of changes are needed to the proposals to ensure successful implementation.
8. Unfortunately, none of the significant concerns raised by the Committee and more broadly by the local government sector seem to have been taken into consideration with what was subsequently presented for public consultation in the draft *Land Transport Rule: Setting of Speed Limits 2021* on 23 April 2021. Accordingly, the Committee agreed at their last meeting (on 2 June 2021) to participate in the formal submission process to again raise its concerns and request substantive changes to the proposals.

### **Submission summary**

9. As agreed by Members in Item 7 of the 2 June 2021 meeting, a draft submission was prepared by officers on the proposed *Land Transport Rule: Setting of Speed Limits 2021*.
10. Input into this submission by the Regional Transport Advisory Group (RTAG) and Committee members was undertaken by email, with the finalised submission submitted on 25 June 2021. This item seeks to formalise endorsement of that submission and is appended to this memorandum.
11. In brief, the submission notes that while some benefits from RSMPs are foreseen, the Proposed Rule in its current form, is impractical, inefficient and represents poor integrated transport planning. Significant constraints and issues are anticipated on councils' funding, timing and organisational capacity in relation to the development and monitoring of these plans.
12. The submission particularly focused on the new RSMPs, which are a key component of the Proposed Rule. These will be a new requirement of RTCs, which will have significant resourcing implications, and carry reputational risk if matters in the submission are not addressed. Key submission points made in this regard were:
  - recommend integrated RSMPs that cover local road and state highways;
  - recommend establishment of a single approval authority;
  - development of RSMPs needs to be undertaken ahead of the development of regional land transport plans (or their replacement);
  - concern that there is insufficient funding to develop and implement RSMPs; and
  - concern that the financial and personnel capacity of regional councils and RCAs is constrained.

13. A copy of the submission is appended to this memorandum.

### **Next steps**

14. The Ministry of Transport and Waka Kotahi received feedback from many stakeholders, including local and regional councils, during their public consultation during April-June 2021.
15. They are in the process of analysing submissions and will provide advice to the Minister of Transport on changes to the draft rule based on feedback received through consultation. There is no indication yet if any substantive changes to the Proposed Rule are likely.
16. It is expected that the final Rule will come into effect in December 2021. Further information will be brought to the Committee when it is available.

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

17. 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**

18. 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**

19. 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**

20. 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**

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

### **Appendices/Attachments**

Document 2796733: RTC submission on Land Transport Rule Setting of Speed Limits 2021.



24 June 2021  
Document: 2796733

Draft Land Transport Rule: Setting of Speed Limits 2021  
Waka Kotahi NZ Transport Agency  
50 Victoria Street  
Wellington

Email to: [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz)

Dear Sir / Madam

## Land Transport Rule: Setting of Speed Limits 2021

### Introduction

The Taranaki Regional Council (the Council) appreciates the opportunity to provide Waka Kotahi NZ Transport Agency with feedback on the proposed new *Land Transport Rule: Setting of Speed Limits 2021*. (Proposed Rule).

The Council makes this submission in recognition of:

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

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

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

### General comments

- The Council notes its strong disappointment that significant concerns raised by local government during targeted consultation by the Ministry of Transport in September 2020, have not resulted in any substantive amendments to the Proposed Rule. This submission is therefore largely a (necessary) reiteration of the matters raised in the Council's feedback at that time. The Council strongly requests that these issues are taken into account in the finalisation of the *Land Transport Rule: Setting of Speed Limits 2021*.

- The Council supports a more coordinated and transparent approach to speed management, and the desired outcome to achieve consistency of speed management setting between road controlling authorities (RCA) within a region and between regions.
- The Council agrees that a new regulatory framework for setting speed limits is needed, with the current bylaw process being resource intensive, time consuming and complex.
- The Council notes concern around an increasing approach by Waka Kotahi to reduce speed limits on state highways, rather than engineering roads up to the expected level of service to meet their posted speed limit. The region's roads are already seeing the consequences of reduced maintenance over recent years, and there is concern that lower speed limits may assume that a reduced level of service and associated funding is therefore required going forward.
- The Council notes concerns around Waka Kotahi's reliance on the 'Safe and appropriate speeds layer' within the MegaMaps tool as the basis for determining speed limits.

### **Key submission points**

The Council's submission focuses on the new Speed Management Plans (SMPs) which are a key component of the Proposed Rule. These will be a new requirement of RTCs, which will have significant resourcing implications, and carry reputational risk.

Key submission points are:

- recommend integrated Regional SMPs that cover local road and state highways
- recommend establishment of a single approval authority
- development of Regional SMPs needs to be undertaken ahead of the development of RLTPs (or their replacement)
- concern that there is insufficient funding to develop and implement Regional SMPs
- concern that the financial and personnel capacity of regional councils and RCAs is constrained.

### **Speed Management Plans**

The Council agrees with:

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

### **One integrated Regional SMP with a single approval authority**

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

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

The Council notes that the capacity and timeliness for Waka Kotahi's input and involvement in RLTPs is already an ongoing issue to councils. It therefore recommends that there are clear requirements in the Rule for the Agency to provide fulsome information on a clear timeframe for inclusion in a Regional SMP.

The Council proposes that single Regional SMPs incorporating the input from all RCAs within a region (i.e. territorial authorities and Waka Kotahi) are developed, and that there is not a separation or distinction between these inter-related networks. There should be a confirmed unified and integrated approach to how speeds and related safety interventions will be set across the entire roading network in a region.

The Council strongly recommend that a single Regional SMP incorporating both state highway and local road proposals be approved by the new independent Speed Management Committee. This will also help mitigate a risk of perceived Waka Kotahi conflict of interest, due to the Agency's roles as developer of the process, regulator, certifier and state highway manager.

#### **Recommendations:**

- Include the setting of speed limits for state highways **in** the Regional SMP process.
- The Speed Management Committee's role be to certify Regional SMPs that incorporate changes on all roads within the regional network (local roads and state highways).

#### **Role of RTC**

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

As the authority undertaking consultation on Regional SMPs, RTCs will carry considerable reputational risk as they will have no power to make changes to the Plan in response to submissions made. Consultation will be under the authority of the RTC without reference to the Regional Council. As a committee of Council this lack of accountability and authority to make changes to the Plan following consultation introduces a new level of reputational risk to both the RTC and Council.

We note that while they are constituted separately, RTCs are often viewed as a Regional Council entity. This may lead to confusion in the eyes of the public about who is responsible for managing speed limits and roads generally.

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

There is a real concern that the costs associated with the process as proposed have not been accounted for. Development of Regional SMPs to consultation stage is likely to incur costs to the regional sector of the same order as RLTPs. That is not taking into account the potential costs to territorial authorities in resourcing and expertise to develop their speed limit approach. Nor the substantial costs involved in implementation, with specific mention of the significant additional speed advisory signage likely to be required throughout the region to ensure that the community are fully aware of the changes.

The requirement to undertake consultation with the regional community is likely to impose a significant cost on regional councils due to the expected response from the community. There is evidence from local authorities that have undertaken speed management changes on their own networks already that the community response is significant, with many hundreds or thousands of submissions received to each consultation. When factored across a region and including the response that might be expected for the amendments to the state highway network, this has the potential to make consultation on a Regional SMP one of the largest consultation undertakings of any council process.

Councils are already under significant financial and capacity pressure. The requirement to undertake consultation with the regional community is likely to impose a significant cost on regional councils due to the contentious nature of the speed limit changes. Appropriate resourcing needs to be put in place for all councils to ensure a successful transition over the next three years, and moving forward. There is going to be a real challenge for many councils to meet their new obligations.

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

#### **Recommendation:**

- **New** funding be made available in the National Land Transport Fund to enable councils to implement the new rule, including the costs for the significant amount of new/additional speed advisory signage that will be required.

### **Staged sequencing of development of RSMPs and RLTPs**

The Council recommends that Regional SMPs are developed ahead of RLTPs. Developing SMPs alongside RLTPs would create an unmanageable planning workload for smaller councils. Whereas appropriately staggering the planning processes, would allow time for initiatives determined in the SMP to be incorporated into the asset management plans of territorial authorities which can then be incorporated into the long term plan processes of councils and applications for activities in the RLTP.

A lead-time of approximately 18 months to have a Regional SMP confirmed before the RLTP needs to be confirmed would be practical.



Separation of the RLTP and Regional SMP development would also help to address concerns about the volume of submissions that are likely to be received during consultation

To this end, it will be necessary for the revised version of the Speed Management Guide (the Guide) be released as close as possible to the final Rule. The Guide will be essential to helping determine the exact form of Regional SMPs. The Guide should be developed in conjunction with the regional sector (through TSIG) and territorial authorities (through the RCA Forum), to ensure the workability of the Guide for councils.

Further, it is important to remain cognisant that RLTPs are unlikely to exist in their current form following the Government's large-scale resource management system reform underway – with the LTMA expected to be repealed and be incorporated within the new Strategic Planning Act. No information is yet available on what these changes may entail for the planning and funding of land transport.

**Recommendations:**

- Strongly recommend aligning the development of Regional SMPs with development of RLTPs be **removed** from the rule and the two processes be separately acknowledged and integrated.

**Mandatory speed limits around schools**

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

**Summary and conclusion**

In summary, the Council thanks Waka Kotahi for the opportunity to provide feedback on the proposed new approach to speed management, and hopes that the concerns raised are addressed. While some benefits from development of Regional SMPs are foreseen, in its current form, the Proposed Rule is impractical, inefficient and represents poor integrated transport planning. Significant constraints and issues regarding funding, timing and organisational capacity are foreseen for councils in the development and monitoring of these plans.

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**