



AGENDA

Regional Transport

Wednesday 1 December 2021, 10.30am

Taranaki Regional Transport Committee Meeting

01 December 2021 10:30 AM

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Date 1 December 2021

Subject: **Confirmation of Minutes - 1 September 2021**

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

Document: 2924316

Recommendations

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held audio-visual link (zoom) on Wednesday 1 September 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held audio-visual link (zoom) on Wednesday 1 September 2021 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Matters arising

Appendices/Attachments

Document 2856165: Minutes Taranaki Regional Transport Committee - 1 September 2021



Date 1 September 2021, 10.30am

Venue: Audio-visual link, Zoom

Document: 2856165

Present	Councillors	M McDonald	Taranaki Regional Council (Chairperson)
		M Cloke	Taranaki Regional Council
	Mayor	N Volzke	Stratford District Council
	Councillor	H Duynhoven	New Plymouth District Council
	Ms	L Stewart	Waka Kotahi NZ Transport Agency

Attending	Councillor	D MacLeod	Taranaki Regional Council
	Mr	M Nield	Taranaki Regional Council
	Ms	S Hiestand	Taranaki Regional Council
	Ms	F Ritson	Taranaki Regional Council
	Mr	C Nally	Waka Kotahi NZ Transport Agency
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Ms	L Dalzell	Waka Kotahi NZ Transport Agency
	Mr	D Perry	Waka Kotahi NZ Transport Agency
	Mr	W Wallace	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	V Lim	South Taranaki District Council
	Mrs	E Borrows	South Taranaki District Council
	Ms	A Carlson	New Plymouth District Council
	Mr	P Ledingham	Taranaki Regional Council
	Miss	L Davidson	Taranaki Regional Council

Two members of the public.

Apologies Apologies were received from Mayor P Nixon and Councillor R Northcott (South Taranaki District Council).

Notification of Late Items There were no late items.

1. Confirmation of Minutes – 2 June 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 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.
Duynhoven/Volzke

Matters arising

- 1.1 Councillor M Cloke, Taranaki Regional Council, informed the committee that the meeting with Mr R Y Anson, Waka Kotahi NZ Transport Agency, regarding State Highway 3 prioritisation of projects, has not happened. Ms L Stewart, Waka Kotahi NZ Transport Agency, agreed this has not been worked on and committed to ensuring a meeting between Councillor M Cloke, Ms S Downs, Waka Kotahi NZ Transport Agency and herself would be conducted before the next Regional Transport Meeting.
- 1.2 Councillor H Duynhoven, New Plymouth District Council, noted a correction to the minutes that he is a Council member of the NZ Automobile Association for Taranaki.

2. Regional Transport Advisory Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 4 August 2021.
Cloke/Duynhoven

Matters arising

- 2.1 Correction to minutes Tahora Saddle is on State Highway 43.
- 2.2 Concerns were raised around the detours on local roads when the Highway is closed for works. It was noted that although the Councils approve these they do have concerns around the width of the roads and the volume of traffic that use these detours.

3. Development of Active Modes (Walking and Cycling)

- 3.1 Mrs E Borrows, Community Development Manager, South Taranaki District Council, provided a presentation updating the Committee on walking and cycling activities in the District and answered questions arising.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives with thanks the update provided by the South Taranaki District Council on walking and cycling activities in their district.

Cloke/Volzke

4. Release of the final Regional Land Transport Plan for Taranaki 2021/22-2026/27

- 4.1 Ms F Ritson, Policy Analyst, Taranaki Regional Council, spoke to the memorandum advising 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.
- 4.2 Ms L Stewart, Waka Kotahi NZ Transport Agency, informed that the concerns raised have been heard and a team has been put in place to look at the process going forward.

Resolved

That the Taranaki Regional Transport Committee:

- 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.

Duynhoven/Volzke

5. Waka Kotahi New Zealand Transport Agency Update

- 5.1 Ms L Stewart, Director Regional Relationships, Waka Kotahi New Zealand Transport Agency, gave a presentation updating Members on activities of the Agency.
- 5.2 Ahititi stock effluent site – Discharge to the river has ceased. Ponds one and three have been emptied. Pond two has had a tank put in place and is receiving effluent that is then trucked away. Currently waiting on permanent tanks to be installed with completion expected mid to late November. The site will remain open.
- 5.3 Speed and infrastructure – technical assessments have been completed. At this stage no commitment can be made to the outcome as it is still to go out for community engagement.
- 5.4 SH3 barriers – Concerns were raised about the large sections of SH3 having median barriers installed. This will reduce the space for agricultural vehicles to move off the

road to allow vehicles behind to pass, Ms L Stewart, Waka Kotahi NZ Transport Agency, thanked the Committee for their feedback.

- 5.5 Tangarakau Gorge sealing – The delays in starting have mainly been around the consenting process. The consent for stage one has now been approved this is to first 2km of the Stratford end. Stage two is the last 10km of the Gorge.
- 5.6 It was requested that future updates include an update on SH4 as this is a commonly used highway from Taranaki residents.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives with thanks the presentation and the detailed updates provided by Waka Kotahi New Zealand Transport Agency.
Volzke/Duynhoven

6. Updates from Territorial Authorities

- 6.1 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.
- 6.2 It was noted that there are concerns around logging movements on some roads and the conditions of these roads especially through the winter months.
- 6.2 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District.
- 6.3 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.
McDonald/Cloke

7. Public Transport Operational Update for the Quarter Ending 31 March 2020

- 7.1 Ms S Hiestand, Transport Manager, Taranaki Regional Council, spoke to the memorandum providing members with an operational report on public transport services for the quarter ending 30 June 2021.
- 7.2 The fare zoning project has been delayed due to lockdown.

Resolved

That the Taranaki Regional Transport Committee:

- 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.

Cloke/Duynhoven

8. Submission for endorsement - 2021 Setting of Speed Limits Rule

- 8.1 The memorandum was 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*.

Resolved

That the Taranaki Regional Transport Committee:

- 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*.

Cloke/Volzke

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 12.14pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 1 December 2021



Date 1 December 2021

Subject: **Regional Transport Advisory Group Minutes**

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

Document: 2924624

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 3 November 2021.

Appendices/Attachments

Document 2906275: Minutes Regional Transport Advisory Group - 3 November 2021

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 3 November 2021, 10am	
Venue	Taranaki Regional Council	
Present	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Stuart Knarston (SK)	NPDC (zoom)
	Sarah Hiestand (SH)	TRC
	Sarah Downs (SD)	Waka Kotahi NZTA
	Lisa Malde (LM)	Waka Kotahi NZTA
	Shaun Harvey	Waka Kotahi NZTA
	Fiona Ritson (FR)	TRC
	Kylie Humphrey	TRC
	Liesl Davidson (LD)	TRC - Administrative support
Apologies	Rob Service	Waka Kotahi NZTA
	Rui Leitao	NPDC

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Welcome to Kylie Humphrey of TRC as Transport Operations Coordinator and Lisa Malde of Waka Kotahi as a Senior Transport Planner for the Central North Island region.</p> <p>Wayne Wallace is now supporting Wellington in his new role, so will not be attending further RTAG meetings for Taranaki.</p>	
2.	<p>Minutes of last meeting on 4 August 2021</p> <p>The previous minutes of the RTAG meeting held on Wednesday 4 August 2021 were accepted as true and correct.</p>	
3.	<p>RLTP2021 - Variations and Monitoring</p> <p>FR led discussions on matters relating to the current RLTP:</p> <p>Funding decisions made in NLTP2021</p> <ul style="list-style-type: none"> • NZTA will have a full PowerPoint presentation on this. • Agreed that each AO would provide a section within their usual RTC item specifically updating on this, rather than creating a separate combined item. Focus to be on explaining any impacts/consequences of activities that did or did not gain the requested funding. 	AO's

Item	Agenda subject	Action
	<ul style="list-style-type: none"> Group agreement that we look at being more outcome-focused. Funding will be even more constrained in next NTLTP. Show direction of movement, what achieving and what want to achieve. Strongly link back to strategic documents and projects in order to be more competitive. <p>Elevating awareness of LCLR activities</p> <ul style="list-style-type: none"> As agreed previously, LCLR annual listings (for both Road Improvements and Road to Zero activity classes) are to be added to the TRC website alongside the RLTP. Discussed whether best to extract from TIO or be provided with AO versions. Each AO will provide FR with a spreadsheet of their LCLR for the 2021/22 year for this purpose. <p>Formal variations</p> <ul style="list-style-type: none"> FR will shortly update the 'Request for Variation' form and circulate it to the Group in preparation for any requests. SD noted that NZTA needed to request a variation to add a Property Purchase phase to the Waitara to Bell Block project. This request will be circulated to the RTAG by email, so that it can go before the RTC on 1 December 2021. SB advised that there may be an Innovating Streets project on Miranda St in the pipeline for SDC, which would be brought forward. <p>Monitoring the RLTP</p> <ul style="list-style-type: none"> Assistance still required with drafting regional monitoring framework. FR is linking in with national work through TSIG, but still awaiting examples of the current reporting undertaken by NPDC and STDC to improve awareness of existing KPIs used. SDC already received. Reiterated the monitoring indicators chosen need to be SMART. Clarity sought on the huge number of KPIs that were proposed for RCAs as part of the ONRC (now ONF) and whether these are still proposed. LM will follow up with REG and advise Group. 	<p>AOs</p> <p>FR</p> <p>SD</p> <p>SK, VL</p> <p>LM</p>
4.	<p>State Highway activities - project updates from Waka Kotahi</p> <p>Sarah Hiestand thanked Waka Kotahi for the updates that were provided before the meeting.</p> <p>Sarah Downs provided verbal updates, the following points were noted:</p> <p>Mt Messenger Bypass</p> <ul style="list-style-type: none"> Is currently in a holding period. The court meeting was held a couple of weeks ago and the Pascoes did not turn up but were represented through a letter that accused Waka Kotahi of perjury. Waka Kotahi have sent a letter to police but they have had nothing back. It is believed that the claim will not go much further. Waka Kotahi still have the Public Works Act to work through. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • A section has been signed by minister of LINZ and the Pascoe's are appealing against that also. <p>Waitara to Bell Block</p> <ul style="list-style-type: none"> • Good progress is being made, the work will start once Inglewood to Midhirst has been completed. • Chris Nally is confident that the two roundabouts can be completed at the same time as they are far enough apart that the disruptions won't interfere with each other. • Currently working with NPDC on the consenting for Airport Drive to move that along. • Looking at Point of Entry work for Egmont Road near GJ Gardiner site. Met with one of the NPDC Councillors, David Langford and CE of the GJ Gardiner franchise who presented Waka Kotahi with a petition with 2,000 signatures. SHand LM have investigated the NPDC business case for next NLTP and it is now being looked at to bring this project forward. <p>SH3 Egmont Village to New Plymouth</p> <ul style="list-style-type: none"> • The speed review and Infrastructure review are being aligned so they can both go out to community for consultation at same time. • The price has come in higher for the design so far. • Feedback from the sessions with the RTC has been taken in to consideration, including whether the Egmont Rd intersection can be included within this project. <p>Inglewood</p> <ul style="list-style-type: none"> • The pedestrian crossing at the purple dairy is still proceeding. • NPDC have taken over the project management with Heather Liu being the Waka Kotahi representative, in terms of safety, on the project team. • There have been a few unhappy residents about losing carparks outside their properties. <p>Inglewood to Midhirst</p> <ul style="list-style-type: none"> • The road is fully open at the moment for the garden festival. But work is otherwise on track. <p>SH3 to Hāwera</p> <ul style="list-style-type: none"> • Feasibility study is still on the cards. • The Project Manager that has been appointed is working on another project at the moment, once completed they will then start on Hāwera. • This also covers SH3A but unsure if it covers through Hāwera itself – SD will clarify. <p>SH43 Improvement Project</p> <ul style="list-style-type: none"> • A sod turning ceremony was held yesterday for the sealing of SH43. • Work to start next week on the sealing. <p>Waka Kotahi Office</p>	<p style="text-align: right;">SD</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> Waka Kotahi will be opening a New Plymouth office in early December at the corner of Devon and Elliot Streets (the old Spark building). This will house about five permanent staff members and a number of Central based staff will rotate week by week. It will also contain meeting rooms. 	
5.	<p>Safer Speeds, Emissions reduction and Forestry impact on roading</p> <p>Forestry Impact on Roading</p> <ul style="list-style-type: none"> FR has been working on adding a check box to the TRC works notification for forestry harvesting that will forward an email with details regarding forestry works on to the relevant District Council. NPDC and STDC need to provide FR with a transport/roading related email address. Waka Kotahi have been looking nationally at work around logs being transported by roads. Currently about 91% of logs are being transported by road. The amount of logs going through the Ports has increased significantly. Waka Kotahi are proposing a study to look at managing the amount of growth. The study will be split in to two parts: <ul style="list-style-type: none"> Understanding the current levels, what are the key transport routes, and what are the levels of transport infrastructure that is needed to withstand those levels. Using the future forecasted increased levels of services, climate impacts and how to transfer some of that on to rail. Fiona will provide details of TRC contacts to LM for assisting with this work. <p>Emissions Reduction (decarbonising transport)</p> <ul style="list-style-type: none"> Discussion held on the Climate Change strategies and emissions quantifying of each AO. FR to contact Rebecca Martin for update on STDC situation. Dustin is contact for NPDC's work in this area. STDC and SDC are not submitting on the Emissions Reduction Plan consultation document. NPDC will be submitting. FR is contributing to submissions by TRC and TSIG. SDC - Have no charging stations at the moment. EECA only cover 50% of the full cost of about \$400,000. Contacted ChargeNet and waiting to hear back on what the installation costs are and what they will cover. STDC - Waverly and Ōpunake - EECA covered 50% of the cost and Chargenet covered the other 50%. NPDC - EV infrastructure. Tesla have been in contact about putting Tesla charge stations in New Plymouth however they can only be used for Teslas for the first 5 years. <p>Safer Speeds</p>	<p>SK, VL</p> <p>FR</p> <p>FR</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • FR noted that the likely coming into force of the new speed management Rule has shifted from end of 2021 to March 2022. • Some changes proposed for the Rule, including that RCAs will consult on their proposed speed actions themselves (with support from the regional council), rather than the RTC doing so. It was noted that it is awkward for a regional council to be consulting on a roading issue. • A lot of work is needed nationally to get community support for transitioning to safer speeds throughout the country. SB noted the community feedback on the recent proposal to make Ōpunake Road 80km/h • A new national speed campaign is coming out in January 2022. • It was noted that early childhood centres are not included in the School Zones of the Rule but should they be? • Seems that 80km/h will be proposed by Waka Kotahi for most if not all Taranaki SHs. RTAG need to be better linked into this work, and FR will follow up on this. 	FR
6.	<p>District Council updates on their transport activities</p> <p>SDC - SB</p> <ul style="list-style-type: none"> • There have been had a few minor storm events which impacted some roads. • Carrying on with renewals on the footpath programme. • The contract for retaining walls is coming to an end. • Emergency works – A road culvert out near Hollard Gardens was discovered to have a massive hole. The road was immediately closed and an emergency replacement was completed. • The children’s bike park opened at the start of the school holidays. The surface on the pump track is still to be completed but the team are based in Auckland so cannot undertake the work until COVID levels allow. • No funding was received for walking and cycling. The reasoning was that SDC have no strategy in place. SD noted that any AO that didn’t have a specific strategy in place did not get funding. She further noted that a regional strategy for recreational modes wouldn’t get funding in the current climate but mode shift would. • Consultation closed on the Ōpunake Road speed limit. Views were almost a 50/50 spilt for lowering the speed limit. <p>STDC - VL</p> <ul style="list-style-type: none"> • The focus for road maintenance has been on seal repairs. • Pavement rehabs and street lights have gone out to tender. • Emergency work – There was some damage in September that closed four roads. • The low cost low risk programme has been confirmed. • Funding for Road to Zero for the next 3 years has been received. • Walking and cycling also received funding. • A subdivision is going ahead on Turuturu Road. 	

Item	Agenda subject	Action
	<p>NPDC - SK</p> <ul style="list-style-type: none"> • Maintenance operations renewals - going ahead with regular programme. • Active modes – The Let’s Go team is being resourced up with a team leader and new members. • Corridor plans are being undertaken in Strandon, Fitzroy and Tukapa Street, which will apply the ONF and support mode shift. • Central City Strategy is going to Council in mid-November. This will feed down the key moves to take across in to the transport strategy. <p>PT - SH</p> <ul style="list-style-type: none"> • The Your Connector service was launched. There has been a lot of interest in it. Despite the service being suspended due to the SH3 Roadworks. One of the buses is being used to travel from Bell Block to OMV at the moment instead, so it is still being utilised. • Fare zone changes will be coming in to effect soon. Lots of advertising will be done including, digital advertising, backs of buses, radio ads and competitions. • Working with Transit on a full fleet replacement. • Some services that are with Transit are going to be switched over to the Connector Service. 	
7.	<p>General Business</p> <ul style="list-style-type: none"> • SD spoke to the RTAG about increasing the strategic direction for the RTC meetings and how RTAG can support potential changes in the meetings. • It was noted that the Waka Kotahi relationship is improving a lot but it still has a way to go. • FR suggested updating/streamlining of the Project Update template that was originally drafted by FR to assist with obtaining updates on SH projects. 	
8.	<p>Next meeting</p> <p>Scheduled for Wednesday 9 February 2022</p> <p>Meeting closed 12.30pm</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 December 2021

Subject: **State Highway 3 Working Group Minutes - 8 October 2021**

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

Document: 2924654

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the State Highway 3 Working Group meeting held on 8 October 2021 at 10.30am via audio-visual link (Zoom).

Appendices/Attachments

Document 2888435: Minutes SH3 Working Group Meeting - 8 October 2021

Notes of the meeting of the SH3 Working Party

held at 10.30am on Friday 8 October 2021
via Zoom at the TRC, 47 Cloten Rd, Stratford

Present:

Angela Strange (Cr)	Waikato Regional Council
Barry Dowsett	Waka Kotahi, Waikato
Dave Perry	Waka Kotahi, Taranaki
Harry Duynhoven (Cr)	New Plymouth District Council
Hugh Vercoe (Cr)	Waikato Regional Council
John Sutton	NZ Automobile Association
Linda Stewart	Waka Kotahi, Wellington
Matthew McDonald (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Nigel King	Waikato Regional Council
Phil Brodie (Cr)	Waitomo District Council
Sarah Downs	Waka Kotahi Taranaki
Siubhan Green	Taranaki Regional Council (Admin)
Kylie Humphrey	Taranaki Regional Council (Admin)

Chair: Matthew McDonald (Cr) Taranaki Regional Council

1. Welcome

The Chair welcomed those present and apologies were given.

Apologies:

Kelly Povey	NZ Police Mokau
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Sarah Hiestand	Taranaki Regional Council
Tom Cloke	Taranaki Regional Council
Cara Lauder	Waka Kotahi, Waikato
Joanna Towler	Waitomo District Council
Pat Duffy (Sgt)	NZ Police, Taranaki

Cr Duynhoven/Cr McDonald

2. Notes from the previous meeting

Notes from the previous Working Group meeting of 23 April 2021, previously circulated, were taken as read and confirmed as accurate.

Cr Vercoe/Mike Nield

Matters Arising

Linda Stewart will determine who from Waka Kotahi will be best suited to represent them for future SH3 Working Group meetings.

LS

3. Awakino Gorge to Mt Messenger (AG2MM) updates

Sarah Downs presented, providing updates as attached to the minutes.

The Awakino Tunnel Bypass is now operating with the 2.3km project including two new bridges over the Awakino River as well as a passing lane, and realigning of a section of the highway north of the tunnel.

Sarah Downs offered her thanks to Cr Harry Duynhoven who represented Mayor Neil Holdom for the community planting day.

Cr Matthew McDonald made mention of the opening, complimented Waka Kotahi and added his thanks for the invite extended to Iwi, Tom Cloke and himself, acknowledging that it was a great day.

4. Updates on maintenance and other improvement works along SH3

The 2020/2021 program will be 100% delivered with the 2021/2022 due to start in a couple of months.

It was acknowledged that the maps outlining the pavement rehabilitations were difficult to decipher. Sarah Downs will send out clearer maps. However she can confirm that the section around Mokau will not be completed this year. Details will be available on the Waka Kotahi website confirming the planned pavement rehabilitation works for the next 3 years. Surfacing and renewals are still being determined.

SD

There is a planned spend of \$72m on maintenance and operations over the next 3 years.

The works to be completed in Waikato are predominantly maintenance operations.

Sarah Downs and Linda Stewart met with the RTC yesterday and got valuable feedback regarding the proposed plans for the Waitara to Bell Block proposals.

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

Sgt Pat Duffy was called to run boundary check-points following the Government's decision to move the southern border for Covid. As such there was no update.

6. Project list of issues/improvements sought along the corridor

Linda Stewart and Sarah Downs will establish a team of 3 or 4 representatives from Waka Kotahi, along with Tom Cloke, to work through the priority list of improvements with the intention of mapping out a way forward. There will be an update provided by the end of the calendar year.

LS/SD/TC

7. Stock Truck Effluent Disposal

The new tanks have arrived for Ahititi. The temporary tanks will still be emptied while the new ones are installed.

8. Regional Land Transport Plan (RLTP) updates

Mike Nield said the RLTP development process had proved challenging in that demand exceeded supply. It wasn't perfect, but it was completed.

Nigel King provided an update on behalf of Waikato. Refer to the following link for information and a copy of the RLTP 2021-2051.

<https://waikatoregion.govt.nz/services/publications/rltp-2021-2051/>

9. SH3 Working Group updated brochure

Linda Stewart commented that she found it an exceptionally valuable tool. She will provide her proposed inclusions around forward progression. LS

John Sutton said it was a very valuable tool.

Cr Harry Duynhoven referred to a report completed some 15 years ago which outlined the (92, he recalled) trouble spots along SH3 North to Te Kuiti that could be closed due to, for example, seismic activity. He wanted to know if a stocktake or audit has been done to follow up with new information.

It was acknowledged that many major trouble spots between Motenui and Piopio may have long since been fixed, but it was also agreed that this report could be brought in to cross reference against, and include within, the list of improvements sought along the corridor. Linda Stewart will discuss it with Tom Cloke. LS

10. Slow Vehicle Passing Bay Mokau

Linda Stewart spoke on the Safe Roads alliance tying into the Mt Messenger program and confirmed that both the Ladies Mile and Rapanui passing lanes were almost complete.

With specific regards to the passing lane in Mokau, Linda Stewart said she had her team investigate and established that a business case and safety review were completed by Stantec. The outcomes of which identified 2 significant risks regarding the design.

The preferred design was too short which resulted in visibility issues and the potential for head-on collisions. Neither design was considered safe.

Cnr Matthew McDonald raised his concerns and disappointment in both Emma Speight's and Ross I'Anson's denial to the Group that any investigation had ever been undertaken. Linda Stewart both acknowledged and understood the Group's frustration with regards how the situation was handled. Whilst the project is not off the table, she has reiterated that it is a complicated site.

Cr Harry Duynhoven recommended that at the next Group meeting in Mokau, along with the right members from Waka Kotahi, the site be visited. It was agreed that a decision needs to be made collectively with all priorities acknowledged.

Cr Phil Brodie raised the issue of truck parking and the lack of pedestrian crossings on SH3, in particular outside the Whitebait Inn. He suggested an assessment of this could also be addressed during a site visit.

Dave Perry confirmed that the pedestrian crossing is not on the list of priorities and needs adding.

11. General Business

Linda Stewart asked for clarification with regards the Group's reporting requirements and expectations from Waka Kotahi.

Mike Nield offered an overview of the Group's purpose and confirmed that whilst there was no direct responsibility from Waka Kotahi to report, it was encouraged in order to sustain good relations and maintain a stretch of road that is of high significance to Taranaki especially.

Cr Hugh Vercoe reiterated the value of the SH3 Working Group.

Meeting closed at 11.45am



Date: 1 December 2021

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

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

Document: 2924672

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 2922069: Detailed updates - Waka Kotahi

Document 2924974: Presentation - Waka Kotahi

Taranaki - Regional Updates

December 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"> Preparation of the Passing and Wayfinding sites is almost complete, ready for sealing when weather permits Cultural narrative report has been received from Iwi and discussions are underway to implement cultural narrative and artwork at these sites Construction is progressing well, and the programme is still on track for completion late 2021 – early 2022 weather dependent
Moki Tunnel improvements	Late 2021		<ul style="list-style-type: none"> Traffic signs to be installed Anticipated installation date late 2021
Preventative maintenance strategy	Report only		<ul style="list-style-type: none"> Final report has been issued. It will be used to inform/support Annual Plan requests
Kahouri Stream Bridge replacement	Mid 2022 - 2023		<ul style="list-style-type: none"> Detailed design of the bridge structure almost complete Early land acquisition negotiations are underway following minor revisions to the plans Preferred option has been agreed Consents have been submitted
Manawawiri Stream culvert replacement (bridge)	May 2021 – March 2022		<ul style="list-style-type: none"> Work now well underway with anticipated completion early 2022 Construction has progressed well with the new bridge almost complete. Sealing works still to take place
Pohokura Stream culvert replacement (bridge)	July 2020 - April 2021		<ul style="list-style-type: none"> Complete
Safety improvements	June 2021 - December 2023		<ul style="list-style-type: none"> Tree felling complete. Installation of signage and line markings are well underway Guardrail sites construction procurement scheduled for early 2022 Detailed design for guardrail sites well underway

Taranaki Regional Update

Activity	21/24	Progress	Commentary
Low Cost / Low Risk	\$2.66m	10%	<ul style="list-style-type: none"> • 8 projects that cover Safety, Resilience and Efficiency. • 3 projects in design • 1 project in construction

Emergency works	21/24	Site and commentary
Emergency Works	\$5.1m	<p>SH43 Tunnel Hill – Construction Summer 21/22 - 30%</p> <p>SH43 West Otunui – Complete late 2021 - 95%</p> <p>SH43 Tahora Saddle – Construction Summer 21/22 - 30%</p> <p>SH3 Downers Cut – Design 2022 - not started</p> <p>SH43 Pohokura Dropout – Construction 2022 - not started</p> <p>SH43 Whangamomona Dropout (1) – Construction 2022 - 20%</p> <p>SH43 Whangamomona Small Dropout (2) – Construction 2022 - 20%</p> <p>SH3 Rauoa Underslip – Construction 2020 - 20%</p>

Taranaki Large Capital Project Updates

Activity	2021 – 24 NLTP (\$)	Key date(s)	Progress	Commentary
Te Ara o Te Ata - Mt Messenger Bypass	\$280m (2018-21 and 2021-24 NLTP's)	Feb 2022 – High Court Decision		<ul style="list-style-type: none"> Final decision received from the Environment Court awarding designation amendments and resource consent. Appealed By Poutama and Tony and Debbie Pascoe to the High Court. High Court hearing was held in October 2021 with a decision expected early in the new year. Pre-start ecological and access works delayed until High Court decision received. Substantive construction delayed by another year due to expected High Court appeal timeline and effect on construction seasons. Expected construction start date is September/October 2022.
Waitara to Bell Block	\$84m	January 2022	Commence Construction	<ul style="list-style-type: none"> Construction of stormwater interceptor pipe down SH3 from Princess Street to the Waitara River starts in January. Detour of northbound light vehicles through Waitara township planned from January – May. Main roundabout works at Princess Street, Waitara to start construction once consent approved in April/May.
Tongapōrutu Intersection Improvements	\$1.6m	December 2021	Underway	<ul style="list-style-type: none"> Pavement widening works complete and roadside safety barrier is being installed. Rehabilitation of pedestrian footpath due for completion January 2022.
Rapanui Passing Lane	\$8.8m	December 2021	Underway	<ul style="list-style-type: none"> The 1.6km northbound Rapanui Passing Lane will provide a safe overtaking opportunity Pavement work is underway and the road is being brought up to its final level and alignment. A roadside barrier and signage will be installed ahead of the passing lane becoming available for use in early 2022.

SH3: Waitara to Bell Block update

- Negotiations for property acquisition at Princess Street are underway.
- Design of the Princess Street roundabout and associated stormwater infrastructure is nearing completion.
- Local hapū are heavily involved in project developments.
- Construction of stormwater infrastructure at Princess Street to commence in January 2022. Enabling works may commence before Christmas.
- Detour will be in place for northbound light vehicles from early January for up to five months.
- Aiming to start construction of Princess Street Roundabout mid 2022.



SH3: Te Ara o Te Ata - Mt Messenger Bypass

- A planting day was held in September and was well attended by our supporters and partners, especially mana whenua with over 50 people turning up from Ngāti Tama. 1200 plants were planted in the riparian strip to mark the start of the project's biodiversity programme.
- Ecological programme continues, with monitoring of kiwi and bats the main focus.
- High Court hearing held in New Plymouth in October 2021 - Awaiting outcome.
- Objections to the Public Works Act acquisition of privately owned land is likely to be heard in the Environment Court in the new year.
- Earliest construction start will be September 2022 pending outcome of court appeals.



SH43: Sealing the Tāngarākau Gorge – PGF funding

- Contract for stage one has been awarded and SOD turning was completed early November 2021.
- Construction of the first 2km started on Monday 22nd of November
- Design for stage 2 is now well underway.
- Stage 2 works expected to be tendered mid 2022.



SH4 Update – Emergency Works sites

Sites Completed

- Hapokopoko Rock Curve
- Whiskey Corner
- South Raupiu Retreat
- Otoko Pā
- Kukuta Underslip

Auraki Stream

- Through great collaboration and work between Waka Kotahi, Ngāti Rangī, Te Korowai o Te Awaitea and Unenuku the updated consent documentation was submitted to Horizons Regional Council for approval on the 28th October 2021. This was a great milestone and kept the project on its revised program.
- We are hoping to begin construction December 2021 however this is driven by consent approval, with an estimated completion of March 2023.



SH4 Update – Te Oreore slip site

Cultural Impact Assessment (CIA)

- Waka Kotahi are working with Āti hau and Ngāti Rangī to work through the cultural impact assessment. Work with Ruapehu District Council continues to plan for the upgrade of the Matahiwi Track bridge as mitigation for the project.

Detailed design of reinstatement 100% complete

- Detailed designs have been completed for the reinstatement of SH4 across the Te Oreore site. The only changes would be subject to the outcomes of the cultural impact assessment and property acquisition.

Construction timeline summer 2022/23

- It is expected that the cultural impact assessment will enable the project team to begin construction in the summer of 2022/23. This is contingent on the project's resource consents being granted by 1 July 2022.



The crew at Te Oreore site drilling boreholes and installing groundwater monitoring devices, deep within the landslide area

Hei konā mai



Regional Transport Committee

Taranaki
December 2021



New Zealand Government

He tohu huarahi Māori

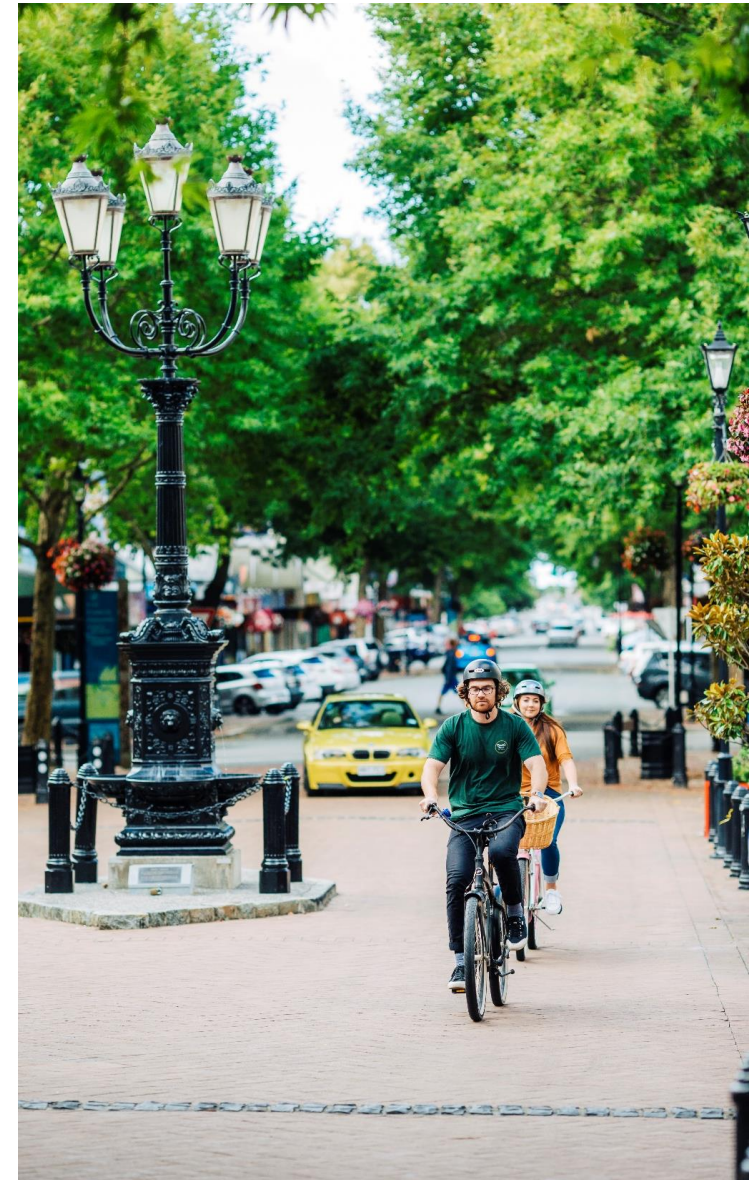
Bilingual traffic signs programme update

- We're consulting on proposed options for bilingual kura school traffic signs.
 - We're proposing kura school signs in either bold or italics.
 - The signs will align with expected changes to speed limits around schools from 2022.
 - Submissions close on 17 December at 5pm.
- This is part of a wider project.
 - We are working closely with Te Mātāwai and Te Taura Whiri i te Reo Māori.
 - We have also sought advice from colleagues involved in bilingual signage in Wales and Scotland.



Emissions Reduction Plan

- We're supporting development of the Emissions Reduction Plan (ERP).
- Key opportunity to progress a low-carbon, safe and healthy land transport system.
- The focus is on:
 - encouraging uptake of shared and active modes to reduce reliance on cars
 - increasing EVs and low-emission fuels
 - decarbonising heavy transport.
- Based on an 'Avoid-Shift-Improve' framework.



Tū ake, tū māia

Our regulatory strategy

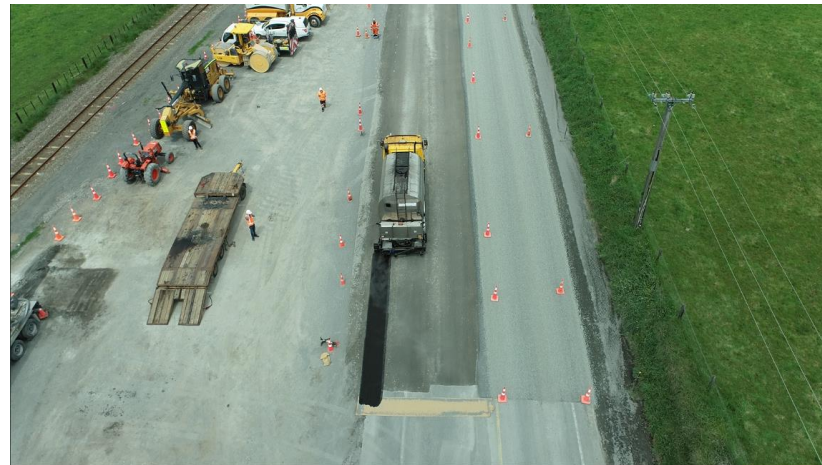
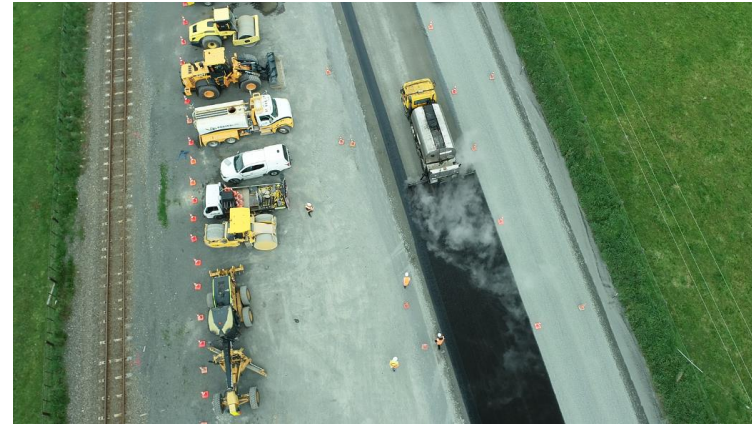
- Tū ake, tū māia was launched in April 2020 after two independent reports found that our regulatory system contributed to the death of a passenger in 2018.
- We're now developing Tū ake, tū māia 2022-32, our ten-year strategy. The focus is on:
 - legislative change
 - our funding model
 - alignment with our organisational priorities
 - strategies and outcomes.
- We're holding development workshops for the ten-year strategy and want to know if you'd like to take part.
- The Waka Kotahi Board will endorse Tū ake, tū māia in late 2022.



RLTP: Significant Related Activities

Activity	Activity description	Status	On track
SH3 Waitara to Bell Block Route Improvements: Waitara to SH3/3A and SH3/3A to Bell Block	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Design and consenting work for Princess Street ongoing. Storm interceptor pipe programmed for early 2022.	
Airport Drive Improvements	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. Construction anticipated to begin in mid-2023 in collaboration with NPDC.	
SH3/3A New Plymouth to Hāwera	Standard safety interventions identified in the Speed and Infrastructure Programme	NP to Egmont Village – community consultation underway from 15 Nov to 13 Dec, online through Social Pinpoint and email, and in-person through drop-in sessions on 1, 6 and 7 December (dependent on Covid-19 alert levels). SH3 Egmont Village to Hāwera and SH3A Mountain Road – feasibility stage continues. Engagement with key stakeholders to be arranged soon.	
Coastal Pathway extension to Waitara	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.	
SH3 Cumberland/Coronation Intersection Signalisation	Key intersections identified by NPDC and being funded through local share seeking safety outcomes	Project currently with NPDC LCLR programme	
SH3 Mt Messenger Bypass	Offline bypass of Mt Messenger seeking safety and reliability outcomes	Project went to the High Court in October 2021. Judgment is expected early 2022. Pest management ongoing.	

SH3 - Inglewood to Midhirst Maintenance Works



State Highway - Taranaki Network Operations Rehabilitations 2021/22

Road Rehabilitation sites		
SH3	PioPio passing lane	Planned February/March 2022
	Mimi Stockpile	Planned January 2022
	Dudley Road Intersection	In construction
	Dudley to Ngatoro	In construction
	Durham Road Intersection	In construction
	Norfolk Hall	In construction
	Tariki	In construction
	Bird Road Passing Lane	Planned February 2022
	Eltham School	Planned February 2022
	Highlands Lowlands	Planned November 2021
	Mushroom Patch	Planned January 2022
	Normanby Dairy	Planned February 2022
	Mokoia Road	Planned January 2022
	Manawapou Bridge	Planned March 2022
	SH4	Taumarunui Overbridge (1)

State Highway - Taranaki Network Operations AC Surfacing 2021/22

Asphaltic Concrete (AC) Resurfacing		
SH3 (SH3A)	Kuriwera Stream (Awakino Gorge)	February / March 2022
	De Havilland Drive	Heavy maintenance only as included in W2BB Project works - complete
	Coronation Ave	November / December 2021
	Inglewood CBD (SH3/SH3A Junction)	November / December 2021
	Ngatoro-Nui Bridge	Complete
	Flint Road (Stratford)	February / March 2022
SH4	Taringamotu Bridge (Taumarunui)	February / March 2022
	Taumarunui Main Street	February / March 2022
SH44	Liardet Street	Complete
	Kitchener-Bonithon	November 2021
SH45	Brougham-Liardet	February / March 2022

State Highway - Taranaki Network Operations Renewals Quantities 2021/22

Lane kms	Rehabs	Asphalt (AC)	Reseal
SH3	13.15	3.74	65.44
SH4	0.71	1.14	8.94
SH43	0	0	3.75
SH44	0	0.6	0
SH45	0	0.44	14.23
SH3A	0	0.18	4.87
Total	13.86	6.1	97.23

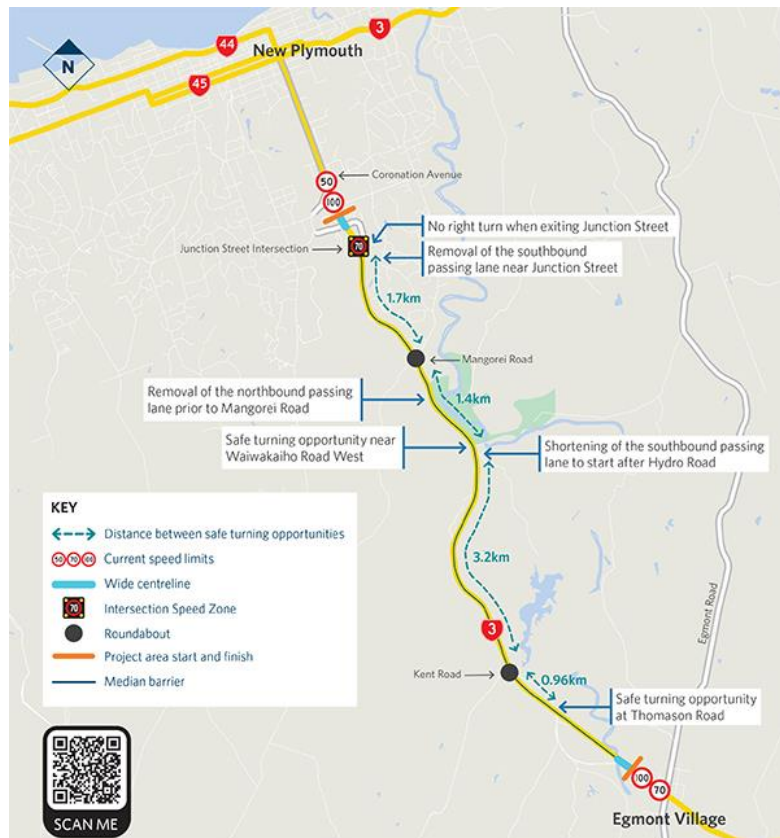
Speed and Infrastructure Programme (2021-24)

Speed Projects (2021-24)

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

SH3 New Plymouth to Hāwera (New Plymouth to Egmont Village)

Infrastructure project summary



- **2018** Single Stage Business Case - New Plymouth to Hāwera
- **2020** \$2m of design funding secured
- **Early 2021** Feasibility Study - New Plymouth to Egmont Village (9.75km)
- **Mid-2021** Safety improvements investigations and speaking with those that could be directly affected
- **Late-2021** Community consultation (we are here)
- **2022** Finalise design
- **2022** Share final design with the community
- **2022** Apply for construction funding
- **TBC** Construction

RLTP Deliverability

Collectively managing risk

- 39% programme increase across Central North Island
- Constrained employment market across the region
- Inflationary pressures
- Supply chain impacts

Visibility across RLTP and Council programmes for 2021-24

- Reporting – RAG status to provide visibility, shared awareness, identify opportunities for early mitigation
- Mitigation – sequencing, procurement
- Prioritisation – transparency and agreement

Regional Transport Committee – Future Focus

Building the Pipeline Together

- Waka Kotahi has funding for Programme Business Cases (PBCs) valued at about \$5.5M across Central North Island (CNI)
- The purpose is to develop a pipeline of work through various activity management classes for the next NLTP and the 30-year future-focused period
- Waka Kotahi has started scoping a strategic masterplan PBC to manage the 'wall of wood' that will be experienced in the CNI in the next 10 years and again in 2040. This will focus on how we better (Waka Kotahi, local government, ports and KiwiRail) manage the supply chain, the road network and target investment to enable this. It will draw on existing knowledge and data to bring together into one document
- Other PBCs are yet to be confirmed. Waka Kotahi is working with RTAG on determining best value for all of us.

Hei konā mai





Date: 1 December 2021

Subject: **Territorial Authorities Update**

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

Document: 2924991

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 2925009: Update to the Regional Transport Committee - SDC

Document 2925003: Update to the Regional Transport Committee - STDC

Document 2925002: Update to the Regional Transport Committee - NPDC

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Maintenance and Operations.

During the period September 2021 to December 2021 we have undertaken the following activities:

- Replacement of the footpaths on Fabian Street;
- Slip Clearance attending at Mangawata and Mangaotuku Roads;
- Replacement of a failed culvert by 122 Crown Road;
- Repairs to Puniwhakau Road continued; and
- Discussion with Waka Kotahi regarding School speed zones.
- Replacement of a steel culvert under Manaia Road at Hollard Gardens – discussions with stakeholders and programming with contractors;
- Cleaning bridge deck;
- CBD cleaning;
- Grading Mangaehu Road;
- Clearing minor slips on Putikituna Rd and Lower Kohuratahi Road.

On Tuesday 17 August at about 11:50pm, the country entered Alert Level 4 lockdown for 2 weeks due to an outbreak of COVID-19 Delta virus. As a result, all of Fulton Hogan staff were stood down except for emergency works only. A further week of Alert level 3 followed from 31 August to 11:59 pm on 7 September.

With the alert level lifting to Level 2 at 11:59 pm on Tuesday 7 September, Fulton Hogan returned to “service as usual” from Wednesday 8 September following a small Health and Safety awareness session on the Wednesday morning.

During September we received reports that 130m length of the timber of sight rails, valued at \$3000, had been stolen from Mangaehu Road.

Renewals

Footpaths – Footpath replacements continued in September and October on Fabian Street. Once completed (end of November), our plan is to replace the footpaths on:

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



Figure 1 – Replacement of kerb, channel and footpath in Fabian Street.

Our three waters team are replacing the water main in Surrey Street. This contract will be let before the Christmas holiday period, with works commencing on site in January 2022. Our footpath, kerb and channel project will follow on from the water main replacement, once the water main has been commissioned.

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 has progressed through the period, which has been somewhat disrupted by the recent outbreak of Covid-19.

1a Funding Allocation from Waka Kotahi

Elected members requested a breakdown of the \$942,078 shortfall in funding from Waka Kotahi compared to the funding requested.

The most notable reduction in the funding is for the Sealed Road Resurfacing, \$206,966 per annum. The Technical Audit undertaken in September 2020, Waka Kotahi noted that we were behind “the

eight ball” with our annual reseal target length and suggested we increase the budget for this activity. In order to address this shortfall in funding we have re-jigged the budgets for other work activities to provide \$1,047,000 for reseals to achieve a 30km seal length each year.

The other budgets affected by the approved allocation from Waka Kotahi are:

- Minor Events – a reduction of \$57,334 p.a. This is for the business as usual storm events that cause minor slips to occur. For a significant storm event council, can request Emergency Funding if the cost of the repairs exceeds 10% of our approved allocation for a single event.
- Traffic Services Renewals – a reduction of \$37,726 p.a. This will affect our programme to replace old or poor condition road signs and streetlight columns. We will reduce our planned programme for the next three years, as there are greater priorities elsewhere on the network.

Overall Stratford has done reasonably well compared to our neighbours. Officers have modified the expenditure to the numerous work activities. This has been developed in conjunction with Fulton Hogan based on our joint network knowledge and where the pressure are for the next three years.

2. EMERGENCY WORKS – IF APPLICABLE

On Sunday 29 August there was a heavy deluge of rainfall (over 120mm in 90 mins) in the Douglas and Tututawa areas of the district. This resulted in localised flooding where a large slip occurred on Mangaotuku Road (*Figure 3*). This slip was cleared over the course of the following two days.



Figure 3 – Slip blocking Mangaotuku Road

On Tuesday 21 September, council officers met with the head gardener at Hollard Gardens (Manaia Road) to discuss the state of the collapsed culvert under Manaia Road. The minor slip which occurred a couple of weeks earlier had gotten worse, as per photos in Figures 4 & 5. One lane on Manaia Road is currently closed, first with a priority one way, then later replaced with temporary traffic lights. The replacement of this culvert is planned for late October.



Figure 4 – Collapsed culvert under Manaia Road. This cavity is approximately 6m long x 1.5m high and 3m wide. Note the gap between the two culvert pipes at the joint



Figure 5 – The roof of the cavity removed exposing the steel culvert



Figure 6 – The replacement culvert on Manaia Rd at Hollard Gardens. Note the size of the culvert is due to meeting the New Environmental Standards for Freshwater.



Figure 7 – Aerial photograph of the new culvert installed on a new alignment alongside the existing steel culvert.

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. Our funding for the 2021/22 financial year has now been approved by Waka Kotahi. The projects earmarked for this financial year are:

- Safety Improvements outside Stratford High School on Swansea Road;
- Improvements to the intersection of Opunake Road and Palmer Road;
- Installation of roadside Armco safety fences at several locations on Opunake Road;
- Shoulder widening to Mangaotuku Rd at Baldock's Corner;
- Activated Warning Signs on Manaia Road and Beaconsfield Rd (45km/h curve);
- Speed limit review for Opunake Road;
- Geometric Improvements on Beaconsfield Rd.

ACTIVE MODES – WALKING AND CYCLING

Bike Park.

Construction of the half basketball court, cycle track, BBQ area and public toilets is complete and have been opened to the public. Work on the shaping of the pump track has been completed ready for the asphalt. Unfortunately, the Auckland COVID-19 lockdown continues, preventing the specialist asphalting crew from completing the project.



Figure 8: The Children's Bike Park post opening the cycle track and basketball court

The construction of a pedestrian crossing facility on SH43 Regan Street was completed by Waka Kotahi which will provide a safe access point to Victoria Park as well as for pedestrians crossing SH43. We are currently reviewing the option of marking angled parks on SH43 in the roadside shoulder along the street frontage of Victoria Park.

Walking and Cycling Strategy – We have been unsuccessful in securing any funding from Waka Kotahi for our Walking and Cycling Strategy. Not to be deterred, we will continue with the development of our strategy in order to secure funding for the 2024/27 Long Term Plan.

A workshop will be held with elected members on 9 November 2021.

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 have been 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 Easter school holiday period in 2022.

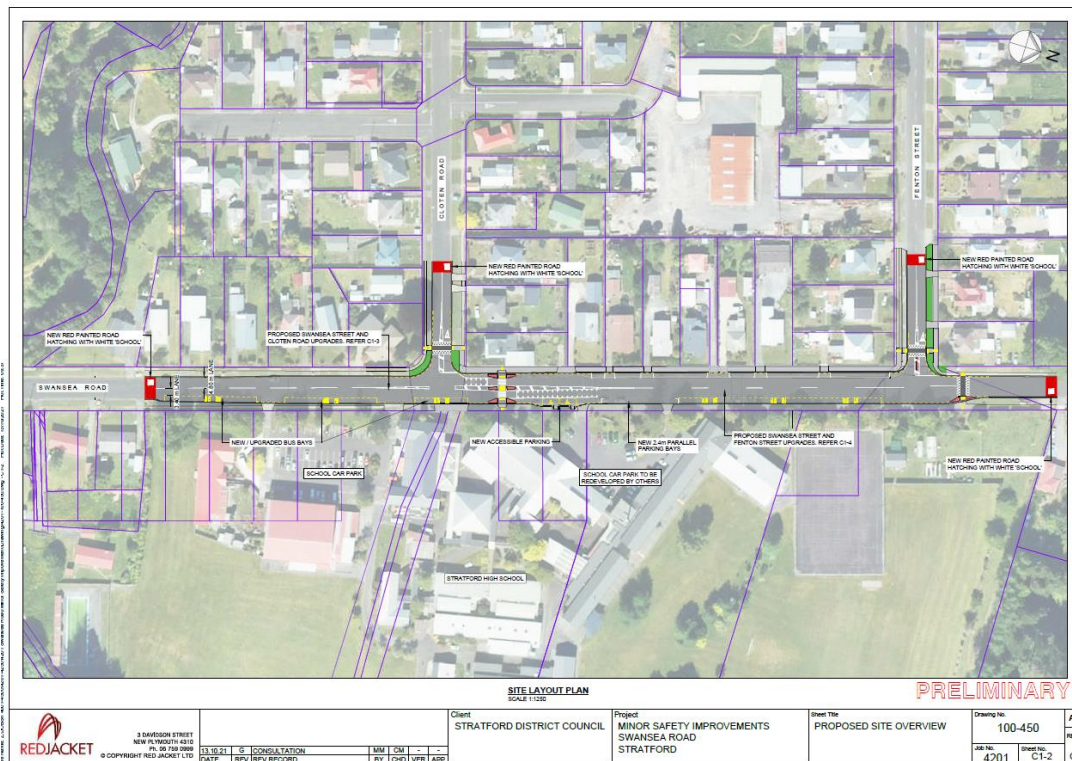


Figure 9 – Scheme plan for the Stratford High School safety project.

Safety Project – Regan Street Stratford Primary School.

A council workshop was held in October to discuss some of the proposals to remedy the parking and safety concerns raised by the school Principal and His worship the Mayor. Further modifications to the plans will be undertaken during November.

Consultation for 80km/h on Opunake Rd.

Feedback from the community on the proposal to reduce the speed limit on Opunake Road to 80km/h closed on Monday 13 September.

- Council received 64 written submissions of which 34 were opposed to the proposal and 30 in favour;
- Comments from the Kaponga Community Facebook page were a mixture of for and against, with a slight preference of being against the proposal. Many of the comments related to driving ability and the condition of the road; and
- With regard to the council's Facebook page, 13 respondents were against the proposal and 3 in favour.

Council officers have also contacted the statutory consultees. The freight association is not in favour of the proposal, whereas the Police, AA, Waka Kotahi and the District Health Board are. A decision report will be brought before Council taking into account the comments received.

As an overall summary, it appears the community is against the proposal as this is perceived as a cheap option for Council. They would rather money was spent on making the road safer, than reducing the speed limit.

Speed Limit Reviews outside Schools

A further workshop with elected members is being held in November to discuss the proposals for reducing the speed limits outside all urban and rural schools. Some rural schools are located on a State Highway, therefore this will be a consideration for Waka Kotahi. These schools are:

- Toko School;
- Huiakama School;
- Marco School;
- St Mary's School;
- Ngaere School.

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:	1 November 2021

1. MAINTENANCE, OPERATIONS AND RENEWALS -August to October 2021

Road Maintenance –

Our road maintenance contracts are separated into Northern and Southern. Both of these contracts have been awarded to Fulton Hogan Ltd. The contractors have been focusing on carrying out pre-seal repair works for the last few months for the resealing programme.

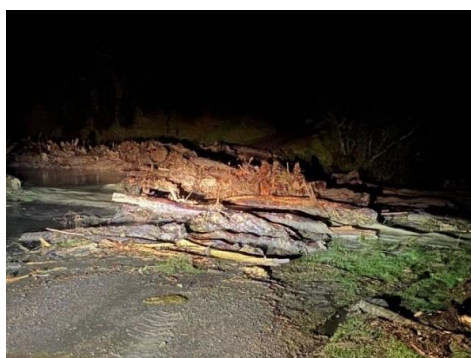
Renewals - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. The carryover pavement rehabilitation works from last year is completed including the pathway from Hawera to Normanby.

HEB has programmed for the resealing work to start in February 2022 and expected to be completed within 8 weeks.

Pavement rehabilitation works are currently being prepared by our Project Team. The first package of work is planned for tendering by end of November 2021.

2. EMERGENCY WORKS – IF APPLICABLE

There has been a major event in September resulting in damage to Maben Road, Upper Ball Road and Meremere Track.



This flood was an isolated weather event that occurred in specific parts of the District bringing heavy rain, which resulted in several slips that necessitated the closure of four roads - Meremere Track, Upper Ball Road, Maben Road and Ridge Road. Our contractors have made good progress over a short time and managed to open both Upper Ball Road and Ridge Road to traffic. Meremere Track was accessible by four-wheel bikes within a few days and although Maben Road suffered multiple slips and a washout the road is now open to some traffic.

3. LOW COST LOW RISK

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

A large amount of submitted bid for local road improvements have not been approved by Waka Kotahi. We are disappointed that Waka Kotahi did not provide any advance notice that they will not be funding most of the local road improvements projects that were submitted by Council. The tables below show the amount submitted by South Taranaki District Council and amount funded by Waka Kotahi.

We will have to review our bridge structures and may have to restrict heavy traffic movements on some routes to maintain the integrity of these bridge structures.

South Taranaki District Council - Submitted bid

Activity class	NLTP year			\$-Total
	\$ - Year1	\$ - Year2	\$ - Year3	
Road to Zero	\$600,000	\$370,000	\$100,000	\$1,070,000
Walking and cycling improvements	\$775,000	\$1,025,000	\$180,000	\$1,980,000
Local road improvements	\$2,090,000	\$1,616,000	\$1,425,000	\$5,131,000
Total for all activity classes	\$3,465,000	\$3,011,000	\$1,705,000	\$8,181,000

Waka Kotahi - Approved Funding

Activity class	NLTP year			\$-Total
	\$ - Year1	\$ - Year2	\$ - Year3	
Road to Zero	\$600,000	\$370,000	\$100,000	\$1,070,000
Walking and cycling improvements	\$775,000	\$1,025,000	\$180,000	\$1,980,000
Local road improvements	\$140,000	\$820,000	\$700,000	\$1,660,000
Total for all activity classes	\$1,515,000	\$2,215,000	\$980,000	\$4,710,000

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 subdivisions 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.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

New Plymouth District Council (NPDC) operations have completed its programmed pre-reseal maintenance for this financial year's reseals, and in January 2022 will be commencing the pre-reseal maintenance work for next financial years reseals.

NPDC have commenced its urban pavement rehabilitation programme on Devon St East and Hobson St, and are finishing the scheduled priority work on bridges, tunnels, retaining walls, guardrails and road delineation.

Waka Kotahi will only be co-investing on \$50M of \$69M NPDC's 2021-24 maintenance, operations and renewals transport programme. Since NPDC's strategic alignment and investment 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

Going forward (2021-24) the three principal areas of improvements are related to crash mitigation at intersections, network walking and cycling improvements and safety around schools. Projects programmed for the 2021/22 period include:

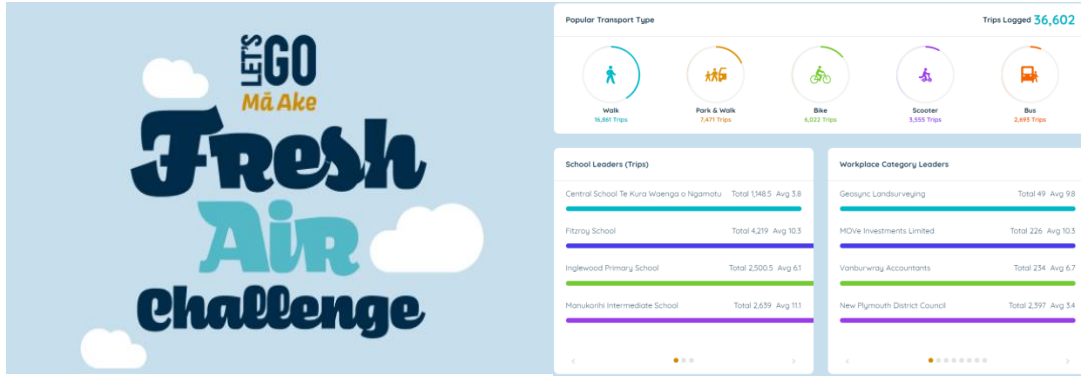
- Brois St/Govett Ave Intersection Improvements – Details design in progress.
- Mangorei Rd NPGHS Improvements – Concept design completed.
- Tarata Rd/Dudley Rd Intersection Improvements – Detailed design completed, but construction won't start until the SH3 Inglewood-Stratford pavement rehabilitation is completed.
- Mangorei Rd Shared Pathway (Tupuhi Pl to Mangorei School) – Detailed design in progress.
- Old South Rd, Okato, footpath (School to Old South Rd stream bridge) – Community engagement has commenced.
- Rural Road Delineation Improvements – Programmed for commencement.
- Bridge Barrier Upgrades – Prioritising in progress.
- Tariki Rd Safety Improvements – Engagement with MoE/school in progress.
- Parklands Ave/Mangati Rd Intersection RAB – Detailed design in progress
- Ngamotu Rd Safety Improvements (Paritutu Rd to Centennial Dr) – Construction has commenced.
- Tukapa St/David St Intersection Signalisation – Detailed design in progress.

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.

The Government's Covid-19 directive for schools means all NPDC staff and skills training staff entering schools have been double vaccinated.

The Let's Go 2021 Fresh Air Challenge started on 1 November, with the workplace challenge running for the whole month of November and the school challenge from 1 – 12 November.



4. TRANSPORT PLANNING

NPDC has completed and presented its New Plymouth Central City Strategy to Council and stakeholders. It will soon be made available to all via a cloud based website, before being adopted by Council at its December 2021 meeting.

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



Date: 18 October 2021

Subject: **Public Transport Operational Update for the Quarter Ending 30 September 2021**

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

Document: 2922032

Purpose

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

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the memorandum *Public Transport Operational Report for the Quarter Ending 30 September 2021*.

Background

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

Covid-19

3. Level 4 lockdown conditions meant reduced services and additional safety precautions were in place very quickly. These changes were communicated to the wider community very quickly in Taranaki and pleasingly there were no issues with poor behaviour and rule adherence. Contractors and Council alike worked within the Waka Kotahi framework and responded effectively to the changed alert levels.

Fare Zone Rollout

4. Approval was given for the commencement of the adjustments to fare zones as a simpler and easier method of charging for travel in communities. This was reasonably well received within the community and work is ongoing to have this project live on 15 November 2021.

Technology and reporting developments

5. Engagement has commenced with an external Transport planner to review current state, and support both increase in patronage and more service frequency. This scoping is in alignment with the feedback from the RLTP process in June 2021. Work is ongoing to look at a cost effective method of real time updates and use of technology to support bus use. Updates to the routes and a full physical stocktake and noted GPS coordinates of bus stops, shelters and routes has been undertaken in the quarter - to improve the accuracy rate from current state of 85% to 100% on the base underlying GPS data. This is a critical piece of work to establish a foundation on which to expand routes and provide reliable data feeds.

Citylink Services in the June - September 2021 Quarter.

6. Across the Taranaki region, 120,570 (-17.6%) trips were taken across the New Plymouth urban routes. The 17% impact has been a direct result of the lockdown and school reopening delays. This patronage drop was not as pronounced as the April 2020 lockdown.

Connector (Hāwera to New Plymouth) bus service

7. The Connector Service has 5,515 journeys in the quarter to September 2021 down -33% on 2020 Q1 data. This is related directly to lockdown and the delay in return of the WITT students. Numbers prior toward the end of September have started to recover so Q2 results will be indicative of the recovery pattern.

Southlink services

8. The Southlink Services continue to run twice-weekly Waverley Hāwera Return, Ōpunake to Hāwera and Ōpunake to New Plymouth. Total patronage for the quarter was 527. This has shown a marked increase - +40.4% Waverley to Hāwera, and +55.3% Ōpunake to New Plymouth and down 29% on the Ōpunake - New Plymouth compared to 2020. Work is also commencing to rebrand, and review the accessibility of these services.

SuperGold Card

9. SuperGold Cardholder patronage for services for the quarter totalled 10,668 for the quarter across all Taranaki services - although the Southlink and Connector Services are moving a higher proportion of the SGC holders on a passenger basis (between 25-42% of the smaller rural link services). Again, this was impacted by Covid-19, but not as severely as 2020.

Total Mobility Scheme

10. Trips for the quarter were 6,952 and as expected to be down on the same period last year - so again continuing to show recovery in patronage. Meet and greet and feedback sessions have been offered to all TM operators individually which is being actioned in quarter 2.

Financial considerations—LTP/Annual Plan

11. 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

12. 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

13. 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.

Community considerations

14. 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

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



Date: 1 December 2021

Subject: **Transport policy updates**

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

Document: 2922069

Purpose

1. The purpose of this memorandum is to update Members on a range of transport policy matters.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Transport policy updates*
- b) notes that more detailed updates on individual transport policy work streams will be brought to the Committee in due course.

Dynamic environment for transport

2. As Members are aware, there are many legislative changes underway nationally, a number of which have significant implications for land transport.
3. Officers are involved in a number of national work streams on a range of transport matters of particular interest to the sector. The Committee will be updated on these workstreams as information becomes available. However in the interim, outlined below are brief updates and an overview of national transport matters being considered by the sector. More detailed information is provided later in this item on regional speed management and resource management reform.

Emissions reduction and decarbonising transport

4. The transport sector is being tasked with a large contribution to reducing the country's greenhouse gas (GHG) emissions, which will require significant changes in the way the transport system currently operates.
5. Climate change mitigation and adaptation will become a key aspect of national investment prioritisation methodologies in future, including for the National Land Transport Fund.

6. Waka Kotahi NZ Transport Agency are currently developing a Climate Assessment Tool for Investment (CATI), which is expected to be a useful tool for triggering conversations about the most appropriate investments.
7. Officers contributed to the national submission from the Transport Significant Interest Group on the *Emissions Reduction Plan consultation document*.

National Freight Strategy in development

8. The Ministry of Transport is developing New Zealand's first National Freight Strategy. So far the Ministry has conducted a range of stakeholder sessions with freight operators, and are looking to hold sessions with local government early next year. Consultation on components of the strategy will be held in the first quarter of 2022 with the Ministry developing a draft framework for consultation by the end of 2022. The hope is that the timing will work well to feed into the 2024 regional land transport plan (RLTP) round.
9. Nationally a 20% increase in freight to be moved is forecast by 2035, while also needing to reduce emissions by 25% over that same timeframe. Clearly, meeting the 25% reduction in emissions will be a massive task.

Monitoring regional land transport plans

10. Work is underway nationally to determine a base set of monitoring indicators, which regions can use to monitor implementation of RLTPs against the outcomes and targets sought regionally.
11. Intent is to have a core set of measures (less than 12) that **will** be reported on by all regions, and a secondary set of measures that some regions **may** choose to monitor.
12. It is likely that one of the core measures will be estimates of GHG emissions by region, which are being developed by Statistics NZ. The aim is to be able to report these on a quarterly basis in future (as they currently do at the national level), though the current lag time in reporting, of two years, is significant and needs to be reduced.
13. Geospatial capability is being developed in Waka Kotahi's online system, Transport Investment Online. One of the benefits of this will be the ability to view programmes of activities geospatially.

Walking, cycling and micro-mobility

14. Waka Kotahi are developing a National Cycling and Walking Plan to be published next year. This is part of the government's Emission Reduction Plan, which sets out the need for a step change in walking and cycling.
15. Regionally, a scoping review of the *Regional Walkways and Cycleways Strategy for Taranaki* will be undertaken in the first half of 2022. Important considerations will include the need for a step change in mode shift to less emissions-heavy transport modes, as well as the work of the Taranaki Trails Trust.

Requirement to develop a Regional Speed Management Plan

16. As Members are aware, the Government are proposing significant changes to the way that speed limits are set throughout the country. The proposed *Land Transport Rule: Setting of Speed Limits 2021* introduces new functions for regional transport committees relating to the setting of speed limits on the transport network. In particular, it requires developing a regional speed management plan (RSMP) that includes details of all speed

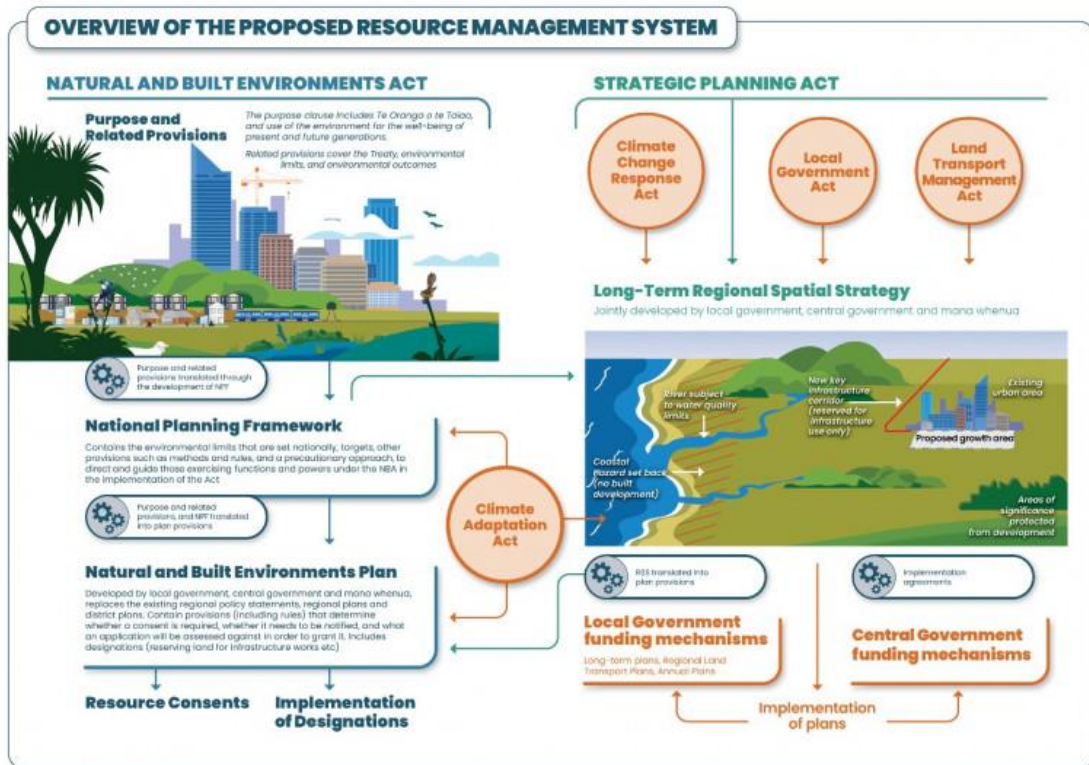
limit and speed management infrastructure proposed by the Road Controlling Authorities (RCAs) in the region.

17. At the Committee's 1 September 2021 meeting, Members endorsed a submission on the proposed Rule. A number of serious concerns were raised and substantive changes were requested to the Rule before it was finalised. At the time it was expected that the final Rule would come into effect in December 2021.
18. Ministerial decisions having been delayed, and it is now expected that the new speed management Rule will come into force in March 2022. Information is very limited on what changes have been made to the draft Rule as a result of the consultation process. It is believed that one of the key changes is that RCAs will consult on their proposed speed actions themselves (with support from the regional council), rather than the RTC fronting this consultation.
19. In the meantime, officers are involved in work nationally on how RSMPs can best be prepared and structured.
20. Further information will be brought to the Committee when it is available.

The future of RTCs and RLTPs within the resource management reform

21. In February 2021, the Government announced it would repeal the Resource Management Act 1991 (RMA) and enact new legislation based on the recommendations of the Resource Management Review Panel. The three proposed acts are:
 - *Natural and Built Environments Act* (NBA), as the main replacement for the RMA, to protect and restore the environment while better enabling development
 - *Strategic Planning Act* (SPA), requiring the development of long-term regional spatial strategies to help coordinate and integrate decisions made under relevant legislation; and
 - *Climate Adaptation Act* (CAA), to address complex issues associated with managed retreat.

22. The following diagram by the Ministry for the Environment provides an overview of the proposed system.



23. The Government's reform of the resource management system includes the *Land Transport Management Act 2003*, under which Regional Transport Committees and RLTPs are required. The Ministry of Transport are working with the Ministry for the Environment and others, to determine how the existing arrangements will be modified. Very little detail is known at this stage. It is likely that the strategic aspects of RLTPs will be incorporated within the long-term regional spatial strategies that will be required under the new SPA. It is expected that Joint Committees will be established to develop and make decisions on the regional spatial strategies, and they will be required to be reviewed every 9 years.
24. The SPA will provide a strategic and long-term approach to plan for using land and the coastal marine area.
25. Long-term spatial strategies in each region will be developed to identify areas that:
- will be suitable for development
 - need to be protected or improved
 - will need new infrastructure and other social needs such as hospitals and schools
 - are vulnerable to climate change effects and natural hazards such as earthquakes.
26. The regional strategies are aimed to enable more efficient land and development markets to improve housing supply, affordability and choice, and climate change mitigation and adaptation.

27. The Government has established a new interdepartmental executive board, the Strategic Planning Reform Board, to oversee the development of the Act.
28. Additionally, a new Local Government Steering Group to advise the Government on the resource management system reforms was announced by the Ministry for the Environment on the 20 October 2001. The journey from legislative design to establishment of the new system, and transitioning to it, will take several years and working relationships with local government will clearly be crucial to its success. The national steering group includes 12 local government elected members and senior council executives.
29. It is planned for the Strategic Planning Bill to be introduced to the House in 2022 alongside the bills for the NBA and CAA. All three laws will be introduced in the current term of Parliament, and the NBA and SPA are intended to pass into law before the end of the Parliamentary term.
30. The SPA will not go through the exposure draft process that the NBA has, and currently very little is known about what it will entail. It will look at all the parts of central government that do planning – things like land transport planning for roads and other transport and local government – and wrap up central government’s plans for an area into long-term 30 year (or longer) plans for each region that will better plug into and direct what local governments plan for an area.
31. Officers are taking all opportunities available to engage in the development process and provide guidance to the involved Ministries on how transport matters are best incorporated within the new framework.
32. Further updates will be brought to the Committee as information becomes available.

Financial considerations—LTP/Annual Plan

33. 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

34. 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*, *Land Transport Management Act 2003* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

35. 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

36. 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

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



Date: 1 December 2021

Subject: **Request to vary the Regional Land Transport Plan 2021/22-2026/27**

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

Document: 2925110

Purpose

1. The purpose of this memorandum is to seek Council approval of a request to vary the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*.

Executive summary

2. A request has been received from Waka Kotahi NZ Transport Agency to vary the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP), by adding a new phase for Property purchase to the SH3 Waitara to Bell Block project. This is a correction of an oversight in the Agency's original funding request. Given the importance to the region of this project progressing, and that the funds are Committed, this is a straightforward request.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*, made by Waka Kotahi NZ Transport Agency, to add a Property purchase phase to the SH3 Waitara to Bell Block project
- c) notes this variation to the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* and forwards it on to Waka Kotahi NZ Transport Agency.

Background

3. The current *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP or the Plan) which covers the six-year period from July 2021 to June 2027, was adopted in June 2021.
4. Over the duration of the Plan, activities or projects can change, be abandoned or be added. Under section 18D of the *Land Transport Management Act 2003* (LTMA), a

regional transport committee may therefore prepare a variation to its RLTP during the six years to which it applies – either at the request of an approved organisation, the Transport Agency, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.

5. In accordance with the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* Variation Policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to Waka Kotahi for consideration of inclusion within the National Land Transport Programme.

SH3 Waitara to Bell Block

6. Waka Kotahi is seeking inclusion of a new phase to the SH3 Waitara to Bell Block Route Improvements project, for the Bell Block to 3/3A section. The addition is of a Property purchase phase for the existing RLTP project, which was mistakenly not included in the original application by the Agency. This variation request is to correct this oversight, allowing the Property purchase phase to be entered into the Transport Investment Online system and receive the necessary funding approval.
7. Details of the request are provided in the attached request form. Sarah Downs, Regional Manager Design - Central North Island, Waka Kotahi, will speak to this item.

Significance of variation request in relation to need for public consultation

8. Members will recall that when developing the RLTP, the RTC adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require going back out for public consultation. Section 8.4 'Significant variations to the Plan' is available [here](#) on pages 64-67.
9. This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken. The project has been consulted on previously and is well-supported by the community.

Support of the Regional Transport Advisory Group

10. The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 3 November 2021 and subsequently by email on 24 November 2021. The RTAG supported this request being brought to the Committee for consideration, noting that it is a high priority safety project for the region and has committed funding attached.

Financial considerations—LTP/Annual Plan

11. 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

12. 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*, the *Land Transport Management Act 2003* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

13. 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

14. 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

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

Appendices/Attachments

Document 2924458: RLTP Variation Request – Adding property purchase phase to Waitara to Bell Block project

Request to vary the Regional Land Transport Plan for Taranaki 2021-2027					
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2021/22-2026/27</i> (RLTP).				
Requesting organisation:	Waka Kotahi NZ Transport Agency				
Key contact person:	Sarah Downs/Matthew Lepper				
Variation request:	SH3 Waitara to Bell Block Route Improvements (BB to 3/3A) - Property phase				
The addition of a Property purchase phase for the existing RLTP project, which was mistakenly not included in the original RLTP/TIO application.					
Details of variation request					
Project		Phase		Total	
Waitara to Bell Block Route Imp.BBto3/3A	Property	\$2,974,027	\$538,319	\$0	\$3,512,346
Location:	SH3 Bell Block to SH3/3A				
Scope and duration:	Property purchase				
Estimated cost/s:	\$3.5M				
Funding source/s:	NLTP (Road to Zero Activity class)				
Contribution to RLTP Objectives & Policies: <i>Refer to Table 13 on p.80 of the <u>Plan</u></i>	This activity is a phase in the Waitara to Bell block safety improvements. It contributes to the improved safety at high-risk intersections and on high-risk roads				
Contribution to ten-year investment priorities: <i>Refer to Section 5 of the <u>Plan</u> including Table 2 (p.46) which is provided over page for ease of reference</i>	Waitara to Bell Block Safety Improvements is a significant activity in the Taranaki RLTP, contributing most directly to the region's improving safety investment priority.				
Impacts on RLTP:	This is committed funding through the NLTP. No impact.				
Relationship to the RLTP's Significance policy on variations: <i>Refer to Section 8.4 on page 64 of the <u>Plan</u></i>	As the activity for the implementation of Waitara to Bell Block I/S improvements is already included in the Taranaki RLTP 21-24 and this has been consulted on, this variation does not impact on the significance policy.				
Process for consideration and approval of variation requests					
The current RLTP for Taranaki was approved in June 2021 and any significant new capital works that need to be included require a variation to the programme of activities component (Section 6) of the RLTP. A project must be included within the RLTP before it can be approved for funding					

from the National Land Transport Fund, which Waka Kotahi (NZTA) distributes through the National Land Transport Programme.

In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. Waka Kotahi is then notified of the varied Plan, per section 18D of the *Land Transport Management Act 2003*.

Timeframes for consideration of variation request

The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.

Consideration by RTAG	24 November 2021 (via email)	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	1 December 2021	
Consideration by TRC	14 December 2021	
Forward to NZTA	15 December 2021	
Supporting attachments		
None		

- For ease of reference the following is reproduced from p.80 of the RLTP -

The region's **ten-year investment priorities for land transport** activities (not in any order of priority) are:

Table 2: Taranaki's transport investment priorities for 2021 to 2030

Investment priorities for the Plan	Reference code
Improve safety at high-risk intersections and on high-risk roads.	IP1 (Safety)
Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging traffic on state highways and local roads.	IP2 (Resilience)
Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region.	IP3 (Choices)
Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.	IP4 (Access)
Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.	IP5 (Decarbonise)