



AGENDA

Regional Transport

Wednesday 3 March 2021, 10.30am

Regional Transport Committee

03 March 2021 10:30 AM

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Date: 3 March 2021

Subject: **Confirmation of Minutes - 2 December 2020**

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

Document: 2674822

Recommendations

That the Regional Transport Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 2 December 2020
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at the Taranaki Regional Council on Wednesday 2 December 2020 at 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 2653732: Minutes Regional Transport Committee Meeting - 2 December 2020



Date 2 December 2020, 11am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2653732

Present	Councillors	M McDonald	Taranaki Regional Council (Chairperson)
		T Cloke	Taranaki Regional Council
	Mayors	N Volzke	Stratford District Council
		P Nixon	South Taranaki District Council
	Ms	E Speight	Waka Kotahi NZ Transport Agency
Attending	Messrs	M Nield	Taranaki Regional Council
		C Clarke	Taranaki Regional Council
	Ms	F Ritson	Taranaki Regional Council
	Miss	L Davidson	Taranaki Regional Council
	Messrs	R I'Anson	Waka Kotahi NZ Transport Agency
		S Bowden	Stratford District Council
		V Lim	South Taranaki District Council
		P Ledingham	Taranaki Regional Council
		R Arber	National Road Carriers Assoc.
	Ms	C Symes	South Taranaki District Council
	Ms	K Smith	New Plymouth District Council
	Councillor	C Littlewood	Taranaki Trails Trust
	Senior Sgt	R O'Keefe	NZ Police
Inspector	A Gurney	NZ Police	

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

Apologies Apologies were received from Councillors H Duynhoven and C Johnston from New Plymouth District Council.
 McDonald/Cloke

Notification of Late Items There were no late items.

1. Confirmation of Minutes - 17 June 2020

Resolved

That the Taranaki Regional Transport Committee:

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

Nixon/Cloke

Matters arising

There were no matters arising.

2. Minutes of the Regional Transport Advisory Group

Resolved

That the Taranaki Regional Transport Committee:

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

Volzke/Speight

Matters arising

- 2.1 Taranaki Trails Trust Presentation - It was clarified that land on the railway corridor between Kaponga and Ōpuanke is now a combination of KiwiRail land and privately owned land and using this rail corridor and accessing the land will be an issue.

4. State Highway 3 Working Party Minutes

Resolved

That the Taranaki Regional Transport Committee:

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

Speight/McDonald

Matters arising

- 3.1 Ahititi Stock Truck Effluent Facility – Waka Kotahi are currently working on design, have been speaking with the Taranaki Regional Council regarding decommissioning the ponds.

4. RLTP Annual Monitoring Report for 2019/20

- 4.1 Mr M J Nield, Taranaki Regional Council, spoke to the memorandum updating Members on delays in the preparation of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20*.

Recommended

That the Taranaki Regional Council:

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

Cloke/Nixon

5. Developing the Regional Land Transport Plan 2021

- 5.1 Mr M J Nield, Taranaki Regional Council, spoke to the memorandum to:
- update the Committee on development of the *Regional Land Transport Plan 2021* including challenges and the planned way forward
 - advise of the release of the final *Government Policy Statement on Land Transport 2021* and Ministry of Transport portfolio changes following the General Election
 - provide the *Waka Kotahi Investment Proposal 2021-31* for which feedback is being sought.
- 5.2 Ms E Speight, Waka Kotahi NZ Transport Agency, provided clarification on the timeframes and delays. Conversations have been had with RTAG members regarding support that can be provided to assist with TIO.
- 5.3 It was suggested that an invitation be extended for a delegate to meet with the new Minister. Ms E Speight was happy to assist with connections and a strategy for meeting with the Minister.
- 5.4 It was clarified that with the delays we will still be able to meet the deadline of 30 June 2021 for the RLTP it will be very tight but is achievable.
- 5.5 The absence of NPDC was noted and will ensure they have an NPDC representative for the workshops and the March meeting as decisions need to be made.

Recommended

That the Taranaki Regional Council:

- a) receives the Memorandum, *Developing the Regional Land Transport Plan 2021* and notes the challenges that have resulted in delays in drafting sections of the Plan

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

Cloke/Nixon

6. Waka Kotahi New Zealand Transport Agency Update

- 6.1 Ms E Speight, Waka Kotahi NZ Transport Agency, provided an update on the Waka Kotahi NZ Transport Agency's activities nationally and regionally and answered questions arising.
- 6.2 The High Court has dismissed the appeal against the Mt Messenger bypass. Now awaiting the Environment Court decision which will have a number of further conditions on the project and possible appeal on those conditions.
- 6.3 Movements in regards to the purchase of land can not be made until a decision from the Environment Court has been confirmed.
- 6.4 Credit was given to the Waka Kotahi NZ Transport Agency team who are working on the Mt Messenger project. They have continued to be persistent in getting good information and have pushed through to get the project up and running. It was suggested this be communicated appropriately with the team.
- 6.5 Mayor P Nixon, South Taranaki District Council, expressed his gratitude regarding the Innovating Streets programme. South Taranaki have two towns on State Highway 3, Eltham and Waverley, which are lucky enough to be benefiting from the programme to assist with traffic and pedestrians.
- 6.6 It was requested that Waka Kotahi NZ Transport Agency ensure clear communications are shared with the public about where repairs on the highway are at there is a lot of frustration. Communications have started and people are encouraged to use the 0800 4 HIGHWAYS number to report faults on the network.
- 6.7 Mr R I Anson, Waka Kotahi NZ Transport Agency, provided an update on upcoming repair works for the Taranaki network.

Recommended

That the Taranaki Regional Council:

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

McDonald/Cloke

7. Development of Active Modes (walking and Cycling)

- 7.1 Ms K Smith, New Plymouth District Council, provided a presentation updating on active modes in the New Plymouth District.
- 7.2 Mr S Bowden, Stratford District Council, provided a presentation updating on active modes in the Stratford District.
- 7.3 Mrs C Symes, South Taranaki District Council, provided a presentation updating on active modes in the South Taranaki District.
- 7.4 Ms C Littlewood, Taranaki Trails Trust, provided an update on activities undertaken by the Taranaki Trails Trust and a draft map was provided for discussion purposes.
- 7.5 It was noted that the proposed tracks and trails shown on the map are very high-level indications for strategic planning purposes only. There have been no conversations with land owners and iwi.

Recommended

That the Taranaki Regional Council:

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

McDonald/Cloke

8. Updates from Approved Organisations

- 8.1 The updates were attached to the agenda for members.

Recommended

That the Taranaki Regional Council:

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

Cloke/Nixon

9. Public Transport Operational Update for the quarter ending 30 September 2020

- 9.1 Mr C Clarke, Taranaki Regional Council, spoke to the memorandum providing members with an operational report on public transport services for the quarter ending 30 September 2020.

Recommended

That the Taranaki Regional Council:

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

Cloke/Speight

10. Correspondence and Information Items

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

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

Recommended

That the Taranaki Regional Council:

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

McDonald/Volzke

11. General Business

- 11.1 Mr M J Nield, gave acknowledgement to the work of Mr C Clarke, Taranaki Regional Council, who has resigned from his position as Transport Manager after 13 years. Chris has put a lot of effort in to the public transport for the region and the Regional Transport Committee meetings.

- 11.2 NZ Police provided a brief update on activities around the Police network.

11.3 Meeting times for the Regional Transport Committee meetings will be 10.30am starts for 2021.

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 1.12pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 3 March 2021



Date 3 March 2021

Subject: **Regional Transport Advisory Group Minutes**

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

Document: 2701686

Recommendations

That the Taranaki Regional Transport Committee:

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

Appendices/Attachments

Document 2669594: Regional Transport Advisory Group Minutes - 18 December 2020

Document 2705725: Regional Transport Advisory Group Minutes - 10 February 2021

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Friday 18 December 2020, 10.00am

Venue Taranaki Regional Council

Present

Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Wayne Wallace (WW)	NZTA (Zoom)
Andrew Higgs (AH)	NZTA (Zoom)
Fiona Ritson (FR)	TRC
Chris Clarke (CC)	TRC
Liesl Davidson (LD)	TRC – Administrative support

Apologies Stuart Knarston (NPDC), Rui Leitao (NPDC), Dave Perry (NZTA), Shaun Harvey (NZTA), Rob Service (NZTA)

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Chris Clarke welcomed everyone to the meeting and apologies were received.</p>	
2.	<p>Minutes of last meeting on 21 October 2020</p> <p>The previous minutes of the RTAG meeting held on Wednesday 21 October 2020 were accepted as true and correct.</p> <ul style="list-style-type: none"> • FR noted that many action points have not completed, and requested members to follow up urgently. 	
3.	<p>Improving effectiveness of Taranaki RTAG</p> <ul style="list-style-type: none"> • FR noted that the intent of the RTAG is that each representative acts as a conduit of their organisation, for information flows both to, and from, the RTAG. In recent times this has not been operating effectively and is now negatively impacting on workstreams – as evidenced by the delays noted in the 2/12/2021 RTC Agenda for preparing the RLTP Monitoring Report and the Draft RLTP 2021. • There was discussion on how to improve the effectiveness of the RTAG, with the following noted: <ul style="list-style-type: none"> – There has been an overwhelming amount of information and requirements coming from the Agency, which is overloading members (often without adding value to business of the Councils). 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> - Members really need to attend meetings, even via Zoom. If the representative is unable to attend the meeting, they must advise and send an appropriately briefed delegate (as per TOR for the RTAG). - Send out the Terms of Reference as a reminder to members of their obligations. Also put TOR on the agenda for next RTAG meeting as a review and reconfirm item. - With actions at meetings, Members to write these down themselves and refer to the Minutes if needed. FR and LD will not be chasing. <ul style="list-style-type: none"> • WW advised that a new restructure of NZTA to take effect from 1/2/2021 aims to rebuild regional knowledge/presence, bringing in three regional managers for each of the five Agency regions (Taranaki will be part of the Central North Island 'region'), one each for: <ul style="list-style-type: none"> - system design and planning - large improvement projects - operations and maintenance. <p>It is hoped that this will improve some of the issues that RTAG is encountering in terms of appropriate knowledge and updates around the table. Regional Managers will be conduits into the Agency. Once this structure is in place, NZTA will review their representatives at RTAG, with FR.</p> • Regular update items Active Transport Modes and AO Activities and Improving quality and timeliness of updates, possibly via RTC drafts: <ul style="list-style-type: none"> - Emma Speight has agreed to provide a draft of her regional update in time for RTAG meetings, which will allow review and queries prior to the RTC. WW to facilitate this. - The Group agreed to also bring drafts of the District Council updates to the RTAG, so these need to be sent to FR a week before each meeting for inclusion in the circulated RTAG Agenda. - AH will coordinate getting updates for the RTAG on large SH improvement projects. FR to send him the template she previously created for this purpose. AH will liaise with the project managers to complete these. 	<p>All</p> <p>FR</p> <p>All</p> <p>WW, FR</p> <p>WW</p> <p>RL,SB,VL</p> <p>AH, FR</p>
4.	<p>RLTP Annual Monitoring Report for 2019/20</p> <ul style="list-style-type: none"> • Annual monitoring report is almost complete (still awaiting some inputs from NZTA) and will be circulated via email for finalising. • Smoothness graph of SH maintenance included within report for first time. Smoothness monitoring happens annually in November/December, so teams are currently on the network undertaking this for Taranaki. AH to send updated graphs to FR when available. • Ongoing SH maintenance concerns were discussed. AH noted that have had a few days of clear weather so have been able to start getting some maintenance and repairs started along the highway. Volume of complaints has dropped off in the last few days. 	<p>FR/WW</p> <p>AH</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • FR queried the recent media announcement (\$18M announced by NZTA on 11/12/2020) regarding SH maintenance. It was clarified that this was confirming with the community that there is a commitment to doing the work, rather than any new funding being provided. • The tonnage size of trucks is increasing and that is causing more damage on our roads and highways, as evidenced by need for rehabs. Suggestion of an item to RTC that shows, over time, the number of heavy permits that are being issued by Councils and NZTA. The roads were not designed to carry the volume and weight of such traffic . • Connector bus service - CC asked for an overview of worksites on SH3, as if there are delays it can impact the timetable so will need to put on extra buses to keep the timetable running smoothly. AH has asked Downer to look at how they will be programming sites along that corridor to provide a breakdown of the number of sites and how long people may be delayed travelling along the Highway. AH noted that considering the impacts of works on the public, and detour routes etc, is part of the role of the Journey Manager, Hannah Thompson. 	<p>FR</p> <p>AH/HT</p>
<p>5.</p>	<p>Taranaki Trails to 2050 Vision Map</p> <ul style="list-style-type: none"> • Discussion/feedback on Version 1 (2/12/2020) of the Trails Vision map, as presented to the RTC and circulated as part of the RTAG Agenda along with the 4/12/2020 email to relevant DC trails contacts. FR outlined Charlotte Littlewood’s suggested accompanying text for the map within the RLTP, which the Group supported. • The following points were noted: <ul style="list-style-type: none"> – Target is more of a network, with a key focus of the Taranaki Trails Trust being to get a trail around the mountain. – Started adding on tracks and trails that lead in to the region also. – Suggested to notate what could be commuter vs recreational routes. – Consideration needs to be given as to where maintenance funding for the trails will be coming from in the long-term. • FR will circulate an updated map in due course. Please send feedback to everyone on the circulation list so that all are aware of suggestions. 	<p>FR/ All</p>
<p>6.</p>	<p>Development of the RLTP 2021</p> <ul style="list-style-type: none"> • Still very challenging, particularly getting project details from NZTA, so development of the draft is very delayed. The spreadsheets provided by NZTA are hard to understand, and FR is struggling to get clarification even of Committed activities. Items are appearing and then disappearing from the various spreadsheet iterations. Draft Programme and Funding tables are therefore not available for the RTAG to review yet. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • The SH3 Waitara to Bell Block project, which has been the region’s key priority for many years, is particularly confusing, as it has been broken into many sub-projects under a variety of funding sources and at different approval stages. FR proposes a specific table for this project showing all its components – though this does not need to form part of the RLTP itself as could confuse the community. FR to get assistance from NZTA to complete this. • SB and VL have uploaded what they can into TIO. • Workshop has been scheduled with RTC/RTAG for 22 February 2021. • Each AO to email FR extract of what they have loaded into TIO. • NZTA has designed a ‘NLTP Dashboard’ to assist knowing the timeframes of things coming from national office – possibly not a great deal of value added. 	<p>FR, AH</p> <p>SB,VL,RL</p>
7.	<p>Round table</p> <p>NZTA - WW</p> <ul style="list-style-type: none"> • No further reports to add. <p>SDC - SB</p> <ul style="list-style-type: none"> • Red painted speed limits have been included on some of the problem streets for people speeding in Stratford. Celia Street at the 50km zone and Pembroke Road where the speed limit has been reduced to 80km. • Opunake Road - Road to Zero programme. Confusion over who does what in terms of funding. Put in Low Cost Low Risk as Road to Zero. • Hopefully by Christmas side edge line along Opunake Road will have been completed. Interactive message signs have been ordered but won’t arrive until about March 2021. Two are going by the Cardiff monument and two where there was a double fatality near the bridge on Opunake Road. • Stratford High school – looking at what can be done around the school. Potentially moving the bus stops away from pedestrian crossing to make it a little safer for pedestrians. Cannot seem to get clarity over what physical features need to be in place for a 30km speed limit outside the school. Will talk to Junine Stewart. • Shovel Ready roading projects are all complete. • Swimming pool – have had the architectural drawings back. Must have the work started by February 2021 as it is a Shovel Ready funded project. Apart from disability parking and a drop off zone, no other parking will be included in the pool build as there is plenty of parking on the surrounding streets, including the War Memorial Carpark. Bike racks will be included to encourage people to cycle to the pools. • The Bike Park is well underway. It will hopefully be finished around February/March 2021. If there is any budget remaining will try and fit in a public toilet. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Meeting on Wednesday with Heather Liew to look at whether there can be any pedestrian crossings on SH43 near the bike park to encourage people to use bikes or walk to the bike park. Also looking at putting in some car parking along Regan Street. • A new footpath will be installed along Orlando Street by the playground. • Brecon Road extension is being included in the LTP for years 6, 7, 8 & 9. • Hoping to get 25% of reseals programme complete before Christmas. <p>TRC - CC</p> <ul style="list-style-type: none"> • Starting a network review that works in with NPDC Integrated Transport Strategy. • Have just had the Public Transport Audit which went well. • Bee Cards are still a major focus for the team. • Looking at the tender for the Connector bus services which is due to be renewed in October 2021. • Looking at including EV buses in the LTP proposal. • FR noted that CC has resigned and will be leaving at the end of January 2021. The Group thanked Chris for his many contributions over the years. <p>NZTA - AH</p> <ul style="list-style-type: none"> • Emergency works are happening at the slip at Uruti which is currently down to one lane. The contractor will be getting abseilers in to undertake tree removal. The aim is to have the road open to two lanes prior to Christmas, will then scope further work for the future. • There are a few sites on SH43 where underslips have occurred, these sites are down to one lane and will need retaining walls designed and installed. • Rehab and reseal - big programme to start January 2021 through to April. • Ahititi stock effluent - No update at this time. • Old AFFCO site in Taumarunui (Ruapehu District) is being looked at to be converted to stock effluent site. <p>STDC - VL</p> <ul style="list-style-type: none"> • Storm event has caused some significant damage in the South Taranaki District. A bit of debris coming down on Tangahoe Valley road. A large culvert was also washed away. Within five days put a deviation on until get regional council consent to replace the culvert. • Have advertised the tender for Nukumaruru Station Road. Possibly starting in March 2021. Tender to close early February 2021. • Tendered out first lot of pavement rehab work and second tender to go out just after Christmas. • Reseal work is 35% complete. • Looking at putting out design of Bridge 128 (Opunake/Stratford Road). The contract cost has been estimated at \$1.5M so needs to go through Senior Leadership Team. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Hāwera to Normanby pathway to be added to pavement rehab contract. NZTA Low Cost Low Risk funding. Work estimated to be about \$500,000. The pathway is designed to go down Glover Road and up Ketemarae Road. Could be completed in next three months. • Innovating Streets - looking at design in relation to trucks to prevent damage. • Speed management - written report to go to Council early in 2021. • AMP finished - please send to FR. 	VL
9.	<p>General Business</p> <p>Thanks to those who have continued to attend and add value to the RTAG meetings throughout 2021.</p>	
10.	<p>Next meeting</p> <p>Scheduled for Wednesday 10 February 2021</p> <p>Meeting closed 12.04.pm</p>	

Acronyms commonly used in RTAG meetings

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

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

Date Wednesday 10 February 2021, 10.00am

Venue Taranaki Regional Council

Present

Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Stuart Knarston (SK)	NPDC
Rui Leitao (RL)	NPDC
Wayne Wallace (WW)	NZTA
Shaun Harvey (SHA)	NZTA
Rob Service (RS)	NZTA
Junine Stewart (JS)	NZTA
Fiona Ritson (FR)	TRC
Sarah Hiestand (SH)	TRC
Rachel Smith (RSM)	TRC
Liesl Davidson (LD)	TRC - Administrative support

Apologies Andrew Higgs (AH) (NZTA), Dave Perry (DP) (NZTA).

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <ul style="list-style-type: none"> FR welcomed everyone to the meeting and received apologies. FR introduced Sarah Hiestand, Contracts and Relationship Manager - Public Transport for (TRC) and welcomed back Rachel Smith, Passenger Transport Officer (TRC). A round table of introductions was undertaken. 	
2.	<p>Minutes of last meeting on 21 October 2020</p> <p>The previous minutes of the RTAG meeting held on Friday 18 December 2020 were accepted as true and correct.</p>	
3.	<p>RLTP Annual Monitoring Report for 2019/20</p> <p>The draft report was finalised and recommended up to the RTC.</p> <p>The following points were noted in discussion:</p> <ul style="list-style-type: none"> Despite repeated requests, Waka Kotahi were unable to provide project updates specific to this report's reporting period (i.e. 1 July 2019 to 30 June 2020). This is symptomatic of the ongoing issues in accessing regular information on state highway projects, and having no appropriate representative on RTAG. Many of the updates provided within the report actually relate to the following financial year, which is not truly representative of the implementation within 2019/20. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • As an example, the SH3 Hāwera to New Plymouth project disappeared from view during the 2019/20 period, which the RTAG has highlighted. • NPDC had one main walking and cycling which was deferred for improved design, hence less than anticipated expenditure. • These annual monitoring reports provide limited value for the amount of work involved in preparing them, especially given the timeliness of information. More regular formal updates to the RTC (by each contributing organisation on their progress with implementation of activities within the Plan) is of greater value. This has already been implemented with quarterly updates to RTC meetings from December 2020. • Recommended that this 2019/20 Monitoring Report be the last of its kind, in favour of focusing on improving more regular update channels, and in-line with the changes to monitoring for the 2021 RLTP. 	
4.	<p>Development of Taranaki RLTP 2021</p> <p>Trails to 2050 Vision Map (Version 21/01/2021)</p> <p>FR presented the Trails vision map, the following points were noted:</p> <ul style="list-style-type: none"> • The trail from the city to Lake Mangamahoe will not be following the river, it will be utilising a paper road that already exists. • Introductory wording needs to be more specific around how these are to be funded and that they are not Council funded. • It was noted that a disclaimer has been added at the bottom. • Title fine to stay as it is. <p>Programme and Funding tables</p> <p>FR presented the Programme Funding tables, the following points were noted:</p> <ul style="list-style-type: none"> • There is still a lot of work to be completed in the strategic front end space. • No further requested updates have been received from NZTA. • Normanby Overbridge and Vickers to City Upgrade are included in the Committed table however it is believed these projects have been completed. • Hāwera to New Plymouth has disappeared off this list and it is felt it should still be included. • Clearer descriptions are required for items from NZTA. Junine to get clarity on prioritisation. • Speed management is low cost low risk so is not included in the programme funding table. • It was noted that Emma Speight has committed to providing her RTC update to RTAG in future. • FR to send the table to RL in Excel to make changes on NPDC's items. • FR covered over sections of the report where important amendments had been made. • Remove footpath maintenance and renewals from section 7.5. 	<p>JS</p> <p>FR</p>

Item	Agenda subject	Action
	<p>Monitoring Framework</p> <ul style="list-style-type: none"> • The percentages for headline targets were removed as RTC felt a trend was of more importance than an arbitrary target – which could fail to meet for reasons outside of our control. • Include a statement that the RCA’s are working on inclusive access. • FR put in wording to the effect working on the most appropriate indicators as they become available. 	
5.	<p>State Highway activities – project updates from Waka Kotahi</p> <ul style="list-style-type: none"> • No state highways representative in attendance. • Reference was made to the information provided by AH on state highway projects and circulated as part of the agenda. Good starting place, though changes to structure of the updates will be useful. Would be great in the future to have a table overview with verbal updates from staff to support the table. • FR needs assistance from NZTA for Waitara to Bell Block to clarify what has been Committed vs what is still proposed for funding. • Ahititi Stock Effluent Site replacement – currently in the design process. 	
6.	<p>District Council updates on their transport activities Verbal updates supported by drafts of ‘AO update to Taranaki RTC’ from</p> <p>SDC - SB</p> <ul style="list-style-type: none"> • The rainfall event at the end of November 2020 resulted in McBride’s bridge being partly damaged. The contract has since been awarded to repair the bridge. • Contractors have undertaken a lot of reseals prior to Christmas and have almost completed all reseals. • Looking at alignment of road on Beaconsfield Road to improve visibility to a tanker entrance following the work done last year. • The Bike Park is nearing completion. • Walking and cycling strategy is being reviewed at the moment. • Makahu school principal has raised concerns around the speed of vehicles travelling past the school. Looking at design for sharks teeth and red paint on the road to slow traffic. • High school/Swansea road – Investigating options for safety/speed improvements on Swansea Road around Stratford High School. Looking to lower the speed limit to 30km. • Looking to introduce an 80km speed limit along Opunake Road. The RTA are pushing back on the speed limit changes mostly the point beyond Manaia Road. • NZTA approved funding to build a pedestrian crossings on SH3 North in Stratford. The plan was to put a crossing near the Pembroke Road intersection however the residents in this area didn’t want it outside their property . Northern Dairy/Caltex has been put forward as an alternative 	

Item	Agenda subject	Action
	<p>site, but as a school bus stops outside the northern dairy, it is unlikely it will meet approval from Tranzit and the local traders.</p> <p>STDC - VL</p> <ul style="list-style-type: none"> • Current maintenance issues are due to forestry works damaging roads. • Reseals are 60% complete for the year. • Pavement rehab work is slightly behind. • Nukumaruru Station Road and Hāwera to Normaby pathway will be out for tender next week. • Still looking at speed management review for rural areas. • South Taranaki Industrial Park between Normanby and Hāwera. The Council is trying to enable this with services. • VL provided an update on bridge replacements/repairs. <p>NPDC - RL</p> <ul style="list-style-type: none"> • Have consulted with the public on the speed limit review of all rural roads to lower the speed limit permanently to 80km. The next step is for it to go to Council. Most public responses were positive. Hopefully this will come in to effect 1 July. • Reseals are almost complete for the year. • Integrated Transport Strategy – Public Transport is an integral part of the process. Looking to create a governance board to include iwi as previously iwi have had little input in to transport. • RL raised concerns around the ADMS. NZTA sent a request for Local Authorities to maintain and provide data so NZTA can pass on to a third party, local authorities will be taking responsibility for the third party who may be giving out incorrect/not up-to-date data. National Speed limits register – asking for that data of project managers and specifically having legal person there. Will share back to this group around project managers working on this space. • Innovating Streets projects <ul style="list-style-type: none"> - Devon Street East official opening this Friday. - Inglewood, Kelly Street. Conducted an investigation unfortunately the leaders of the community could not agree on a design. The High School Principal was not in favour and did not see the need for children walking and cycling to school. Officers started to modify the design to make it liveable to the point it was a pointless design, so currently parked. The project would not have achieved the goal of the innovating streets. 	
7.	<p>Safe Network Programme (SNP) update – Junine Stewart via Zoom JS provided an update on the SNP, with the following points noted: Nationally</p> <ul style="list-style-type: none"> • Have currently spent \$807 million. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Forecasting to spend \$1 billion by the end of June. • 3,500km of rumble strips have been installed. • 500km speed management. <p>Locally</p> <ul style="list-style-type: none"> • \$505 million spent with a target of \$707 million. • Holding workshops with Councils on the Road to Zero programme. Strategic programme highly ambitious. Spreadsheets provided to investment team. Speak to RTAG about reconciliation. Ran through scenarios. • If an activity is mostly safety it should be in the Road to Zero programme and activity class. 75% increase. Around schools and speed management. 	
	<p>RTAG Terms of Reference – review and reconfirmation</p> <p>It was decided by the Committee to defer the RTAG Terms of Reference review until Waka Kotahi have confirmed their new structure and appointments.</p>	
	<p>Round table</p> <p>TRC Public Transport – S Hiestand & R Smith</p> <ul style="list-style-type: none"> • TRC have a lot of contracts up for renewal over the next 12 months • Bee cards have been up and running for about 3 months, there have been struggles with the demographic of who is using our networks. Currently working on getting better data to be able to get better projections to lead in to getting people on buses. • SH is working on meeting with NZTA contractors regarding delays and keeping up to date to ensure bus timetables can have as little disruption as possible. <p>NPDC - SK</p> <ul style="list-style-type: none"> • Working on a project plan for the Integrated Transport Strategy. • Have some changes coming out of the CBD strategy that will lead in to the Integrated Transport Strategy. • New Plymouth is one of the only cities of its size that does not have a transport model – currently exploring having a transport model implemented. • Proposal in LTP to see whether the community want to support a step change in PT provision. Potential exists for NPDC to divert funding from roading solution proposals to funding PT. <p>SDC – SB</p> <ul style="list-style-type: none"> • The new Swimming Pool complex should have physical works started by end of February. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Looking in to the possibility of a pedestrian crossing on SH43/Regan Street near the bike park. • SB contacted AH regarding car parking along SH43/Regan street. SB will be putting together a business case to include angle parking lines. This will be beneficial in giving visitors to the bike park clear parking and help to prevent logging trucks from parking along there. <p>NZTA - S Harvey</p> <ul style="list-style-type: none"> • NLTP moderation - workshop next week to prioritise projects. • Spent a lot of time last week putting capital items through IPM. <p>NZTA - R Service</p> <ul style="list-style-type: none"> • Have been going through low cost low risk projects and have an investment advisors meeting tomorrow to make sure everyone is on track across the country. • Low cost low risk moderation meeting next Tuesday in Wellington. • Early March RS will be around to visit all Local Authorities individually. • Members were reminded to speak to RS regarding funded projects especially if they were being carried over etc. <p>NZTA - WW</p> <ul style="list-style-type: none"> • Currently seconded to Public Transport. • Moderation of PT Continuous Programme. • WW will be in contact with SH once organised. 	
9.	<p>General Business</p> <ul style="list-style-type: none"> • Consultation on Climate Change Commission's draft advice - TRC will be doing a submission including a Transport component. Transport SIG are feeding into an LGNZ submission. Would be good to undertake a RTAG/RTC submission if workload permits, though not essential. • Agenda for RTC meeting on 3 March 2021 - FR outlined the agenda items. 	FR
10.	<p>Next meeting</p> <p>Scheduled for Wednesday 28 April 2021 (noting RLTP Workshop Monday 22 February and RTC Wednesday 3 March 2021)</p> <p>Meeting closed 12.04.pm</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: 3 March 2021

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

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

Document: 2715297

Purpose

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

Executive summary

2. The Committee is required to monitor the implementation of the *Regional Land Transport Plan for Taranaki* (the RLTP or the Plan).
3. In order to provide the Committee with an overview of progress on the planned activities and projects, and how these are implementing the strategic objectives of the Plan, a summary report has been compiled from information provided by the approved organisations in the region.
4. The report covers the 2019/20 year, being the second year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fifth year of the six-year Plan overall.
5. Of note, officers are recommending changes to the RLTP monitoring and reporting - away from annual reporting to more regular and timely quarterly reporting against implementation of activities within the Plan.
6. Subject to Members' agreement, it is proposed that this 2019/20 Monitoring Report be the last of its kind.

Recommendations

That the Taranaki Regional Council:

- a) receives and adopts the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20*
- b) notes that annual monitoring and reporting of the RLTP is time consuming and no longer considered fit for purpose for reviewing implementation of the RLTP

- c) agrees that Council discontinue annual reporting in favour of quarterly monitoring and reporting to the Committee from those organisations contributing to the RLTP in accordance with the new monitoring framework specified in the *Regional Land Transport Plan for Taranaki 2021-27*
- d) notes and agrees that the attached Annual Monitoring Report will be the last of its kind for the RLTP monitoring and reporting purposes.

Background

7. As Members are aware, the *Land Transport Management Act 2003* (LTMA), as amended, is the main statutory framework for land transport planning and funding in New Zealand.
8. The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a single regional planning document – the regional land transport plan, which combines elements of both former documents.
9. The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, was developed during 2014/2015 and approved by the Council on the 7 April 2015. It came into effect on 1 July 2015. Though the Plan itself has a life of six years, it is reviewed and new programmes of activities prepared on a three-yearly cycle. A mid-term review of the Plan was completed in June 2018, which proposed activities for the three years from 1 July 2018 to 30 June 2021.
10. The Plan’s role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives. The Plan therefore enables Taranaki’s approved organisations (the four councils) and Waka Kotahi to bid for funding for land transport activities in the Taranaki region from the Government’s National Land Transport Fund (NLTF). Based on the Plan, Waka Kotahi then decides which activities it will include in the three-yearly National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.
11. Under the LTMA a regional land transport plan is required to include “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan” and “the measures that will be used to monitor the performance of the activities within it”.
12. Section 7.1 of the RLTP therefore states –

Monitoring of the Plan will include gathering and reviewing information from organisations responsible for the delivery of the Plan’s programme activities. Monitoring reports will be produced annually during the period of the Plan and will include the following:

- *A high level narrative report on the implementation of the objectives in the Plan* Section 3
- *Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.* Section 4

<ul style="list-style-type: none"> • <i>A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.</i> 	Section 5 & Appendix B
<ul style="list-style-type: none"> • <i>Details of any plan variations approved during the year.</i> 	Section 2.2
<ul style="list-style-type: none"> • <i>An outline of the progress against significant activities identified in Section 5.3 of the RLTP.</i> 	Appendix A

13. References made to the right of each item note the location of this monitoring aspect within the report.

Annual Monitoring Report for 2019/2020

14. This Annual Monitoring Report provides an update on the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* for the 2019/20 financial year, which covers the preceding financial year - 1 July 2019 to 30 June 2020.
15. Overall, most of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the second year of the new programme.
16. Less progress than hoped for occurred on a range of state highway improvement projects for a variety of reasons, not all of which were clear. However, the SH44 Moturoa safety improvements were largely completed during the year, with a half-roundabout central to the changes.
17. The most significant event during the year was the COVID-19 pandemic which had wide-ranging impacts on all aspects of the land transport system, from changing travel-work patterns, to stopping all works but those most essential for safety. Sites and projects were largely locked down and stopped operating throughout Alert Level 4 (26 March to 27 April 2020), and some throughout Level 3 also. Other than delays to the completion of projects and road maintenance (some of which had to be deferred to the following summer construction season), the financial impacts of the pandemic will continue to be far-reaching.
18. While there were no major storm events for the year, various minor events did occur which required attention, along with completing some reinstatement works on SH43 from the particularly damaging June 2015 storm event.
19. Progress continued on the important works to improve SH3 north, primarily through the 3-pronged SH3 Awakino Gorge to Mt Messenger programme:
- Corridor-wide safety and resilience improvements – with the smaller items completed in 2018/19, larger improvements within this project started to progress during the 2019/20 year. This included construction on a passing lane at Ladies Mile; along with pre-implementation work for Tongaporutu Intersection Improvements and the Rapanui Passing Lane.
 - Mt Messenger Bypass – construction, which was originally hoped to begin in late 2018, continued to be delayed throughout the year due to ongoing resource consent appeals.
 - Awakino Tunnel Bypass – construction started in October 2019 and is expected to be complete by the middle of 2021. No work was undertaken during 26 March 2020 to 27 April.

20. The SH3 Waitara to Bell Block project has been the RLTP's highest ranked priority since April 2015, due to the significant safety issues on this important corridor. The project (which has been variously combined or separated out into a suite of improvements over the years) continued to cause frustration due to a perceived lack of progress with implementing solutions, with only very minor physical improvement works undertaken during 2019/20.
21. The positive development to make footpath maintenance and renewals eligible for co-funding (previously not eligible for any FAR support), saw some districts increase their work in this area which will have positive benefits for accessibility and active modes within the region.
22. Three formal variations to the Plan were processed during the year.

Proposed changes to future monitoring

23. Over the life of the RLTP, Council experiences with the current monitoring framework are that the timeliness of annual reporting and the associated time-lags in gathering, collating and reporting on implementation of planned transport activities are not conducive to timely reporting and responsive planning. By the time, issues and progress (or otherwise) on transport activities are reported to the Committee via annual reporting the information is out of date.
24. Accordingly, officers recommend changes to the current monitoring system - away from annual reporting to quarterly reporting. Quarterly reporting will be based upon more regular updates to the Committee from each contributing organisation on their progress with implementation of activities within the Plan. This will ensure information on projects is being monitored and reported against in a more timely fashion. It also aligns with monitoring proposals set out in the draft RLTP 2021.
25. If agreed by Members, the 2019/20 Monitoring Report be the last of its kind, in favour of quarterly reporting. Of note, quarterly monitoring for the RLTP has already been implemented, with the Committee receiving the first such quarterly reports at their 2 December 2020 meeting.

Financial considerations—LTP/Annual Plan

26. 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

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

Iwi considerations

28. 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

29. 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

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

Appendices/Attachments

Document 2601909: Regional Land Transport Plan for Taranaki 2015-21: Annual Monitoring Report for 2019/20



Regional Land Transport Plan for Taranaki 2015/16 – 2020/21

Annual Monitoring Report for 2019/20 (Year Five)

10 February 2021
Word document: 2601909-v5

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Key acronyms used

AC	Activity Class
AO	Approved Organisation
BC	Business Case
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
RLTP	Regional Land Transport Plan
RTC	Regional Transport Committee
SDC	Stratford District Council
STDC	South Taranaki District Council
TIO	Transport Investment Online
2018/19	1 July 2018 to 30 June 2019
2019/20	1 July 2019 to 30 June 2020
2020/21	1 July 2020 to 30 June 2021

1 Introduction

1.1 Statutory framework

The *Land Transport Management Act 2003* (LTMA), as amended from time to time, is the main statutory framework for land transport planning and funding in New Zealand.

The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (the Plan or RLTP), was developed during 2014/15 and approved by Council on the 7 April 2015. It came into effect on 1 July 2015.

The Plan's role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives.

The Plan enables Taranaki's approved organisations (the four councils) and the NZ Transport Agency to bid for funding for land transport activities in the Taranaki region from the Government's National Land Transport Fund (NLTF).

Based on the Plan, Waka Kotahi NZ Transport Agency (Waka Kotahi or NZTA) then decides which activities it will include in the three-yearly National Land Transport Programme (NLTP). Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.

Period covered

The Plan is a six-year document covering the six financial years from 1 July 2015 to 30 June 2021.

The focus of the initial Plan was on detailed funding for the first three years, with funding forecasts provided for an additional seven years (ten financial years in total from 1 July 2015 to 30 June 2024). Though the Plan itself has a life of six years, it is reviewed and new programmes of activities prepared on a three-yearly cycle. A mid-term review of the Plan was completed in June 2018, which proposed activities for the three years from 1 July 2018 to 30 June 2021.

Strategically, the Plan retains a longer-term view over an approximately 30 year planning horizon, as the Regional Land Transport Strategy did before it.

Purpose

The purpose of the Plan is to:

- Identify the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Set out the region's land transport objectives, policies and measures for at least 10 financial years.
- List land transport activities in the region proposed for national funding during the six financial years from 1 July 2015 to 30 June 2021.
- Prioritise regionally significant activities.
- Provide a ten-year forecast of anticipated revenue and expenditure on land transport activities.

1.2 Monitoring Requirements

Under the LTMA a regional land transport plan is required to include “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan” and “the measures that will be used to monitor the performance of the activities”.

Section 7.1 of the Plan therefore stated that —

Monitoring of the Plan will include gathering and reviewing information from organisations responsible for the delivery of the Plan’s programme activities. Monitoring reports will be produced annually during the period of the Plan and will include the following:

- *A high level narrative report on the implementation of the objectives in the Plan.*
- *Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.**
- *A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.*
- *Details of any plan variations approved during the year.*
- *An outline of the progress against significant activities identified in Section 5.3.*

The following report provides an update on the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* for the **2019/20** financial year. This being the second year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fifth year of the Plan overall.

* For ease and consistency with the three-yearly planning and funding cycles of councils’ Long Term Plans and the NZTA’s National Land

Transport Programme, the Programme component of the Plan will show just the final three-years of the six-year Plan.

1.3 Sources of information

The information contained in this Report was sourced primarily from staff of Waka Kotahi and the four Councils, along with reference to the following:

- *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review 2018/19-2020/21*
- *National Land Transport Programme for Taranaki 2018/19-2020/21*
- Transport Investment Online (TIO)

The Waka Kotahi’s Transport Investment Online (TIO) web-based system is used by the Agency to receive and process funding applications from Approved Organisations, then measure the delivery and progress towards the completion of activities and projects listed in the RLTP by each of the three district councils and the Taranaki Regional Council. Greater detail can be found in each council’s own annual reporting against their Long Term Plans (or their equivalent in the case of Waka Kotahi).

2 Changes to the Plan

2.1 Minor amendments

As with most forward planning, priorities, needs and expectations can change over the lifespan of a planning document, and the RLTP is no exception.

It is important to emphasise that while the 'front end' of the Plan (Sections 1 to 4 including the Strategic Direction component which specifies the objectives, policies and methods) remains as published in June 2018, the sections of the Plan involving the Programme of activities (Section 5) and related funding forecasts (Section 6) have continued to evolve post its release.

The development of the Plan is very much an iterative process and given the complex nature of the activities involved, the published Plan is considered to be a snapshot in time that will continue evolving post release. The NZ Transport Agency's TIO system is expected to contain the most current version of the programme component of the Plan at any time.

Over the duration of the Plan, activities or projects can change, be abandoned or be added. Change requests can occur due to changes in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken). Unforeseen situations (such as emergency works following storm events) can also potentially require alterations to the programme of works set out in Section 5 of the Plan.

Most changes can be expected to be minor but in some cases a relatively large change (such as adding a new project) may need to be

¹ This request was first considered by the Committee in June 2019, but was referred back for further information at that time.

made to the programme, requiring a formal variation to the Plan. Variations to the Plan must be requested through the Regional Transport Committee for consideration by the TRC. Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 7.4 of this Plan. It is probable that the majority of variations will not be significant.

2.2 Formal variations

Three formal variation requests were made to the Regional Transport Committee to vary the RLTP during the 2019/20 year:

Date	Org.	Project	Summary
Sep. 2019	NPDC & NZTA	Ahititi stock effluent disposal site upgrade	New project: To upgrade the Ahititi stock effluent disposal facility by developing a new receiving facility, with the current treatment ponds then being decommissioned.
Sep. 2019	NZTA	Taranaki State Highway Speed Management Guide implementation ¹	New project: Changes on state highways based on recommendations in the Speed Management Guide.
Jun. 2020	SDC	Brecon Rd Extension	New project: An extension will connect Brecon Rd North and Brecon Rd South with a new link road and two bridges, one over the Patea River and another over the Paetahi Stream.

All of these requests were processed by the Regional Transport Committee, and subsequently approved by the TRC, during the year. None of these formal variation requests were considered to be significant according to the Council's Significance Policy within the

RLTP, therefore public consultation was not required for any of these projects to be added to the Plan.

Further details on these variations are provided at www.trc.govt.nz/variations-to-plan/.

3 Progress towards strategic objectives

Section 4 of the Plan provides the strategic guidance for land transport in Taranaki, from a vision statement, through to outlining the issues and challenges Taranaki faces, along with the objectives, policies and measures (methods) identified to address those issues. The Plan notes the general strategic direction for Taranaki’s land transport system as – *Improved roading, with an increased provision for alternative modes.*

The mid-term review of the Plan during 2017/18 confirmed the general strategic direction of the Plan as released in April 2015. No changes were made to the original Issues and Objectives, though minor amendments were made to some of the Policies as a result of the review.

This section of the Monitoring Report provides a high-level narrative on the implementation of the **objectives** of the Plan. Reference should be made to Table 1, which provides a summary of Taranaki’s land transport issues, objectives and policies, as specified in the revised Plan.

The 2019/20 financial year, being the fifth year of the six-year Plan, saw a fairly solid continuation of progress towards implementing the Plan’s seven strategic objectives, with activities of particular note outlined below.

Plan Objective	Implementation notes
1) An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	Cross-organisational collaborative work continued throughout the year – through informal means as well as formalised groups such as the Regional Transport Advisory Group, Public Transport Officers Group and SH3 Working Party. 2019/20 saw continued improvements to active transport mode facilities and integration, primarily through NPDC’s Let’s Go project.
2) An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	All maintenance and improvements works throughout 2019/20 sought in some way to achieve this. Strong progress on the SH3 Awakino Gorge to Mt Messenger Programme suite of works. These works are crucial to removing constraints to growth in freight, tourism and people movements along this vital inter-regional corridor.
3) A safe transport network increasingly free of death and serious injury.	This objective was a focus of many of the activities within the Plan, including the SH3 Waitara to Bell Block Route Improvements project, many Minor Improvements activities by RCAs, and the community education centred work of the Taranaki Road Safety Action Planning Group, and the Let’s Go education activities. SH44 Moturoa safety improvements were largely completed during the year, incorporating a half-roundabout.

Plan Objective	Implementation notes
4) A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	<p>Public transport operations, including the Total Mobility Scheme for people with impairments, are a key part of achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The Let's Go activities in North Taranaki, along with the Pathways for People project in South Taranaki, saw continued improvement in walking and cycling opportunities and awareness in those communities. 2019/20 also saw an increase in footpath improvements due to footpath maintenance now being eligible for FAR.</p>
5) A land transport system that is robust, responsive to changing needs and resilient to external influences.	<p>Key works during the year to improve and respond to network resilience issues included works following past storm events, particularly on SH43.</p> <p>Construction work to provide resilient access to Waiinu Beach, Waitotara Silver Fern Farms Abattoir, and the Richard Alexander Quarry, through extending Nukumaru Station Road in Waitotara, was delayed by property issues.</p>
6) An energy efficient and environmentally sustainable land transport system.	<p>Public transport operations are key to achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The LED Streetlight conversion project continued, and is now largely completed for all three district councils, which will also make great gains in this area. Unfortunately,</p>

Plan Objective	Implementation notes
	<p>this conversion project has not likewise progressed on the state highway network,, so the entire region has not yet moved to LED street lighting.</p>
7) An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	<p>Optimising funding is a key aspect of the LED Streetlight conversion projects.</p> <p>The SH3 north projects and the vast majority of maintenance and minor improvement works across the region are aimed at maximising efficiency and optimising existing capacity across the transport system.</p> <p>During 2019/20, there was ongoing development, including regional workshops, to embed the One Network Roding Classification (ONRC) system, and the Business Case Approach (BCA).</p>

Table 1: Summary of Taranaki’s land transport issues, objectives and policies (per the revised RLTP 2015-21)

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki’s transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and Roadsafe Taranaki.
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	<ul style="list-style-type: none"> Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.
			A3	<ul style="list-style-type: none"> Ensure a range of travel options are available to the region’s residents.
5	Ensuring network resilience and responsiveness in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences.	R1	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> Ensure transport efficiencies, promote alternative modes and manage transport demand.
			E2	<ul style="list-style-type: none"> Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. battery or fuel cell electric vehicles).
7	Addressing these issues in an environment of constrained funding and affordability yet rising costs.	An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	F1	<ul style="list-style-type: none"> Maximise efficiency and optimisation of existing capacity across the transport system.
			F2	<ul style="list-style-type: none"> Ensure road standards are developed to meet ONRC requirements and support land use change

4 Progress on delivering planned activities

This section of the Monitoring Report outlines progress made by each of Taranaki's Approved Organisations (AO) in delivering their programmed activities and projects listed in the RLTP. The information has been supplied by each AO in the region, with the intention being to provide an overview of the works programme undertaken. The AOs in Taranaki are the: New Plymouth District Council, Stratford District Council, South Taranaki District Council, Taranaki Regional Council and Waka Kotahi NZ Transport Agency.

Summaries of progress on activities that were considered regionally significant are provided in tabular form in Appendix B, for ease of comparison to the way these were structured in (Section 5.3 of) the Plan.

Other activities, largely those considered as 'business as usual' such as maintenance and minor improvements, are outlined by organisation below.

4.1 New Plymouth District Council

Maintenance, Operations and Renewals

The delivery of NPDC's transportation maintenance, operations and renewals changed on 1 July 2019 from a traditional contract model to a NEC4 Term Services Contract, which is a collaborative model with a pain/gain-share commercial tension element. These services are being successfully delivered by a team comprising Council staff, Downer (the successful contractor) and a number of subcontractors.

For 2019/20, overall maintenance expenditure was higher and renewals was lower than budget with a cost neutral balance.

The asset areas of greatest concern are structures and pavements, while in terms of the community the greatest area of concern relates to road safety (and the rising number of fatal and serious injury crashes).

Minor (Low Cost/Low Risk) Improvements

NPDC continues to improve the network around schools, including project by Merrilands School, Moturoa School, Vogeltown School. Other projects included intersection improvements, seal widening, traffic calming and network improvement related to the Housing NZ/KiwiBuild Scheme for Marfell.

Projects

The street lighting conversion to LED was completed in 2019/20, with great saving in electricity consumption being realised.

NPDC's major project is the pre-implementation work needed to successfully implement the Coastal Pathway extension from Bell Block to Waitara. Council has been working closely with iwi, stakeholders and affected parties in developing route options through this area of rich cultural significance.

4.2 Stratford District Council

Maintenance, Operations and Renewals

The final year of the Regional Land Transport Plan saw the beginning of a new maintenance contract for the Stratford District Council. The previous contract (3+1+1) was replaced after three years with a 3+2+2 (seven) year contract. This was not due to the performance of the incumbent contractor, but more to align multiple contracts within the Council, (3-waters, building maintenance, open space maintenance and security), all of which expired on 30 June 2019. Council's intention, at that time, was to look at the possibilities for amalgamating these contracts into one, in order to provide more efficiency and potential cost savings. Unfortunately, this did not materialise, therefore the contracts were let separately.

Maintenance and Operations:

Council's focus throughout the year has been to restore the roadside drainage across the district and address the damage caused by forestry activity on the network within the district.

Forestry did have a significant impact on budgets for 2019/20 with an over expenditure of \$750,000 in the sealed pavement maintenance work activity. The majority of this expenditure was associated with repairing roads used by the forestry companies, such as Stanley Road, Mangapapa Road, Kupe Road and Douglas North Road.

The increase in the roadside drainage work programme for 2019/20 is to recognise the under-investment in this particular activity in previous LTP periods, that have resulted in roadside drains becoming ineffective, which in turn has led to pavement defects.

This year (2019/20) has been very similar to the previous year in that Council has been "chasing its tail" to keep ahead of the forestry industry. Most notably, the forest harvesting that is currently underway on Junction road and Mangaoapa Road, has resulted in significant investment to repair soft spots and re-metal the roads.



Mangaoapa Road – bank trimming and road strengthening for logging operations.



Safety Improvement on Junction Road where a logging truck rolled over down the bank on a narrow section of the road.

Renewals

This year Council partially completed the rehabilitation of 1km of Monmouth Road. This road is extensively used by the haulage industry as this road is one of our permitted, High Productivity Motor Vehicle routes with 20% of the traffic volume being HCV's using this road.



Monmouth Road pavement rehabilitation

Maintenance

metalling, as mentioned above, did concentrate on roads that have been used extensively by the forestry industry, such as Junction Road and Mangaoapa Road, as shown in the photograph above.

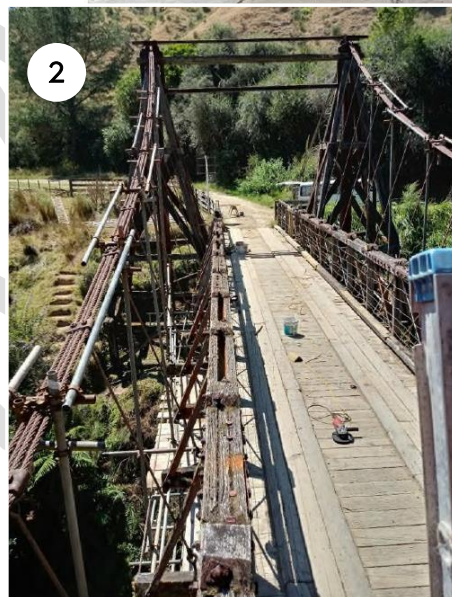
Other works of note include the refurbishment of the wooden swing bridge at the end of Lower Kohuratahi Road. This suspension bridge built in 1938 required the replacement of wooden structural members, tightening of the stiffening rods, replacement of deck planks and wheel guards. Finally, a layer of "Goldseal" was applied to all the steel components, to prevent further corrosion.



1. The finished underside before removal of the scaffold and final tensioning of the hand rails

2. Photo taken from the top of the access ladder looking towards the farm abutment.

3. Goldseal being applied to the bridge.



Council continued with its footpath replacement programme throughout the year. The most notable project for the year was the upgrade to Seyton St. This included the replacement of the kerb and channel, footpath and the re-construction of the road pavement. Below is a photograph of the completed project.



Mangaotuku Road Safety Improvements

Minor (Low Cost/Low Risk) Improvements

The focus for this year was to push on with the realignment of Mangaotuku Road at Tututawa, having suspended the project through the winter period. Good progress was being made when the contractor returned, only to be scuppered by the COVID-19 pandemic when the country went into lockdown. This resulted in the project being put on hold until the alert levels returned to level two. Unfortunately for the Council, this came too late in the construction season, therefore the decision was made to further delay the project until October 2020.



Projects

Council finally completed the conversion of the streetlights to LED's this year. All that remained from the previous LTP was the conversion of the ornate streetlights in Mercade Close. These had to be retro-fitted with an LED light as the manufacturer does not offer an LED version of the "Putney" style of light used in the subdivision.



Streetlight in Mercade Close.

4.3 South Taranaki District Council

Maintenance, Operations and Renewals

Annual Programme for renewing the District roading network and footpaths include:

- Area wide pavement treatment (\$1.57M) – sections of roads (completed 6.2km) are re-metalled and sealed, resulting in a smoother more durable surface, widening and minor safety improvements are included where appropriate. Carried over amount of \$667k.
- Resealing of 77.5km of road for the year (2.2M).
- Renewing of footpaths, kerb and channel (completed 802 m costing \$239k, with a carried over to 2020/21 of \$660k the footpaths around the district are prioritised for renewing based on the footpath condition and use, stormwater needs and the condition of the kerb and channel.
- Bridge Strengthening on Weraweraonga Road Bridge #273 (\$208k).
- Glover Road pathway and road widening (453k) with a carried over amount of \$75k.
- Whenuku Road widening (73k).
- Gabion wall installations on Skeet and Hastings Road (76k).
- Fish passage work as identified by Taranaki Regional Council at 2 locations (134k).
- No flood damage event for 2019-2020.

Minor (Low Cost/Low Risk) Improvements

Various low cost low risk projects were completed during the year.

- Sight benching work done on Upper Ball, Rotokare, Henson, Mataiwhetu, Matuku, Okahutiria, Rangitautau West, Rawhitiroa, Waiinu beach, Waitotara Valley and Weraweronga Roads. \$153K.
- Seal widening work done on Ngawhini, Lower Newall, Denby, Waitotara Valley, Upper Okotuku and Whenuku Roads. \$750K.
- Sign and Delineation improvement. \$55K.
- Pathway installation on Glover Road. \$245K.
- Road protection retaining wall on Skeet and Hastings Roads. \$77k.

Projects

The Nukumarū Station Road project is still ongoing and has been granted \$7.0m by the ready shovel project funding. Construction work is expected to be carried out in the 2020/2021 financial year.

The Rotokare Road intersection upgrade was constructed but it is in legal dispute. Final repair work to be decided by NZTA and Landfill's project party. Any further expenditure is covered by the landfill's project fund.

Community Road Safety Programme

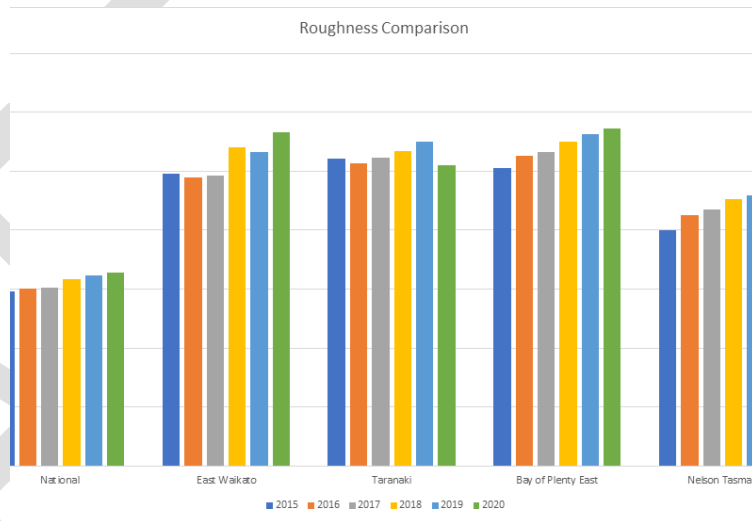
Refer to attached report provided in Appendix C.

4.4 Waka Kotahi NZ Transport Agency

Maintenance, Operations and Renewals

During the 2019/20 year, a total of \$19.5M was spent on maintenance in the Taranaki State Highway Network. Over 78 lane kilometres of renewals (chipseal, Asphalt etc) was delivered at an approximate cost of \$6.7M. The result of the total maintenance spend saw an improvement in the

overall roughness (ride quality) of the network. The roughness levels in 2020 were below the 2015 levels meaning the road was smoother now compared with 2015.



	Length (lane km)	Expenditure (\$M)
Thin Asphaltic Concrete	3.35	\$1.5M
Structural Asphaltic Concrete	1.19	\$1.4M
Area wide pavement treatment	4.68	\$2.0M
Chipseal	54.8	\$1.3M
Skid seal (SCRIM)	14.2	\$0.5M
Total	78.22	\$6.7M

Minor (Low Cost/Low Risk) Improvements

Waka Kotahi (WK) has completed a safety improvement work on SH44 Moturoa Shopping Centre. A half roundabout was built at the intersection of SH44, Lawry Street and South Road to provide a safe intersection for local traffic, freight traffic, public transport, cyclist and pedestrian.

WK is undertaking a range of resilience improvements along SH43 under LCLR scheme including two retaining wall sites this financial year. WK is also working on consents for three erosion protection sites on SH43.

WK has developed a plan to deliver projects to promote active modes funded under Walking & Cycling and Safety Improvements as below.

- Stratford Cycling Strategy identifies issues created by SH3 through Stratford township wide and busy SH with wide centre strip and few crossing opportunities. WK is undertaking pedestrian crossing improvements along SH3 in Stratford. It is currently at design stage close to be finalised. We are looking to construct two new pedestrian crossing and improving one or two existing crossings by the end of the financial year. This project is managed by SDC.
- NPDC has brought two missing cycling links into our attention. Funding has been secured for both sites and design work is being undertaken. This project is also looking at improving pedestrian crossing facility at Vickers Rd. We look forward to constructing both cycling/shared pathway next financial year. This project is managed by NPDC.
- SH44 Pedestrian Crossings Improvements at Calvert Rd, Bonithon Ave and near Mitre 10. They will be completed this financial year.
- Safety Improvement in Urenui to improve pedestrian experience. The Urenui residents raised concerns about the safety at the

pedestrian crossings at Urenui. One of the safety factors is speed. A SID sign was installed to encourage speed reduction when entering the town. WK is also working on improving pedestrian ramp for better pedestrian crossing experience across SH3.

Projects

Waka Kotahi were unable to provide project updates specific to this report's reporting period (i.e. 1 July 2019 to 30 June 2020). Many of the updates provided below relate to the following financial year.

SH43 The Forgotten World Highway

- \$9.6m from the Provincial Growth Fund for sealing the 12km section of unsealed road through Tangarakau Gorge.
- \$13.45m from the regional package of the NZ Upgrade Programme for the remainder of the improvements set out in the business case plus two culvert replacements.
- Pohokura Culvert Bridge - Work will begin in August to reinstate the road to two lanes at Pohokura by building a bridge over a damaged culvert, and will be completed early 2021.
- Sealing the Tangarakau Gorge - Construction has been delayed as a result of additional requests relating to the consent application. Construction of first 2km due to start in early 2021. Design of the remaining 10km is underway.

Emergency Works

- SH43 Tunnel Hill: Design is underway for the permanent solution. Retaining wall to reinstate road and additional rock rip rap to retain upslope.

- SH43 Hospital Hill: Retaining wall – Substantial works to be completed by 30 November. Tidy up to be completed by Christmas 2020.
- SH43 Pohokura Culvert – Structure partially completed, and Bailey bridge removed. Full completion by Christmas.
- SH43 West Otunui – Consent granted. Realignment with programmed completion date March 2021.
- SH43 Tahora Saddle – Design being finalised. Construction target for completion in April 2021.

SH3 Mt Messenger Bypass

Awaiting a determination from the High Court and final decisions on consents from the Environment Court.

Final decisions expected from the Environment and High Courts.

Expected construction starts but is dependent on gaining consents and landowner matters.

SH3 Tongaporutu Intersection Improvements

Construction contract awarded, construction to commence June 2021.

SH3 Rapanui Passing Lane

Construction contract awarded, construction to commence early December 2020.

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

Aiming to complete the Ladies Mile passing lane in December 2020.

Resilience improvements at Bexley Quarry South and Maikaikatea Station have been completed

SH3 Waitara to Bell Block

Pavement repairs are being undertaken prior to Christmas, so safety improvements including wide centrelines can be completed in early 2021.

Construction of De Havilland Dr and Princess St roundabouts scheduled to get underway late 2021, subject to designations and obtaining full implementation funding.

Current Project focus: Iwi partnering, reviewing stormwater options, commencing geotechnical investigations.

SH3 New Plymouth to Hāwera

\$1,970,000 was recently committed for design of proposed safety improvements from New Plymouth to Egmont Village including a rural roundabout at the Mangorei Road/SH3 intersection, an 8.65 km section of median barrier and intersection speed zones at Junction Street

Further funding is needed to complete the construction of the proposed safety improvements.

Speed management will also be considered as part of the safety improvements.

Investigations are scheduled to start during 2021 on additional sections of the New Plymouth to Hāwera corridor:

- SH3 Urenui to Waitara
- SH3 Inglewood to Old Mountain Road
- SH3 Hawera to Kakaramea
- SH3 Waverley to Nukumara

4.5 Taranaki Regional Council – Regional Transport Planning

The Taranaki Regional Council (TRC) continued to be active during the year on a wide range of land transport planning and associated advocacy, liaison and collaborative activities to advance the land transport needs of the region. Key activities undertaken during 2019/20 included:

- The TRC oversaw implementation of the revised RLTP (*Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review 2018/19-2020/21*) which was adopted in June 2018.
- Three minor variation requests to the Plan were received and processed by Council during the year (refer to Section 2).
- The TRC continued its strong advocacy on many fronts with respect to its land transport activities — particularly with regard to securing central government investment in regionally important state highway improvements as follows:
 - Work continued on progressing the SH3 Awakino Gorge to Mt Messenger Programme. Through the Regional Transport Committee and as a participant in the State Highway 3 Working Party, there was a continued engagement with the NZ Transport Agency on the three projects within this Programme:
 1. Mt Messenger Bypass project
 2. Awakino Tunnel Bypass project
 3. Corridor-wide safety and resilience improvements
 - Specific advocacy work also continued to secure improvements to the Forgotten World Highway (SH43), including sealing of the

remaining 12 kilometre section of unsealed state highway, which received Provincial Growth Fund support.

- Formal submissions in 2019/20 were made on the:
 - Ministry of Transport's *2020-2030 Road Safety Strategy: Road to Zero* (August 2019)
 - NZ Transport Agency's *Waitara to Bell Block speed review* (December 2019)
 - Ministry of Transport's *Land Transport (NZTA) Legislation Amendment Bill* (February 2020)
 - Ministry of Transport's *Government Policy Statement on Land Transport 2012* (May 2020)
- Support of the inter-regional cross-sector State Highway 3 Working Party continued. Just one Working Party meeting was held during the year, in September 2019, due to the impacts of COVID-19.
- The Council's *Regional Public Transport Plan (RPTP) for Taranaki 2014-2024* remained operative throughout the year. The RPTP describes the public transport services the Council proposes to provide in the region, and sets out a programme of action and associated policies. A review of the Plan was progressed during the year. 2019/20 saw the continuation of all the region's public transport services, as outlined below.

4.6 Taranaki Regional Council – Public Transport

The COVID-19 pandemic had a significant impact on most of the region's public transport services. Under the four Alert Levels varying levels of bus services were provided. Under Alert Level 4 for example, services were significantly reduced as the focus was on transporting essential workers and other passengers to essential services. Total Mobility

services delivered by small passenger services e.g. taxis were less affected by COVID-19, due to the Government providing additional funding by covering the client's share of the trip cost, in contrast to Ironside Vehicle Society Inc that was far more impacted.

Citylink

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network recorded patronage of 510,212, a decrease of 17.5% (equivalent to 108,195 trips) in 2018/19.

Connector

The Connector (Hawera to New Plymouth) bus service recorded patronage of 25,072, a decrease of 13.4% (equivalent to 3,891 trips).

Southlink

Two of the three Southlink services recorded a drop in patronage compared to 2018/2019. The Opunake to New Plymouth service recorded an increase in patronage due to an operational change during the year to include picking up New Plymouth secondary school boarders returning home for weekends. This offset the negative impact of COVID-19. The results are shown in the table below.

Southlink services patronage 2019/20

Bus service	Patronage	% change from 2018/2019
Waverley-Patea-Hawera	1,028	-18%
Opunake-Hawera	291	-33%
Opunake-New Plymouth	992	22%

Total Mobility

Total Mobility services continued to be provided throughout the region. Client numbers were 1,701 at year end, up 3.5% from 1,644 in 2018/19. Total trips numbered, 50,522 up 3% from 49,009 trips in 2018/19.

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Trip numbers were 4,714 trips down 30% on the 6,753 trips recorded in 2018/19.

5 Expenditure

This section of the Monitoring Report focuses on **expenditure** to implement the works in the Programme of Activities outlined in Section 5 of the Plan.

A table is provided in Appendix B showing the breakdown of expenditure in the region by Activity Class and Organisation for 2019/20. It sets out the anticipated expenditure for the second three years of the Plan as requested in the revised RLTP, and the total expenditure that was actually approved as identified in the *NLTP 2018-21* (and subsequent variations). It notes what was spent during the first and second years of the Plan, and the resulting proportion of approved expenditure spent.

The figures were provided by staff of Waka Kotahi with reference to TIO. When viewing this data, reference should also be made to summaries provided by each organisation in Section 4.

The financial overview information provided in Appendix B demonstrates that overall, most of the Approved Organisations have spent about two thirds (approximately 66%) of their approved 3-year allocation. This provides a very broad indication that they are largely on track to

complete their intended programme of activities over the three year NLTP. The clear exception to this is Waka Kotahi, who have only spent 47% of their approved allocation. Given that the state highway programme accounts for a large proportion of the total expenditure in the region, this has significantly lowered the regional percentage of approved allocation spent.

It should be noted that whereas most maintenance and other 'business as usual' activities like public transport are relatively constant throughout the period of the Plan, large improvement activities such as those on SH3 at Mt Messenger or from Waitara to Bell Block are not.

The following provides an explanation of those Activity Classes which, in terms of proportion of spending of approved expenditure, are significantly less than or greater than the general 'two-thirds' proportion of spending:

- **Walking and Cycling Improvements** — Only 25% of the approved expenditure was spent in this Activity Class by the end of June 2020, comprising of NPDC (33%) and NZTA (21%). For NPDC, a key project was deferred for improved design. For NZTA the reasons for this are unclear, though it may be that dates were not properly aligned within TIO, as Waka Kotahi advise "completion of New Plymouth City Cycling & Walking Improvements activity in 2018/19. This was a 8-year programme of work commencing in 2011/12 totalling \$2.265M"
- **Public Transport** — The amount spent (78%) was higher than anticipated due to the drop in bus fare revenue resulting from the Alert Level restrictions put in place to combat the COVID-19 pandemic.
- **State Highway Improvements** — The lower than anticipated spend in this area (48%) is primarily due to delays with consenting the SH3 Mt Messenger Bypass. Forecast expenditure has been delayed until final decisions of consents before the Environment Court.

- **Regional Improvements** — With only 9% of approved expenditure for the 3-year period having been spent by the end of the second year of the programme, this is clearly a significant area of underspend. Most of the funding for the SH3 Waitara to Bell Block project is from this Activity Class, with the majority of the physical works not yet having started. It is important to note that activities are funded through this Activity Class only if assigned to it by the NZ Transport Agency during the moderation processes of the NLTP. It is therefore not possible to show anticipated, approved or proportional spend in a meaningful way, as this can be an area of great change throughout the year. However, the length of time it has taken to progress this crucial project to construction has been a source of much frustration for the Taranaki community.

6 Summary

This Annual Monitoring Report provides an update on the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* for the **2019/20** financial year, which covers the period from 1 July 2019 to 30 June 2020. This being the second year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fifth year of the Plan overall.

Note that for ease and consistency with the three-yearly planning and funding cycles of councils' Long Term Plans and the NZTA's National Land Transport Programme, the Programme component of the Plan shows just the final three-years of the six-year Plan.

Overall, most of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the second year of the new programme. Less progress than hoped for

occurred on a range of state highway improvement projects for a variety of reasons, not all of which were clear. However, the SH44 Moturoa safety improvements were largely completed during the year, with a half-roundabout central to the changes.

The most significant event during the year was the COVID-19 pandemic which had wide-ranging impacts on all aspects of the land transport system, from changing travel-work patterns, to stopping all works but those most essential for safety. Sites and projects were largely locked down and stopped operating throughout Alert Level 4 (26 March to 27 April 2020), and some throughout Level 3 also. Other than delays to the completion of projects and road maintenance (some of which had to be deferred to the following summer construction season), the financial impacts of the pandemic will continue to be far-reaching.

While there were no major storm events for the year, various minor events did occur which required attention, along with completing some reinstatement works on SH43 from the particularly damaging June 2015 storm event.

Progress continued on the important works to improve SH3 north, primarily through the 3-pronged SH3 Awakino Gorge to Mt Messenger programme:

- Corridor-wide safety and resilience improvements – with the smaller items completed in 2018/19, larger improvements within this project started to progress during the 2019/20 year. This included construction on a passing lane at Ladies Mile; along with pre-

implementation work for Tongaporutu Intersection Improvements and the Rapanui Passing Lane.

- Mt Messenger Bypass – construction, which was originally hoped to begin in late 2018, continued to be delayed throughout the year due to ongoing resource consent appeals.
- Awakino Tunnel Bypass – construction started in October 2019 and is expected to be complete by the middle of 2021. No work was undertaken during 26 March 2020 to 27 April

The SH3 Waitara to Bell Block project has been the RLTP's highest ranked priority since April 2015, due to the significant safety issues on this important corridor. The project (which has been variously combined or separated out into a suite of improvements over the years) continued to cause frustration due to a perceived lack of progress with implementing solutions, with only very minor physical improvement works undertaken during 2019/20.

The positive development to make footpath maintenance and renewals eligible for co-funding (previously not eligible for any FAR support), saw some districts increase their work in this area which will have positive benefits for accessibility and active modes within the region.

Three formal variations to the Plan were processed during the year.

Appendix A — Outline of progress on regionally significant activities

Project	Org.	Phase(s), funding sources & expected timeframes	Regional Priority	Link to policies ²	Outline of progress during 2019/20 financial year. ³
Waitara to Bell Block Route Improvements: SH3/3A to Waitara Investigate and implement the preferred safety improvements as identified in the Programme BC for this section of SH3	NZTA	<ul style="list-style-type: none"> Pre-implementation & Implementation N Funds 	1	S1-S3 A1-A3	SH3 W2BB project is at the detailed design stage. This is a collaboration between Waka Kotahi and the New Plymouth District Council, with design inputs also being sought from iwi.
Waitara to Bell Block Route Improvements: Bell Block to SH3/3A Investigate and implement the preferred safety improvements as identified in the Programme BC for this section of SH3	NZTA	<ul style="list-style-type: none"> State Highway Improvements AC 	1	S1-S3 A1-A3	We are progressing designs for Airport Drive, Princess Street, SH3A and Waitara.
SH3 Waitara to Bell Block Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	1	S1-S3 A1-A3	An early safety improvements package has been designed and safety audited for construction. Physical works will get underway by the end of the year. Work includes creating a wide centreline between Bayley street and Richmond Road to reduce the risk of head on crashes, and the removal of the westbound passing lane. A wide centreline will be created in place of the passing lane.
Corbett Road/SH3 I/S Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	Road surface repairs will also be carried out and new line marking, and rumble strips installed.
SH3/Princess Street Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Mangati Road/SH3 Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Airport Drive Improvements Realign Airport Drive and establish a new improved intersection with SH3. Thereby addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.	NPDC	<ul style="list-style-type: none"> Detailed BC & Construction N & L Funds Local Road Improvements AC 	1	G1-G3 S1-S3 R2	This project is tied up with the NZTA SH3 Waitara to Waitara safety Improvements and the realignment of Airport Drive to De Havilland Drive. The design phase is in progress, with physical works expected to occur in 2021/22.
SH3/3A Hawera to New Plymouth Corridor Improvements This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	<ul style="list-style-type: none"> Pre-implementation, Implementation & Property N Funds State Highway Improvements AC 	2	S1-S3 A1-A3	This project effectively disappeared from view during the period of this report, with no explanation from NZTA.
Keeping New Plymouth Moving and Growing Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	<ul style="list-style-type: none"> Programme BC N & L Funds Investment Management AC 	3	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2	The Network Operating Plan for NP has been completed and its output report provided a list of improvement projects to be considered for NPDC local roads, NZTA state highways and TRC public transport. Council have recommended the production of an Integrated Transportation Strategic Plan for NP and it's expected to take 18 months to complete.
LED Streetlight Conversion To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	<ul style="list-style-type: none"> Construction N & L Funds Local Road Improvements AC 	4	E1 S3 A1	The street lighting conversion to LED is practically completed, and achieved 54% savings in electricity usage.
SH3 Urenui to Uruti Safety Management This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	5	S1-S3 A1-A3	SH3 Te Mahoe Rd - Ngapapa St Safe Networks Programme (SNP) project which is underway currently. This Safe Corridors and Speed Management in this tools.
SH3 Inglewood to Hawera Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	5	S1-S3 A1-A3	Safe Roads reviewed the whole length of SH3 from Hawera to New Plymouth and identified some treatments on this route. The management of this review has now moved to the Safe Networks Programme (SNP) as part of the Road to Zero (R2Z) strategy. SNP has further reviewed the route and aligned it with the guidance in the R2Z strategy. The Egmont Village to New Plymouth was put into 2021-2024 NLTP as a priority as it deals with the highest risk section of SH3 on the route and includes the Mangorei Road intersection, which has increased in risk over the last few years. The remaining section have been scheduled for future NLTPs at this stage and includes centreline barrier and roundabout treatments in support. More detail on both the timing and individual projects are not available at this stage.
Committed projects substantially continued over from the previous 3 year period					
SH3 Awakino Gorge to Mt Messenger Corridor To provide improved safety, freight efficiency and resilience on SH3 between Mt Messenger and Awakino Gorge. The project is Crown appropriated under the AARP.	NZTA	<ul style="list-style-type: none"> C Funds & N Funds Implementation 	NA	S1, S3, S4, F1, G1-G3 R1-R2	Aiming to complete the Ladies Mile passing lane in December 2020. Construction contract for the Rapanui passing lane and Tongaporutu Intersection improvements awarded in November.
SH3 Mt Messenger Bypass Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New part-funded by the Crown as part of the Governments Accelerated Regional Roading Programme, and part-funded by the NLTP.	NZTA	<ul style="list-style-type: none"> Pre-Implementation & Implementation C Funds State Highway Improvements AC 	NA	S1, S3, S4, F1, G1-G3 R1-R2	Awaiting a determination from the High Court and final decisions on consents from the Environment Court. Expected construction start is December 2021 but is dependent on gaining consents and landowner matters.
Nukumarau Station Road Extension A new 6km road extension from Nukumarau Station Road to Waiinu Beach Road, Waitotara, to provide resilient alternative access following severe flood damage to the Limeworks Bridge. Includes upgrading of rail level crossing.	STDC	<ul style="list-style-type: none"> L Funds & N Funds Local Road Improvements AC 	NA	S1-S4	Construction work is expected to be carried out in 2020/21 financial year. STDC has managed to secure \$7m from the government as a ready shovel project. The delay is due to property owner appealing the purchase of property for the road construction.
Regional Consortium Interim Ticketing Solution Regional consortium of nine councils procuring new integrated bus ticketing system.	TRC	<ul style="list-style-type: none"> Public Transport L Funds & N Funds Public Transport AC 	NA	A1, E1	A revised deployment schedule has been developed. On-bus ticketing machines installation has been completed in Invercargill, Otago and is progressing in Waikato. The Bee Card website is now live for Invercargill City

² Refer to Table 1 for an explanation of the abbreviations used in this column for regional policies

³ Waka Kotahi were unable to provide project updates specific to this report's reporting period (i.e. 1 July 2019 to 30 June 2020). Many of the updates provided therefore actually relate to the following financial year.

Regional Transport Committee - Annual Monitoring Report for 2019/20

Project	Org.	Phase(s), funding sources & expected timeframes	Regional Priority	Link to policies ²	Outline of progress during 2019/20 financial year. ³
					Council (ICC) and Waikato Regional Council (WRC). ICC and WRC are scheduled to go live in mid and late June respectively. Taranaki is scheduled to go live in mid-September 2020.
Surfacing SH43 A streamlined Business Case to determine the feasibility for investing in the sealing of the remaining 12km of unsealed state highway through the Tangarakau Gorge.	NZTA	<ul style="list-style-type: none"> ▪ Single-Stage Business Case ▪ N Funds 	NA	G1, G3	Construction has been delayed as a result of additional requests relating to the consent application. Construction of first 2km due to start in early 2021. Design of the remaining 10km is underway.
Projects included in the RLTP as a result of a formal Plan Variation					
Rail-crossing gates, Weymouth Rd, NP NPDC and KiwiRail to install automatic gates at the crossing following a safety review.	NPDC	<ul style="list-style-type: none"> ▪ N Funds ▪ Implementation 	NA	S3, S4, G2, A3	Completed in November 2018.
Taranaki State Highway LED lighting Stock of ageing streetlights to be converted to LED on the state highway network.	NZTA	<ul style="list-style-type: none"> ▪ N Funds ▪ Implementation 	NA	E1, F1	Waka Kotahi is currently updating RAMM Data base for lighting assets. Once complete Waka Kotahi will better understand the scale of the project.
Coastal pathway extension to Waitara To enable the coastal pathway active mode network to be extended and link Waitara through to New Plymouth, safely away from SH3.	NPDC	<ul style="list-style-type: none"> ▪ 2018-2020 ▪ L Funds & N Funds 	NA	E1, F1	The pre-implementation single-stage business case phase is in progress and should be completed this 2020/21 financial year, including defining the route of the pathway. The physical works are currently programme to commence in the 2021/24 RLTP period.
Implementing the Speed Management Guide on Taranaki State Highways Design and undertake improvements to high-risk areas identified in the Taranaki State Highway Speed Management Guide.	NZTA	<ul style="list-style-type: none"> ▪ N Funds 	NA	S1-S3	Currently in internal review stage for SH45 and SH3 New Plymouth to Egmont Village.
Ahititi Stock Effluent Facility upgrade Design and build a new receiving facility for in-transit stock truck effluent at the current Ahititi site on SH3, and decommission the existing pond system.	NZTA/ NPDC	<ul style="list-style-type: none"> ▪ N Funds & L Funds 	NA	G1, G3, S1	Waka Kotahi have taken on the design and construction work for this site. Funding has been approved and we are working through the requirements for the decommissioning of the ponds, as well as determining the most appropriate location for the tank. Work is due to start in Feb 2021.
Brecon Road Extension The extension will connect Brecon Rd North and Brecon Rd South with a new link road and two bridges, one over the Patea River and another over the Paetahi Stream.	SDC	<ul style="list-style-type: none"> ▪ C Funds & L Funds 	NA	I2, S1-S3, A1, R1	SDC was un-successful with a bid to secure funding from the Crown Investment Partners as a "shovel ready" economic stimulus project. The next step is for SDC to work closely with Waka Kotahi to follow the Investment Decision Management Framework process for the development of a Business Case for national funding in a future NLTP. At this stage SDC is considering the 2024-2034 NLTP for this project.

Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2019/20

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Investment management	Actual in 2018/19 (Year 1)	\$22,947	\$0	\$0	\$112,161	\$0	\$135,108
	Actual in 2019/20 (Year 2) ¹	\$345,342	\$0	\$0	\$156,209	\$0	\$501,551
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$527,000	\$0	\$0	\$553,121	\$0	\$1,080,121
	NZTA approved 3-year allocation ³	\$527,000	\$0	\$0	\$553,121	\$0	\$1,080,121
	Actual spent during 3-year Programme	\$368,289	\$0	\$0	\$268,370	\$0	\$636,659
	Percentage of approved allocation spent ⁴	70%	0%	0%	49%	0%	59%
Road safety promotion and demand management	Actual in 2018/19 (Year 1)	\$11,057	\$0	\$680,072	\$0	\$0	\$691,129
	Actual in 2019/20 (Year 2) ¹	\$4,625	\$0	\$676,790	\$0	\$0	\$681,415
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$24,707	\$0	\$1,965,000	\$0	\$0	\$1,989,707
	NZTA approved 3-year allocation ³	\$24,707	\$0	\$1,965,000	\$0	\$0	\$1,989,707
	Actual spent during 3-year Programme	\$15,682	\$0	\$1,356,862	\$0	\$0	\$1,372,544
	Percentage of approved allocation spent ⁴	63%	0%	69%	0	0%	69%
Walking and cycling improvements	Actual in 2018/19 (Year 1)	\$98,796	\$0	\$0	\$0	\$271,863	\$370,659
	Actual in 2019/20 (Year 2) ¹	\$114,609	\$0	\$0	\$0	\$0	\$114,609
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$840,000	\$0	\$0	\$0	\$361,700	\$1,201,700
	NZTA approved 3-year allocation ³	\$644,000	\$0	\$0	\$0	\$1,301,900	\$1,945,900
	Actual spent during 3-year Programme	\$213,405	\$0	\$0	\$0	\$271,863	\$485,268
	Percentage of approved allocation spent ⁴	33%	0%	0%	0	21%	25%
Public transport	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$2,615,900	\$0	\$2,615,900
	Actual in 2019/20 (Year 2) ¹	\$0	\$0	\$0	\$3,885,010	\$0	\$3,885,010
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$0	\$0	\$0	\$8,295,101	\$0	\$8,295,101
	NZTA approved 3-year allocation ³	\$0	\$0	\$0	\$8,305,182	\$0	\$8,305,182
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$6,500,910	\$0	\$6,500,910
	Percentage of approved allocation spent ⁴	0%	0%	0%	78%	0%	78%
Local road maintenance ⁵	Actual in 2018/19 (Year 1)	\$12,394,815	\$6,227,076	\$12,821,421	\$0	\$0	\$31,443,312
	Actual in 2019/20 (Year 2) ¹	\$13,941,392	\$5,518,268	\$10,754,218	\$0	\$0	\$30,213,878
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$41,253,000	\$16,843,160	\$40,791,571	\$0	\$0	\$98,887,731
	NZTA approved 3-year allocation ³	\$41,253,000	\$16,843,160	\$40,791,571	\$0	\$0	\$98,887,731
	Actual spent during 3-year Programme	\$26,336,207	\$11,745,344	\$23,575,639	\$0	\$0	\$61,657,190
	Percentage of approved allocation spent ⁴	64%	70%	58%	0%	0%	62%
Local road improvements ⁶	Actual in 2018/19 (Year 1)	\$3,668,014	\$1,213,295	\$1,114,384	\$0	\$0	\$5,995,693
	Actual in 2019/20 (Year 2) ¹	\$3,583,994	\$466,110	\$2,047,403	\$0	\$0	\$6,097,507
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$10,486,387	\$2,745,451	\$7,199,773	\$0	\$0	\$20,431,611
	NZTA approved 3-year allocation ³	\$11,279,438	\$2,745,451	\$6,623,993	\$0	\$0	\$20,648,882
	Actual spent during 3-year Programme	\$7,252,008	\$1,679,405	\$3,161,787	\$0	\$0	\$12,093,200
	Percentage of approved allocation spent ⁴	64%	61%	48%	0%	0%	59%
State highway maintenance	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$0	\$19,342,712	\$19,342,712
	Actual in 2019/20 (Year 2) ¹	\$0	\$0	\$0	\$0	\$19,494,956	\$19,494,956
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$0	\$0	\$0	\$0	\$29,544,400	\$29,544,400
	NZTA approved 3-year allocation ³	\$0	\$0	\$0	\$0	\$59,595,789	\$59,595,789
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$0	\$38,837,668	\$38,837,668
	Percentage of approved allocation spent ⁴	0%	0%	0%	0%	65%	65%
State highway improvements	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$0	\$20,296,501	\$20,296,501
	Actual in 2019/20 (Year 2) ¹	\$0	\$0	\$0	\$0	\$5,667,443	\$5,667,443
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$0	\$0	\$0	\$0	\$175,142,500	\$175,142,500
	NZTA approved 3-year allocation ³	\$0	\$0	\$0	\$0	\$54,362,800	\$54,362,800
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$0	\$25,963,944	\$25,963,944
	Percentage of approved allocation spent ⁴	0%	0%	0%	0%	48%	48%
Regional improvements	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$0	\$822,200	\$822,200
	Actual in 2019/20 (Year 2) ¹	\$0	\$0	\$0	\$0	\$1,621,087	\$1,621,087
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$0	\$0	\$0	\$0	\$225,300	\$225,300
	NZTA approved 3-year allocation ³	\$0	\$0	\$0	\$0	\$28,113,919	\$28,113,919
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$0	\$2,443,287	\$2,443,287
	Percentage of approved allocation spent ⁴	0%	0%	0%	0%	9%	9%
Totals	Actual in 2018/19 (Year 1)	\$16,195,629	\$7,440,371	\$14,615,877	\$2,728,061	\$40,733,276	\$81,713,214
	Actual in 2019/20 (Year 2) ¹	\$17,989,962	\$5,984,378	\$13,478,411	\$4,041,219	\$26,783,486	\$68,277,456
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure ²	\$53,131,094	\$19,588,611	\$49,956,344	\$8,848,222	\$205,273,900	\$336,798,171
	NZTA approved 3-year allocation ³	\$53,728,145	\$19,588,611	\$49,380,564	\$8,858,303	\$143,374,408	\$274,930,031
	Actual spent during 3-year Programme	\$34,185,591	\$13,424,749	\$28,094,288	\$6,769,280	\$67,516,762	\$149,990,670
Percentage of approved allocation spent ⁴	64%	69%	57%	76%	77%	55%	
Emergency Works	Actual in 2018/19 (Year 1)	\$394,638	\$525,810	\$0	\$0	\$2,761,027	\$3,681,475
	Actual in 2019/20 (Year 2) ¹	\$656,766	\$0	\$0	\$0	\$1,343,813	\$2,000,579
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0

¹ Meaning: This is the actual expenditure in this activity class between 1 July 2019 and 30 June 2020, being the fifth year of the Plan and the second year of this Programme (including both NLTF Share and Local Share).

² Meaning: Total Anticipated Expenditure for 2018-21 as requested via the *Regional Land Transport Plan for Taranaki: Mid-term Review* in June 2018 (not including subsequent variation requests).

³ Meaning: Total Approved Expenditure 2018-21 as given in the *National Land Transport Programme 2018-21* in August 2018 and incorporating subsequent variation requests approved by NZTA up to 30 June 2020 (includes those activities listed in the NLTP as either 'committed', 'approved' or 'probable'). It also includes approved 'external funding'.

⁴ Meaning: This is the proportion of the approved three year expenditure that was spent by the end of Year 2 of this NLTP (Year 5 of the RLTP).

⁵ Meaning: These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils.

⁶ Meaning: These figures include those for LED Streetlight improvements, minor improvements and level crossing upgrades.

Appendix C — Community Road Safety Programme report for 2019/20 (High then Medium Activities)

High												
Ref	Safer Journeys Area	Activity / programme name	Evidence of problem / opportunity	Programme / resource costs	Total cost	Local share	NZTA share	Target audience	Planned intervention	Expected outcomes	Measures of success	End of Year Reporting
1	Alcohol and drugs	Recidivist drink driving programme	Drink driving continues to be problematic across NZ. The number of people caught drink driving has been steadily decreasing thanks to a lower alcohol limit & society not accepting drink driving is ok. However, nationwide, there was a fall of just 5 per cent over five years in the number of convictions for the third or more offence. (NZ Herald March 2016)	46,825	46,825	22,944	23,881	Drivers who have been caught driving while under the influence of alcohol and/or drugs for the third or subsequent time, or for those drivers who have been caught with a very high alcohol reading.	Course targeting repeat offenders (changing behaviours and identifying trigger points) Based on referrals from Police, Corrections, Courts, Family, A&D Councillors. Run 1 on 1 for those deemed not suitable for group sessions.	Objective: Reduce the number of recidivist drink drivers in Taranaki. Recidivist drivers attend the course wanting to change their behaviour Success: Participants provided with tools to help them reduce likelihood of offending. Participants use tools/education they learnt on course to not reoffend Achievement: Reduction in the number of recidivist drink drivers in Taranaki Limitations: Recidivist drink drivers need to want to change and attend the course Integration: Many recidivist drink drivers have other mental or health problems as an underlying cause to their behaviour so follow up and referrals to appropriate agencies may see a significant change in behaviour.	Reduction in the number of recidivist drink drivers in Taranaki	Programme 1 – day 1 & 2 completed, 7 attendees, 12 interviewed. Programme 2 had 3 people attend first two days but only 1 completed final two days. Programme 3 postponed - possible April/May delivery. Not undertaken due to COVID-19. Believe low numbers not helped because provider over 2017-19 didn't deliver any programmes so need to build trust back up with locals. Coordinator has emailed Justice, Corrections & Police to initiate discussion & start planning around physical distancing programmes, venues & numbers. Police to discuss with Iwi about Maree based programmes to provide further support.
2	Alcohol and drugs	Community or school presentations	Of the 4,500 Taranaki students who completed a road safety survey in 2017, 2,122 answered a question about driving after consuming alcohol and/or drugs. From these replies 275 (13%) confirmed they had done this a few times while 24 (1%) said they often did. Drink/drug driving continues to be a high priority area nationally with around 30% of fatal crashes involving alcohol and or drugs.	16,950	16,950	8,306	8,645	High School, WITT or alternative education students while attending appropriate classes	Guest presenters, 4Carmen presentations (either class groups or as part of H & S in the workplace), Activity/presentation that targets alcohol or drug education.	Objective: Get buy in from schools, workplaces and community groups so presenters deliver key alcohol/drug driving messaging to the appropriate audience. Reduce community tolerance of drink driving Success: People use sober designated drivers to get home when alcohol has been available Achievement: Reduce the number of drug or alcohol impaired drivers Limitations: Scheduling presenters when time available Integration: Encouraging schools & workplaces to continue education around sober safe driving habits and linking in with social services/injury prevention organisations to follow up with resources	The number of drivers caught drink/drug driving in Taranaki continues to reduce. Taranaki Police report an increase in the number of calls about suspected drink drivers from the public	4 Carmen delivered to NPDC x 6 presentations of between 15 and 20 people per session. Fulton Hogan (45 staff) delivery 13 Jan 2020. Evaluation attached.
3	Alcohol and drugs	SADD	In the 2017 RST Survey a number of questions were asked to find out about attitudes and behaviour of 13-18 years old while using the road network. 27% of the 4,500 respondents hold a driver license, 47% have driven on the road (911 admitted to driving on road without a license), only 81% confirmed they wear their seatbelt ALL the time, over 45% of drivers on their full license & 31% of restricted drivers admitted to (at least once) drinking alcohol before driving.	12,430	12,430	6,091	6,339	SADD students within Taranaki high schools	Support Taranaki SADD students to conference, support SADD activities in schools, utilise SADD students at RST events where road safety messages are being promoted (particularly those that fit the 6 principles that SADD follows).	Objective: Increase awareness of the dangers of drink/drug driving amongst young people Success: Reduce community tolerance of drink driving Achievement: Reduce the number of recidivist drink drivers & people use sober designated drivers to get home when alcohol has been available Limitations: SADD students are still only high school age and may not have the skills to change behaviour or deal with negative feedback Integration: Encourage school leadership to support the SADD students and utilise SADD students at Roadsafte or Police events so they are seen as part of the road safety community.	Increased number of Taranaki schools support SADD students promoting road safety messages and running events within school environment. At least 25 students from Taranaki attend annual workshop/conference to learn how to promote road safety messages to their peers.	Hawera, Coastal Taranaki, Frances Douglas, NP Boys High, NP Girls High, Sacred Heart, Inglewood and Stratford High Schools all have SADD groups within school. Patea Area, Waitara & Taranaki Diocesan have keen students to undertake events but either lack teacher support or have low student numbers for a SADD group. One Taranaki (Brethren) and Spotswood College (struggle to get teacher wanting to support) are the only two schools not currently engaged with SADD staff. Schools that ran events during Sept – Hawera HS, NP Girls HS, NP Boys HS, Inglewood HS, Coastal Taranaki had good engagement with other students SADD Regional Coordinator now based in Wellington (Jay Boyd) so may be less person to person interaction and more online, particularly around social media. Planned meeting with Taranaki students cancelled due to COVID-19 so unsure what support will be needed this financial year, conference in Wtgn 18,19,20 April cancelled due to COVID-19.
4	Younger drivers	Driver licensing	Statistics from the RST 2017 survey shows 27% of the 4,500 students hold a current driver license however 47% of students have driven on the road. Anecdotal evidence shows driving unlicensed is a generational issue in small lower socio economic communities with social service providers confirming fear, cost and lack of confidence creates barriers to these people gaining their license. Employment opportunities are significantly reduced in rural regions like Taranaki if a prospective employee does not hold a relevant driver license. 85% of respondents said they would undertake a driver license course if it was available during school time.	18,580	18,580	9,104	9,476	Unlicensed drivers in rural NZ or who have been identified as needing support to gain their license	Service providers deliver driver licensing course for identified unlicensed people. Linked via partnership agreement between RST and provider	Objective: A reduction of unlicensed drivers in Taranaki Success: Young people gain their driver license and are able to use their new skills to have a chance at employment Achievement: Deliver a course that is relevant, easy to access, local and engages young people Limitations: Generations within families unlicensed driving, lack of financial means to have a reliable legal vehicle with current WOF and registration Integration: Utilising local providers allows them to target budgeting, encourage people to be a good citizen and able to link participants with appropriate health services as needed.	Reduction in the number of unlicensed drivers caught driving on Taranaki roads.	Te Ara Tika had 44 young drivers registered, all passed Learner, 8 passed Restricted. Programme on hold due to COVID-19, 5 waiting to sit their restricted when allowed. Marfell lost funding for coordinator so programme on hold while they apply for further funding - had 6 young people sitting their Learner before stopping. NgaRuahine just moving steadily along - have had over 25 people come through to get support sitting Learner license - generations working together to gain licenses. Te Puna Trust has approx 10 families (young parents with no license or just learner) and helping them at least get to restricted level. Hard work to get commitment from young mums in particular due to lack of confidence, no support at home and no one to look after children. Means programme delivery is taking longer than expected. Waitara had 22 students pass their Learner license via Taranaki Futures - though Futures programme has no funding left. Taranaki Young People Trust – steady uptake - continue to support young drivers with reading & writing issues gain Learner licenses - have driving instructor in house that provides free lessons once Learner license gained.

Regional Transport Committee - Annual Monitoring Report for 2019/20

High													
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5	Younger drivers	Advanced driver training weekend	In 2016 young drivers aged 15–24 were involved in 86 fatal traffic crashes, 665 serious injury crashes and 2,653 minor injury crashes. Of these crashes, the 15–24 year-old drivers had the primary responsibility in 67 of the fatal crashes, 510 of the serious injury crashes and 2,033 of the minor injury crashes. These crashes resulted in 76 deaths, 627 serious injuries and 2,740 minor injuries. (MOT Young Drivers 2017). Young drivers are more vulnerable to crash risk because they are still developing, both physically and mentally, and it takes time and practice to develop safe driving skills. They often underestimate danger or risk so it is important to continue supporting them with education and practical training.	14,690	14,690	7,198	7,492	Inexperienced drivers between 16-25	Free practical driving with interactive activities educating about road safety	Objectives: Young and inexperienced drivers gain experience. Success: Drivers leave the course with more confidence in an emergency situation, safer speed and control when cornering. Achievement: The course participants have a better understanding of their responsibility as a user of the road network. Limitations: Due to the nature of the funding we cannot offer more extensive practical practise so the time actually in the vehicle is quite short compared to expectations. Integration: Young people have access to practical driving experience in a safe environment and interact with other road safety partners like Police, local Driving instructors, ACC and SADD.	Participants that complete the course are not involved or are less likely to be involved in loss of control or speed related crashes compared to other young drivers.	87 completed course, 61 Learner drivers, 14 Restricted, 9 Full & 3 International license holders. 76 were aged between 16 & 25, 47 still at high school, 43 Female, 44 Male. Driving Course delivered 7th & 8th March 2020 at Hawera A & P showgrounds. Held Taranaki Anniversary weekend to reduce competing with other large events. Promoted on website early January, in schools from Feb 7th, radio from 21 Feb & newspaper (Daily News, Stratford Press & Opunake News) from 24 Feb. The practical component was delivered by NZ Advanced Driver Training, while Roadsafes Taranaki delivered the interactive and theory session supported by the NZ Police, STDC, HHS SADD & local driving instructor Jane Tobin (Academy of Driving). Prior to the young drivers being allowed in the cars or having a go at one of the activities they had to answer a few road safety questions. Parents were encouraged to help the young driver with these as the questionnaire included new rules, speed and alcohol related behaviour, how to treat other road users, staying safer on the road and questions about what options they have if they need to get home safely.	
6	Younger drivers	High school survey follow-up	1,861 (43%) students think it is ok to exceed 100km per hour if the conditions are good. 76% of those that drive rated themselves as either good or very good drivers. Of the drivers that had been involved in a crash 88% had rated themselves as good or very good drivers. Students also rated phones then passengers as the biggest distraction to drivers.	5,650	5,650	2,769	2,882	Students attending Taranaki high schools with programme/activity delivery based on individual school survey results	Once 2017 survey analysed follow up with each school about top 3 issues for their school and develop plans and strategies to deliver educational messages	Objectives: Ensure every school has a plan to address the issues identified in their survey results. Success: Activities/events planned targeting specific road safety issues and in partnership with School Community Officers from NZ Police. Achievement: At least one activity/event coordinated/managed by Roadsafes Taranaki each school year. Limitations: Schools need to be able to plan in Aug/Sept the year before delivery and any delivery must fit with school values. Integration: Communication with NZ Police and other road safety partners to help delivery.	Reduced crashes involving young drivers.	The Rockup climbing wall was utilised at Hawera HS and Opunake HS during November to promote restraint use and improving attitudes when in a vehicle. Hawera survey results showed attitude to impaired driving, restraint use & attitude to speed were good, however in 2019 2 recent students were killed in a high speed drink driving crash with at least one occupant not wearing a seatbelt. Both occupants had been socialising with current & former students & were on their way to a party, 3 weeks later 5 students involved in high speed driving in 50km zone, 2 exited vehicle & less than 5 minutes later vehicle crashed at high speed- no serious injuries. Opunake HS survey results showed seatbelt use, breaking license conditions and attitudes to speed needed improving.	
7	Younger drivers	Ready2Drive expo's	The total social cost of the crashes in which 15–24 year-old drivers had the primary responsibility was \$1,001 billion. This is 25 percent of the social cost associated with all injury crashes. (MOT Young Drivers 2017)	3,390	3,390	1,661	1,729	Year 10/11 students from 3 schools within Taranaki	Full day multiple activity delivery of road safety messages to Year 10/11 students	Objectives: Students receive a well rounded road safety education day that helps them prepare to sit their learner license. Success: Student pass rate for learner license is higher than expected. Achievement: School reports students have prepared appropriately to sit their learner license test. Limitations: Expo is a short process to guide students and if they don't follow through with learnings success may not be easy. Integration: Utilising road safety partners to help share messaging creates a safe environment as students hear the same messages throughout the event.	A reduction in the number of learner drivers involved in crashes from the schools that the expo is delivered to.	Delivered to NPBHS, 12 Dec 2019. 220 Yr 10 students undertook the following activities: Cycle Safety, Booze Bus, Seatbelt Simulator, Driveway Runover Demonstration, Fatal Vision Goggles, First Aid, Kitchen Fire, Funeral Director discussions, Drive Quiz & Online Simulation. Partners included NPDC, Fire & Emergency, SADD, ACC, NP injury Safe, NZ Police, Funeral Director. Each Activity was 30 minutes. Students alternated between an interactive activity & stationary activity where they either watched or listened. Sacred Heart expo in May 2020 deferred due to COVID-19.	
8	Speeds (incl. drive to the conditions)	Workplace Charter delivery	In 2016, speeding was a contributing factor in 79 fatal crashes, 406 serious injury crashes and 1,234 minor injury crashes. These crashes resulted in 93 deaths, 512 serious injuries and 1,759 minor injuries. The total social cost of crashes involving drivers speeding was about \$879 million, which is approximately 22 percent of the social cost associated with all injury crashes. (MOT Speed 2017)	14,990	14,990	7,345	7,645	Workplaces - with emphasis on employees of signed up Charter members	Activities and/or resources into workplaces to educate staff on a range of road safety skills	Objectives: Target 20 workplaces per year to join the Charter and promote safe driving practise. Success: Workplace Health & Safety teams provide driver education. Achievement: Workplaces have the safest vehicle fleet they can afford, a reduction in the number of driving offences committed by staff and ongoing promotion of safe driving practises. Limitations: Workplace Management may struggle to see the benefits compared to the cost of upgrading vehicle fleet, workplaces may not want to have ongoing education due to time/financial constraints. Integration: Offering to cover the cost of external contractors or resources allows workplaces to promote road safety messages that could fit with different learning abilities and allows injury prevention and safety personnel from other organisations to come in & deliver.	Workplaces report reduction in speed related offences. Workplaces report in-car technology reports show improved driving including braking and cornering.	Contracted Tina Atkinson-Watt to engage with workplaces based in the NP & Stratford districts to sign up to the Taranaki Road Safety Workplace Charter which encourages workplaces to educate and help employees improve their driving behaviour. Originally 15 companies had signed up to the Charter and attended the May 2019 workshop, however since then Tina made contact with another 80 businesses and now has 12 of the original businesses and another 34 members. Tina has re-signed 12 original members, Marion to follow up with STDC & Fonterra. 4 Carmen presentations made at First Gas, Fulton Hogan & NPDC. Current figures – 34 members, 6 confirmed to join (still to do assessment), 10 to follow up & agree to do assessments. Tina working on a truck industry assessment, planning a few toolbox meetings with charter prospects.	
9	Speeds (incl. drive to the conditions)	School student safety campaigns	The more serious the crash, the more likely it is that speed was a contributing factor. In New Zealand, for the years 2014 to 2016, driver speed was a factor in 30% of fatal crashes, 21% of serious injury crashes and 16% of minor injury crashes. Never licenced and disqualified drivers in fatal crashes are much more likely to be speeding (52% and 49%, respectively) than drivers with a full licence (13%). Drivers in speed-related crashes are less likely to wear safety belts than drivers in crashes in which speed is not a factor. (MOT Speed 2017)	8,475	8,475	4,153	4,322	School students and parents	Support/thank road patrol students, Back2School campaigns at term start, delivery on an activity/programme to help eliminate/reduce issues raised by the school community and/or staff, utilising interactive options to engage students	Objectives: Young drivers drive to the conditions and reduce their speed to a safe speed. Success: Activities/events planned targeting specific speed issues and in partnership with School Community Officers from NZ Police. Achievement: At least one activity/event coordinated/managed by Roadsafes Taranaki each school year. Limitations: Schools need to be able to plan in Aug/Sept the year before delivery and any delivery must fit with school values. Integration: Communication with NZ Police and other road safety partners to help delivery.	Reduction in the number of speed related offences and crashes across Taranaki. Reduction in the number of crashes involving young drivers during adverse weather conditions.	Road Patrol thank you had around 160 students in South Taranaki (this included movie, swim and BBQ sponsored by local company) & 50 students in Stratford (movie, swim and lunch from Subway (sponsored by Theatre Trust & Stratford DC), Back2School competition emailed week starting 7th Feb, 20 prizes of \$100 for 3 adverts in school - including facebook, website, school news letter, student notices May and up extending this due to COVID-19 closing schools before end of first term.	

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10	Speeds (incl. drive to the conditions)	Rural speed	20% of all fatal crashes are open road (speed limits 80km/h and over) crashes that involve speeding as a contributing factor. Between 2014 & 2016, at least 37% of the car and van drivers who died in speed-related crashes were not restrained at the time of the crash. This compares with 21% for drivers who died in crashes that did not involve speed. Speeding was a contributing factor in 36% of urban fatal crashes and 28% of open road fatal crashes. (MOT Speed 2017)	7,345	7,345	3,599	3,746	Farmers, farm workers, rural sales people, transport companies	Rural speed – students walking/bicycling, speed past a bus stopped to pick up/drop off students, billboards highlighting local issues, advertising to act as reminders, A & P show delivery	Objectives: Drivers in Taranaki reduce their speed on rural roads and around school buses Success: Rural groups and school communities promote safe and appropriate speeds in their communities Achievement: Speed (inc not driving to the conditions) related crashes reduce in rural Taranaki Limitations: Changing behaviour with ingrained culture of driving big fast cars could be a long and difficult process Integration: Utilising rural support and community groups and networks may help drive the behaviour change.	The number of incidents reported involving a child near a school bus reduces. A reduction in the number of serious injury or fatal crashes on rural roads due to speed.	Targeted speed on rural roads by rural communities was one of the targeted issues promoted at the A & P shows. With road safety being a hard sell in rural communities it was felt the A & P shows were a good way to interact with the rural community. We provided a number of interactive activities, pamphlets, displayed posters and undertook discussions with people. The Rockup wall enticed teenagers & parents of young children onto the site, children were drawn to the dolls and toys placed on the driveway runner mat which allowed engagement with parents & grandparents. As people engaged conversations were had about the likelihood of rural speeds being lowered and how this might affect them. We received good feedback and positive attitudes to future changes around rural speed, particularly when children were part of the conversation. 16 deaths in Taranaki this year with speed, alcohol/drugs, distraction looking like main causes. Waverley (19 Nov), Egmont (22 & 23 Nov) & Stratford (30 Nov & 1 Dec) shows attended, Waverley & Egmont quite quiet, Stratford very busy Sat & busy Sun am (Roadsafe site won top outdoor exhibit (160 outdoor exhibitors at show) (Police, SADD, Central Safer Community & Rockup on site with us)	
11	Speeds (incl. drive to the conditions)	Community speed	For every 100 drivers or riders who died in road crashes in which speeding was a contributing factor, 48 of their passengers and another 13 road users died with them. Never licenced and disqualified drivers in fatal crashes are much more likely to be speeding (52% and 49%, respectively) than drivers with a full licence (13%). (MOT Speed 2017)	2,825	2,825	1,384	1,441	Smaller communities targeting local people driving on local roads	Community events or activities addressing local concerns about vehicles travelling too fast for that section of road	Objectives: Drivers in Taranaki work together to help reduce the speed people drive within their local communities Success: Reduced complaints about people speeding in certain communities and locals promoting safe and appropriate speeds in their communities Achievement: Speed (inc not driving to the conditions) related crashes reduce in Taranaki Limitations: Changing behaviour with ingrained culture of driving big fast cars could be a long and difficult process Integration: Utilising rural support and community groups and networks may help drive the behaviour change.	A reduction in the number of serious injury or fatal crashes due to speed.	Radio advertising to remind people to drive to the conditions and be patient over the Christmas break.	
12	Vehicles (incl. HV, mobility scooters)	Heavy vehicle speed campaigns	From 2014 to 2016, speeding was a contributing factor in fatal crashes for 20% of car and van drivers, 37% of motorcyclists and 5% of truck drivers. (MOT Speed 2017). In 2016, 75 people died and a further 850 were injured in road crashes involving trucks. This was 23% of all deaths and 7% of all reported injuries on our roads. The more serious the crash, the less likely it is for the truck driver to have the primary responsibility for the crash. The truck driver had the primary responsibility for about a third (32%) of fatal crashes, compared with over half (57%) of minor injury crashes. (MOT Trucks 2017)	2,260	2,260	1,107	1,153	Truck firms, RTA, community groups with older road users (Grey Power, Aged Concern etc)	Deliver programmes like 10 below?. Work with local Road Transport Association (RTA) and heavy vehicle companies to deliver in-house education to staff	Objectives: Work with and encourage local businesses to promote safe driving and appropriate speeds for the conditions and road network Success: Reduction in the number of heavy vehicles involved in road crashes Achievement: Workplaces sign up to the Workplace Charter and initiate/develop training processes that can be used industry wide Limitations: Getting value for money when implementing additional training and resourcing changes to fleets Integration: Involving National organisations like ACC, DHB'S, Workplace H & S personnel will encourage companies to act on suggested improvements.	At least 3 heavy vehicle companies sign up to the Workplace Charter. A minimum of 3 workshops are delivered to support truck drivers on Taranaki roads	Tina has met with Tom Cloke & was to present to members of the NCA however due to an injury Tina could not present so Tom did it on her behalf. Tom was originally with RTA however changed to National Carriers Assoc 18 months ago. Tom Cloke retired March 2020 however did provide list of clients who may be interested in signing up to Charter if a specific Heavy Traffic add on was included. Once this has been updated and drafted Tina will take to a focus group for feedback.	
13	Motorcycles	Local rider training days	In 2016, 52 motorcyclists died and a further 1,205 were injured in road crashes. This was 16% of all deaths and 10% of all reported injuries on our roads. The NZ Household Travel Survey shows that, on average, the risk of being killed or injured in road crashes is 21 x higher for motorcyclists than for car drivers over the same distance travelled (2010–2014 data – this is the most recent travel data available). In 98% of fatal crashes involving motorcyclists, the motorcyclist or a pillion passenger was among those who died (2012–2016 data). (MOT Motorcyclists 2017) Data shows the recent increase in motorcycle crashes has occurred in the over 40s age group. Based on the CAR Stratford district has a high personal risk for motorcyclists.	9,040	9,040	4,430	4,610	Motorcycle riders within Taranaki, particularly those that have recently come back to motorcycle riding (males 40+)	Support local riders upskill via training days. Promotions reminding drivers of increased motorcyclists on roads during summer	Objectives: Local motorcyclists have confidence local venue and local trainers can provide them with appropriate training to the rider level they are at Success: Each course has minimum of 10 riders and motorcycle groups encourage members to upskill Achievement: Reduce the road fatality rate of motorcycle & moped riders in Taranaki Limitations: Engagement with the motorcycle community can be difficult and reaching the middle age riders who are coming back into riding and asking them to attend training is difficult as they think they can ride like they used to when they were in their late teens and early 20's Integration: Utilising local Ride Forever trainer to come in and talk to participants about moving from this course onto the Ride Forever course and providing them with options and good reasoning behind additional training.	Reduction in the number of motorcycle fatal or serious injury crashes in Taranaki. An increase in the number of motorcycles taking up Ride Forever rider training per year.	Billboards to be placed along SH43 with ACC to pay for any \$ over our \$5,000 budget. Site recommended by Roland Devine. STDC staff will do TMP. Just approved 6 billboards, sent images to Roland Devine for comment. Bryan Mullin to complete TMP & Zodiac Signs to install. On hold until COVID-19 level is reduced and allows installation of billboards.	
14	Motorcycles	Ride Forever support	Motorcyclists face a number of risk factors that do not affect car drivers. The main risk factors are decreased stability and a much lower level of occupant protection than is provided by a car. In addition, a motorcycle is less visible to other road users than a car or a truck. These factors together give motorcycling a higher level of risk per kilometre travelled than other modes of transport.	2,260	2,260	1,107	1,153	Motorcycle riders, and in particular those that do not regularly undertake training or only ride occasionally	Support ACC and NZTA to deliver and promote the Ride Forever rider training and promotion of the same with advertising mediums.	Objectives: Promote the Ride Forever motorcycle training Success: Participants in local motorcycle training register with Ride Forever and local riders utilise local Ride Forever trainer to improve their skills Achievement: Local motorcyclists understand the need to keep upskilling and gain important life saving experience Limitations: Engagement with the motorcycle community can be difficult and reaching the middle age riders who are coming back into riding and asking them to attend training is difficult as they think they can ride like they used to when they were in their late teens and early 20's Integration: Utilising local Ride Forever trainer to come in and talk to participants about moving from this course onto the Ride Forever course and providing them with options.	Reduction in the number of motorcycle fatal or serious injury crashes in Taranaki. An increase in the number of motorcycles taking up Ride Forever rider training per year.	ACC promoting September Motorcycle month. Have billboards promoting Ride Forever scheduled to be installed on SH3 off road sites in South Taranaki and Stratford districts from late Sept 2019. Due to COVID-19 these billboards stayed up longer than expected. Planning is in place to try to contact all local motorcycle clubs and offer incentives to the club for each person they get to register and complete Ride Forever courses.	

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15	Roads and roadsides (incl. intersections)	Intersections	Between 2012-2016 7 fatalities happened at intersections in Taranaki while nationally 178 people lost their life at intersection crashes over the same time. Recently there has been major concerns raised about the number of people running red lights and the need to educate and create a safer environment for all users of intersections. NP & South Taranaki continue to show intersections as a medium risk in the Communities at Risk (CAR) register	17,535	17,535	8,592	8,943	All road users	Promotions with local partners, ie Police (roundabouts, give way, stop, lights). Contract delivery of Intersection education in community (similar to intersection wheel)	Objectives: Educate drivers and raise awareness of the dangers at intersections Success: A reduction in the number of intersection crashes and red light indiscretions that result in a crash Achievement: Drivers are more aware of their responsibility around intersections and help promote safe driving Limitations: Changing behaviour takes time, particularly around intersections that people use everyday without incident Integration: RSAP partners, schools and SADD students to be utilised to help sell the safe behaviour messaging	Reduction in the number of fatal and serious injury crashes at intersections	Planned for summer student to work with Police targeting restraint use, cellphone use of drivers, failure to stop at stop signs. Run a 'reminder of consequences' letter promotion again. Nikia started Mon 11 Nov, meeting with Police Tues 12 Nov, campaigns started Mon 18 Nov and finished 18 January. Over 540 letters written (incl intersection, cell ph & restraint), approx. 55 void (no address, letter not sent – no match, disputed). Police will provide infringement details once collated	
16	Roads and roadsides (incl. intersections)	Responsive campaigns	Traditionally Taranaki records a low number of fatal and serious crashes compared to other regions in New Zealand, however with an increase in tourism expected due after being voted the number 2 place in the world to visit by Lonely Planet the likelihood of having to respond to causes of crashes will need to be quick. The unique nature of Taranaki can create issues for drivers (sunstrike, ice, snow and cross winds) however roadsides also create hazards (powerlines, drains, plantings and narrow shoulder) so once again if investigations highlight a particular problem causing crashes then being able to address the issue immediately is essential.	5,650	5,650	2,769	2,882	Due to rural crashes often not having pattern, need to be able to respond with programme, event or advertising to address a particular problem especially if spate of crashes happen with common denominator	Crashes in rural Taranaki often do not follow a pattern so any delivery needs flexibility to respond to a problem that wasn't previously identified.	Objectives: To educate and create promotion/marketing that reminds drivers to take more care Success: The number of crashes in Taranaki involving similar reasons are reduced (even if different locations around the district) Achievement: Road Safety Partners notice a change in driver behaviour around those identified issues Limitations: With crashes data so small at each site it can sometimes be difficult to identify similar faults/issues Integration: Continue talking with road safety partners to identify and respond to issues as quickly as possible to reduce likelihood of continuing crashes.	At least 5 media articles appear in print locally highlighting road safety messages.	Have had additional "get off your phone" billboards installed at Ngaere overbridge. Due to the surge in online media there has been quite a shift from print advertising and reporting to online media articles, particularly websites, facebook and the ability to "share messages". Fatigue Stop shared on facebook, Police articles and facebook posts relevant to Taranaki drivers shared on facebook, Driving course promotion noted on website, media releases forwarded to local papers for inclusion.	
17	Roads and roadsides (incl. intersections)	Change of season campaigns	With change of season and more wet weather Taranaki tends to have an increase of crashes particularly around the change of daylight saving. Promoting appropriate speeds for the conditions, lights on to be more visible, identifying areas where ice/fog/sunstrike may affect drivers may help reduce the number of crashes caused by change of weather/visibility.	2,825	2,825	1,384	1,441	All road users	Advertising, targeted messaging based on partner feedback and observations	Objectives: Remind drivers on Taranaki roads the risks that occur at change of seasons and daylight saving changes Success: The number of crashes that happen with one week of daylight saving reduce Achievement: More drivers have lights on during unfavourable conditions, speed slows during wet weather and icy roads identified and signposted early Limitations: Roading agencies need support from the community to identify high risk areas, trouble spots and funding needs to be in place to help fix problems or educate drivers Integration: RSAP partners will continue to work together to support programmes, upgrades and enforcement with drivers who are struggling to adapt their driver behaviour.	Reduction in the number of crashes that happen at start of daylight saving and within first month of winter.	Radio advertising to run from 5 April to 9 April (week after daylight saving ends).	
18	Roads and roadsides (incl. intersections)	Summer holiday maintenance campaign	Improving the safety of light vehicle fleet is a priority within the safer journeys expectations being an area of concern for Taranaki. With a change in the WOF rules many drivers are failing to do regular maintenance on their vehicles and instead waiting for WOF checks before addressing faults with their vehicle.	3,955	3,955	1,938	2,017	Drivers who regularly go away for weekend get aways or holiday makers	Link with external organisation/s to deliver messages/resources/ programmes to people driving during peak time or holiday periods	Objectives: Holiday makers get their vehicle checked prior to leaving on their trip Success: Garage/mechanic provide pamphlets with every check and use their networks to promote safety checks Achievement: Reduction in the number of crashes during holiday periods Limitations: Being able to reach the holiday makers and visitors to Taranaki while they are on our roads. Integration: Being smart and networking to share messages, perhaps Motofhome Ass, Police, Motels, MTA and even neighbouring road safety personnel all providing identical messages during holiday periods	Reduced crashes involving holiday makers and tourists.	When pamphlet drop was made to motels around visiting drivers, moteliers were offered opportunity to display other pamphlets at no cost. Only a small number requested further brochures and these were delivered within the next few weeks. Some of the brochures included a handy hints booklet with general road safety information, a rack card with checklist identifying some key things that should be checked on a regular basis, particularly before heading away on a summer holiday. Did not promote intersection wheel as hours prioritized elsewhere.	
Totals				195,675	195,675	95,880	99,794						
Total project cost								195,675					
Total third party contributions								0					
Total local share								95,880					
Total NZTA contribution (NLTF)								99,794					



Date: 3 March 2021

Subject: **Regional Land Transport Plan 2021 – draft for consultation**

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

Document: 2717681

Purpose

1. The purpose of this memorandum is to
 - present for Members' consideration the draft *Regional Land Transport Plan 2021/22-2026/27*; and
 - seek adoption of the draft *Regional Land Transport Plan 2021/22-2026/27* for public consultation, incorporating any changes the Committee wishes to make.

Executive summary

2. Pursuant to the *Land Transport Management Act 2003* (the LTMA), a new *Regional Land Transport Plan for Taranaki* (RLTP or the Plan) is required to be prepared by the Regional Transport Committee, adopted by the Taranaki Regional Council, and then forwarded to Waka Kotahi by 30 June 2021.
3. The Plan will replace the current *Regional Land Transport Plan 2015/16-2020/21* as revised by the mid-term review in 2017/18.
4. Consequently, a draft Plan has been prepared that meets the statutory requirements of the LTMA and is presented here for the Committee's consideration and comment.
5. The draft Plan contains a comprehensive strategic framework that sets out transport outcomes, a vision, objectives and targets, policies and methods for Taranaki.
6. The draft Plan further sets out a list of activities that the Committee considers regionally significant in order of their priority to the region.
7. The draft Plan builds on and complements the current Plan. However, it does include a number of key changes, including:
 - a new vision, headline targets and ten-year transport investment priorities
 - an elevated focus on mode shift and transitioning to a low-emissions future, along with improving the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change

- key elements of the Taranaki Trails Strategy, as prepared by the Taranaki Trails Trust, that aim is to connect Taranaki through trails and make the Taranaki region a world class trails destination.
8. Some details relating to the programming of activities within the draft Plan are still to be confirmed by the organisation involved (font in blue). Accordingly, some minor final adjustments will necessarily need to be made to the Plan prior to its release for public consultation (once that information becomes available). Officers will also be using that time to make minor but inconsequential changes to the draft Plan to improve its presentation (e.g. table formatting, captions, photos etc).
 9. Once adopted, the revised Plan will be taken into account by Waka Kotahi when determining what activities it will include and fund through its National Land Transport Programme.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum *Regional Land Transport Plan 2021 – draft for consultation* and draft *Regional Land Transport Plan 2021*
- b) notes that a workshop with the Committee and Regional Transport Advisory Group was held to confirm key aspects of the draft *Regional Land Transport Plan 2021* on Monday 22 February 2021
- c) agrees that the draft *Regional Land Transport Plan for Taranaki 2021*
 - contributes to the purpose of the LTMA, which is to contribute to an effective, efficient, and safe land transport system in the public interest
 - is consistent with the 2021 *Government Policy Statement on Land Transport* (GPS 2021)
 - has taken into account
 - relevant national and regional policy statements or plans under the *Resource Management Act 1991*
 - the *National Energy Efficiency and Conservation Strategy*
 - likely funding from any source
 - has considered (during its development) alternative regional land transport objectives that would contribute to the purpose of the LTMA, and the feasibility and affordability of those alternative objectives
- d) agrees to the recommended priority ordering of activities included in Table 6 of the draft *Regional Land Transport Plan for Taranaki 2021*, subject to any changes agreed by the Committee
- e) adopts the draft *Regional Land Transport Plan for Taranaki 2021* for public consultation, subject to any changes agreed by the Committee.

Background

10. Pursuant to the *Land Transport Management Act 2003* (LTMA), a new Regional Land Transport Plan for Taranaki (RLTP or the Plan) is required to be prepared by the Regional Transport Committee, adopted by the Taranaki Regional Council, and then

forwarded to Waka Kotahi by 30 June 2021. The Plan will replace the current *Regional Land Transport Plan 2015/16-2020/21* as revised by the mid-term review in 2017/18.

11. The Committee has therefore prepared its new RLTP with the assistance of the Regional Transport Advisory Group (RTAG). This will be the second RLTP developed under amendments made in 2013 to the LTMA.
12. The development of the RLTP 2021 has been a core work stream for the Committee and the Regional Transport Advisory Group (RTAG) in recent months. As the Committee is aware, there have been a range of challenges involved in preparing the Plan, particularly ongoing issues in receiving quality and timely information from Waka Kotahi regarding activities proposed on state highways.
13. Members will recall that at the Committee's meeting on 9 September they considered and endorsed key components of the Plan's strategic framework, including:
 - a new 30-year vision
 - amendments to the objectives and policies (policy framework)
 - new ten-year headline targets
 - new ten-year transport investment priorities.
14. A workshop was further held on Monday 22 February 2021, with the Committee and RTAG, to review and confirm key aspects of the Plan as drafted to that stage. Council officers have continued working on the draft Plan, incorporating the feedback received at the workshop, and now provide an updated draft for the Committee's consideration.

The draft Plan

15. The draft Plan's purpose is to provide strategic direction to land transport in the region. In setting its strategic direction, the draft Plan:
 - identifies the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues
 - sets out the region's land transport objectives, policies and measures for at least 10 financial years
 - identifies land transport activities in the region proposed for national funding during the six financial years from 1 July 2021 to 30 June 2027
 - prioritises regionally significant land transport activities
 - provides a ten-year forecast of anticipated revenue and expenditure on land transport activities.
16. Of note outcomes sought by the draft Plan, including the vision, objectives, targets and policies, have been derived from the Ministry of Transport's outcomes framework.
17. The draft Plan further sets out a list of activities that the Committee considers regionally significant in order of their priority to the region.
18. While the draft Plan builds on and complements the current Plan, it does include a number of key changes, including:
 - a new vision, headline targets and ten-year transport investment priorities

- an elevated focus on mode shift and transitioning to a low-emissions future, along with improving the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change
 - key elements of the Taranaki Trails Strategy, as prepared by the Taranaki Trails Trust, that aim is to connect Taranaki through trails and make the Taranaki region a world class trails destination.
19. Officers note that some details relating to the programming of activities within the draft Plan are still to be confirmed by the organisation involved (font in blue). Accordingly, officers will necessarily need to incorporate some minor adjustments to the Plan (once the information becomes available) prior to its release for public consultation.
20. Officers will also be using the time prior to the public notification of the draft Plan to make minor but inconsequential changes to the draft Plan to improve its presentation (e.g. table formatting, captions, photos etc).

Issues

21. There is a need for the Committee to consider and adopt the draft Plan for public consultation, subject to incorporating any changes the Committee wishes to make.

Legislative requirements

22. The LTMA requires that a regional land transport plan must contain or include a number of content matters. These are outline below along with notation on where these are located within the draft RLTP 2021. A regional land transport plan:
- (1) Must set out the region’s land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan (**refer Section 4 Strategic framework**).
 - (2) A regional land transport plan must include –
 - (a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan (**refer Section 5 Transport investment priorities**); and
 - (b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan (**refer to the summary provided in Table 8 and Table 9 in Section 7.3 along with the more detailed information provided in Appendix IX**);
 - (c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan (**refer to Section 7.1 Proposed funding sources along with Section 7.5 Activities funded from other sources**); and
 - (d) an identification of those activities (if any) that have inter-regional significance (**refer to Section 6.5 Activities of inter-regional significance**).
 - (3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates, –
 - (a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road

- minor capital works, and existing public transport services (**refer to Table 4 in Section 6.1 Proposed ‘business as usual’ activities’**); and
- (b) in the case of Auckland, activities proposed by Auckland Transport; and
- (c) the following activities that the regional transport committee decides to include in the regional land transport plan (**refer to Table 6 in Section 6.4 Proposed ‘regionally significant’ activities’**):
- (i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and
 - (ii) activities relating to State highways in the region that are proposed by the Agency; and
 - (iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and
- (d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c) (**refer to Table 6 in Section 6.4 Proposed ‘regionally significant’ activities’**); and
- (e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes (**refer to Table 4 and Table 6 in Section 6 Programming of activities’**) –
- (i) the objective or policy to which the activity will contribute; and
 - (ii) an estimate of the total cost and the cost for each year; and
 - (iii) the expected duration of the activity; and
 - (iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and
 - (v) any other relevant information;
- (f) the measures that will be used to monitor the performance of the activities (**refer to Section 7.1 Monitoring the Plan**).
- (6) A regional land transport plan must also include –
- (a) an assessment of how the plan complies with section 14 (**refer to Appendix V Assessment of statutory compliance**); and
 - (b) an assessment of the relationship of Police activities to the regional land transport plan (**refer to Appendix X Assessment of the relationship with Police activities**); and
 - (c) a list of activities that have been approved under section 20 but are not yet completed (**refer to Section 6.2 Major works in progress from previous Plan**); and
 - (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned (**refer to Section 6.3**); and
 - (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan (**refer to Section 7.1 Monitoring the Plan**); and

- (f) a summary of the consultation carried out in the preparation of the regional land transport plan (**refer to Appendix IV Plan development and consultation process**); and
- (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2) (**refer to Section 8.4 Significant variations to the Plan**); and
- (h) any other relevant matters.

23. Members are also asked to consider the following:

- The statement of regional transport priorities (**Section 5.2**)
- The activities proposed for inclusion in the Plan (**Tables 4, 5, 6 in Section 6 Programming of activities**)
- The priority rankings of the regionally significant activities (**Table 6**)
- Any other matters included in (or not included in) the draft document.

Activities proposed for inclusion in the draft Plan 2021

- 24. Section 6 of the attached draft Plan 2021 contains the summary details of all proposed activities in the Taranaki region from which funding from the National Land Transport Fund is sought for the six-year period of the Plan i.e. 2021/2022 to 2026/2027.
- 25. Not all transport activities considered have been put forward for inclusion in the Plan. Similar to the current RLTP, a list of those regional transport activities that the Committee believes need to be progressed in future has been included. These are presented in **Section 6.6 (Activities included for future consideration)** of the Plan.

Prioritisation of regionally significant activities

- 26. Table 6 of the draft Plan 2021 lists all proposed 'regionally significant' activities in the order of priority that is proposed for consideration by the Committee.

National moderation of regional priorities

- 27. After regional councils submit their approved final regional land transport plans to Waka Kotahi, the Agency will carry out a national moderation process that ranks activities nationally for eventual inclusion in the National Land Transport Programme 2021-2024.
- 28. The Programme approved by the Agency will provide the basis for funding decisions over the next three years.

Relationship between the RLTP and Long-Term Plans

- 29. Members are reminded that the activities proposed for inclusion in the Plan are a first draft only. The activities may be varied by the relevant organisation during the development of the Plan as each organisation goes through their own Long-Term Plan development processes or if more information comes to light about a specific project.
- 30. The development of the Plan is therefore necessarily an iterative process and given the complex nature of the activities involved is considered a snapshot in time that will continue evolving.

Next steps

31. The timeline for the key remaining tasks in the development and consultation and final adoption of the Plan is given below:

3 March 2021	RTC approves draft Plan for release for consultation
11 March 2021	Draft Plan notified for public consultation
13 April 2021	Public consultation period ends.
April-May 2021	Preparing officers' report on submissions received.
28 April 2021	RTAG meeting - initial consideration of submissions and other changes needed.
12 May 2021	RTAG meeting - consider final Plan incorporating recommended changes.
2 June 2021	RTC holds Hearing of Submissions on draft Plan. RTC approves final RLTP (with amendments from Hearing) to go to the TRC for consideration.
29 June 2021	TRC adopts the Plan.
30 June 2021	Plan must be submitted to Waka Kotahi (via online submission into TIO) where the activities will be nationally moderated for inclusion in the National Land Transport Programme 2021-24.

Financial considerations—LTP/Annual Plan

32. 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

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

Iwi considerations

34. 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

35. 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

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

Appendices/Attachments

Document 2526398: Draft RLTP 2021

REGIONAL Land Transport Plan

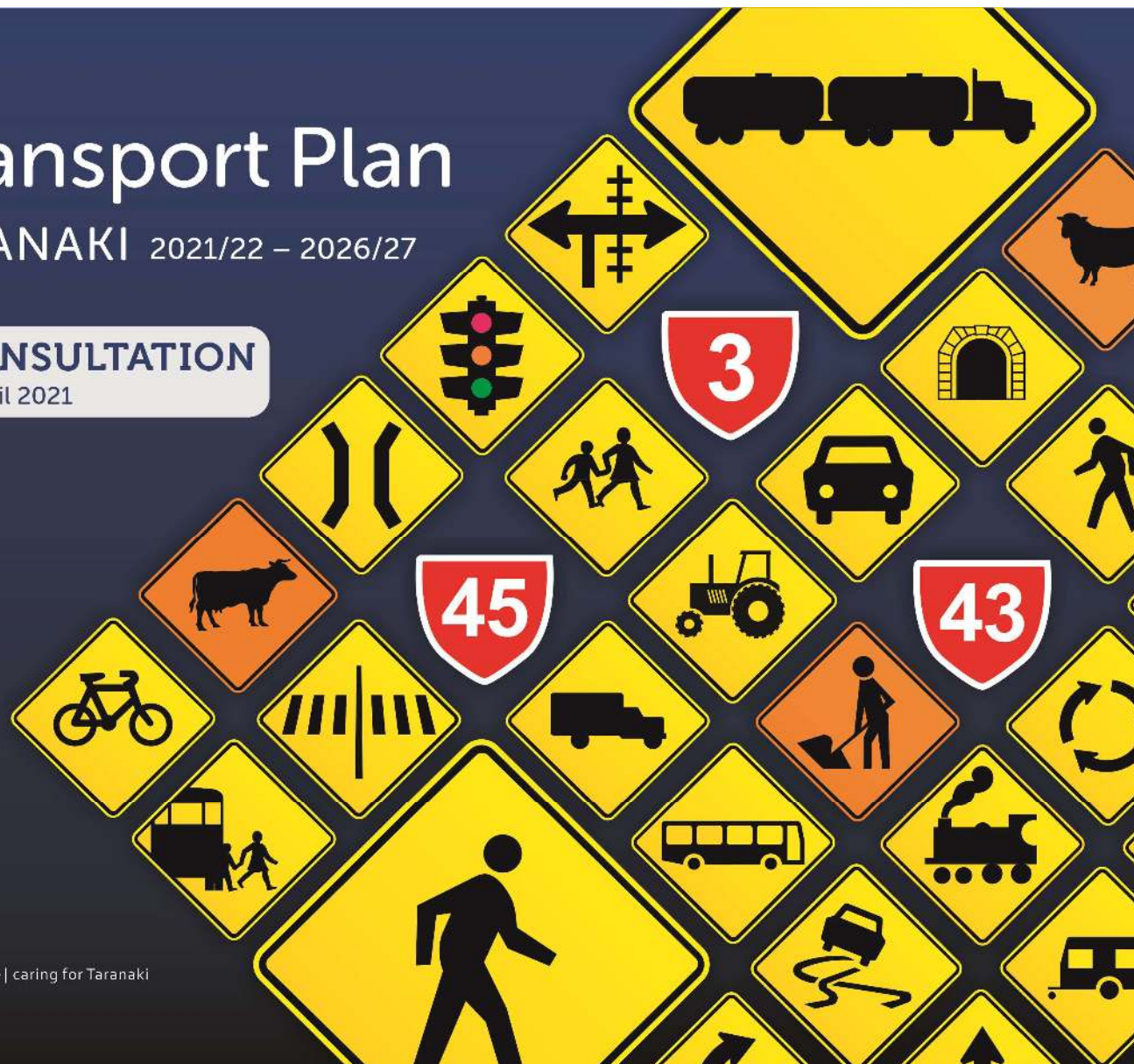
FOR TARANAKI 2021/22 – 2026/27

DRAFT FOR CONSULTATION

March–April 2021



Working with people | caring for Taranaki



Taranaki Regional Land Transport Plan 2021

Draft in progress

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FOREWORD

Under the *Land Transport Management Act 2003* regional transport committees are required to develop a regional land transport plan, in consultation with their community and stakeholders, every six years.

This draft *Regional Land Transport Plan for Taranaki* (the draft Plan) has been prepared by the Regional Transport Committee for Taranaki (the Committee), in conjunction with Waka Kotahi and the three territorial authorities. It sets out Taranaki's strategic direction, priorities and proposed land transport activities for the next 6 years. It covers the period from 1 July 2021 to 30 June 2027.

The draft Plan provides detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years. The draft Plan, once adopted, allows approved organisations and NZ Transport Agency Waka Kotahi to bid for funding for land transport activities in the Taranaki region from the National Land Transport Fund.

Accordingly, it is important that you have your say. The Committee is seeking your views on this draft Plan and the delivery of land transport activities for the region.

The draft Plan contains a comprehensive strategic framework setting out transport outcomes, a vision, objectives and targets, policies and methods to be given effect to through this Plan. It further sets out the transport investment priorities and programming of activities sought for Taranaki. In so doing it largely builds on the plan before it.

Notwithstanding that, in addition to considering the proposed strategic framework, investment priorities and programming of activities for transport in the Taranaki region, you may also wish to consider a number of key changes/emerging issues from the current plan. These are:

- New vision, policies and activities that seek to improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.

- The Taranaki Trails Trust, a community-led charitable trust, has developed a Taranaki Trails Strategy, key elements of which have been incorporated into this Plan. The aim is to connect Taranaki through trails and make the Taranaki region a world class trails destination.

It's also worth noting that Taranaki Regional Council is investigating a step change in passenger transport services (through its long term planning process), including investigation of alternative fuel sources for the bus fleet. If adopted a variation to this Plan will ultimately be needed to acknowledge any increase in public transport coverage and/or frequency of services provided in the region.

The Plan underpins and takes into account previous work undertaken at a national and regional level such as the *Regional Land Transport Strategy for Taranaki 2011-2041*, *Connecting New Zealand 2011*, and the *Government Policy Statement on Land Transport 2021*. The Committee is satisfied that this Plan is consistent with these documents. Issues, targets and priorities identified in these documents have also assisted in identifying and prioritising the transport issues identified in this Plan.

Based on the Plan, Waka Kotahi will ultimately decide which activities it will include and fund through its National Land Transport Programme.

On behalf of the Committee, I would like to thank all those individuals and organisations that contributed to the preparation of the draft Plan. I look forward to working with you in delivering better land transport outcomes in the future.

Councillor Matthew McDonald

Chair, Regional Transport Committee for Taranaki

1. INTRODUCTION

This document is the *Regional Land Transport Plan for Taranaki 2021/22 – 2026/27* (the Plan).

The Plan is the primary document guiding integrated land transport planning and investment within the Taranaki region.

The relationship of the Plan with other key documents in the wider transport and land use planning and funding context is summarised in the diagram below, and explained in Section 3.

1.1 Purpose

The Plan’s purpose is to provide strategic direction to land transport in the region. In setting its strategic direction, the Plan:

- Identifies the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Sets out the region’s land transport objectives, policies and measures for at least 10 financial years.
- Lists land transport activities in the region proposed for national funding during the six financial years from 1 July 2021 to 30 June 2027.
- Prioritises regionally significant land transport activities.
- Provides a ten-year forecast of anticipated revenue and expenditure on land transport activities.

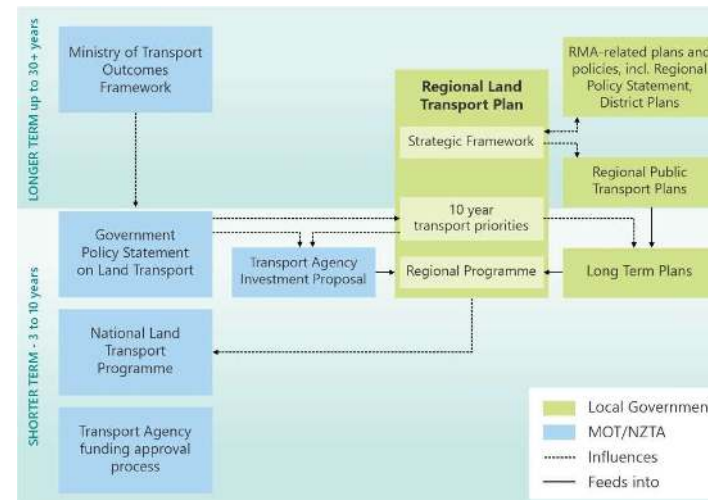


Figure 1: Plan’s relationship within land transport planning and funding

1.2 Area covered

The Plan covers the Taranaki region, plus that part of the Stratford district that lies in the Manawātū-Whanganui Region (refer Figure 2).

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils. The Stratford District Council has agreed through a memorandum of understanding that the whole district is included in the Taranaki region for regional transport planning matters.

1.3 Period covered

The Plan is a six-year document setting out the region transport activities covering the six financial years from 1 July 2021 to 30 June 2027:

- Year 1 (2021/22) – 1 July 2021 to 30 June 2022
- Year 2 (2022/23) – 1 July 2022 to 30 June 2023
- Year 3 (2023/24) – 1 July 2023 to 30 June 2024
- Year 4 (2024/25) – 1 July 2024 to 30 June 2025
- Year 5 (2025/26) – 1 July 2025 to 30 June 2026
- Year 6 (2026/27) – 1 July 2026 to 30 June 2027.

The Plan further forecasts expenditure and revenue for a further four years, to ten financial years in total (1 July 2021 to 30 June 2031).

Strategically, the Plan has a longer term view over an approximately 30 year planning horizon (out to 2051).

The Plan will remain in force until 30 June 2027 – or unless a formal variation is required under section 18D of the *Land Transport Management Act 2003* (LTMA) (refer Section 8.3 of the Plan).



Figure 2: The Taranaki region and local government boundaries

1.4 Overview and scope

The Plan has been prepared by the Regional Transport Committee for Taranaki (RTC or the Committee) on behalf of the Taranaki Regional Council in accordance with the LTMA.

The focus of the Plan is transport (the movement of people and goods from one place to another), rather than recreational activities that involve travel (but their main purpose is the undertaking of the travel itself for leisure/sport rather than the destination). For example, cycling to a place of work rather than cycling purely for leisure. While transport facilities may well facilitate recreational travelling as well, that is not their primary function.

The Plan has two key components which reflect the legislative requirements:

- a strategic policy framework, and
- a technical work programme setting out the regional transport programmes for Taranaki.

The first part of the Plan, the “strategic front-end”, introduces the Plan (Section 1), provides the background (Section 2), strategic context (Section 3) and policy framework (Section 4) for transport investment decisions in the region.

The second half of the Plan is essentially a programme of works through which Waka Kotahi NZ Transport Agency (Waka Kotahi) and approved organisations in the region bid for funding assistance from the National Land Transport Fund (the NLT Fund).

Sections 4 and 5 of the Plan, amongst other things, set out the region’s transport vision, objectives, objectives, targets and priorities.

Section 6 of the Plan lists the activities for which funding support is sought from the NLT Fund. The listed activities are grouped in two broad categories:

- Routine maintenance and minor improvement activities on roads and existing passenger transport services, which are automatically included in this Plan.
- Other activities, including capital improvement projects, which are considered to be of regional significance and have therefore been

individually reviewed and prioritised within this Plan. These priorities are used to influence what activities can be implemented with the funding available and when they are likely to be implemented.

The NLT Fund is administered by Waka Kotahi on behalf of the New Zealand Government.

Outside of, and in addition to, the NLT Fund, the Government has made available Crown funds through a range of programmes (for example the Provincial Growth Fund and NZ Upgrade Programme) for specific projects. These packages of funding are also included in the Plan where they relate to transport, to ensure that a full overview of transport investment in the region is provided (refer to Section 7.1 for further information).

2. STRATEGIC CONTEXT – OUR REGION

This section outlines the geography and key demographic and economic characteristics of Taranaki that influence the planning, provision and management of the region's transport network. Key features and issues of Taranaki's land transport network are also described.

2.1 Geography

Taranaki is located on the west coast of the North Island of New Zealand and is bordered by the Tasman Sea.

At 723,610 hectares, the Taranaki region makes up approximately 3% of New Zealand's total land area, and is home to 2.5% of the country's population. An additional 68,910 hectares of Stratford District which is within the Manawatū-Whanganui (Horizons) Region is covered by Taranaki for the purposes of transport planning – bringing the total land area for the Plan to 792,520 hectares.

Geographically defined by one of New Zealand's most recognisable landmarks (Taranaki Maunga), the region consists of three very distinct landforms (refer to Figure 3 overleaf), which naturally impact on land use patterns and therefore transport needs.

- **Volcanic ring plain:** The Taranaki ring plain, centred on Taranaki Maunga, consists of fertile and free-draining volcanic soils. The ring plain supports most urban settlements plus intensive pastoral farming (particularly dairying). Farming is most intensive on the flatter land in southern Taranaki. Over 300 rivers and streams radiate from Mount Taranaki, and are extensively used by the agricultural sector, for community water supplies, and for a wide range of recreational purposes.
- **Eastern hill country:** The hill country that lies to the east of the ring plain is steeply dissected and prone to soil erosion and slipping. However, it can support both pastoral farming and commercial forestry when managed in accordance with the physical limitations of the land.

- **Marine terraces:** The soils of the coastal and inland marine terraces along the north and south Taranaki coast are among the most versatile and productive in the region. However, the combination of light, sandy soils and strong winds in some areas can lead to localised wind erosion.

Additionally, the region is exposed to the west and as a consequence, high-energy wave and wind conditions dominate the coastal environment. There are few areas of sheltered water beyond the major estuaries and the confines of Port Taranaki.

The Taranaki region has a temperate climate with generally abundant rainfall. The climate and subsoils are suited to high-producing pastures, with about 60% of the region used for high intensity pastoral farming. Approximately 40% of the region is in indigenous forest and shrubland, mostly within Te Papakura o Taranaki (Egmont National Park) and areas of the inland hill country.

The region also has significant natural resources beneath the ground in the form of oil and gas reserves, being known as the energy centre of the country. The region is exploring alternative energy options in response to climate change.

Land transport infrastructure is vulnerable to weather events, and such events will become more frequent and severe with the impacts of climate change (refer Section 2.6).

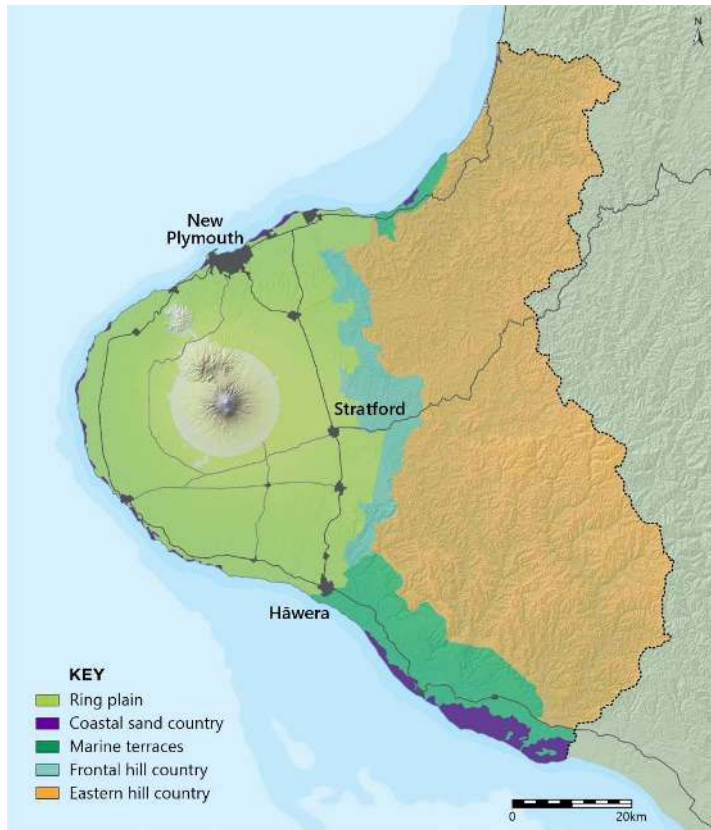


Figure 3: Major landforms of Taranaki

2.2 Regional economy

A notable feature of the Taranaki region is its reliance on its natural and physical resources for its social and economic wellbeing. Farming and other land-based activities continue to play a prominent role in employment.

Taranaki's extensive roading network provides vital access and communication links to/from and within the region. An appropriate network of roads are essential for the region's agricultural, petrochemical, forestry and tourism industries, and for maintaining access to widely scattered rural communities and a large number of individual households. This network has developed primarily in response to the needs of these groups, particularly primary producers.

In 2018-2019, Taranaki's GDP was 3.3%, higher than the national average of 3.0%. Historically a leading region for GDP generated per capita, this economic performance has been underpinned by the dairy and oil and gas sectors. The move to a low carbon economy poses challenges for Taranaki to maintain this.

Significant contributors to the region's economy are outlined below.

Agriculture

The following are the major agricultural industries in Taranaki:

- Dairying dominates farming in Taranaki, particularly on the ring plain and coastal terraces. Milk processing in Taranaki is now concentrated at one site – Fonterra's Whareroa site near Hāwera. Other major agricultural processing industries are based at Kapuni (Fonterra Kapuni and Ballance Agri-Nutrients), and Eltham (Fonterra Eltham). In addition to direct farm income from milk production, the added value resulting from the processing of milk, whey and cheese manufacturing is a significant contributor to employment.
- Sheep and beef farming is concentrated in the eastern hill country and also plays an important part in the regional economy. Meat and meat product manufacturing/processing is Taranaki's second largest export (behind dairy), and accounts for 17% of regional GDP. The largest meat

processing works are located at Eltham (ANZCO Foods), Hāwera and Waitotara (Silver Fern Farms Ltd).

- Taranaki has a significant and expanding poultry industry. It is the major poultry meat producing region in New Zealand, involving all aspects of the industry from breeding and growing to production and distribution. Operations are concentrated in North Taranaki, with the major processing facility at Bell Block.

Within both the dairying industry and sheep/beef industry, amalgamation trends have resulted in a concentration of the processing facilities – which has significantly altered the pattern of rail and heavy traffic road use involved in these industries.

Also of note, increased land use intensification impacts on the region's transport networks, with increasing numbers of heavy vehicles servicing the primary industry sector. There are also significant impacts on the land transport network during times of heavy stock movement or peak milk flow.

Forestry

As a consequence of the increased establishment of exotic forests throughout the Taranaki and Whanganui regions, significant tonnage of logs will continue to require transportation to user plants or ports for export – which, in turn, has significant impact on local roads in particular.

Volumes of logs exported through Port Taranaki have increased markedly in recent years, with many of the forests planted in the 1980s and 1990s reaching harvesting age. While a large proportion of these are moved via road, there remains potential for far greater movement of logs via rail from out of the region to Port Taranaki.

Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 5 to 15 years¹ before reducing to, or less than, current levels.

¹ National Exotic Forest Description, Table 9.7, 1 April 2013.

² Taranaki Industry Projections 2013-2036, November 2014.

³ Energy in New Zealand 2019. MBIE. October 2019.

⁴ Energy in New Zealand 2019. MBIE. October 2019.

⁵ Tapuae Roa: Make Way for Taranaki Strategy, August 2017, p.52.

Energy

The oil and gas industry has been a major contributor to the regional economy and of strategic importance to New Zealand². The Taranaki Basin is New Zealand's only commercial hydrocarbon producing area supplying 17% of New Zealand's self-sufficiency oil needs.³

Oil and gas are produced from 21 petroleum licenses / permits, all in the Taranaki basin. The most important fields are Kapuni, Maui, Pohokura and Kupe.⁴

The energy sector dominates Taranaki's economy, producing 28% of New Zealand's GDP and generating \$2.08 billion annually.⁵

However, with the Government's decision to halt the permitting of future oil and gas exploration (in response to its climate change aspirations), it is widely recognised that Taranaki's energy sector will need to transition away from carbon-intensive towards low emissions energy sources.

Efforts have begun in Taranaki – and across New Zealand – to transition our economy to low emissions. Taranaki has existing assets to help drive new clean energy innovations. These include high-quality energy infrastructure, strong engineering and health and safety skills and knowledge, international networks, established energy firms and supply chain, and a natural resource base to support new energy developments.

Manufacturing

Taranaki has a distinctive manufacturing base, with a national and international reputation for its expertise in food processing, particularly of dairy products.

Manufacturing employs around 17% of Taranaki's employment base and comprises 11% of the region's GDP. The special servicing needs of the dairy and petrochemical sectors (and to a lesser extent the meat, energy, industrial,

chemical and timber processing sectors) have contributed to the development of both heavy and light engineering industries.

Engineering

Taranaki is recognised as New Zealand’s premier region for engineering. The specialist services of engineering, manufacturing and design have established an enviable record for their mechanical and electrical fabrication, engineering design and project management, and comprehensive support services for the industry.

The land transport network plays an important role in supporting this industry through the provision of rail links, port facilities, and the roading network.

Tourism and events

Tourism is playing an increasingly important role in the Taranaki economy. The region’s mountain, coast, surf breaks, forests, gardens and parks are attracting growing numbers of visitors, with resulting impacts on our land transport infrastructure (for example congestion and safety issues at North Egmont and other National Park road ends).

The Taranaki Crossing is a project within Te Papakura o Taranaki (Egmont National Park), connecting and upgrading 25km of walking tracks on the maunga. The Taranaki Crossing Project is expected to generate \$3.7 million annually for the region’s economy by 2025.

The Taranaki region is also becoming increasingly popular and recognised for organised musical, cultural, sporting and other events. These events bring large numbers of visitors to the region with significant benefits for the local economy. Significant potential exists to better develop non-motorised transport tourism within the region, particularly walking and cycling trails.

The region’s tourism sector is in a high growth phase, enhanced by the Lonely Planet travel guide naming Taranaki as the second best region to visit in the world for 2017. The region’s economic development strategy *Tapuae Roa: Make Way for Taranaki* (launched in August 2017) brought together many strands of tourism development through the Visitor Sector Futures

component. Key aspects of *Tapuae Roa*, and its Action Plan which was released in April 2018, are outlined in section 3.4 below.

Changes in land use patterns

As previously noted, land use patterns generally reflect Taranaki’s geography. Population centres and intensive farming dominate the ring plain and coastal terraces while the eastern hill country is more sparsely populated and dominated by forested landscapes (both native and exotic) and extensive farming land uses.

Patterns of land use changes and subdivision development in Taranaki generally reflects what is happening in other regions throughout the country with urban population centres such as New Plymouth and Bell Block experiencing high population growth while other (small) population centres experienced slow or no population growth.

In recent times, New Plymouth District has experienced high population growth with relatively high levels of greenfield residential development in the Bell Block, Highlands Park, Oākura, and Barrett Road areas. Over the next 20 years it is predicted that between 250 and 300 new homes will be built each year in the district. The New Plymouth District Council’s *Strategic Transportation Study 2008* concluded that New Plymouth’s topography will limit westward and southern development - future growth therefore is to be accommodated northeast of the city.

Notwithstanding relatively low population growth, subdivision in Stratford and South Taranaki districts has been recently running at levels more than double that seen in the late 1990s and early 2000s. In Stratford the increase has been mainly lifestyle block development with some infill residential development recently occurring as demand for residential property has increased. In South Taranaki, infill subdivision has occurred throughout Hāwera with new multi-lot development occurring to the west and north of the town.

With these increases in lifestyle blocks also comes associated expectations that levels of services found in more urban environments (including those associated with transport service provision) will also be provided in these peri-urban areas. This expectation is an issue which needs to be considered and

provided for in district councils' long-term plans when planning for future growth areas.

2.3 Our people

Population

Taranaki is home to over 117,000 people, most of whom (nearly 70%) live in the coastal city of New Plymouth. The region is split into three districts: New Plymouth to the north with a population of about 80,000; Stratford in central Taranaki servicing about 9,000 people; and South Taranaki, including the main centre of Hāwera, with a population of approximately 27,000.

Main urban centres in Taranaki are New Plymouth, Hāwera, Waitara, Inglewood, Stratford, Ōpunake, Ōākura, Eltham, Manaia, Pātea and Waverley.

Taranaki's total population was 117,561 at the 2018 Census – an increase of 7.2% since the 2013 Census. The region has 2.5% of the New Zealand's population, ranking it 10th in population size out of the 16 regions. The New Plymouth District recorded an 8.7% increase in population over this same period, with Bell Block, Highlands Park and the Barrett Zone being key growth areas.

Demographics

Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. These two factors are used to measure levels of transport disadvantaged in a region as they represent those people who are most likely to need transport assistance, which may include community transport where appropriate. Other transport disadvantage indicators include people on low incomes, the unemployed and proportion of households with no car. In Taranaki it is anticipated that, with the ageing of the population, the levels of transport disadvantaged will increase.

Within Taranaki there are also differences in the composition and characteristics of the population, which are important when considering the transport needs of local communities. For example, the New Plymouth

district has over two-thirds of the region's population and it has more elderly as a proportion of its total population than either Stratford district or South Taranaki district. South Taranaki district on the other hand has the youngest population in the region with almost a quarter of its residents under the age of 15.

According to the 2018 Census, 19.8% of the region's population is Māori (up from 16.5% in 2013), with 27.6% of the population of the South Taranaki district being Māori (up from 24.3%).

At the end of June 2020, the unemployment rate across the region was at 4.3% with only small variations from one district to another (compared to 4% nationally). Rates of unemployment among Māori are higher.

Households without access to a motor vehicle is highest in New Plymouth district (7.2% of households) and lowest in Stratford district (6.6% of households).

Iwi

There are eight recognised iwi whose 'rohe' or tribal area falls either wholly or partially within the Taranaki region. The rohe of Ngāti Ruanui, Ngāruahine, Taranaki Tūturu, Te Atiawa and Ngāti Mutunga are located completely within the region. The rohe of Ngāti Tama overlaps the Waikato region to the north, and those of Ngāti Maru and Ngāa Rauru overlap the Manawatū-Whanganui region to the east and south.

During the lifespan of the Plan, Ngāti Maniapoto (to the north) are likely to become a ninth iwi for the region following their Treaty Settlement. As more Treaty of Waitangi claims are settled, iwi are becoming more active in resource use and development activities throughout the region.

Generally, based on Census data, higher proportions of Māori in the region will be transport disadvantaged due to both a lower level of access to private motor vehicles and a greater proportion of the Māori population being under the age of 15.

2.4 Our transport system

Taranaki’s transport infrastructure comprises of the road and rail network, Port Taranaki and New Plymouth Airport. Effective and reliable road and rail links to other transport modes such as Port Taranaki and New Plymouth Airport are crucial in servicing the region’s general infrastructure network.

Transport infrastructure provides essential services to the regional community and economy. The infrastructure is vital for moving large volumes of freight into and out of the region. General freight is moved to and from the north by road through Hamilton and Auckland and south via Palmerston North and Wellington. Refer Figure 4 overleaf for an overview of Taranaki’s land transport network, and to **Appendix I** for a more detailed map showing key regional routes.

The roading network

The Taranaki region has 7% of the country’s local rural sealed roads and 5% of the country’s total (sealed and unsealed) local roading network. This is relatively high considering the region’s population and land area is only around 3% of New Zealand’s total. The primary reasons for the relatively large roading network is the region’s intensive agricultural land use patterns, with a consequential need to provide efficient local roading networks to service the region’s widely dispersed rural communities.

The state highway system is a critical part of the roading network connecting the region’s main population centres with one another plus other parts of the country, including processing and manufacturing facilities, export outlets and markets.

In total there are 3,916 kilometres of roads in Taranaki, of which 3,168 kilometres (82%) are sealed. The network is made up of 391 kilometres (10%) of state highways and 3,504 kilometres (90%) of local roads, of which around 77% are local rural roads.

There are 298 bridges on state highways (including one single-lane bridge at the Stratford cemetery on SH43) and 707 bridges on local roads, of which 432 are single-lane. This equates to Taranaki roads having a bridge approximately every four kilometres. Furthermore, there are 710 kilometres of ‘paper roads’⁶ in the New Plymouth District, 700 kilometres in Stratford and 631 kilometres in South Taranaki.

The state highways in the region (refer Figure 4 on page 11) are as follows:

- **State Highways 3 and 3A** link the region with the main centres to the north and south as well as being the key intra-regional link.
- **State Highway 43** which provides a link to the central North Island.
- **State Highway 45** which connects coastal residents to the rest of the region.
- **State Highway 44** which connects Port Taranaki to State Highway 3 in New Plymouth.

The region’s state highways are of strategic value for Taranaki, with State Highway 3 being of particular significance. It is important to the viability of industries in Taranaki being able to compete in the North Island market and in overseas export markets, for regional tourism, and for access to other services and facilities in major centres outside Taranaki.

Table 1 below provides a summary of key roading statistics for the region, and by district.

Table 1: Taranaki’s roading network statistics

Road type	Stratford	South Taranaki	New Plymouth	Total
Rural (km)	542.9	1,484.2	959.3	2,975.4
Urban (km)	40.8	140.2	323.5	504.5
Special purpose roads	14.2	-	6.8	21.0
Total local roads	596.9	1,624.4	1,282.8	3,504.1

⁶ A ‘paper road’ is a legal road that has not been formed, or is only partly formed. Legally it is a road and members of the public have right of access to travel it – though there may be logistical issues involved to do so. Also known as an ‘unformed legal road’ (ULR).

State Highways	74.1 ⁷	159.6	157.4	391.1
Total all roads				3,916.2

Roads will continue to be the dominant infrastructure for passenger and freight transport modes in Taranaki, particularly as the basis of the economy will remain orientated towards primary production which cannot, by character, be centralised. At this stage, the roading network is therefore the most effective way of servicing this region’s widespread, low density population and agricultural economy.

Heavy vehicles

A significant proportion of freight in the region is carried by heavy vehicles using both the state highway and local roads network.

To increase the productivity of the road transport and move more freight on fewer vehicles, the Land Transport Rules have been amended. A High Productivity Motor Vehicle (HPMV) permit is available to carry between 44 to 62 tonnes on identified routes and a 50MAX network-wide permit is available to travel at 50 tonnes over 9 axles throughout the entire network, with the exception of structures specifically excluded.

The region as a whole has embraced freight efficiency through joining up to provide HPMV and 50MAX where appropriate. All of SH3 in Taranaki is available to 50MAX and the majority is available to HPMV.

Previous studies have shown that there is a comparatively high heavy vehicle intensity on Taranaki’s roads, which can result in adverse impacts on local communities, as well as increased rate of wear and tear on the roading network.

Freight movements

Taranaki relies heavily on freight transport by road (95% of all freight movements from Taranaki in 2012⁸), with rail and coastal shipping also playing a role in moving freight within and into/out of the region. However, with the loss of container shipping via Port Taranaki, there is also the potential for increased rail and road movements of containers.

Short intra-regional freight trips are predominantly by road, whereas rail is used for medium length inter-regional trips and coastal shipping is used for long distance inter-regional trips (or to avoid large urban agglomerations). However, this may also be a result of either the commodity mixtures carried into/out of the region and the relatively low time-criticality of some commodities, or the relatively good infrastructure provision in the rail and maritime industries in the region.

⁷ This excludes the 39.4 km of SH43 in the Stratford District located within the Manawatu-Wanganui region. Of note, this portion of SH43 is not accounted for in expenditure figures within the Plan, as Waka Kotahi’s costings are based on regional not district boundaries.

⁸ *National Freight Demand Study, March 2014, p193.*



Figure 4: Overview of Taranaki’s current land transport network

Rail network

The New Zealand railway network is owned and managed by KiwiRail, who operates all freight and most passenger services.

Previously rail access into Taranaki has come from both the north-east and the south (refer to Figure 5) and included the following component parts:

- Access south (freight only) is via the Marton – New Plymouth Line (MNPL) which is largely co-located alongside SH3 and links Marton – Whanganui – Hāwera – New Plymouth. Terminus is Smart Road (New Plymouth).
- Access north has historically been on the Stratford to Okahukura Line (SOL), at which point the North Island Main Trunk line is used to access Hamilton and beyond. In 2010 KiwiRail mothballed (i.e. retained for possible re-opening in the future) the SOL Line following a derailment at its northern end and consequential damage caused. Rail freight previously moved using this line is therefore now being moved to/from Taranaki via Marton and the North Island Main Trunk Line. Adventure tourism operator Forgotten World Adventures reached agreement with KiwiRail in 2012 to lease the line for their new venture using modified petrol golf carts on the rail line for tourists to travel between the line's termini at Stratford and Okahukura. The 30-year lease makes the company responsible for the line's maintenance and access control but allows KiwiRail to use the line in emergencies and to resume control of the line depending on future circumstances and opportunities.

Licensed industrial railway lines throughout Taranaki, include those for Fonterra (at Whareroa and Kapuni) and Ballance Agri-Nutrients (Kapuni). There are also industrial rail sidings at Ravensdown, Shell Todd Oil Services, Vector Limited and Port Taranaki.

During the life of the Plan, KiwiRail is proposing to maintain the network in Taranaki to its current level of service. On some sections of the Marton to New Plymouth line, the number of train movements is increasing, albeit moderately. There is also the possibility of development of one or more natural aggregation freight hubs in the region in upcoming years. In relation to rail, KiwiRail has responsibility to maintain the asset and to provide a level

of service to its existing customers that meets their expectations. Any additional investments in the rail network in Taranaki will be driven by client demand.

Generally, rail is underutilised within the region and the community would like to see far greater transfer of freight from road to rail, particularly of logs.



Figure 5: Taranaki's rail network

Sea links

Port Taranaki, also known as the West Gate, is the only deep water west coast port in New Zealand. The Port is a key transport network hub for the Taranaki region and a major contributor to the economy.

The Port is operated by Port Taranaki Ltd and currently offers nine fully serviced berths for a wide variety of cargoes and vessels. Other cargoes through Port Taranaki include supplementary feed for the dairy industry, logs and fertiliser.

Investigations have indicated a Western Blue Highway (providing links to the South Island and eastern ports of Australia) could be viable. The *Tapuae Roa* strategy flagged the intention to re-examine the business case for a New Plymouth to Nelson/Picton “roll-on, roll-off” link. Future developments associated with cruise ship infrastructure at Port Taranaki could also enable opportunities to connect with this growing market.

Air links

The New Plymouth Airport is the only fully commercial air freight and passenger airport in Taranaki. Other airfields in the region that are large enough to accommodate twin-engine cargo planes include those at Hāwera and Stratford. A number of private airstrips throughout Taranaki also provide access for top dressing aircraft.

As with sea linkages, aircraft movements are not categorized specifically as ‘land transport’ modes in the Plan. However, it is becoming increasingly important to note the steady growth in passenger movements, and hence increased road traffic to and from the airport and associated impacts on the transportation network.

New Plymouth District Council took over the Crown’s share of the airport in 2017 to give it 100 percent ownership. Increasing passenger numbers at that time supported the Council’s decision for a major new redevelopment to cope with visitor growth, and a much larger new terminal opened in March 2020. The Council has also developed plans to increase runway length if airlines opt to use larger aircraft. However, the intersection of Airport Drive with State

Highway 3 requires significant upgrade (as part of a wider Waitara to Bell Block safety improvement programme).

Air New Zealand remains the core passenger carrier at New Plymouth Airport, with a second carrier (Jetstar) having provided some regional route options from early 2016, but withdrawing again in late 2019 citing insufficient financial returns.

Passenger transport services

A fit-for-purpose cost-effective public transport service in Taranaki offers a number of potential environmental, financial and social benefits. However, the combination of low population density and geographical isolation can make the provision of cost-effective public transport services in the region difficult. Therefore, the use of private and/or company motor vehicles remains the most favoured mode of travel in Taranaki (mostly due to convenience).

The Taranaki Regional Council is the organisation responsible for planning for, and contracting of, public transport services in the region. Contracted bus services operate in New Plymouth, Bell Block, Waitara and Oākura urban areas and once-a-week inter-town bus services operate from smaller rural centres such as Waverley, Manaia and Opunake. The Council remains heavily involved in a major inter-regional project to implement improved electronic ticketing systems throughout the bus network.

The Taranaki Regional Council, partnering with the Taranaki District Health Board (TDHB), Western Institute of Technology at Taranaki (WITT) and local district councils, funded the Hāwera to New Plymouth (Connector) bus service on a two-year trial from February 2014. Pleasingly, the trial was so successful that the service and its funding now sits within business as usual activities. The bus service provides a vital connection between south and north Taranaki. The Monday to Friday service operates four return services per day.

The Taranaki Regional Council further provides subsidised door-to-door transport for people with impairments throughout Taranaki through the Total Mobility Scheme. Contracted providers include New Plymouth Taxis, Energy City Cabs, STOPS, Freedom Companion Driving Service, Ironside Vehicle Society and Driving Miss Daisy.

It is expected that the Taranaki Regional Council and three local district councils will continue to support the Ride Share (car pooling) initiative as it continues to support other community transport options.

Walking and cycling

As a transport mode, cycling has many benefits to offer when compared with motor vehicles. These include low capital and running costs, greater access, increased potential health, minimal degradation of road surfaces, fewer emissions and less congestion.

Cycling in Taranaki occurs across a broad range of activities including: travelling to and from school, commuting to work, recreation and leisure, competitive sport and tourism. However, historically cycling in Taranaki has not received as much attention as other transport modes in the region.

On the local roads and state highways, cycling is often perceived as differing from, and therefore secondary to, other vehicular traffic.

Walking is often the most cost-effective and efficient method of undertaking a short trip, either to work or for recreational/social purposes.

Despite the wide range of benefits, the active transport modes of walking and cycling are not as common as private vehicle use. However, change is occurring in north Taranaki in particular, due to investments made through the Walking and Cycling Model Community Programme.

In June 2010, New Plymouth District Council was one of two councils (the other was Hastings) awarded a combined \$7 million over two years to develop walking and cycling initiatives to encourage people out of their cars and onto shared pathways and streetscapes. New Plymouth branded their project "Let's Go".

Let's Go – Walk Ride Bus is all about getting people in New Plymouth district to choose walking, riding or taking the bus over using cars for short trips. Let's Go encompasses both infrastructure changes, such as pathway upgrades, as well as attempts at changing people's attitude and behaviour through things like cyclist skills training, travel planning, events and competitions. The project has had wide-ranging successes.

Other walking and cycling initiatives (such as a 'round the mountain' cycle route) are also being considered as a means of encouraging an increased uptake of these active modes of transport, as well as encouraging more tourism/recreational opportunities.

Cyclists and pedestrians are vulnerable road users who would most benefit from appropriately designed shared pathways to enable them to use a transport corridor alongside other transport modes without safety concerns (perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.

2.5 Strategic corridors and cross-boundary matters

It is useful to understand the key transport journeys within and through the region, specifically those on strategic intra or inter-regional corridors.

The key strategic corridors in Taranaki are:

Strategic corridor	Strategic role
SH3 north	Freight and tourism route and access to Taranaki from the north
SH3 central	The primary intra-regional corridor within and through Taranaki
SH3 south	Freight and tourism route and access to Taranaki from the south
SH44	Freight route and access to Port Taranaki
SH3A	Freight route and bypass of New Plymouth for inter-regional traffic
SH43	Tourism, forestry and freight route and access to Stratford from the east
SH45	Tourism route and access to New Plymouth and Hāwera from coastal Taranaki

Adjoining the Taranaki region are two other regional authorities: Waikato Regional Council to the north and Horizons Regional Council to the east and south.

The region's transport opportunities, problems and risks do not stop at regional or district boundaries. Cooperation with adjoining local authorities is imperative in ensuring that a consistent and coordinated approach is taken to the management of any land transport networks that cross regional boundaries. In Taranaki, this means developing a coordinated approach with the Horizons Regional Council and Waikato Regional Council, as well as other regions along the western seaboard for coastal matters.

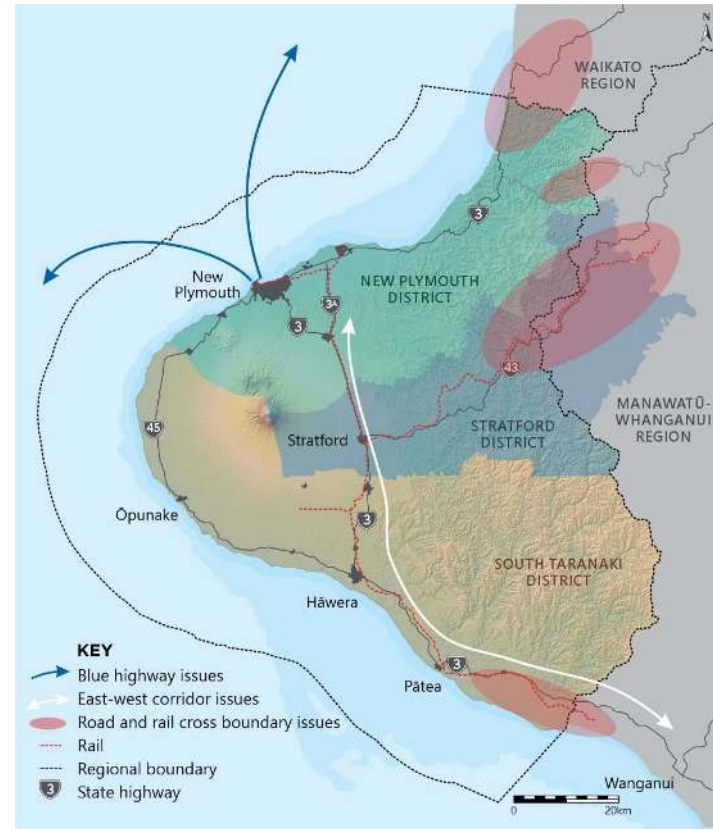


Figure 6: Location of Taranaki's strategic cross-boundary transport links

Figure 6 shows the main cross-boundary transport links of relevance to Taranaki, which are explained below:

<p>State Highway 3 North — to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond</p>	<p>connects Taranaki to the Manawatu-Wanganui region) is on the maintenance of bridges to an appropriate standard to facilitate freight, safety and route resilience.</p> <p>The corridor is critical to supporting the dairy industry as it connects the dairy production centre in Hāwera to distribution centres in Palmerston North.</p>
<p>The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a history of road closures due to its surrounding topography and limited access points.</p> <p>This route is strategically important to Taranaki as the principal arterial transport route between the Taranaki and Waikato (and beyond). It is vital to Taranaki's industry and commerce for access to northern markets and export outlets, for tourism linkages, and also for access to health, cultural and other services.</p> <p>An economic assessment of the strategic value of State Highway 3 between Taranaki and the Waikato region (undertaken by Venture Taranaki in 2012) confirmed the importance of this route and found that there is a case for greater priority to be placed on network improvement works on this section of State highway 3.⁹ In late June 2014 the Mount Messenger/Awakino Tunnel section of State highway 3 was identified by the government to be one of fourteen 'accelerated' regional roading projects - specifically, "Improving the safety, freight efficiency, and resilience of SH3 north of New Plymouth, including the investigation of new passing opportunities." Substantial work has been progressing across three projects within a SH3 Mt Messenger to Awakino Programme in recent years.</p>	<p>State Highway 43 — To the north-east i.e. from Whangamomona (Manawatū-Wanganui region but the Stratford district) to Taumarunui (Manawatū-Wanganui region)</p> <p>This route is strategically important for tourism, forestry and freight route and access to Stratford from the east.</p> <p>A focus of improvement requests for many years has been the sealing of 12 kilometres of the highway in the Tangarakau Gorge which remains unsealed. This corridor is increasingly popular as a tourist route connecting central North Island with the North Island's west coast and is promoted as the 'Forgotten World Highway'. It has also been recognised in the Tapuae Roa: Make Way for Taranaki Action Plan as important for providing improved options for tourism travel, economic opportunities for the small rural communities along the route and increased network resilience.</p>
<p>State Highway 3 South — To the south-east of the region i.e. from Waverley (Taranaki region) to Whanganui (Manawatū-Whanganui region)</p>	<p>Route 40 — i.e. between Ahititi (Taranaki region) and Ohura (Manawatu-Wanganui region)</p> <p>This route was reclassified from a 'state highway' to a local road during the 1991 State Highway Review process. It has been identified as an alternative route to State Highway 3 (north) should this route become impassable, and allows access to Mt Dampier Falls (which is a major tourist destination in Taranaki) and significant forestry blocks along the route.</p>
<p>State Highway 3 south of Taranaki is an important link with major urban areas such as Whanganui and Palmerston North, and from there to Wellington and Napier.</p> <p>As with the other two state highway routes traversing Taranaki's regional boundaries (i.e. SH3 North and SH43), there are limited alternative routes for those wishing to travel to/from the south. The focus for State Highway 3 South (which</p>	<p>East-west transport corridor</p> <p>The east-west transport corridor refers to the roading and rail transport corridor that moves goods across the North Island (presently mainly logs and fertiliser from the Hawke's Bay and Whanganui to Taranaki), providing efficiencies through the supply chain. There are also significant movements of dairy product along this</p>

⁹ Refer <http://business.taranaki.info/content.php/page/the-road-ahead-economic-development-report-into-sh3-north>.

corridor, particularly via rail. Milk is conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hāwera.

There is also a large West-East counter flow from Taranaki, particularly export goods to other North Island ports, with strong volumes through Port of Napier. Other movement of cargo to Taranaki depends on the inter-regional transport network, frequency of shipping services and the relative competitive position between Port Taranaki and CentrePort, Port of Tauranga and Ports of Auckland.

Coastal transport services – both north and south

Inter-regional domestic freight carried by coastal shipping has the potential to increase freight through Port Taranaki. Port Taranaki is investigating opportunities for allowing ro-ro (roll-on/roll-off) ships to berth at Port Taranaki, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. If this was to eventuate it would trigger an increased use of rail freight, along with an increase in heavy goods vehicles travelling along State Highway north of New Plymouth to Hamilton and Auckland.

A new container service between New Plymouth and the top of the South Island would offer resilience, with the current route's vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.

2.6 Issues and future opportunities

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population. However, there are transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs, and to continue to contribute to national growth and productivity.

This section identifies the key **issues and challenges** for land transport in Taranaki that sections 4, 5 and 6 of this Plan seek to address. Issues and challenges for Taranaki can be summarised as how to best go about –

1. Ensuring a regionally and nationally **integrated transport network**
2. **Facilitating growth and economic development**
3. Reducing the **safety** risk on Taranaki's transport network
4. Maintaining and improving **accessibility and travel options** throughout the region
5. Ensuring **network resilience and responsiveness** in the context of internal and external pressures
6. Reducing negative **environmental and community impacts** arising from transport.

The key underpinning constraint to maintaining and enhancing land transport infrastructure and opportunities in the Taranaki region is finite resources. Therefore, addressing these issues is subject to an environment of constrained funding and affordability, yet rising costs. It is important to note that affordability and value for money is a key consideration for every transport investment decision.

An intervention hierarchy is applicable to all steps in the planning and investment process for NLTFund investments. In practice, that means that alternative and option selection should start with lowest cost alternatives and options, including making best use of existing transport capacity, before considering higher cost alternatives and options. Figure 7 is an example of an intervention hierarchy for National Land Transport Fund (NLTF) investments.

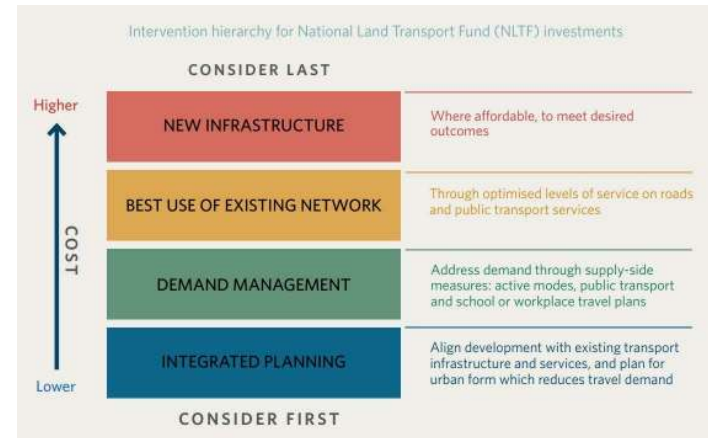


Figure 7: Intervention hierarchy for NLTFund investments (Waka Kotahi)

Issue 1 – Ensuring a regionally and nationally integrated transport network

Explanation

Ensuring successful outcomes in land transport planning and delivery requires integration in several areas:

- inter-agency integration (including integration with adjoining local authorities);
- integration of land use and transport planning; and
- integration of transport modes.

Integration at these various levels promotes cooperation, agreement on goals to be worked towards, mutually supportive actions and activities, improved effectiveness and efficiency and better value for money.

Given the different roles and responsibilities of key players, strong planning, advocacy and liaison is necessary to co-ordinate and address the region's transport objectives, targets and priorities. Strong advocacy and liaison is also required to address strategic corridors and cross boundary matters. Please refer to **Appendix II** for a summary of the roles and responsibilities of Plan partners and other key players involved in transport planning in the region.

Local and regional investment programmes also need to be developed and optimised in the context of a whole-of-transport-system approach. This requires a one-network approach of working with and across partners, networks, modes and issues to develop an optimal and joined-up approach to delivering outcomes. It includes maximising the value of existing investments. The whole of network approach also recognises that some transport issues are at a wider spatial scale than Taranaki, lying outside the region. Related to economic development and changing demographic and land-use patterns comes the need to understand the effects of change and to plan accordingly.

Enduring transport solutions are heavily reliant on integrated land use and transport planning, which includes modal integration.

Through the preparation and implementation of regional transport strategies, plans and programmes, the Committee will continue to identify its priorities for land transport. In so doing, it will adopt an adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.

As previously noted, rising costs coupled with declining national revenue and constrained funding at both national and local levels is impacting the ability to manage and develop our land transport system. Councils' challenge in funding the local share of transport costs (particularly with decreases in Funding Assistance Rate provision from Government) prevents many transport initiatives from being progressed. Furthermore, reductions in real terms of maintenance and operational budgets despite natural cost escalations mean that existing levels of service (LOS) must be reduced in some areas. There is therefore an even greater than usual need to identify priorities and drive efficiencies through a range of transport measures in order to get the most out of existing networks. Ensuring value for money and optimising existing transport networks for the best outcomes is fundamental.

An important aspect of maintaining and improving network efficiency relies on recognition of a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently by maintaining levels of services that are appropriate and fit-for-purpose to that hierarchy or classification. Implementing fit-for-purpose customer LOS throughout the region as per the One Network Roadway Classification (ONRC) should assist Approved Organisations to maximise the value of their existing investments. It must be recognised however, that this implementation may well result in a reduction in existing LOS for some parts of the network – with corresponding challenges for those negatively impacted on by these investment decisions. Work is underway nationally to further develop this classification system to a One Network Framework (ONF) which will recognise the importance of 'place'.

A 'State Highway 3 Working Party' was established in 2002 to address cross-boundary issues with Waikato. This Working Party group consists of representatives from the Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, Automobile Association, Waka Kotahi, National Road Carriers and the NZ Police. The primary purpose of this group is to liaise, monitor, coordinate, advocate and collate information on the section of State Highway 3 between Pio Pio and the SH3/3A junction just north of New Plymouth.

Issue 2 – Facilitating growth and economic development

Explanation

The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment. This will enable the Taranaki region to maximise its contribution to national economic growth and productivity.

Taranaki has the second highest productivity in New Zealand, contributing 2.9% of New Zealand's GDP from just 2.5% of the country's population. The region's economic performance has been underpinned by two high income, export oriented sectors: dairy farming and processing, and the oil and gas industries. The region therefore faces a particular challenge in response to Government initiatives to diversify as part of a transition to a low-emissions economy. There is a lot of work underway in the region, particularly through

the regional economic development strategy *Tapuae Roa: Make Way for Taranaki*, and *Taranaki 2050* (refer to Section 3.4) to assist this transition.

Taranaki may also become a key freight access point through the development of a 'Western Blue Highway' proposal which could see an expanded coastal shipping service along the west coast of New Zealand and between the South and North Islands from Nelson to New Plymouth. An 'East-West' corridor to Port Taranaki could also contribute to economic growth and productivity. This would be a multi-modal (road and rail) transport corridor that moves goods from the main production regions of the central North Island to Port Taranaki, and from there to the top of the South Island and/or markets in Australia and Asia. This link would also vastly improve resilience, both for freight and people movement, in a large scale emergency event such as volcanic eruption or another major earthquake.

The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of Taranaki and the fact that there are only two state highway routes entering/leaving the region (SH3 north and south and SH43 east), means that investment in maintenance and renewals of state highways is of major interest.

There are road and rail network constraints on vital inter-regional corridors which are impacting on Taranaki's ability to enhance its economic performance - on SH3 north of New Plymouth in particular. Key cross-boundary issues are outlined in Section 2.5.

Taranaki experienced 7.3% population growth over the last census period (2003–2018), with New Plymouth experiencing the most marked growth. The region as a whole is also experiencing solid tourism growth, particularly through New Plymouth airport, which is compounding growth issues.

Through the implementation of this Plan, the Committee will continue to identify its priorities for land transport.

A specific opportunity for growth and economic development include the **Western Blue Highway proposal**. Inter-regional domestic freight carried by coastal shipping has the potential to increase freight through Port Taranaki.

The Taranaki region has therefore supported investigations by Port Taranaki into opportunities for allowing roro (roll-on/roll-off) ships to berth at Port Taranaki, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. It is anticipated that this proposal would trigger an increased use of rail freight, along with an increase in heavy goods vehicles travelling along State Highway north of New Plymouth to Hamilton and Auckland.

Issue 3 – Reducing the safety risk on Taranaki's transport network

Explanation

Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country.

The *Road to Zero: Road Safety Strategy 2020-2030* recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can still work collaboratively and attempt to reduce the number of crashes from resulting in death and serious injury.

Improving safety and personal security in Taranaki is important for all mode users, with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.

Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing three of the country's Top 100 High Risk State Highway Intersections.

Taranaki does not have a good road safety record, with a range of issues involved. Serious crashes in the region are concentrated in and around New Plymouth and Hāwera, along SH3 that connects these two centres and on high-risk rural roads.

Head-on and run off road crashes, high-risk intersections, crashes involving vulnerable road users and driver behaviour are primary contributors. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafe Taranaki's collaborative road safety education programmes for the period of the Plan.

Issue 4 – Maintaining and improving accessibility and travel options throughout the region

Explanation

Transport is about access and participation. It makes sense to identify ways that people can access what they need as efficiently as possible, in a way that is economically, environmentally and socially sustainable for local communities.

Taranaki's residents must be able to access essential services (have good connectivity), be they within or outside of the region. This is especially relevant in relation to public health services for our communities, with regional health services primarily based at New Plymouth hospital, while more comprehensive specialist services are predominantly outside of the region in Hamilton – meaning inter-regional travel north on SH3 is vital. Centralisation of other social services such as tertiary education similarly requires travelling to New Plymouth or beyond the region's boundaries. Transport is a vital enabler of social interaction, as well as of change, growth and development.

Significant numbers of residents travel between north and south Taranaki to access employment or education outside of their resident district. This brings challenges/opportunities for service and infrastructure provision to support these work/live patterns.

Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of cost effective and

viable public transport services and increased mobility. Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. This has a corresponding responsiveness challenge of ensuring that the transport needs of these groups, who are more likely to rely on public transport for access to schools and health services etc., are met now and in the future. Further, a changing demographic profile (a generally ageing population with a growth in urban areas as there is a move in population from rural to urban centres) is driving different transport needs across the region, presenting challenges in planning and funding appropriate transport responses to ensure mobility is maintained. Current funding models are restrictive for public transport.

In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and liveable cities.¹⁰

Different forms of transport can positively impact an individual's overall level of health by providing a convenient way to exercise and making it easier for people to participate in society. The *Let's Go* project has demonstrated the value of a focused and comprehensive programme of activity enabling, educating and encouraging active transport modes.

Issue 5 – Ensuring network resilience and responsiveness to internal and external pressures, including climate change

Explanation

The regional land transport system is vulnerable to global, national, regional and sub-regional pressures, both economic and environmental, which present challenges for providing efficient and resilient networks.

Lifelines are the essential infrastructure and services that support the life of our community - water, wastewater and stormwater, electricity, gas,

¹⁰ Bus services in a small region like Taranaki cannot be viable without taxpayer and ratepayer support. Of note, the Taranaki Regional Council is investigating a step change in passenger transport services (through its long term planning process), including investigation of alternative fuel sources for the bus fleet. If adopted a variation to this Plan will ultimately be needed to acknowledge any increase in public transport coverage and/or frequency of services provided in the region.

petroleum, telecommunications, and transportation networks including road, rail, airports and ports. Identifying key regional infrastructure vulnerabilities and interdependencies is a crucial aspect of providing a resilient land transport system. Robust assets or satisfactory alternative service continuity arrangements are key. A *Taranaki Lifelines Vulnerabilities Study* was released in 2018 through the Civil Defence Emergency Management (CDEM) Group, providing guidance on resilience issues related to transport infrastructure, including around the threat of volcanic activity from Taranaki Maunga (Mt Taranaki), flooding and earthquakes. All RCAs in the region were involved in this study and in the continued work of CDEM.

Global **climate change** is expected to result in more severe weather events that could have significant impacts on transport networks and infrastructure. While only a small proportion of Taranaki's road network is likely to be impacted by sea level rise resulting from climate change, networks in the north and east of the region are expected to come under increased pressure from storm intensity combined with relatively unstable terrain. Resilience is already an issue on SH3 north and SH43, but the ability to protect routes such as SH3 north which provide key lifeline functions will become both more challenging and more essential over time. Planning is needed now in respect of climate change effects to ensure resilient infrastructure.

The ability to respond to growth or climate change pressures is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.

The local roading network is being used by vehicles of a size and weight for which it was never designed. This is particularly an issue where forestry is being harvested throughout the eastern hill country, with **logging traffic** causing substantial damage to roading infrastructure, with the costs being largely borne by residents through rates rather than those benefiting from the harvesting. Additionally, the sheer volume of logging trucks on all roads (state highways and local roads) is of increasing community concern, with a desire for logs to be transported by rail rather than road wherever feasible.

History is catching up on **ageing roading infrastructure** throughout the region which is reaching the end of its life, either naturally or hastened by use by vehicles it was never designed for. There are a large number of bridges,

retaining walls and culverts that will need costly replacement within the next few years. There are also some local bridges which are considered uneconomic and therefore not co-fundable by local councils into the future.

Port Taranaki can provide much needed national resilience for inter-island freight. A new container service between New Plymouth and the top of the South Island would offer resilience, with the current route's vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.

Issue 6 – Reducing negative environmental and community impacts arising from transport

Explanation

The construction, maintenance and operation of the land transport system can have significant adverse impacts on the surrounding environment. The transport system also uses increasing volumes of non-renewable resources such as land, aggregates and fuel, which means (if not managed appropriately), it will become increasingly unsustainable. It is essential to utilise travel demand management (TDM) practices, which aim to optimise the transport systems already in place, rather than focusing on engineering-up road networks to respond to congestion issues.

Transport is currently responsible for about one-third of New Zealand's climate changing greenhouse gas emissions. An increased use of alternative and energy efficient transport modes is needed to combat transport emissions. Additionally, communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.

Technology advances, from more energy efficient modes of transport through to digital technologies which provide improved real time information on travel options for individuals, mean that transport is in a revolutionary phase.

Climate change is already happening, and past emissions have locked in further change. In 2016, New Zealand ratified an international climate change agreement under the *United Nations Framework Convention on Climate Change*. Known as the Paris Agreement, New Zealand's current

stated target under the agreement is to reduce greenhouse gas emissions by 30 percent below 2005 levels by 2030. He Pou a Rangī, the Climate Change Commission, was formed in November 2019. New Zealand has set itself the goal in the *Climate Change Response Act* of contributing to efforts to limit temperature increases to 1.5°C above pre-industrial levels. On 1 February 2021, the Climate Change Commission released its first package of draft advice to the Government, looking at the possible emissions reduction pathways to meeting the 1.5°C limit. This draft report proposes that transport emissions need to halve by 2035, and proposes a package of policies to rapidly decarbonise the transport sector — with a particular focus on changing travel behaviour alongside transitioning to an electric vehicle fleet.

Regional work is well underway in this space through *Taranaki 2050*.

3. STRATEGIC CONTEXT – THE PLANNING ENVIRONMENT

A number of statutes and policy instruments provide the legislative and policy framework for land transport planning and investment at the national, regional and local level. These have informed the development of this Plan.¹¹

3.1 The Plan

This Plan has been prepared by the Committee, in conjunction with Waka Kotahi and the three territorial authorities, pursuant to the *Land Transport Management Act 2003* (LTMA). This Plan provides an opportunity for local communities to have a say in the delivery of land transport activities for the region.

The Plan provides detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years. The Plan is reviewed and new programmes of activities prepared on a three-yearly cycle, though the Plan itself has a life of six years.

The Plan allows approved organisations and Waka Kotahi to bid for funding for land transport activities in the Taranaki region from the National Land Transport Fund.

The form and content of the Plan are based on the ‘core’ content requirements of a regional land transport plan as set out in section 16 of the LTMA (refer **Appendix III**). The process adopted in the development of the Plan, including consultation is summarised in **Appendix IV** while an assessment of the Plan’s compliance with section 14 [Core requirements of regional land transport plans] is included in **Appendix V**.

¹¹ Refer to **Appendix II** for an overview of Plan partners and their respective roles.

¹² On 10 February 2021, the Government confirmed it will repeal and replace the Resource Management Act (RMA) this term - marking one of the biggest regulatory shake-ups in the environment space in New Zealand’s history. Three pieces of legislation will replace the RMA: a core Natural and Built Environments Act (NBA), focused on land use and environmental regulation; a Strategic Planning Act (SPA) pulling together laws around development; and a Climate Change Adaptation Act (CAA) focused on managed retreat and its funding.

3.2 Core statutes

As previously noted, the LTMA is the principal statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

Other relevant statutes include

- The **Resource Management Act 1991**¹² (RMA), which aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land use patterns within a region. The Committee must take the *Regional Policy Statement for Taranaki* into account when developing this Plan.
- The **Local Government Act 2002** which guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The Act also sets out consultation principles that are relevant for development of regional land transport plans.

- The *Climate Change Response Act 2002* provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target and the direction set at a national level has informed the development of this Plan.

3.3 Other national policies and plans

Transport Outcomes Framework

The *Transport Outcomes Framework* adopted by the Ministry of Transport in 2018 sets out what government aims to achieve through the transport system in the long term. The guiding principle for the Framework is mode neutrality.

The Framework sets out five outcomes (refer Figure 8). The five outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system needs to be integrated with land use planning, urban development, and regional development strategies. This Plan has included these outcomes as the foundation of its strategic framework, to align with this enduring long term direction.

Government Policy Statement on Land Transport

The LTMA requires the Minister of Transport to issue the *Government Policy Statement on Land Transport (GPS)* every three years. The GPS sets out the government’s priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and NZTA must give effect to it with regards to land transport planning and funding.

The GPS 2021 strategic priorities are safety, better travel options, improving freight connections, and climate change. This Plan has taken account of the current GPS direction and priorities, particularly in relation to the identification of its short – medium term transport investment priorities and regional programme.

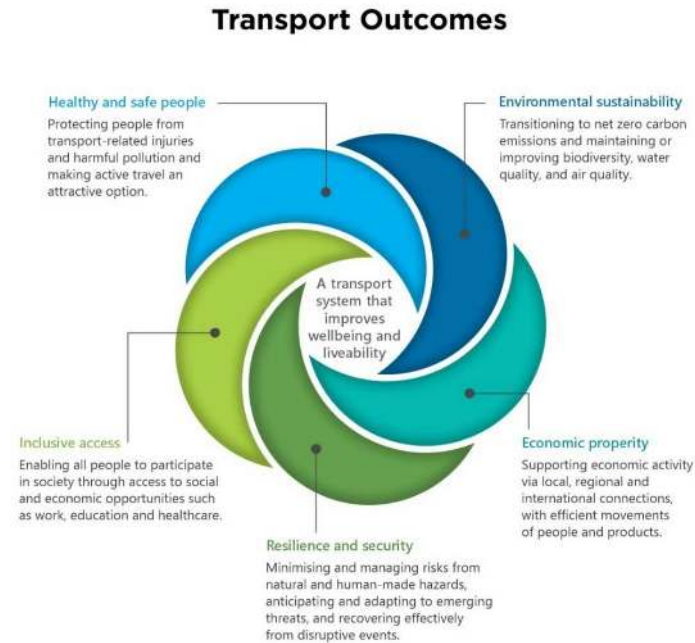


Figure 8: Diagram of the national Transport Outcomes Framework

Road to Zero – NZ Road Safety Strategy 2020-2030

Road to Zero articulates government’s vision for a New Zealand ‘where no one is killed or seriously injured in road crashes’, guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030.

Road to Zero sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and, system management.

National Policy Statement on Urban Development 2020

The *National Policy Statement on Urban Development* (NPS-UD) was introduced by the Ministry for the Environment and aims to guide local government decisions about enabling growth, in the right locations. This includes investing in transport networks to drive more efficient and liveable urban forms, and ensuring active travel that provides health benefits is a more attractive and accessible choice.

The NPS-UD seeks to ensure more compact, multi-unit dwellings to be built close to public transport, services and amenities, as well as greenfield development opportunities. This policy direction will provide important context for land use and transport integration policies within regional land transport plans, particularly for regions with major urban areas and growth pressures. The NPS UD will strengthen the existing requirement for regions to have future development strategies to guide long term planning.¹³

New Zealand Energy Efficiency and Conservation Strategy (NZECS) 2017-2022

Sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy.

The current NZECS includes 'Efficient and low-emissions transport' as one of three priority areas, with an associated target for electric vehicles make up two per cent of the vehicle fleet by the end of 2021.

The contribution of public transport (fleet and use) and efficient freight movement are recognised in the NZECS and this has been taken into

account in developing the policies and priorities in this Plan as required by the LTMA.¹⁴

Arataki

Arataki is the Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. *Arataki* outlines the context for change, the step changes in existing responses that it believes are needed, and the levers Waka Kotahi will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries.

A number of key insights are identified for the Taranaki region in *Arataki* and these have informed the development of this Plan. The step changes that are areas of 'high' focus for Waka Kotahi in relation to Taranaki when considered in the wider national context are to: Improve Urban Form; Transform Urban Mobility; Significantly Reduce Harms; Tackle Climate Change.

National Mode Shift Plan

Waka Kotahi's *National Mode Shift Plan* sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.

Draft New Zealand Rail Plan

The Ministry of Transport's draft New Zealand Rail Plan outlines the Government's vision and investment priorities for New Zealand's national rail network, both freight and passenger networks. In particular, the Plan identifies two investment priorities for a resilient and reliable network, these being:

¹³ The New Plymouth District is predicted to grow by more than 10% from 2013 to 2023. The COVID-19 global pandemic has seen New Zealanders returning home from overseas, or not being able to travel overseas as planned. Though figures for how this is impacting on regional populations are not clear at the time of writing.

¹⁴ The NZ Climate Change Commission's 2021 Draft Advice report released in February 2021 recommends a series of actions with huge implications for the country, and the transport sector in particular. At the time of writing, this guidance was being consulted on and its recommendations not yet confirmed. Nevertheless, the impact of transport on climate change and associated actions to address the issue have been considered and incorporated into this Plan as appropriate.

- Investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- Investing in metropolitan rail to support growth in our largest cities.

3.4 Regional and local statements, strategies and plans

Regional Policy Statement for Taranaki

The *Regional Policy Statement (RPS) for Taranaki* became operative in January 2010. It aims to achieve the purpose of the RMA (i.e. the promotion of sustainable management) by identifying the resource management issues of the region and the policies and methods to achieve integrated management of the natural and physical resources.

The RPS takes account of all those issues relating to resources such as land, water, and air that are of importance to the region, as well as putting in place policies and methods to achieve integrated management of those resources. While there is no specific 'transport' component to the RPS, there are a number of provisions of relevance to land transport planning (both directly and indirectly). They are as follows:

- The use and development section provides for appropriate use and development of resources, including acknowledging the vital role of the region's infrastructure such as the road and rail network.
- The air and climate change section specifies the requirement to consider in the preparation of the regional land transport strategy and plan provisions to reduce emissions of greenhouse gases.
- The energy section identifies the need to maintain and implement an RLTS that encourages and promotes the efficient use of energy in the transport sector.
- The built environment section identifies resource management issues of regional significance to Taranaki's built environment, including provision for regionally significant infrastructure such as roading, rail, airports and Port Taranaki.

Long-term plans

Under the *Local Government Act 2002*, a *Long-Term Plan (LTP)* is prepared by the region's four councils every three years and sets out planning and financial information for 10 years. LTPs describe how each council is to deliver the community outcomes agreed to by the local community, the level of rates expected for the three years of the Plan, and other information pertinent to its community.

The programme activities outlined in Section 6 of this Plan, are based on each organisation's own draft LTP for the period corresponding with the Plan.

As such, these activities may be varied or withdrawn by the relevant approved organisation at any time, as each organisation reassesses their own priorities and options during their internal and public consultation processes. This refinement of activities is required as each council goes through their own LTP development, or as more information becomes available about a specific project proposed. This is often particularly the case with estimated costs. As such, the development of the Plan is very much an iterative process and given the complex nature of the activities involved is necessarily considered to be a snapshot in time that will continue evolving.

Councils prepare and consult on their LTPs in the first half of 2021. This Plan has an impact on every LTP in Taranaki because the level of Government subsidy received will affect the size of each transport programme and the amount of income required from district or regional rates. For an activity to be included in the final Plan it must first appear in an LTP. The reason for this is that the Government funding is a co-investment which can only be approved once the regional council or territorial authority has confirmed its share of the project cost (known as "local share").

Due to the timeframes set by central government, the Plan is consulted on prior to the LTPs. Due to the timing involved, whereby each of the councils involved will only just be finalising their transport programmes within their Long-Term Plans at the end of June 2021, adjustments to the RLTP may therefore need to be made following this date.

Regional Public Transport Plan

The Taranaki Regional Public Transport Plan (PT Plan) provides a mechanism for planning and engaging on the design and operation of the public transport network. The current plan, adopted in late 2020, seeks to continually improve the network so that public transport services: go where people want to go; provide competitive journey times; provide value for money; are easy to understand and use; are safe, comfortable and reliable; and, provide flexibility.

The PT Plan recognised challenges, such as ease of driving and high car ownership, negating for many the attractiveness of public transport. But recognised that there are also new opportunities such as the prospect of greater collaboration with key partners to together make public transport a first choice for many more people. The messages were very clear in the community feedback and submissions that fed into development of the PT Plan. The people of Taranaki want to see a low- nor no-emissions public transport fleet, additional bus routes and more frequent services, and cheaper fares.¹⁵

While the PT Plan essentially gives effect to the strategic direction in the RLTP, it also provides some useful policy context for the RLTP development.

District plans

District plans prepared under the RMA have a big impact on local transport systems by directing land use location, layout, densities, and setting standards for parking and other multi-modal end of trip facilities for new development.

District Plans are a vital policy tool to influence good transport and land use integration outcomes.

Note that the Taranaki Regional Council's *Long-Term Plan* focuses only on those transport activities that the Council is responsible for, i.e. public passenger transport and Total Mobility services, and regional land transport planning and administration. Similarly, New Plymouth, Stratford and South Taranaki district councils are preparing their own long-term plans (formerly long-term council community plans) which focus on their own activities.

Non-statutory plans and strategies

In addition, a range of non-statutory plans and strategies provide important policy context for this Plan. For example, many councils develop local spatial plans or growth strategies as part of planning for future land use and infrastructure needs. Most councils have local transport strategies, walking and cycling plans, and parking policies that provide specific policy guidance at the local level.

The current generation of plans generally seek to enhance local walking and cycling networks, promote more trips by public transport and active modes, reduce overall parking requirements and prioritise some types of on-street parking over others.

¹⁵

- *Bus services in a small region like Taranaki cannot be viable without taxpayer and ratepayer support. We provide this through targeted public transport rates, while Waka Kotahi NZ Transport Agency provides taxpayer-funded support. Together these meet about 60% of the cost of these services, with bus fares covering the rest. Clearly, any increase in coverage and/or frequency of services will impact on rates.*
- *It's worth noting, too, that the size and number of buses in the current fleet is tailored to maximum school-bus demand. Using smaller, more fuel-efficient buses on suburban worker/shopper services would require two separate fleets and costs would rise, not fall.*

Another non-statutory plan of relevance is the Taranaki Stock Truck Effluent Disposal Strategy.

New Plymouth Centre City Strategy

The New Plymouth City Centre Strategy will be the guiding strategy for New Plymouth's city centre. It will set the strategic direction for the city centre over the next 30 years, providing New Plymouth District Council, its partners and the community, with a 'route map' to energising its role as the main community and employment hub and visitor destination.

The strategy will provide a holistic view on the city centre's potential and apply the latest national and international thinking relating to city centre revitalisation with specific exploration relating to the future of retail, residential living, a lifestyle offer, sustainability and place activation.

New Plymouth Integrated Transport Strategy (ITS)

The ITS will provide an agreed integrated transportation strategy with key partners that responds to the projected growth and identified strategic transport problems in the New Plymouth District Council area up to 2050. The problems include poor safety record on a per capita basis, the lack of viable travel choices and the need for better network resilience and strategic decision-making in a way that supports the district's vision as a Sustainable Lifestyle capital.

The strategy would seek to find a better balance between modal priorities and services levels, integrate better with the districts 'place' aspirations, and achieve more sustainable transport outcomes in the long term.

Tapuae Roa: Make Way for Taranaki

Tapuae Roa: Make Way for Taranaki was prepared by Venture Taranaki and released in 2018. It is an action plan setting out a 'road map' of opportunities and actions for future economic development in the region.

Opportunities and actions identified in the Action Plan are structured around four 'foundations' to support Taranaki's economic development efforts. All transport related projects outlined within the Action Plan have been included within this Plan.

The April 2018 decision by the Government not to issue any new offshore oil and gas exploration permits, and no new onshore permits outside of Taranaki, led to calls for the region to be supported to transition from its underpinning oil and gas sector. Financial support from the Provincial Growth Fund included helping Taranaki become a future hub for the development and testing of clean energy technologies. Ara Ake a new national future energy development company, based in Taranaki, was launched in July 2020 by Prime Minister Jacinda Ardern. Ara Ake will accelerate New Zealand's transition to a low-emissions energy future through advancing the development of low-emissions energy innovation.

Venture Taranaki is managing the implementation of several *Tapuae Roa* Projects including development of the H2 Taranaki Roadmap. This project is focused on stimulating innovative hydrogen projects and the take-up of hydrogen technologies in Taranaki.

Taranaki 2050 Roadmap

Development of the *Taranaki 2050 Roadmap: Our Just Transition to a Low-Emissions Economy* (Taranaki 2050) was released by Venture Taranaki in July 2019 following an extensive regional co-design process. It considers not just how our economy will change, but all aspects of our lives, and provides the opportunity to plan for inclusive growth as we transition to a high-value, low-emissions economy. Work in this area is growing and will affect the region's future development in a number of ways.

Taranaki Post Covid-19 Recovery Plan 2020-2023

In response to Covid-19 the Regional Leadership Group (comprising the four Taranaki councils, Venture Taranaki and Iwi) have worked to develop a regional recovery plan. The recovery plan includes a number of initiatives/proposals that had previously been identified as part of the *Taranaki 2050 Roadmap* and *Tapuae Roa Strategy*. The Covid-19 recovery plan will guide and focus efforts from May 2020 to mid-2023, so setting the short-medium term focus for implementing the overall strategic framework set through *Taranaki 2050/Tapuae Roa*.

Taranaki 2050/Tapuae Roa are strategies that were developed to provide a framework to promote development of the Taranaki region as a whole. As it

has with many communities, Covid-19 has been a ‘disruptor’ to the implementation of those strategies. It has also had a number of social and economic consequences for all communities, which will take time to recover from.

However, disruption is a catalyst to really rethink and shape our future in ambitious ways. There is an opportunity to ‘return to better’, including really advancing and capitalising Taranaki as the country’s epicentre for low emission energy and innovation.

Taranaki Trails Strategy and vision

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

The Trust has developed a Taranaki Trails Strategy, key elements of which have been incorporated into this Plan that includes a commitment to map existing trails and opportunities and create a shared regional trail vision. Their draft vision is attached in **Appendix VI**.¹⁶ This planning process represents an opportunity for the Trust to share and get input on their vision.

One Network Road Classification and One Network Framework

The land transport system is currently classified using a single system regardless of who the Road Controlling Authority is. The *One Network Road Classification* (ONRC) classifies the road transport network based on vehicle-based traffic volumes, strategic corridors and place of significance such as ports, airports and hospitals. ONRC reflects current travel demand and how communities are interconnected.

The Road Efficiency Group partnership is evolving the ONRC classifications to an updated system to be known as the *One Network Framework* (ONF). The updated system will determine the place and movement function of all roads and streets across New Zealand to support more aligned investment conversations and help provide the ability to benchmark performance. It will

also introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location.

ONF provides an opportunity for more integrated delivery of regional outcomes. This is achieved through the incorporation of end-to-end business processes to support transport planning through to the delivery of agreed outcomes.

During the 2021/24 period, Taranaki’s road controlling authorities will advance their current ONRC network classifications and transition them into the new *One Network Framework* in time for the 2024/27 RLTP planning processes.

The *One Network Framework* will be used to define the strategic transport system, and enable a strategic reporting framework in the 2024 review of this Plan.

The Business Case Approach

Waka Kotahi has transitioned to a Business Case Approach for all transport planning investment. All programmes/activities are expected to follow this approach, and this terminology is apparent in the activity tables in Section 6 of this Plan.

The Business Case Approach breaks the activity development process into phases that have decision gateways. A project’s business case is built progressively – starting with a strategic case, then a programme business case, and progressing to an indicative business case and finally a detailed business case – with decision points along the way that determine whether the investment is worthwhile in relation to the desired outcome.

More information on the Business Case Approach adopted by the Agency is available at - <http://www.nzta.govt.nz/planning/process/approach.html>.

¹⁶ Note the vision is draft and suggested timing for projects on the map are indicative.

3.5 Other guiding influences

Key themes that have emerged since the 2018 RLTP include:

- elevating priority around climate change to ensure that investment decisions in the transport sector help towards achieving New Zealand's climate change goals
- moving from a land transport network perspective to a place-based approach that ensures integrated land use and transport planning
- focussing on the Government's Urban Growth Agenda to tackle housing supply and affordability
- emphasis on improving urban form and liveability and transforming urban mobility by ensuring better transport choices
- national emphasis on mode shift and mode neutrality
- introducing a new planning and funding framework to enable integrated planning and investment of the rail network.

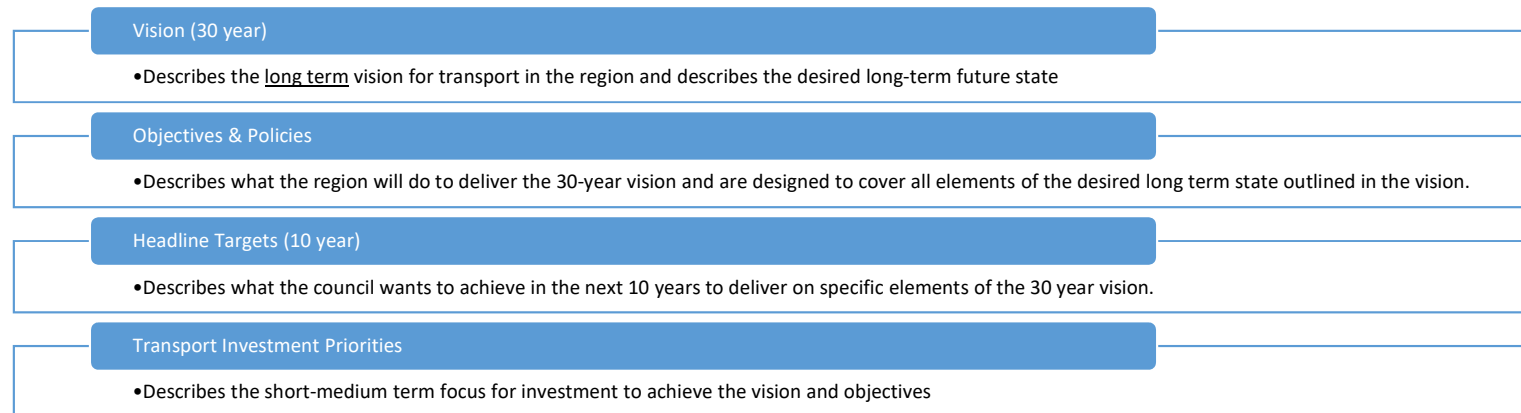
Trends and changes due to the global COVID-19 pandemic that began in early 2020 include wide-ranging impacts for transport:

- Some changes in customer behaviour might outlast the crisis, particularly around consumers moving to remote channels.
- Work practices have been tested and destined to become part of the next normal, with travel patterns for many workplaces (and schools) vastly altered.
- Reduction/rethinking travel, with people staying closer to home.
- Social distancing may linger – with corresponding impacts on reduced public transport usage and a move to electric micro-mobility (e.g. eBikes and scooters).
- Has accelerated digital adoption

4. STRATEGIC FRAMEWORK

The LTMA seeks an effective, efficient, and safe land transport system. This section sets out the region’s strategic framework for delivering on the Plan’s purpose, including outcomes sought, a vision, objectives, targets and policies. Outcomes have been derived from the Ministry of Transport’s outcomes framework¹⁷ (refer section 4.1 below) and guide the setting of the region’s own vision (refer section 4.2 below) and objectives (refer section 4.3 below) for transport.

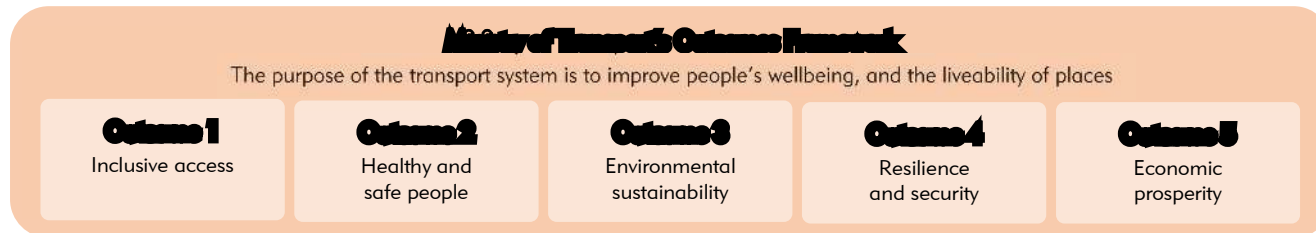
The diagram below shows how each sections 4 and 5 tie together to form the strategic framework and action change for the region:



¹⁷ Refer Section 3.3 for more detail

4.1 National outcomes sought

The Ministry of Transport's *Outcomes Framework 2018* provides the overarching national direction for transport, including the high-level outcomes that this Plan seeks. The outcomes, shown below, are the manifestation of the future state that is envisioned in the Plan. Further detail is outlined in Section 3.3 including Figure 8.



4.2 Plan's 30-year vision

The overall 30-year vision for this Plan and land transport in Taranaki is:

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

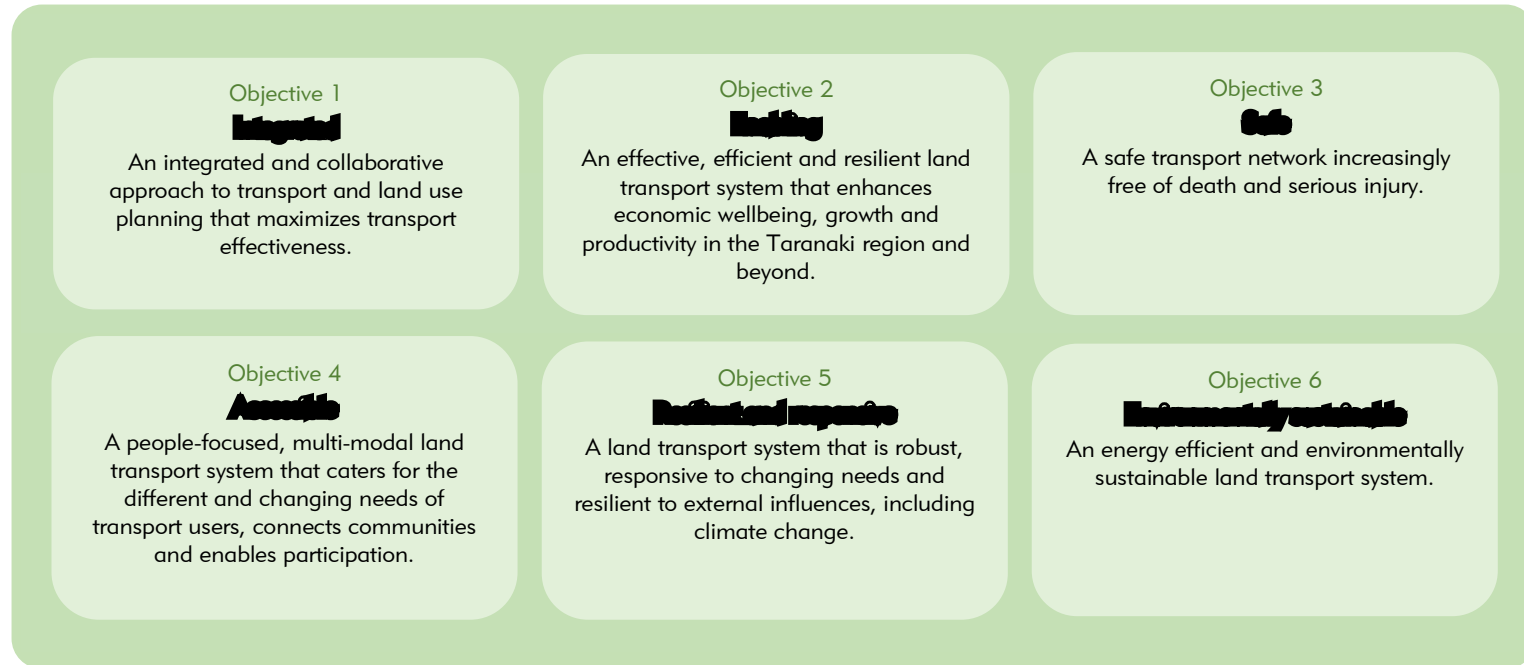
Explanation

This Plan, and the ones which follow, will help the region move towards this desired vision. The vision has the following four key components:

- **Vibrant** – refers to transport contributing to vigorous and flourishing community health and wellbeing in the region, including economic prosperity that is environmentally sustainable
- **Resilient** – refers to minimising and managing the risks of disruption to transport modes, including the capacity of transport modes to recover from disruptive events such as those caused by climate change
- **Connected** – refers to reliable connectivity and well-integrated transport modes, so goods are moved efficiently, and people easily access the things that matter to them
- **Safe roads enhancing liveable places** – refers to protecting people from transport-related injuries and harmful pollution, while providing enhanced transport choices (e.g. walking and cycling) that connect communities and support social cohesion. Liveability is the sum of the factors that add up to a community's quality of life — including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities. The region's vibrancy and liveability is key to attracting people to live, work, play and invest in Taranaki.

4.3 Objectives and targets

The six ~~strategic objectives~~ **strategic objectives** for this Plan to deliver its vision are —



Three ~~headline targets~~ have been set for **the next ten years** (to 2031) to focus on delivering specific elements of the Plan’s 30-year Vision —

<p style="text-align: center;">Improving safety</p> <p style="text-align: center;">A reduction in deaths and serious injuries</p> <p>Aligns with the Government’s <i>Road to Zero: National Road Safety Strategy 2020-2030</i>.</p> <p>Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. Efforts on a range of fronts will continue to improve safety on the land transport network.</p>	<p style="text-align: center;">Increasing mobility</p> <p style="text-align: center;">More trips made by walking, cycling and public transport throughout the region</p> <p>Reflects the region’s aspirations for improved and healthier travel choices and a reduction in carbon emissions.</p> <p>Increasing mode shift away from private vehicles has a range of environmental and wellbeing outcomes, as well as reducing traffic congestion and corresponding financial pressures to increase roading capacity. Mode shift requires improving the availability and attractiveness of public transport and active transport modes.</p>	<p style="text-align: center;">Improving resilience</p> <p style="text-align: center;">Less travel disruption for road traffic</p> <p>The resilience of the road network directly impacts on connecting communities and enabling products and services to get to and from market. Improving the robustness and reliability of the road network is crucial to reducing travel disruption. Key components to resilience in this instance are:</p> <ul style="list-style-type: none"> ▪ Weather-related events blocking and/or damaging roads (e.g. overslips, downed trees) noting climate change is increasing the frequency and severity of these events. ▪ Vehicle crashes blocking a road, with no suitable alternative route. ▪ Road pavements and structures not being fit-for-purpose and/or failing, due to age or use beyond their designed capacity (e.g. logging trucks on rural access roads).
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Progress towards meeting these targets, as well as other indicators, will be monitored in accordance with the Monitoring Framework set out in Section 8 of this Plan.¹⁸

¹⁸ While assigning percentage changes were considered for each of these headline targets, it was decided that the trend over time was of more importance than a potentially arbitrary percentage change.

4.4 Policies and measures (methods)

Set out in the tables below are the policies and measures (methods) to give effect to individual objectives identified in Section 4.3 of this Plan. The policy codes given are used to reference these against activities 'programmed' in Section 6. Note that the policy framework (i.e. the relationship between the issues, objectives and policies) is summarised in **Appendix VII**.

Objective 1 – Integrated: An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness		
Ref.	Policies to achieve this objective	Measures (methods)
I1	Take a one network approach to managing the transport system.	<ul style="list-style-type: none"> ▪ Promoting integration of land use and transport planning. ▪ Promoting appropriate integration between land, air and sea modes of transport when developing and implementing land transport activities.
I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner	<ul style="list-style-type: none"> ▪ Promoting cooperation between agencies when developing and implementing land transport activities and initiatives, including development of this Plan. ▪ Taking a one network approach – state highways, local roads, public transport, active modes – with supporting policies to promote efficiencies and collaboration.
I3	Ensure road standards are developed to meet ONF requirements and support land use change.	<ul style="list-style-type: none"> ▪ Promoting the integration of public transport networks with other modes (especially walking and cycling) through effective urban design. ▪ Improving processes for partners to work together to proactively plan for and address transport needs. ▪ Recognising a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently adopting and maintaining levels of services appropriate and fit-for-purpose to the role or function of the roading infrastructure in the transport network.

Objective 2 – Enabling: An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.		
Ref.	Policies to achieve this objective	Measures (methods)

G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.	<ul style="list-style-type: none"> ▪ Recognising the role of an effective, efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism. ▪ Continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach.
G2	Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.	<ul style="list-style-type: none"> ▪ Ensuring a fit for purpose standard of transport infrastructure that will not only maintain but also enhance economic development in the region. ▪ Maintaining inter-regional corridors to ensure continued economic development opportunities. ▪ Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43).
G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.	<ul style="list-style-type: none"> ▪ Providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, corridor protection of State Highway 44 (or a suitable alternative if feasible) to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities. ▪ Recognising the impact of inland freight hub developments. ▪ Promoting and supporting the sealing of SH43.
G4	Protect and promote the existing rail corridors.	<ul style="list-style-type: none"> ▪ Ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements. ▪ Identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development. ▪ Identifying and addressing congested areas on the network particularly around New Plymouth. ▪ Improving the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). ▪ Addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth ▪ Ensuring sufficient funding of strategic transport infrastructure so as not to hinder future economic growth and development.

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

Ref.	Policies to achieve this objective	Measures (methods)
S1	Promote infrastructure and safety improvements on strategic corridors.	<ul style="list-style-type: none"> ▪ Ensuring and supporting improvements to roading infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONRC. ▪ Improving safety at intersections and crossings.

S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. ¹⁹	<ul style="list-style-type: none"> ▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features. ▪ Minimising conflicts between different traffic types e.g. trucks and cycles. ▪ Adopting appropriate design to encourage safe walking and cycling. ▪ Actively encouraging a culture of safe road use in Taranaki.
S3	Support the aims of <i>Road to Zero</i> and Roadsafe Taranaki.	<ul style="list-style-type: none"> ▪ Supporting the efforts of Roadsafe Taranaki and promoting road safety programmes, particularly locally led prevention programmes. ▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour. ▪ Reviewing speed limits on a network-wide basis in line with the <i>Land Transport Rule: Setting of Speed Limits 2020</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions. ▪ Supporting efforts to achieve the <i>Road to Zero</i> road safety targets of a 40% reduction in fatalities by 2030.

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

Ref.	Policies to achieve this objective	Measures (methods)
A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.	<ul style="list-style-type: none"> ▪ Promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health services and facilities. ▪ Improving access to public health services and facilities, employment or social services, and therefore social interaction. ▪ Ensuring that opportunities for access to health, education, employment and leisure activities are catered for. ▪ Providing efficient, reliable, cost effective and viable public transport services in the region. ▪ Providing safe walking/cycling infrastructure and services.
A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.	<ul style="list-style-type: none"> ▪ Promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction. ▪ Supporting the Let’s Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling.

¹⁹ ‘Vulnerable road users’ is a term that refers to people who have less crash protection than occupants of motor vehicles and therefore have a higher risk of being injured or killed in a road crash. The term is generally used in relation to pedestrians, cyclists and motorcyclists.

A3	Ensure a range of travel options are available to the region’s residents, including the transport disadvantaged ²⁰ .	<ul style="list-style-type: none"> ▪ Recognising the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle). ▪ Encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types – including physical separation measures where possible. ▪ Promoting the use of travel demand management tools to make better use of existing transport capacity. ▪ Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle. ▪ Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure. ▪ Providing multi-modal travel choices for our communities in a well-integrated manner in order to ensure appropriate access, connectivity and resilience. ▪ Providing for daily commuter movement between north and south Taranaki to access employment or education opportunities, including park-and-ride facilities to support the use of carpools, vanpools and public transport. ▪ Providing the ‘Connector’ Hāwera to New Plymouth regional daily bus service connecting north and south Taranaki.
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Objective 5 – Resilient and responsive: A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.		
Ref.	Policies to achieve this objective	Measures (methods)
R1	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.	<ul style="list-style-type: none"> ▪ Each RCA identifying potential network resilience issues and taking steps to remedy these. ▪ Ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. ▪ Ensuring appropriate transport incident management processes are in place. ▪ Supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.
R2	Protect routes with lifeline functions.	<ul style="list-style-type: none"> ▪ Reduce infrastructure outage risks and minimise restoration time when outages occur. ▪ Promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised. ▪ Supporting initiatives that provide greater flexibility to address emerging issues in a proactive way.

²⁰ ‘transport disadvantaged’ is defined in the LTMA as people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare and shopping)

Objective 6 – Environment: An energy efficient and environmentally sustainable land transport system.		
Ref.	Policies to achieve this objective	Measures (methods)
E1	Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.	<ul style="list-style-type: none"> ▪ Promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels. ▪ Supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency. ▪ Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy.
E2	Encourage and develop transport choices that promote energy efficiencies and public health.	<ul style="list-style-type: none"> ▪ Promoting land use and transport planning initiatives that reduce the need to travel. ▪ Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff.
E3	Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).	<ul style="list-style-type: none"> ▪ Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate. ▪ Maximizing network efficiency on the roading network, including through travel demand management practices. ▪ Promoting and supporting the Taranaki 2050 work towards a low-emissions future for Taranaki. ▪ Promoting and supporting land use and transport planning initiatives that reduce the need to travel or which enhance network efficiency.

5. TRANSPORT INVESTMENT PRIORITIES

5.1 Our focus over the next ten years

Our 30-year vision sets an ambitious future state for the Taranaki region. This section sets out the Plan's transport investment priorities in the short term (2021 to 2030) to help address the region's most urgent and significant land transport problems.²¹

The key problems we need to address within the next ten years are:

- **Safety:** Increases in the volume and diversity of traffic and unsafe driving on roads is leading to higher levels of congestion, conflicts, and crashes.
- **Growth:** Increased diversity of economic activity (such as logging and tourism) is placing pressure on the network's capability to meet current and future requirements.
- **Travel choice and access:** Limited transport options and capacity of our current infrastructure, particularly for small rural communities, adversely affects access, services and community wellbeing.
- **Resilience:** Lack of resiliency of the transport network to events can isolate the region and communities, impacting on economic and social wellbeing.
- **Environmental sustainability:** Barriers, inertia to change and low population hinders the region to adopt changes and transport modes to meet our carbon reduction and environmental aspirations.

The benefits of addressing these problems are:

- Safe, efficient and more reliable network for all modes of transport.
- Enables economic development in the region, improving business confidence and enhancing the region's attractiveness to residents, visitors and businesses.
- The transport network is fit for current and future demands that improve environmental outcomes.
- Improved security of critical regional and national supply routes and reduced risk of adverse economic impacts.
- Improved liveability of communities and quality lifestyle choices that are well supported by transport choices.

In response to these problems and investment benefits, ten-year transport investment priorities have been determined as detailed in Section 5.2, with a strategic alignment overview provided in Section 5.3.

Note that the strategic direction is intended to describe a high level direction for Taranaki's land transport system. It is not intended to imply a required level of transport activity and therefore an associated level of transport funding during the Plan period.

²¹ These problem and benefits statements were determined through a collaborative Investment Logic Mapping (ILM) process (also shown schematically in **Appendix VII**).

5.2 Transport priorities

The region's **ten-year transport 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)

5.3 Strategic alignment

Table 2 below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

Table 3: Strategic alignment of Plan’s ten-year investment priorities

Taranaki’s ten-year (2021-2030) investment priorities for the Plan	MOT Outcomes					GPS 2021 Priorities				RLTP Objectives						RLTP Targets		
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Safety	Better travel options	Improving freight connections	Climate change	Integrated	Enabling	Safe	Accessible	Resilient and responsive	Environmentally sustainable	Improving safety	Increasing mode shift	Improving reliable connectivity
IP1 (Safety) – Improve safety at high-risk intersections and on high-risk roads.		✓				✓						✓				✓		
IP2 (Resilience) – 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.				✓	✓			✓				✓		✓				✓
IP3 (Choices) – Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region.	✓	✓	✓			✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	
IP4 (Access) – Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.	✓				✓													✓
IP5 (Decarbonise) – Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.		✓					✓		✓	✓				✓		✓		

6. PROGRAMMING OF ACTIVITIES

6.1 Proposed 'business as usual' activities

Table 4 outlines the activities proposed for inclusion in the Plan that are classed as 'business as usual' activities – as per the Plan's Significance Policy.

These activities are considered a continuation of the yearly programme of work and therefore more *status quo* in nature. As such they are

automatically included in the Plan and not subject to regional prioritisation – they would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services.

These activities generally run for the full six-year duration of the Plan, with the exception of some of the Transport Planning work which is project specific.

Tables 4, 5 and 6 provide a summarised list of the activities. If greater detail on a specific activity is required, it can be sought from the organisation responsible for the project either directly or through their LTP or Waka Kotahi's equivalent, the Transport Agency Investment Proposal (TAIP). All details are subject to change following LTP and TAIP processes.

Table 4: Proposed 'business as usual' activities in the Taranaki region

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate (\$)							Expected funding sources	FAR from NLTf	Requested NLT Fund share (over 6 year RLTP)	Contribution to regional policies
					NLTf 2021-24			NLTf 2024-27							
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	6 year RLTP				
Department of Conservation (Taranaki)															
DOC	Maintenance, Operations and Renewals Programme 2018-21	SPR	8 - Local road maintenance	Jul2021 (72)	\$ 6,727	\$ 6,727	\$ 6,727	\$ 6,862	\$ 6,999	\$ 7,139	\$ 41,180	N (51%) & C	51%	\$ 21,002	G1,G3,S3,A1,F2
DOC	Low Cost Low Risk Improvements	SPR	12 - Local road improvements	Jul2021 (72)	\$ -	\$ -	\$ 100,000	\$ 34,000	\$ 34,680	\$ 35,374	\$ 204,054	N (51%) & C	51%	\$ 104,067	S1-S2, S3, G3
New Plymouth District Council															
NPDC	Maintenance, Operations and Renewals Programme 2018-21	Local Roads	8 - Local road maintenance	Jul2021 (72)	\$ 22,503,506	\$ 20,662,648	\$ 23,459,874	\$ 19,551,179	\$ 22,727,945	\$ 22,662,697	\$ 131,567,849	N (51%) & L	51%	\$ 67,099,603	IH3, G2-G3, S1-S3, A1-A3, F1-F2, E1-E2
NPDC	Maintenance, Operations and Renewals Programme 2018-21	SPR	8 - Local road maintenance	Jul2021 (72)	\$ 92,259	\$ 95,468	\$ 138,598	\$ 102,037	\$ 102,866	\$ 143,751	\$ 674,979	N (100%)	100%	\$ 674,979	IH3, G1, G3, S1, S3, A1, E2
NPDC	Low Cost Low Risk Improvements	Local Roads	12 - Local road improvements	Jul2021 (72)	\$ 2,442,939	\$ 4,446,939	\$ 5,031,939	\$ 4,360,400	\$ 4,829,000	\$ 2,490,400	\$ 23,601,617	N (51%) & L	51%	\$ 12,036,825	S1, S2, S3, G3, A3, I2
NPDC	Low Cost Low Risk Improvements	SPR	12 - Local road improvements	Jul2021 (72)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N (100%)	100%	\$ -	S1, S3, G3, A3
NPDC	Devon St East and Tukapa St ONF	Local Roads	1 - Investment management	Jul2021 (72)	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	N (51%) & L	51%	\$ 76,500	I3, S1, S2, A1, G1
NPDC	Road Safety Promotion - Let's Go Programme	Local Roads	23 - Road to Zero	Jul2021 (72)	\$ 916,498	\$ 929,558	\$ 942,879	\$ 1,022,937	\$ 1,043,395	\$ 1,064,263	\$ 5,919,530	N (63%) & L	63%	\$ 3,729,304	S3, A1, A3, E2
NPDC	Low Cost Low Risk Improvements	Local Roads	3 - Walking and cycling improvements	Jul2021 (72)	\$ 1,460,000	\$ 2,565,000	\$ 1,890,000	\$ 1,490,500	\$ 2,752,200	\$ 1,336,500	\$ 11,494,200	N (51%) & L	51%	\$ 5,862,042	S3, E2, A3, A1
NPDC	Low Cost Low Risk Improvements	Local Roads	23 - Road to Zero	Jul2021 (72)	\$ 155,000	\$ 1,000,000	\$ 210,000	\$ 484,000	\$ 66,000	\$ 660,000	\$ 2,575,000	N (51%) & L	51%	\$ 1,313,250	S1, S2, S3, G3, A3, I2

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Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate (\$)							Expected funding sources	FAR from NLTF	Requested NLTF share (over 6 year RLTP)	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27			6 year RLTP				
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27					
South Taranaki District Council															
STDC	Maintenance, Operations and Renewals Programme 2018-21	Local Roads	8 - Local road maintenance	Jul2021 (72)	\$ 7,969,538	\$ 7,969,538	\$ 7,969,538	\$ 8,043,633	\$ 8,118,470	\$ 8,194,054	\$ 48,264,771	N (63%) & L	63%	\$ 30,406,806	I1, I2, I3, G1, G3, A1, R1, R2
STDC	Low Cost Low Risk Improvements	Local Roads	12 - Local road improvements	Jul2021 (72)	\$ 8,074,692	\$ 7,980,692	\$ 8,059,692	\$ 7,642,289	\$ 7,975,712	\$ 7,609,969	\$ 47,343,046	N (63%) & L	63%	\$ 29,826,119	S1, S2, S3, R1, G3
STDC	Community Road Safety Promotion	Implementation	23 - Road to Zero	Jul2021 (72)	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 3,360,000	N (63%) & L	63%	\$ 2,116,800	S1, S2, S3, I1, I2, E2
STDC	Low Cost Low Risk Improvements	Local Roads	23 - Road to Zero	Jul2021 (72)	\$ 600,000	\$ 370,000	\$ 100,000	\$ 350,000	\$ 225,000	\$ 450,000	\$ 2,095,000	N (63%) & L	63%	\$ 1,319,850	S1, S2, S3, R1, G3
Stratford District Council															
SDC	Maintenance, Operations and Renewals Programme 2018-21	Local Roads	8 - Local road maintenance	Jul2021 (72)	\$ 7,029,900	\$ 6,841,900	\$ 6,769,900	\$ 7,330,000	\$ 7,330,000	\$ 7,330,000	\$ 42,631,700	N (61%) & L	61%	\$ 26,005,337	I1, I2, I3, G1, G3, A1, R1, R2
SDC	Maintenance, Operations and Renewals Programme 2018-21	SPR	8 - Local road maintenance	Jul2021 (72)	\$ 237,000	\$ 237,000	\$ 237,000	\$ 287,000	\$ 287,000	\$ 287,000	\$ 1,572,000	N (100%)	100%	\$ 1,572,000	I1, I2, I3, G1, G3, A1, R1, R2
SDC	Low Cost Low Risk Improvements	Local Roads	12 - Local road improvements	Jul2021 (72)	\$ 485,000	\$ 485,000	\$ 985,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 3,395,000	N (61%) & L	61%	\$ 2,070,950	S1, S2, S3, R1, G3
SDC	Low Cost Low Risk Improvements	SPR	12 - Local road improvements	Jul2021 (72)	\$ 15,000	\$ 15,000	\$ 15,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 105,000	N (100%)	100%	\$ 105,000	S1, S2, S3, R1, G3
SDC	Low Cost Low Risk Improvements	Local Roads	23 - Road to Zero	Jul2021 (72)	\$ 330,000	\$ 75,000	\$ 75,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,080,000	N (61%) & L	61%	\$ 658,800	S1, S2, S3, R1, G3
Taranaki Regional Council															
TRC	Public Transport Programme	Operations	4 - Public transport services	Jul2021 (72)	\$ 5,471,219	\$ 5,690,068	\$ 5,917,670	\$ 6,154,377	\$ 6,400,552	\$ 6,656,574	\$ 36,290,461	N (51%) & L	51%	\$ 18,508,135	A1, A2, A3, E2, E3
TRC	Low Cost Low Risk Improvements	Public transport	4 - Public transport services	Jul2021 (72)	\$ 300,000	\$ 306,900	\$ 312,731	\$ 318,673	\$ 324,728	\$ 330,898	\$ 1,893,930	N (51%) & L	51%	\$ 965,904	A1, A2, A3, E2, E3
TRC	Public Transport Infrastructure	Operations	5 - Public transport infrastructure	Jul2021 (72)	\$ 305,000	\$ 311,100	\$ 317,322	\$ 323,668	\$ 330,142	\$ 336,745	\$ 1,923,977	N (51%) & L	51%	\$ 981,228	A1, A3, E2, S3, I2
TRC	Regional Land Transport Planning Management	Programme BC	1 - Investment management	Jul2021 (72)	\$ 102,000	\$ 104,040	\$ 106,121	\$ 108,243	\$ 110,408	\$ 112,616	\$ 643,428	N (51%) & L	51%	\$ 328,148	I1, A2, E2
TRC	Taranaki PT Network Review	Programme BC	1 - Investment management	TBD	\$ 40,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000	\$ 5,000	\$ 80,000	N (51%) & L	51%	\$ 40,800	I1, I2, A1, A2, A3, E2, E3
Waka Kotahi NZ Transport Agency (Taranaki Highways)															
NZTA	Maintenance, Operations and Renewals Programme 2018-21	Implementation	9 - State highway maintenance	Jul2021 (72)	\$ 24,042,814	\$ 26,133,382	\$ 27,361,514	\$ 27,908,745	\$ 28,466,920	\$ 29,036,258	\$ 162,949,633	N (100%)	100%	\$ 162,949,633	I2- I3, G2- G3, S1- S3, A1, A2, R2
NZTA	Low Cost Low Risk Improvements	Implementation	13 - State highway improvements	Jul2021 (72)	\$ 1,000,000	\$ 1,020,000	\$ 1,040,400	\$ 1,061,208	\$ 1,082,432	\$ 1,104,081	\$ 6,308,121	N (100%)	100%	\$ 6,308,121	I2- I3, G2- G3, S1- S3, A1- A2, R1- R2
NZTA	Strategic BC Development	DBC	1 - Investment management	Jul2021 (24)	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	N (100%)	100%	\$ 500,000	I1- I3, G1- G3, S1- S3, R1- R2
NZTA	Programme BC Development	Investigation	13 - State highway improvements	Jul2022 (24)	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 500,000	N (100%)	100%	\$ 500,000	I1- I3, G1- G3, S1- S3, R1- R2
NZTA	Low Cost Low Risk Improvements	Implementation	23 - Road to Zero	Jul2021 (12)	\$ 845,574	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 845,574	N (100%)	100%	\$ 845,574	I1- I3, G1- G3, S1- S3, R1- R2

6.2 Major works in progress from previous Plan

The following table outlines major projects already underway in the region that will be continuing into the 1 July 2021 start of the Plan. These are known as ‘Committed’ activities, as their funding has already been approved, they are now moving through the necessary phases to completion²².

Table 5: ‘Committed projects’ – major works in progress

Org.	Project	Description	Phase(s) still to be completed	Estimated project duration	Total cost (incl. pre Jul2021)	NLTP 2021-24			Funding Source	Activity Class
						2021/22	2022/23	2023/24		
NZTA	SH3 Awakino Gorge to Mt Messenger Corridor Improvements	A package of works to improve safety, freight efficiency and resilience. Includes improved passing opportunities.	Implementation	Jul2016-Jun2023	28,644,736	6,631,273	280,113	-	C & N	State highway improvements
NZTA	SH3 Mt Messenger Bypass	Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New Plymouth.	Property & Construction	Jul2016-Jun2024	156,227,579	37,711,722	27,714,836	52,492,343	C & N	State highway improvements
NZTA	SH3 Waitara to Bell Block Route Improvement: SH3/3A to Bell Block	A package of safety improvements focused on intersection improvements and cross-section upgrades. Arrangement also supports improved access for all modes, and future development demands.	Pre-implementation, Implementation & Property	Nov2019-Jun2023	6,749,973	2,600,000	2,600,000	-	N	Road to Zero
NZTA	SH3 Waitara to Bell Block Route Improvements: Waitara to SH3/3A	A package of safety improvements focused on intersection improvements and cross-section upgrades. Arrangement also supports improved access for all modes, and future development demands.	Pre-implementation, Implementation & Property	Nov2019-Jun2024	24,846,356	8,000,000	10,600,000	3,000,000	N	Road to Zero
NZTA	SH43 Forgotten World Highway -Tangarakau Gorge Seal Extension	Completing 12km of seal extension through the Tangarakau Gorge.	Pre-implementation & Implementation	Jul2018-Jun2023	9,596,076	4,164,837	3,100,000	-	C (PGF)	State highway improvements
NZTA	SH43 Corridor Improvements	Wide range of works for safety, resilience, and tourism purposes. Includes bridge replacements, safety barrier treatments and signage improvements.	Pre-implementation, Implementation & Property	Jul2019-Dec2021	?	?	-	-	C (NZUP)	State highway improvements
STDC	Nukumarū Station Road Extension	A new 6km road extension from Nukumarū Station Road to Waiinu Beach Road, Waitotara, to provide resilient access.	Implementation	Mar2021-Dec2021	10,100,000	?	-	-	C (SR)	Local road improvements
NZTA	Taranaki State Highway Speed Management Guide Implementation	The project seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway.	Pre-implementation & Implementation	Dec2020-Jun2022	845,574	845,574	-	-	N	Road to Zero
NZTA	SH3 Hawera to New Plymouth (New Plymouth to Egmont Village)	Corridor extends for approximately 9.7 km, linking the New Plymouth urban boundary with Egmont Village. This is a combination of speed management, centreline wire barrier/widening and intersection treatments at Mangorei Road (Roundabout) and Junction Road (channelization and intersection speed zone). Exact details will be confirmed through detailed design.	Pre-implementation & Implementation	Dec2020-Jun2024	25,668,000	11,728,000	9,840,000	4,100,000	N	Road to Zero

²² Given the size and complexity of these projects, some of them have been broken down into a programme of smaller works which are then progressed through Waka Kotahi’s funding approval process individually — for example the SH3 Waitara to Bell Block project where some aspects are Committed while others are still seeking funding (refer Section 6.5)

6.3 Proposed 'regionally significant' activities

Table 6: Regionally significant activities proposed for funding

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate (\$)							Expected funding sources	FAR from NLTF	Requested NLTF fund share (over 6 year RLTP)	Contribution to regional policies	Ten-year investment priority	Regional priority	
						NLTP 2021-24			NLTP 2024-27										6 year RLTP
						2021/22	2022/23	2023/24	2024/25	2025/26	2026/27								
NZTA	Waitara to Bell Block Route Improvements - Bell Block to 3/3A	<i>The larger improvement works for the WAI-BB project have not been put forward at this time</i>	Road to Zero	Pre-implementation	2019/20 (24)	\$ 800,000	\$ 800,000					\$ 1,600,000	N	100%	\$ 1,600,000	S1, S2, S3, G1, G2, G3, I3, R2	IP1(Safety)	1	
				Implementation	2020/21 (36)	\$1,800,000	\$1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,600,000	N	100%	\$ 3,600,000		
NZTA	Waitara to Bell Block Route Improvements: SH3/3A to Waitara	<i>The larger improvement works for the WAI-BB project have not been put forward at this time</i>	Road to Zero	Pre-implementation	2019/20 (24)	\$1,200,000	\$1,200,000	\$ 500,000				\$ 2,900,000	N	100%	\$ 2,900,000	S1, S2, S3, G1, G2, G3, I3, R2	IP1(Safety)	1	
				Implementation	2020/21 (36)	\$4,000,000	\$9,400,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 15,900,000	N	100%				\$ 15,900,000
				Property	2020/21 (24)	\$2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000	N				100%
NPDC	Airport Drive Improvements	Airport Drive roundabout - local road roundabout servicing Area Q	Local Road Imprvmts	Implementation	Dependent on NZTA's SH3 works	\$2,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000	N&L	5%	\$ 1,071,000	S1, S2, S3, G1, G2, G3, I3, R2	IP4(Access)	1
NZTA	SH3/3A New Plymouth to Hawera	Packaged safe system transformation activities	Road to Zero	Business Case	2022/23 (12)	\$ -	\$ 652,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 652,350	N	100%	\$ 652,350	S1, S2, S3, G1, G2, G3, A1, A2, A3, I3, R2	IP1(Safety)	2
				Pre-implementation	2022/23 (36)	\$ -	\$4,750,331	\$ 6,523,500	\$ 1,773,169	\$ -	\$ -	\$ -	\$ 13,047,000	N	100%	\$ 13,047,000			
				Implementation	2023/24 (48)	\$ -	\$ -	\$12,984,238	\$17,830,900	\$17,830,900	\$17,830,900	\$ 66,476,938	N	100%	\$66,476,938				
				Property	2022/23 (36)	\$ -	\$3,562,748	\$ 4,892,625	\$ 1,329,877	\$ -	\$ -	\$ -	\$ 9,785,250	N	100%	\$ 9,785,250			
NPDC	Coastal Pathway extension to Waitara	Extension of the Coastal Pathway from Bell Block to Waitara for improved community wellbeing, safety and active mode share.	Walking & Cycling	Implementation	2021/22 (96)	\$1,156,000	\$2,367,000	\$ 1,147,000	\$ 2,953,000	\$ 2,453,000	\$ 4,692,600	\$ 14,768,600	N&L	5%	\$ 11,709,498	A3, S3, I2, E2, A1,	IP3(Choices)	3	
plus the following LCLR activities on state highways being proposed by NPDC:																			
NPDC	SH3 Cumberland / Coronation Intersection Signalisation	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2025/26	\$ -	\$ -	\$ -	\$ 99,000	\$ 649,000	\$ -	\$ 748,000	N&L	5%	\$ 381,480	S1, S2, S3, I2, G1, A2	IP1(Safety)	4	
NPDC	SH45 Wairau Road Walking/Cycling Underpass	Improving travel choices and safety	Walking & Cycling	Implementation	2023/24	\$ -	\$ 100,000	\$ 650,000	\$ -	\$ -	\$ -	\$ 750,000	N&L	5%	\$ 382,500	S1, S2, S3, A3, I2, E2	IP1(Safety)	5	
NPDC	SH45 Morley/Vivian Intersection Signalisation	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2025/26	\$ -	\$ -	\$ -	\$ 55,000	\$ 495,000	\$ -	\$ 550,000	N&L	5%	\$ 280,500	S1, S2, S3, I2, G1, A2	IP1(Safety)	5	
NPDC	SH3 Henwood Rd Signalisation	Safety and network resilience	Local Road Imprvmts	Implementation	2024/25	\$ -	\$ -	\$ 50,000	\$ 495,000	\$ -	\$ -	\$ 545,000	N&L	5%	\$ 277,950	S1, S2, S3, I2, G1, A2	IP1(Safety)	5	
SDC	Brecon Road Extension	Improving connectivity, resilience and active mode opportunities.	Local Road Imprvmts	Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	N&L	6%	\$ 305,000	E2, A1, A3, S2, S3	IP3(Choices)	6
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N&L			

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Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate (\$)							Expected funding sources	FAR from NLTF	Requested NLTF fund share (over 6 year RLTP)	Contribution to regional policies	Ten-year investment priority	Regional priority
						NLTP 2021-24			NLTP 2024-27			6 year RLTP						
						2021/22	2022/23	2023/24	2024/25	2025/26	2026/27							
Proposed for the 2024-27 period																		
NPDC	Colson Road extension (Smart Rd - Egmont Rd)	Resilience - Parallel road to SH3 to ease the pressure at SH3 Egmont Rd and ease growing SH3 demand between Egmont Rd and Smart Rd.	Local Road Imprvmts	Business Case	TBD	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	N&L	51%	\$ 51,000	S1, S2, S3, I1, I3, G1	IP1(Safety)	NA
				Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ 165,000	\$ -	\$ -	\$ 165,000	N&L	51%	\$ 84,150			
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ 742,500	\$ 1,045,000	\$ 1,787,500	N&L	51%	\$ 2,135,625			
NPDC	Waiwhakaiho River Second Crossing	Resilience - A second motorvehicle bridge over the Waiwhakaiho River at the end of Smart Road onto SH3 vic. Burgess Park	Local Road Imprvmts	Business Case	2025/26	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ -	\$ 65,000	N&L	51%	\$ 33,150	R1, R2, S1, G1, G2	IP2 (Resilience)	NA
				Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N&L	51%	\$ 102,000			
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N&L	51%	\$ 4,290,120			
NPDC	Bishop Road extension (Egmont Rd - Henwood Rd)	Resilience - Continuation of the Colson Road extension project to provide full resilience cover for SH3 between Bell Block - Smart Rd	Local Road Imprvmts	Business Case	TBD	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ 95,000	N&L	51%	\$ 48,450	R1, R2, S1, G1, G2	IP2 (Resilience)	NA
				Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N&L	51%	\$ 91,800			
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N&L	51%	\$ 2,227,680			
Currently proposed for 2027 onwards																		
NZTA	New Plymouth Urban	Packaged safe system transformation activities.	Road to Zero	Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -	TBD	IP1(Safety)	NA
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			
NZTA	SH3 Patea to Regional Boundary	Packaged safe system transformation activities.	Road to Zero	Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -	TBD	IP1(Safety)	NA
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			
				Property	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			
NZTA	Taranaki Boost Programme	Packaged safe system transformation activities.	Road to Zero	Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -	TBD	IP1(Safety)	NA
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			
				Property	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			
NZTA	SH45 Hassard Street to Denby Road	Safer corridors with speed management - Widening, Separate Turning Facilities, Skid Resistance; Improved Delineation; Active Signals; Safe and Appropriate Speeds.	Road to Zero	Pre-implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -	TBD	IP1(Safety)	NA
				Implementation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			
				Property	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N	100%	\$ -			

6.4 Activities of inter-regional significance

The following activities listed in this Plan have inter-regional significance:

- SH3 Awakino Gorge to Mt Messenger Corridor Improvements
- SH3 Mount Messenger Bypass
- SH3 Waitara to Bell Block projects, including the Airport Drive Improvements project
- SH3/3A New Plymouth to Hāwera Corridor Improvements
- SH43 Forgotten World Highway - Tangarakau Gorge Seal Extension
- SH43 Corridor Improvements
- Nukumarū Station Road Extension

To some extent all activities proposed on state highways are of inter-regional significance given their function as primary inter-regional transport corridors.

6.5 Activities proposed to be varied, suspended or abandoned

None known at the time of writing this Plan.

6.6 Activities included for future consideration

The Committee wishes to stress that the activities proposed for funding in this Plan in Tables 4 to 6 are far from the complete picture of works required in Taranaki.

A range of other worthwhile potential projects have been identified by the Council on behalf of the community (not necessarily by the relevant Road Controlling Authority), below in Table 7 for future consideration.

These should be considered for funding in future.

Table 7: Activities for future consideration

Projects	Org.	Notes	Regional policy contribution
Increased accessibility for all Te Papakura o Taranaki (Egmont National Park) entrances	Various (MWFT)	Further upgrading the road links and related infrastructure (such as parking) into Te Papakura o Taranaki (Egmont National Park) is essential to support growing tourist numbers. There are several local roads in Taranaki linking the SH network to the National Park. Of these roads, 21km within the borders of the National Park are classified as 'Special Purpose Roads (SPR)', but the roads leading to the National Park are not. These are critical roads for tourism, and will become more so given the increased emphasis on the Taranaki Crossing. The Crossing involves six different road ends – Egmont Road, Mangorei Road, Carrington Road, Surrey Hill Road, Manaia Road and Pembroke Road. Refer to the Maps of Key Regional Routes in Appendix I .	Column to be input
Safer speeds	Various	A new approach to setting of speed limits has been proposed by Government, which will change how RCAs review and set speed limits on their roads. Collaborative work will be required throughout the region around speed management principles, engagement and implementation, including the creation of a Regional Speed Management Plan.	
Port Taranaki improvements	Various (MWFT)	Improvements to safety and freight route efficiency, for ease of access to Port Taranaki through Moturoa. SH44 Breakwater/South intersection improvements. Revisit the Blue Water Highway project (Port Taranaki to Nelson) noting its potential as an alternative national route in light of the apparent resilience issues arising from recent earthquakes, along with improvements underway on SH3 north, may add to the case for a refresh of this business case. Blue Water Highway extension of Port Taranaki.	
Electric / hydrogen vehicle infrastructure	Various	Regional expansion of electric/hydrogen vehicle public charging stations to support more electric/hydrogen vehicles entering the region.	
Long-term retention of rail line between Hāwera and NP	KiwiRail (MWFT)	Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki.	
SH3 Hāwera to Whanganui	NZTA (MWFT)	Addressing of safety and reliability/resilience issues on this important freight/lifeline route. Addressing the out of context / constraining and/or resilience issues with the following bridges in particular: Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge.	

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Projects	Org.	Notes	Regional policy contribution
SH3A improvements	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star. Provision of passing opportunities.	
SH45 improvements	NZTA	Need to improve infrastructure and safety on SH45 Surf Highway, lifting 2Star KiwiRAP sections to 3Star, and supporting increasing tourism. The Stony River Bridge, Kaupokonui Bridge and Kapuni Bridge are particularly constraining, with an additional 13 other bridges identified below.	
Widening / replacement / realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: <ul style="list-style-type: none"> ▪ On SH3 between Hāwera to Whanganui (8 constraining bridges): Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge. ▪ On SH3 between New Plymouth to Midhirst (4 constraining bridges): Burgess Park Hill Bridge, Mangaoraka Bridge, Waitepuke Bridge, Waipuku-Iti Bridge. ▪ On SH3 between Midhirst to Stratford (4 constraining bridges): Kahouri Bridge, Piakau South Bridge, Midhirst Overbridge, Manganui Bridge. ▪ On SH45 between New Plymouth to Hāwera (16 constraining bridges): Kaupokonui Bridge, Kapuni Bridge ('Crash Corner Manaia'), Oeo Bridge, Stoney River Bridge, Ouri Bridge, Punehu Bridge, Mangahune Bridge, Heimama Bridge, Oaoiti Bridge, Okahu Bridge, Pungarere Bridge, Rautini Bridge, Waitaha Bridge, Otahi-iti Bridge, Kaihihi Bridge, Katikara Bridge. 	
NP Public Transport Hub	NPDC	For consideration in NPDC's Central City Strategy and Integrated Transportation Strategic Plan, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.	
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA (MWFT ²³)	While substantial improvements works are already underway through the SH3 Awakino Gorge to Mt Messenger Programme (as outlined in section 2.5 and seen in Table 4: Committed Activities), there is room for further improvement, particularly on the rest of the route – from Waitara to Mt Messenger, then Awakino Gorge to Hamilton. General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONF, along with provision of additional passing opportunities. Curve alignments through the Awakino Gorge area, including Bexley Curve, remain a priority despite being in the Waikato.	
SH43 improvements	NZTA (MWFT)	Substantial improvements commenced on this route in 2020 (as outlined in section 2.5 and seen in Table 4: Committed Activities). Further improvements may be required outside of these current work programmes, along with advocacy for a higher ONF classification to support improved ongoing maintenance funding.	
Regional cycleway network	Various	Creation of a cycleway network throughout the region, including alongside SH3 from Hāwera to New Plymouth, and an around the mountain route, preferably off-road where possible.	

²³ MWFT refers to 'Tapuae Roa: Make Way for Taranaki' regional economic development project

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Projects	Org.	Notes	Regional policy contribution
Taranaki Crossing 'Mounga to Surf'	Various (MWFT)	The Taranaki Crossing 'Mounga to Surf' project, including a track from North Egmont to Pukeiti, and the Kaitake Trail from Pukeiti to Oākura commencing in 2021/22.	
Junction Road seal extension	SDC / NPDC	The project relates to the sealing of 15km of Junction Road which connects SH43 to New Plymouth district. This road forms part of the National Cycle Trail Network. A significant proportion of the road remains unsealed and an increasing number of tourists use this route to travel from eastern Taranaki to New Plymouth district (including cyclists, campervan users, motorists as well as the local community). Timeframe: Development of BCA - 2024/27, Physical works beyond 10-year horizon (estimated cost \$4m).	
Emerging tourism routes	SDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Whitianga Rd loop roads, Mangaehu Rd loop roads, Makuri Rd loop roads. Improvements to Whangamomona Rd. Walking/cycling trail to the Mountain House. Stratford heritage trail.	
Emerging tourism routes	STDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Rawhitiroa Rd (to Lake Rotokare and Lake Rotorangi through Eltham), Tangahoe Valley Rd / Pukekino Rd (to Lake Rotorangi through Ararata), Maben Rd (to Lake Rotorangi through Hurleyville), Waitotara Valley Rd. Off Surf Highway SH45: Paora Rd, Bayly Rd, Pungarehu SH45.	
Emerging tourism routes	NPDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Carrington Rd, Mangorei Rd, Okau / Tongaporutu-Ohura Rd / Waitaanga Rd (crosses to Horizons), Wiremu Rd (inland around mountain), Ngatimaru Rd / Inland North Rd / Otoroa Rd, Tarata Rd, Waitara Rd / Everett Rd / Bristol Rd, Bertrand Rd and bridge.	
Footpath improvements	RCAs	Will be integrated into future iterations of ONF in recognition of space and place importance.	
Upgrade of Whangamomona Road	SDC	From 2002 onwards the Whangamomona Road has been maintained by the Whanga Road Action Group, who rely on public donations via a collection tin on the Whangamomona Hotel bar. From July 2021, SDC has agreed to take back the responsibility to maintain this road. This commitment is based on a legal opinion obtained in 2016. SDC has set aside \$500,000 to upgrade the road in 2023/24. There will be a Bylaw created to define the users of the road and to provide for the ability to close the road throughout the winter months for the purposes of undertaking routine maintenance.	
Widening of Manaia Road (SPR)	SDC	This road is currently 4.5m wide over its 6km length and provides access to Mt Taranaki, Dawson Falls and Dawson Falls Lodge (the start/end point for the Taranaki Crossing Experience). This project aims to widen the road to 6m seal width for its entire length. Improvements to the tracks which form the Taranaki Crossing Experience, DOC were anticipating 400,000 visitors per year visiting the Maunga, (pre-COVID-19 estimate). Considering the high number of visitors, the existing road geometry is not suitable, for the potential traffic volumes. An alternative could be the construction and operation of a "park and ride" shuttle service from the national park boundary to the Falls and Lodge. Development of Strategic Business Case required and agreement from Department of Conservation would be required to further develop either scenario. Tentatively planned for 2026/27 and 2027/28 (estimated cost \$2m).	

Regional Transport Committee - Regional Land Transport Plan 2021 – draft for consultation

Projects	Org.	Notes	Regional policy contribution
Opunake Road safety improvements	SDC / STDC	SNP Pipeline tool has estimated \$4m of improvements along with an 80km/h speed limit. Officer report going before Council on 23 February requesting permission to consult the community on the proposal.	
Flint Road / SH3 intersection	SDC / NZTA	Just north of Stratford - A&P Showground BoT have a 20-year development plan in place. Already a pressured intersection at times, issues are compounded by the rail crossing. Some discussion with Waka Kotahi in relation to up-grading Monmouth Road East, to provide a second entrance to the north of the showgrounds. This will enable the traffic visiting/leaving the showgrounds to be split, for north and south travelling public.	
New Plymouth to Hāwera Corridor Improvements	NZTA	While corridor study was undertaken in 2016, financial constraints have meant that an associated programme of works has not been forthcoming. Specific mention is made of the following intersections requiring improvements: <ul style="list-style-type: none"> - SH3 Coronation Ave / Cumberland St intersection (New Plymouth) - Dudley Road / SH3 intersection (Inglewood, North Taranaki) - Durham Road / SH3 intersection (Inglewood, North Taranaki) - Beaconsfield Road / SH3 intersection (Midhirst, Stratford district) Changes to the speed limits approaching/leaving Stratford on SH3 and SH43 from 70km/h to 50km/h were a high priority for the community at the early workshops.	
Corbett Park footpath, Oākura	NPDC / NZTA	Footpath linking urban Oākura/Dixon St to Corbett Park, adjacent to SH45.	
SH3 Burgess Hill	NZTA	Remove passing lane and create a slow vehicle bay.	

7. FUNDING THE PLAN

This section sets out a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from 1 July 2021, and discusses the allocation of funds to proposed activities.

The information contained within this section of the Plan would usually have been collated by activity class from data collected through the Transport Investment Online system (TIO). Due to the unavailability of this system during preparation of the Plan, this data has had to be collated manually through spreadsheets completed by each organisation. This information is presented in summary form within this section and in greater detail in **Appendix VIII**.

7.1 Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments and detailed designs completed. It can also take a considerable period of time to accumulate local funding and/or obtain national funding.

The prioritisation process outlined in Section 6.3 is therefore used as a mechanism by Waka Kotahi for allocating available funds to those projects which best contribute to the achievement of *Government Policy Statement* targets.

The following funding sources are identified in the ten-year forecast of anticipated revenue for the Taranaki Region:

- **Local (L) Share:** this is funding sourced by the regional and district councils, e.g. rates or non-project specific developer contributions. These organisations are required to part-fund all their activities, with the proportion of L Funding required for each activity class based on a Funding Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding, and in some cases also on the type of activity being proposed.

- **National (N) Funds:** these are the main funding stream from the National Land Transport Fund (NLTF) and are contestable funds distributed across the country. It is these funds that organisations are essentially bidding for through the programme component of this Plan.

It is not possible to predict the level of N funding that a region is likely to receive as the activities in Taranaki have yet to be assessed against activities in other parts of New Zealand.

- **Crown (C) Funds:** refers to special funding for specific regions and specified activities as appropriated or directed by the government. Within this Plan, the following C Funds (which are explained further below) are anticipated:
 - Provincial Growth Fund (PGF)
 - NZ Upgrade Programme (NZUP)
 - Shovel-ready project funding
 - DOC's 'local share' equivalent.

National Land Transport Fund (NLTF)

The NLTF is a funding source for projects supported by Waka Kotahi. This funding is sourced from road user charges, fuel excise duty and from motor vehicle registration and licencing fees. There are also modest contributions from sources such as the rental or sale of state highway land, and interest from cash invested.

Funding in the NLTF is allocated to activity classes established in the *Government Policy Statement on Land Transport (GPS)*. The GPS is prepared on a three-yearly basis and is amended to reflect the current Government's priorities for land transport. The 11 activity classes of the 2021 GPS that apply to this Plan are:

- Investment Management
- Walking and cycling improvements
- Public transport services
- Public transport Infrastructure (NEW)
- Local road Maintenance
- State highway maintenance
- Local road improvements

- State highway improvements
- Road to Zero (NEW)
- Rail network
- Coastal shipping.

For each activity class, a funding range is given with an upper and lower limit for expenditure. The distribution of funds across activities is undertaken by Waka Kotahi. Funding occurs in a manner consistent with the GPS, and is on the basis of national priority until the funding available to each activity class is fully allocated. Not all activities put forward in regional land transport plans will receive the funding sought from the NLTF.

Alternative Crown funding outside of the NLTF

In recent times, a number of significant Crown funds have been created with a specific focus on infrastructure projects to promote economic stimulus, some in direct response to the COVID-19 global pandemic.

Crown funding – Provincial Growth Fund (PGF)

The Government which came into power in late 2017 announced a Provincial Growth Fund (PGF) aimed at lifting productivity in regions such as Taranaki. A number of infrastructure projects in Taranaki were successful in applying for PGF funding, the most significant for land transport being funding announced in December 2019 of \$9.6m for sealing the 12km unsealed section of SH43.

NZ Upgrade Programme (NZUP)

In January 2020 the government announced a \$12 billion NZ Upgrade Programme, focused on improving infrastructure throughout the country. In February 2020, \$13.4 million of this was allocated to SH43 Forgotten World Highway Improvements. "The upgrades include safety improvements, passing opportunities, a single-lane bridge upgrade and culvert replacements. The improvements will provide resilience for the Central North Island's transport network, as an important alternative to SH 3 between Taranaki and the Upper North Island."

Shovel-ready projects (SRP)

In April 2020, a further \$3b fund was announced for 'Shovel-ready' infrastructure projects to help reduce the economic impact of the COVID-19 pandemic. In October 2020, STDC were awarded \$7m from this fund toward the Nukumaruru Station Road Extension project.

7.2 COVID-19 impacts on funding

Central Government has undertaken a wide programme of response and recovery measures, including promoting economic stimulus. As part of this, Central Government has funded specific transport projects through the New Zealand Upgrade Programme and a selection of shovel-ready projects collated by the Infrastructure Reference Group. The GPS also provides an opportunity for economic growth as many of the projects it funds are shovel ready.

The transport system was affected in a number of ways, including in a reduction in the levels of revenue collected from Fuel Excise Duties and Road User Charges as a result of lower vehicle use. This has put pressure on what can be afforded from the National Land Transport Fund. Central Government has addressed the financial impacts on the National Land Transport Fund (NLTF) by providing both a grant and the opportunity for further borrowing to Waka Kotahi to meet any revenue gap.

Councils have also faced pressure on their current budgets and future rate setting. Councils may vary in how they choose to prioritise their local share of transport investment. The pandemic has shown that transport is a key service, even in times of lockdown, in ensuring people can continue to get to where they need to go.

7.3 Ten-year financial forecast

The ten-year forecast for Taranaki has a total expenditure of approximately \$1,200 million. Long term plan and annual plan processes will affect the values, as will ongoing reviews of the activities proposed. However, the ten-year forecast does give an indicative forecast of expenditure based on the best information available at this time.

The following tables outline a ten-year forecast of anticipated expenditure and revenue for Taranaki.

The information presented here is given in greater detail in **Appendix IX**.

Table 8: 10-year forecast summary of anticipated regional expenditure by year

Org.	AC code	Activity Class (AC) name	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 year total 2021-2030
All	1	Investment management	385,000	385,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	90,000	1,370,000
All	3	Walking and cycling improvements	2,640,000	2,615,000	480,000	2,170,500	3,002,200	1,636,500	410,000	757,600	286,000	1,090,000	15,087,800
All	4	Public transport services	5,886,219	6,114,268	6,350,047	6,595,089	6,849,760	7,114,442	7,389,862	7,676,454	7,974,323	8,283,564	70,234,028
		Existing services / operations	5,471,219	5,690,068	5,917,670	6,154,377	6,400,552	6,656,574	6,922,837	7,199,751	7,487,741	7,787,251	65,688,041
		Low cost / low risk improvements	300,000	306,900	312,731	318,673	324,728	330,898	337,516	344,604	351,841	358,878	3,286,769
		Ticketing	115,000	117,300	119,646	122,039	124,480	126,969	129,509	132,099	134,741	137,436	1,259,218
All	5	Public transport infrastructure	305,000	311,100	317,322	323,668	330,142	336,745	343,480	350,349	357,356	364,503	3,339,665
All	8	Local road maintenance	44,995,274	43,118,685	46,249,362	42,159,593	46,024,629	45,289,788	45,853,373	47,000,685	46,681,310	46,601,946	453,974,644
All	9	State highway maintenance	24,042,814	26,133,382	27,361,514	27,908,745	28,466,920	29,036,258	29,616,983	30,209,323	30,813,509	31,429,779	285,019,227
All	12	Local road improvements	13,326,939	12,633,939	14,191,939	13,362,900	7,222,680	7,282,274	15,067,881	13,014,603	7,393,339	13,929,090	117,425,583
		Low cost / low risk improvements	13,226,939	11,983,939	14,121,939	12,504,900	6,017,080	5,902,274	7,567,881	6,014,603	7,393,339	13,929,090	98,661,983
		Other (projects)	100,000	650,000	70,000	858,000	1,205,600	1,380,000	7,500,000	7,000,000	-	-	18,763,600
All	13	State highway improvements	3,150,000	1,270,000	1,290,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	13,599,721
		Low cost / low risk improvements	1,000,000	1,020,000	1,040,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	10,949,721
		Other (projects)	2,150,000	250,000	250,000	-	-	-	-	-	-	-	2,650,000
All	23	Road to Zero	24,915,489	33,659,988	30,638,242	24,836,882	19,925,295	20,765,163	27,136,549	27,158,260	27,180,405	27,222,993	263,439,266
		Community Road Safety Promotion	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	5,600,000
		Low cost / low risk improvements	2,380,574	995,000	385,000	1,034,000	491,000	1,310,000	491,000	491,000	491,000	511,000	8,579,574
		Other (projects)	21,974,915	32,104,988	29,693,242	23,242,882	18,874,295	18,895,163	26,085,549	26,107,260	26,129,405	26,151,993	249,259,692
All	24	Rail network	-	-	-	-	-	-	-	-	-	-	-
All	25	Coastal shipping	-	-	-	-	-	-	-	-	-	-	-
Taranaki region's totals by year			119,646,735	126,241,362	126,938,827	118,488,585	112,974,057	112,635,250	127,024,290	127,395,959	121,937,901	130,206,968	1,223,489,938

<once Excel table finalised, ensure explanatory footnotes transferred also >

Table 9: 10-year forecast summary of anticipated regional expenditure and funding sources (revenue)

Activity Class	Total forecast expenditure 2021/2031 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
1 - Investment management	1,370,000	354,300	1,015,700	-
3 - Walking and cycling improvements	7,735,000	3,480,150	4,254,850	-
4 - Public transport services	70,234,000	34,514,660	35,719,340	-
5 - Public transport infrastructure	3,339,000	1,636,110	1,702,890	-
8 - Local road maintenance	453,974,644	197,180,708	256,759,051	34,884
9 - State highway maintenance	285,019,227	-	285,019,227	-
12 - Local road improvements	105,500,054	47,682,451	57,644,747	172,855
13 - State highway improvements	14,419,721	401,800	14,017,921	-
23 - Road to Zero	263,439,266	10,377,511	253,061,755	-
24 - Rail network	-	-	-	-
25 - Coastal shipping	-	-	-	-
Regional total	1,205,030,912	295,627,691	909,195,482	207,739

<once Excel table finalised, ensure explanatory footnotes transferred also >

7.4 National moderation and allocation of funding

Funds are allocated by Waka Kotahi to the highest national priority activities first. Activities are allocated nationally distributed (N) funds in each activity class until the total allocation of funds to that activity class is fully provided, within the range defined by the GPS applicable to that period.

Each region may prioritise its projects for the RLTP as it wishes. However, this prioritisation will not necessarily be translated into the NLTP Programme, as national moderation by Waka Kotahi is likely to change what projects are funded according to national objectives – that is, those projects deemed as more nationally important will advance to the top for any available funds first, irrespective of the region's (and the Plan's) stated priorities for transport.

Once the final revised Plan is submitted to Waka Kotahi in June 2021, the Agency will undertake 'national moderation' of all the activities submitted by each region in the country to decide which activities they will include in the National Land Transport Programme 2021-24.

7.5 Activities funded from other sources

Some of the following land transport activities may be funded without any assistance from the National Land Transport Fund in Taranaki:

- **Operations**
 - Street cleaning, e.g. litter bin collection and central business district cleaning
 - Crime prevention cameras
 - Amenity lighting, e.g. under-veranda lighting
 - Vehicle crossing repairs
- **Renewals**
 - CCTV renewal programme
 - Vehicle crossing renewals
- **Improvements**
 - New footpaths
 - Storm water improvements

- Some general roading improvements, e.g. rural roads geometric improvements and urban road improvements
- Seal extensions
- Central business district upgrade works
- New kerb and channel
- Land purchase for street widening.

All of the activities listed above are funded by local authority rates.

Section 7.1 (Proposed funding sources) outlines projects that are being funded outside of the NLTFund – though Waka Kotahi will generally manage these works (as Crown funds).

The Department of Conservation will meet the equivalent of 'local share' from its own funds – which can broadly be considered as Crown funds also.

8. MONITORING, REVIEWS, VARIATIONS AND SIGNIFICANCE POLICIES

8.1 Monitoring the Plan

This section describes how monitoring will be undertaken to assess implementation of the Plan.

Monitoring of the Plan will primarily involve:

- quarterly progress update reports to the RTC from organisations responsible for the delivery of the Plan’s programme activities
- establishing a monitoring framework to assess implementation of the Plan against strategic objectives and priorities.

During the first three years of the Plan, Waka Kotahi’s Benefits Framework and the developing One Network Framework will be used to help determine an ongoing monitoring framework for the Plan, and establish baselines for these indicators.

At the time of developing the Plan there was too much uncertainty over which indicators would be most suitable, and also readily accessible, to set the framework from the outset of the Plan.

The headline targets outlined in Section 4.3, and noted in Table 9 below, will be key parts of this framework, and will be monitored from the outset of the Plan (though the specific data sources used may change as better sources become available).

Table 10: Initial monitoring framework

Headline targets	Indicator	Data Source/s
Improving safety – A reduction in deaths and serious injuries.	Road related deaths and serious injuries.	Waka Kotahi crash statistics
Increasing mode shift – More trips made by walking, cycling and public transport throughout the region.	Commuter mode shift to reduced or zero carbon transport options, measured as a percentage of commuter trips made other than in single occupancy vehicle.	Statistics NZ census data TRC bus patronage data
Improving reliable connectivity – Less travel disruption for road traffic.	Reduction in the duration and frequency of unplanned road closures on key routes.	Traffic Road Event Information System (TREIS) data

8.2 Review of the Plan

Under the LTMA, regional land transport plans must be issued every six years and reviewed every three years. The final Plan will be released by 30 June 2021. This means the next major review of this Plan must take place by July 2024.²⁴

The Plan may need to be reviewed earlier if a request for a variation to the Plan triggers the Significance Policy outlined in Section 8.4.

In the interim, the Plan will be monitored as outlined in Section 8.1.

8.3 Variations to the Plan

The Plan will remain in force until 30 June 2027 – or unless a variation is required under section 18D of the LTMA.

Over the duration of the Plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken).

Approved Organisations or Waka Kotahi, can therefore request that the Committee prepare a Plan variation. The Committee can also prepare variations of its own initiative.

The Committee will consider requests for variations to the Plan promptly and forward the amended Plan to the Taranaki Regional Council for its consideration.

When variations are 'significant' in terms of the Committee's significance policy (set out in Section 8.4 below), the Committee must consult on the variation before adopting it and forwarding it to the Taranaki Regional Council and ultimately Waka Kotahi.

Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 8.4 of this Plan. It is probable that the majority of variations to the Plan will not be significant.

8.4 Significant variations to the Plan

Why is there a need for a policy about variations²⁵ to the Plan?

The complex nature of the activities involved in the programme component of an RLTP means that they continue evolving after the Plan has been published. Indeed the programme tables are really a snapshot in time, as activities or projects can change, be abandoned or be added over the duration of the Plan, as more information becomes available or the situation changes.

The RLTP can therefore be varied at any time once it is operative, in accordance with s18D of the LTMA. The vast majority of such variations to the activities in the submitted Plan will not be substantial, and will involve simple changes within Waka Kotahi's TIO system. Some will be substantial enough to require a formal variation be made to the Plan. Some changes may be so 'significant' that consultation will be required. Each RTC, under s106(2)b of the LTMA, must adopt a policy that determines what will be significant in respect of variations made to the RLTP under s18D.

Consultation is only required for variations that are considered 'significant' under this policy.

A proposed change to the RLTP raises two core questions for the RTC:

1. Does the proposed change require a formal variation to the Plan?
2. Is the variation to the Plan 'significant' enough to require public consultation?

If a variation is necessary, and is seen to be of significance, then consultation must be considered (s18 of the LTMA). The relative costs and benefits of consultation are especially important.

²⁴ In accordance with the LTMA, the Plan review must commence no later than 6-months immediately before the expiry of the third year of the Plan.

²⁵ In practice, variations are generally restricted to the activities within the Programme component of the RLTP.

A two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria, is provided below.

Table 10 provides definitions of 'significance' in relation to the Plan, for the purpose of sections 16 and 106 of the LTMA.

Table 11: Definitions of significance

Significant activities		
Section 16(3)(d)	Significant activities — to be presented in order of priority	<p>A significant activity is defined as any new improvement activities in the region where funding from the NLTFund is required within the first three years of the RLTP, excluding:</p> <ul style="list-style-type: none"> ▪ Maintenance, operations and renewal activities for state highways and local roads ▪ Public transport continuous programmes (existing services) including related infrastructure ▪ Low cost/low risk programmes ▪ Road safety promotion programmes ▪ Investment management activities, including transport planning and modelling ▪ Programme business cases
Significant inter-regional activities		
Section 16(2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> ▪ that has implications for connectivity with other regions; and/or ▪ for which cooperation with other regions is required; or ▪ any nationally significant activity identified in the Government Policy Statement on Land Transport.
Significant expenditure funded from other sources		
Section 16(2)(c)	Significant expenditure on land transport activities to be funded from sources other than the NLTFund	<p>Any expenditure on individual transport activities, whether the activities are included in RLTP or not from:</p> <ul style="list-style-type: none"> ▪ Approved organisations (where there is no NLTFund share) ▪ Crown appropriations ▪ Other funds administered by the Crown

Guidance for deciding if a Plan variation is significant

Set out below is a two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria.

Step One: Consider the nature and scope of the variation

General guidance on whether a variation is *likely* to be considered significant is provided below —

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
<ul style="list-style-type: none"> • Activities that are in the urgent interests of public safety. • New activities involving preventative maintenance and emergency reinstatement. • Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs). • A scope change that does not significantly alter the original objectives of the project. • Changes to national level programmes, including the Road Policing programme • Delegated transfers of funds between activities within groups. • Supplementary allocations, or end of year carryover of allocations. • Replacing one project with another project within a group of generic projects. • Variations to timing, cash flow or total cost for improvement projects where the total cost impact is <i>less than</i> 20% of the estimated cost.²⁶ • Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act. • A change of responsibility for implementing an approved activity from one agency to another. 	<ul style="list-style-type: none"> • The addition of a new significant activity (one that would usually require prioritisation – refer Section 6.3) that is not in the urgent interest of public safety, or emergency reinstatement. • Any change that impacts on the overall integrity of the RLTP, including its overall affordability. • Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.

²⁶ Where committed improvement projects have scope or cost adjustments *greater than* 20% of the original approved funding level, the RTC must be advised, but these do not require further consultation.

Step Two: Consider the effect of the variation

The RTC has adopted the following matters to guide when a requested variation to the RLTP is significant enough to need public consultation —

Significance policy in relation to Plan variations

Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change.

When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would:

- Materially change the balance of strategic investment in a programme or project;
- Impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities;
- Impact on the community; and
- Affect the integrity of the RLTP, including its overall affordability.

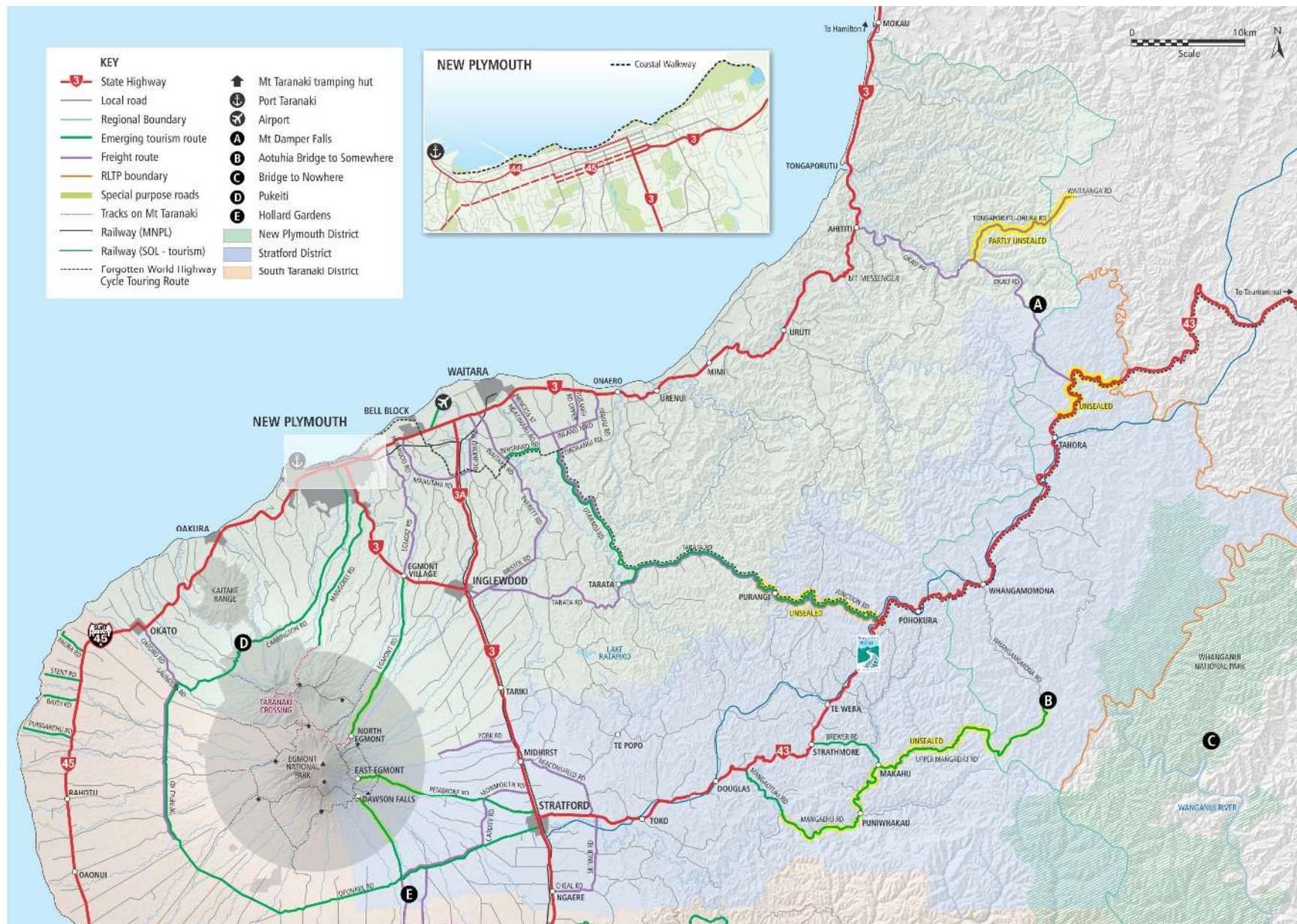
Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore consideration must also be given to the following matters:

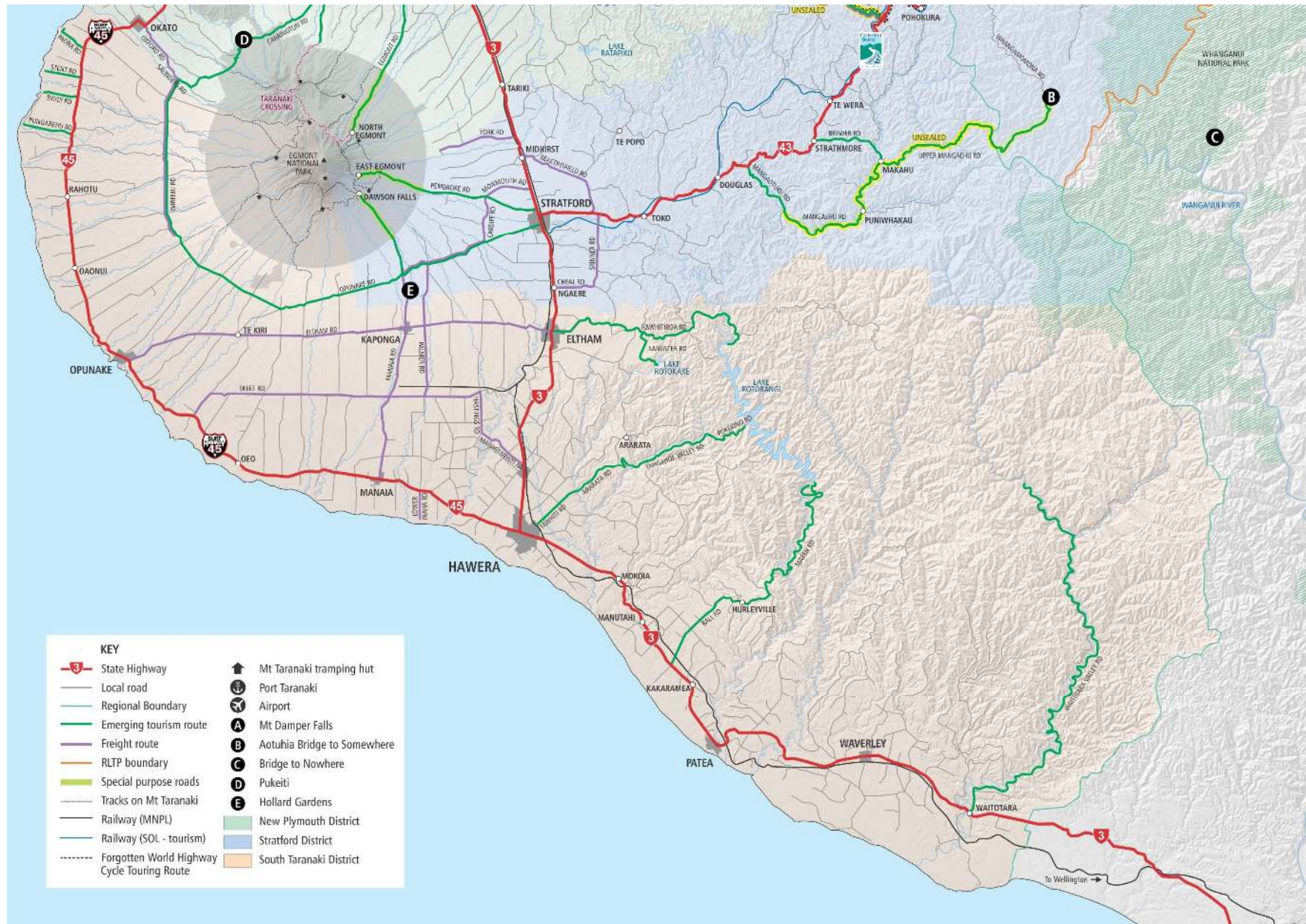
- The balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);
- The extent to which, and manner in which, the matter has already been consulted on; and
- Whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.

APPENDIX I: MAPS OF KEY REGIONAL ROUTES

Figure 9: Maps of key regional routes

The following two pages show the key regional routes in the region as at November 2020, and are subject to changes to traffic patterns.





APPENDIX II: PLAN PARTNERS AND THEIR ROLES

There are a number of key organisations, including approved operators, involved in putting together regional land transport plans, as outlined below.

What are 'approved organisations'?

'Approved organisation' is a defined term in the LTMA. It means a regional council, a territorial authority or a public organisation approved by the Order in Council process.

Being an approved organisation allows the organisation to receive funding from the National Land Transport Fund.

Along with Waka Kotahi, approved organisations deliver land transport activities and receive funding from the National Land Transport Fund to do so. It is these organisations that initiate proposals for land transport activities that are then taken up into the planning and funding processes under the LTMA. They are then responsible for applying for funding and delivering the activities.

Waka Kotahi NZ Transport Agency

Waka Kotahi NZ Transport Agency (Waka Kotahi) was established in August 2008, taking over the functions of Land Transport New Zealand and Transit New Zealand. Waka Kotahi's objective is to carry out its functions in a way that will contribute to producing an affordable, integrated, safe, responsive and sustainable land transport system.

Waka Kotahi plays a pivotal role in New Zealand's land transport planning and funding system. Its planning role is expressed through the three-year National Land Transport Programme, which contains all the activities that Waka Kotahi has agreed to fund, or anticipates funding, over the first three financial years of this Plan. Further, the evaluation policy that Waka Kotahi

adopts has a strong influence on the kinds of projects and services that are funded regionally.

Waka Kotahi also provides guidance to regional transport committees on the development of regional land transport plans. Concerning the development of this Plan, Waka Kotahi has two distinct roles to play. These are:

1. The state highways section of Waka Kotahi, formerly known as Highways and Network Operations, submits their programme of activities to the Committee for inclusion in the Plan.
2. The Taranaki Regional Council then submits the overall Plan to Waka Kotahi for prioritisation and inclusion in the National Land Transport Programme. Waka Kotahi must take into account the regional priorities when deciding on national priorities, but may end up with a different order of priority for activities. Waka Kotahi cannot include anything in the National Land Transport Programme that has not been included in a regional land transport plan.

Taranaki Regional Council

The role of the Taranaki Regional Council with regard to this Plan is to:

1. Ensure that the Regional Transport Committee appropriately prepares and consults on a regional land transport plan every six financial years.
2. Consider and approve a regional land transport plan by the date specified by Waka Kotahi (30 June 2021). If not approved the Council must forward the unapproved plan by the same date, along with reasons for not approving it.
3. Ensure that details of that regional land transport plan are correct in *Transport Investment Online* and confirm this to Waka Kotahi.
4. Forward copies of that regional land transport plan to Waka Kotahi and other parties listed in section 18F of the *Land Transport Management Act 2003* and make it publically available by 31 July 2021.

5. Vary the regional land transport plan in accordance with statutory requirements.

The Taranaki Regional Council is also an Approved Organisation in the region, with responsibility for various regional transport planning and coordination activities, along with responsibility for implementing and monitoring public transport services in the region. Therefore, in its role in regional planning and public transport the Council submits a range of activities to the Plan.

Territorial authorities

Territorial authorities participate in the land transport planning and funding system in a number of important ways. There are three territorial authorities in Taranaki –

- New Plymouth District Council (NPDC)
- Stratford District Council (SDC)
- South Taranaki District Council (STDC).

They have a number of regulatory, road safety, planning and ownership roles with regard to land transport. In particular, their role is to own and operate the local road network, including provision of infrastructure that facilitates walking and cycling activities. They control the local roads (that is, all roads that are not state highways) in their districts and are responsible for their maintenance and improvement.

Each territorial authority submits their district's programme of proposed land transport activities for the upcoming six financial years to the Committee for inclusion in the Plan.

Regional Transport Committee for Taranaki

The Regional Transport Committee for Taranaki (the Committee) includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and Waka Kotahi.

It is one of the Committee's key responsibilities to prepare, review, vary and monitor the implementation of regional land transport plans.

If a territorial authority covers two regions they must decide which regional transport committee they wish to join. As previously noted, Stratford District Council (which lies partly in the Manawatū-Whanganui region) has agreed through a memorandum of understanding that they are included in the Taranaki region for regional transport planning matters.

New Zealand Police

The New Zealand Police contribute towards land transport objectives, in particular road safety, in a variety of ways. These activities range from drink-driving enforcement to community road policing and commercial vehicle enforcement.

The Minister of Transport retains responsibility for approving the funding the police will receive on the recommendations of Waka Kotahi. Regional transport committees are required to consider the role of police activities in their regional land transport plans when they are developing them, but specific police activities do not form part of the regional transport plan. An assessment of the Plan's relationship with Police activities in the region is provided in **Appendix X**.

The Ministry of Transport is required to monitor and report on the delivery of police activities.

KiwiRail

KiwiRail, the New Zealand Railways Corporation, is a statutory body charged with managing the country's rail network. Rail has an important function in the region as a strategic and arterial route for freight traffic. KiwiRail therefore plays an integral part in the region's land transport network and has a keen interest in the overall efficiency and safety of the roading network, including road safety at level crossings.

As a state owned enterprise, historically KiwiRail funding and planning has occurred separately to the rest of the transport network. The KiwiRail Turnaround Plan 2010 is the guiding document for KiwiRail investment.

Subject to business cases, investment follows the Government's 10-year turnaround plan to turn around the rail industry and focuses on investment in the business's assets rather than an operating subsidy. KiwiRail is currently in discussion with the Ministry of Transport regarding a proposed future strategic plan for rail in New Zealand.

Regional Transport Advisory Group for Taranaki

The Regional Transport Committee's Advisory Group has carried out much of the detailed work associated with preparing this Plan. This group of technical staff from the region's approved organisations and Waka Kotahi provides technical and planning advice to the Committee through every step of the preparation and monitoring of the Plan. Other organisations may be invited from time to time to assist this advisory group.

Roadsafe Taranaki

Roadsafe Taranaki is made up of representatives from the three district councils in the region. This group works closely with the Road Safety Action Planning Group made up of representatives from the New Zealand Police, Waka Kotahi, Taranaki District Health Board, Taranaki Regional Council and Accident Compensation Corporation. The three district councils have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group.

As part of its responsibilities, Roadsafe Taranaki has prepared and submitted the *Roadsafe Taranaki Strategy 2018-2021*. The Strategy sets out goals, objectives, and actions, including the estimated level of coordinator input required. Issues identified in the Strategy relate and link to the safer system including: intersections; speed/loss of control; alcohol/drug impaired driving; vehicle safety; education and licensing; cycling; walking; fatigue; restraints; and general coordination and administration.

The Roadsafe Taranaki Strategy has been submitted into Transport Investment Online (TIO) and forms part of this Plan.

Department of Conservation

Nationally, the Department of Conservation (DOC) are increasing their role as a Road Controlling Authority within the RLTP/NLTP process. For Taranaki, this means that 'DOC (Taranaki)' began entering a small Transport Programme into TIO requesting funding support for road maintenance and improvements from July 2018.

Taranaki Trails Trust

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

The Taranaki Trails Trust was established in December 2019. Its stated purpose is "...Developing and supporting inspiring cycling and walking trails that create deep connections to the mana of the maunga, our region and our people."

The Trust has developed a Taranaki Trails Strategy, key elements of which have been incorporated into this Plan including the regional trail vision shown in **Appendix VI**.

Venture Taranaki

Venture Taranaki is Taranaki's regional development agency, responsible for delivering economic development services and projects, strategic economic growth initiatives and sector growth projects, regional tourism marketing, destination development and promotion

Venture Taranaki has provided a supportive role throughout the development of this Plan, with a particular focus placed on identifying regional economic growth opportunities relating to future land transport activities/projects.

They were also key partners in the development of the *Tapuae Roa: Make Way for Taranaki - Action Plan*, which identified a number of key transport projects vital to the region's development. Venture Taranaki therefore assists in progressing strategic outcomes of the Plan through additional national and regional funding streams.

APPENDIX III: LEGISLATIVE CONTENT REQUIREMENTS OF THE PLAN

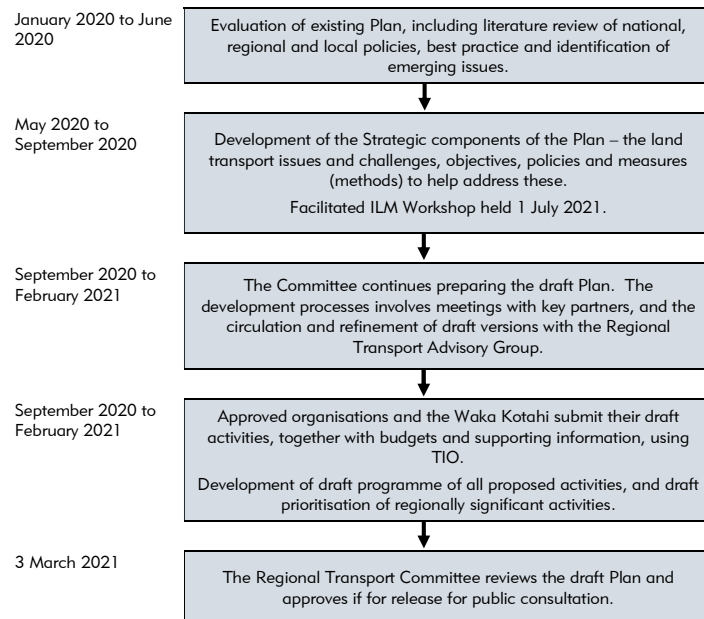
16 *Form and content of regional land transport plans*

- (1) *A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.*
- (2) *A regional land transport plan must include—*
 - (a) *a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and*
 - (b) *a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and*
 - (c) *all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and*
 - (d) *an identification of those activities (if any) that have inter-regional significance.*
- (3) *For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—*
 - (a) *for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and*
 - (b) *in the case of Auckland, activities proposed by Auckland Transport; and*
 - (c) *the following activities that the regional transport committee decides to include in the regional land transport plan:*
 - (i) *activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and*
 - (ii) *activities relating to State highways in the region that are proposed by the Agency; and*
 - (iii) *activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and*
 - (d) *the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and*
 - (e) *an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—*
 - (i) *the objective or policy to which the activity will contribute; and*
 - (ii) *an estimate of the total cost and the cost for each year; and*
 - (iii) *the expected duration of the activity; and*
 - (iv) *any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and*

- (v) any other relevant information; and
 - (f) the measures that will be used to monitor the performance of the activities.
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.
- (5) For the purpose of the inclusion of activities in a national land transport programme,—
 - (a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and
 - (b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).
- (6) A regional land transport plan must also include—
 - (a) an assessment of how the plan complies with section 14; and
 - (b) an assessment of the relationship of Police activities to the regional land transport plan; and
 - (c) a list of activities that have been approved under section 20 but are not yet completed; and
 - (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
 - (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
 - (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and
 - (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
 - (ga) in the case of the plan for Auckland, a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland; and
 - (gb) in the case of the plan for the Wellington region, any significant rail activities or combinations of rail activities proposed by KiwiRail for the Wellington region; and
 - (gc) in the case of the plan for any other region that has a regional transport committee within the meaning of section 105A(1)(c), any significant rail activities or combinations of rail activities proposed by KiwiRail for that region; and
 - (h) any other relevant matters.
- (6A) Any matter included in a regional land transport plan under subsection (6)(ga), (gb), or (gc) is for the purposes of co-ordinated planning and does not limit or affect the process by which any rail activities or combinations of rail activities may be included or excluded, as the case may be, from a rail network investment programme and its funding processes.
- (7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

APPENDIX IV: PLAN DEVELOPMENT AND CONSULTATION PROCESS

The development of the Plan involved extensive assessment, analysis and input by key stakeholders at various stages of the development process. The Committee oversees this process, with the technical assistance of the Regional Transport Advisory Group. Set out in is a summary of the process for development of the Plan to date, plus consultation following the public notification of the draft Plan.



The public consultation process from here following public notification of the Plan is as follows

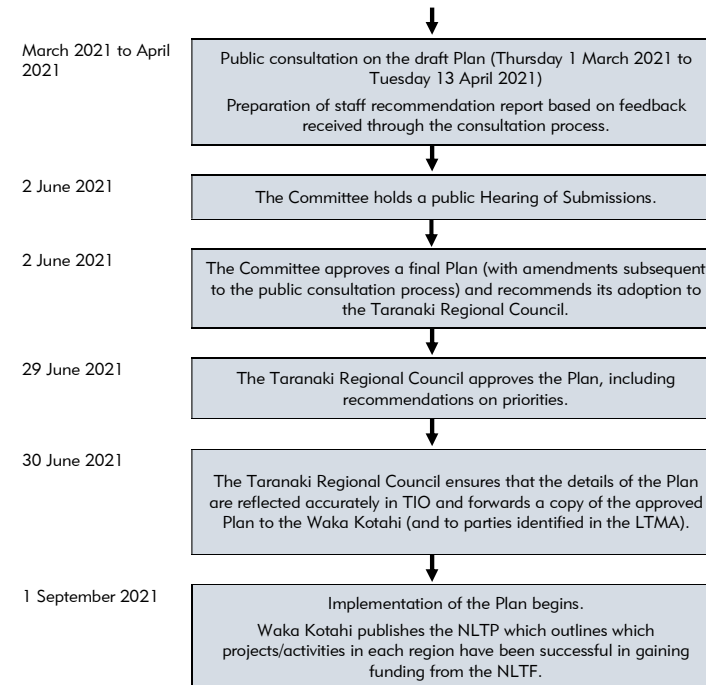


Figure 10: Summary of development and consultation process

APPENDIX V: ASSESSMENT OF STATUTORY COMPLIANCE

Pursuant to section 16(6)(a) of the LTMA, the Committee has assessed and is satisfied that the Plan complies with Section 14 [Core requirements of regional transport plans] of the Act.²⁷ Set out in Table 9 below is the assessment of the Plan’s compliance with section 14 of the LTMA.

Table 12: Assessment of the Plan’s compliance with Section 14 of the LTMA

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Section 14(a)(i)	Be satisfied that the Plan contributes to the purpose of the LTMA – which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Section 4 provides the strategic direction for the Plan, including identifying transport issues and challenges, objectives, policies, measures and priorities. This policy framework, together with the programme component of the Plan which outlines the activities being proposed for funding, has been designed to give full effect to the LTMA’s purpose. Through ongoing monitoring, reviews and variations the Plan will be responsive to any change in transport needs over time.
Section 14(a)(ii)	The Plan is consistent with the Government Policy Statement (GPS) on land transport	Section 3.3 describes the national and regional policy context for the Plan and specifically outlines the GPS. The Activity Classes set in the GPS have been clearly identified in Section 5 and Section 6, with proposed activities having been aligned to the funding ranges available under the GPS.
Section 14(b)(i) and (ii)	The Committee has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives	The Committee notes the absence of guidelines from the Ministry of Transport and/or Transport Agency detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives). However, this Plan has been built off the solid policy direction outlined in the <i>Regional Land Transport Strategy for Taranaki 2011-2041</i> . It is important to note that this Strategy, and the 2006 one developed prior to it, went through a robust development process, including the detailed examination of strategic options. The development of this Plan has reconfirmed the general strategic direction for Taranaki’s land transport system as set in the Strategy, of ‘Improved roading, with an increased provision for alternative modes’.
Section 14(c)(i)	Has taken into account the National Energy Efficiency and Conservation Strategy	In the preparation of the Plan, the Committee has taken into account national objectives and issues set out in the <i>New Zealand Energy Efficiency and Conservation Strategy</i> . The Strategy sets out three transport objectives relating to reducing the need for travel, improving the energy performance of transport, and improving the uptake of low energy transport options.

²⁷ Section 14 of the LTMA reads as follows: “Before a regional transport committee submits a regional land transport plan to a regional council ...for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan—
 - (i) contributes to the purpose of this Act; and
 - (ii) is consistent with the GPS on land transport; and
- (b) have considered—
 - (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
 - (ii) the feasibility and affordability of those alternative objectives; and
- (c) have taken into account any—
 - (i) national energy efficiency and conservation strategy; and
 - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
 - (iii) likely funding from any source.”

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LTMA reference	Provision	Description of how the Plan meets the statutory requirements
		<p>Section 4.4 explicitly addresses promoting energy efficiency through the sixth objective of “An energy efficient and environmentally sustainable land transport system” with related policies and measures outlined.</p> <p>In addition, some of the activities listed in Section 5 are expected to support improvements in energy efficiency - particularly those activities improving traffic flows and the roading characteristic (e.g. reducing rolling resistance), and promoting less energy intensive modes of transport (e.g. public transport, walking and cycling).</p>
Section 14(c)(ii)	Has taken into account any relevant national and regional policy statements or plans under the <i>Resource Management Act 1991</i>	<p>In the preparation of the Plan, the Committee has taken into account transport related objectives, policies and methods set out in the <i>Regional Policy Statement for Taranaki (2010)</i>.</p> <p>Issues, objectives and activities identified in the Plan support a number of objectives, policies and methods addressing environmental issues identified in the Regional Policy Statement. In particular the Plan will contribute to addressing Regional Policy Statement (2010) issues relating to climate change, sustainably managing energy, and promoting sustainable urban development.</p>
Section 14(c)(iii)	Has taken into account likely funding from any source	Section 6 and Appendix IV include an outline of anticipated funding sources and potential alternative funding sources.

APPENDIX VI: REGIONAL TRAILS VISION

The following map shows the **aspirational trails vision** for Taranaki by 2050, as proposed by the Taranaki Trails Trust at February 2021

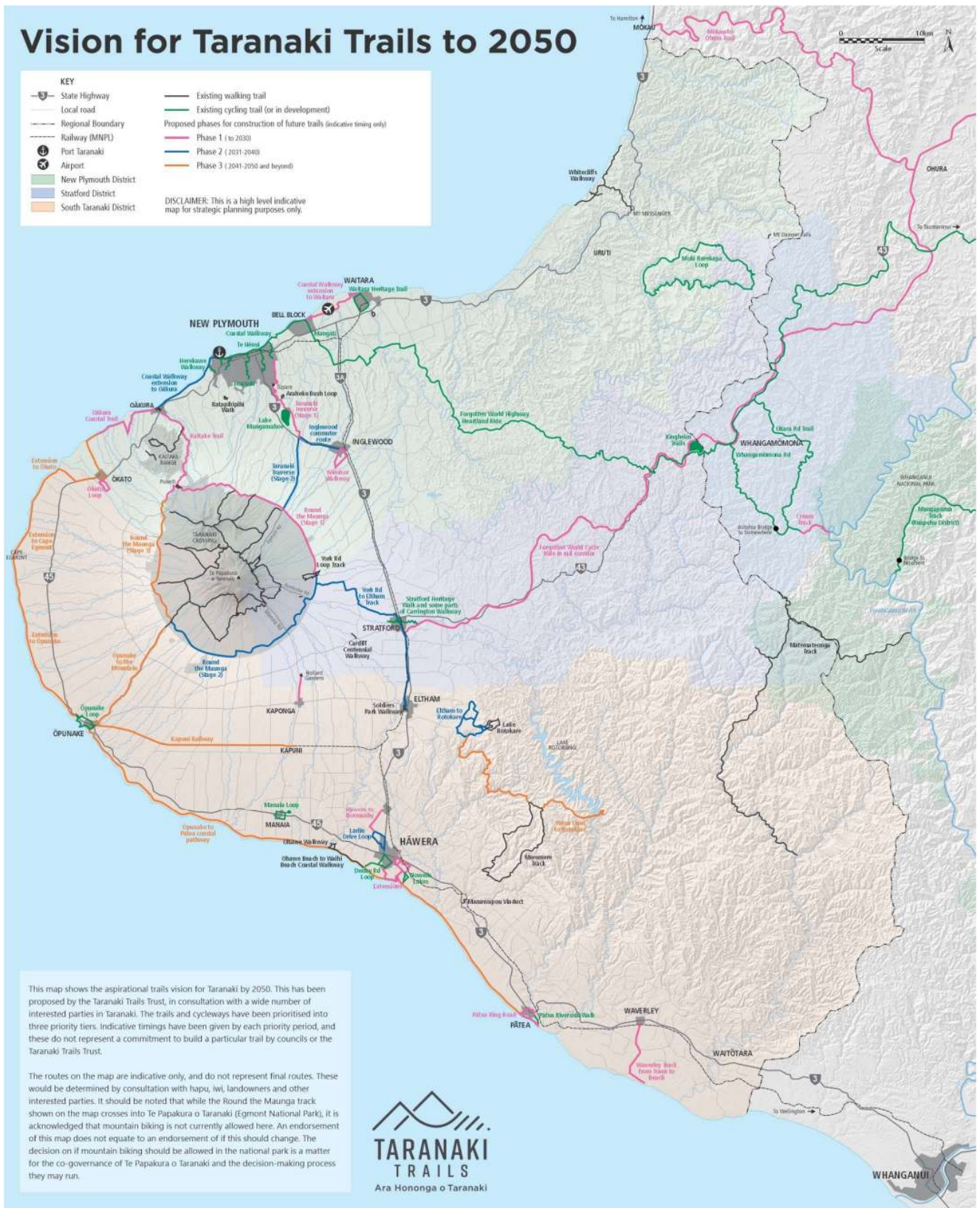


Figure 11: Proposed shared vision for developing trails throughout Taranaki

APPENDIX VII: SUMMARY OF POLICY FRAMEWORK

Table 13: Taranaki RLTP 2021 policy framework summary

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
			I3	<ul style="list-style-type: none"> Ensure road standards are developed to meet ONF requirements and support land use change.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure and safety improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high-risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and <i>Roadsafe Taranaki</i>.
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	<ul style="list-style-type: none"> Optimise existing capacity in the transport network, particularly through travel demand management measures and improved use of technology.
			A3	<ul style="list-style-type: none"> Ensure a range of travel options are available to the region's residents.
5	Ensuring network resilience and responsiveness in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.	R1	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.
			E2	<ul style="list-style-type: none"> Encourage and develop transport choices that promote energy efficiencies and public health.
			E3	<ul style="list-style-type: none"> Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).

APPENDIX VIII: INVESTMENT LOGIC DIAGRAM

Taranaki Regional Transport – Investment Logic Mapping diagram using the ILM problem and benefit outputs to guide the Plan's ten-year investment priorities

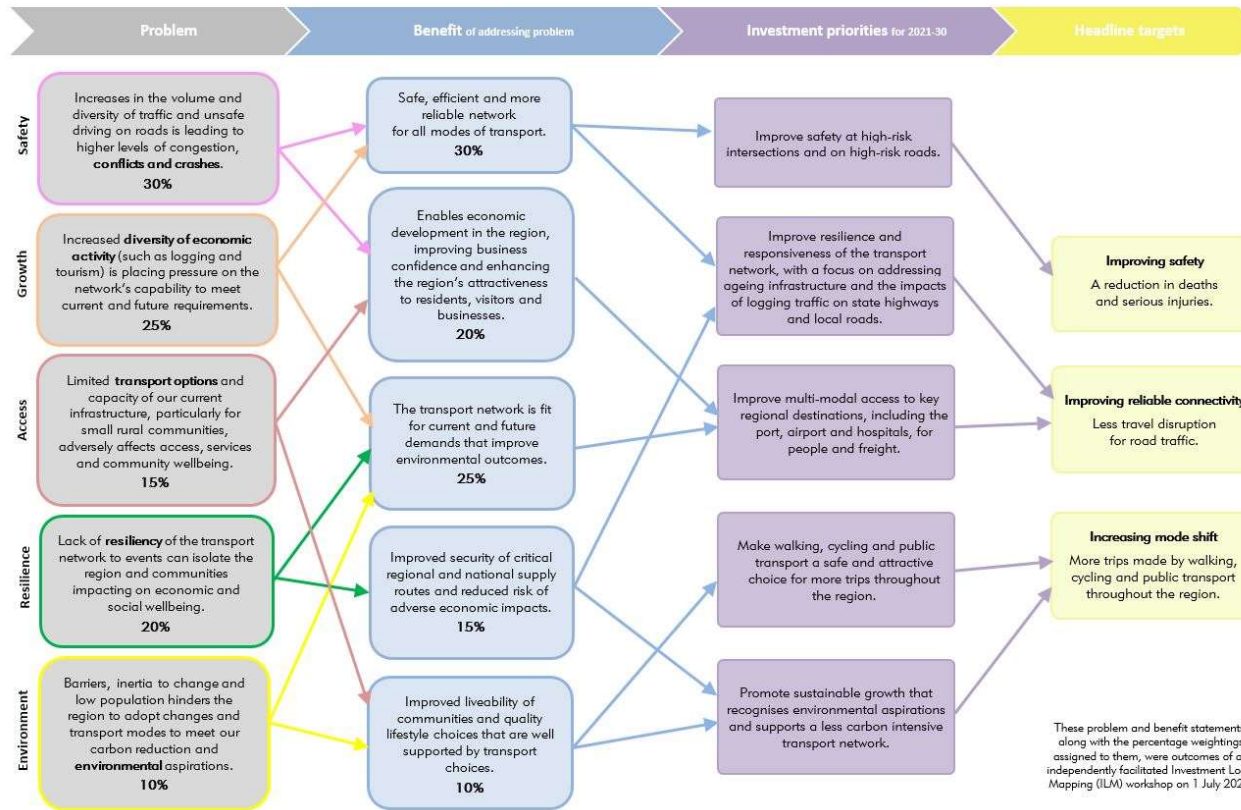


Figure 12: ILM diagram showing linkages to Plan's investment priorities

APPENDIX IX: 10-YEAR EXPENDITURE FORECASTS

The following two tables are an expansion of the summary information provided in Section 7.3.

Table 14: 10-year Activity Class expenditure forecasts by organisation (\$)

Org.	AC code	Activity Class (AC) name	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 year total 2021-2030
DOC	8	Local road maintenance	6,727	6,727	6,727	6,862	6,999	7,139	7,282	7,427	7,576	7,727	71,192
DOC	12	Local road improvements	-	-	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290	352,766
		Low cost / low risk improvements	-	-	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290	352,766
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
DOC (Taranaki)'s total by year			6,727	6,727	106,727	40,862	41,679	42,512	43,363	44,230	45,114	46,017	423,957
NPDC	1	Investment management	75,000	75,000	-	-	-	-	-	-	-	-	150,000
NPDC	3	Walking and cycling improvements	2,290,000	2,265,000	80,000	1,820,500	2,752,200	1,336,500	60,000	507,600	36,000	840,000	11,987,800
NPDC	8	Local road maintenance	23,512,263	21,687,674	24,541,351	20,676,153	23,874,206	23,870,711	22,867,453	23,842,720	23,349,576	22,419,703	230,641,810
NPDC	12	Local road improvements	10,886,939	10,517,939	11,666,939	11,453,900	5,313,000	4,871,900	5,626,800	4,072,800	5,450,800	11,955,800	81,816,817
		Low cost / low risk improvements	10,786,939	9,867,939	11,596,939	10,595,900	4,107,400	3,991,900	5,626,800	4,072,800	5,450,800	11,955,800	78,053,217
		Other (projects)	100,000	650,000	70,000	858,000	1,205,600	880,000	-	-	-	-	3,763,600
NPDC	23	Road to Zero	1,521,498	1,479,558	1,152,879	1,506,937	1,109,395	1,724,263	1,085,549	1,107,260	1,129,405	1,151,993	12,968,737
		Low cost / low risk improvements	605,000	550,000	210,000	484,000	66,000	660,000	-	-	-	-	2,575,000
		Other (projects)	916,498	929,558	942,879	1,022,937	1,043,395	1,064,263	1,085,549	1,107,260	1,129,405	1,151,993	10,393,737
NPDC's total by year			38,285,700	36,025,171	37,441,169	35,457,490	33,048,801	31,803,374	29,639,802	29,530,380	29,965,781	36,367,496	337,565,164
SDC	1	Investment management	60,000	60,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	90,000	720,000
SDC	3	Walking and cycling improvements	350,000	350,000	400,000	350,000	250,000	300,000	350,000	250,000	250,000	250,000	3,100,000
SDC	8	Local road maintenance	7,266,900	7,078,900	7,006,900	7,617,000	7,617,000	7,617,000	8,177,500	8,177,500	8,177,500	9,234,500	77,970,700
SDC	12	Local road improvements	500,000	500,000	1,000,000	450,000	450,000	950,000	7,980,000	7,480,000	480,000	510,000	20,300,000
		Low cost / low risk improvements	500,000	500,000	1,000,000	450,000	450,000	450,000	480,000	480,000	480,000	510,000	5,300,000
		Other (projects)	-	-	-	-	-	500,000	7,500,000	7,000,000	-	-	15,000,000
SDC	23	Road to Zero	330,000	75,000	75,000	200,000	200,000	200,000	250,000	250,000	250,000	270,000	2,100,000
		Low cost / low risk improvements	330,000	75,000	75,000	200,000	200,000	200,000	250,000	250,000	250,000	270,000	2,100,000
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
SDC's total by year			8,506,900	8,063,900	8,541,900	8,687,000	8,587,000	9,137,000	16,837,500	16,237,500	9,237,500	10,354,500	104,190,700

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Org.	AC code	Activity Class (AC) name	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 year total 2021-2030
STDC	1	Investment management	-	-	-	-	-	-	-	-	-	-	-
STDC	3	Walking and cycling improvements	-	-	-	-	-	-	-	-	-	-	-
STDC	8	Local road maintenance	14,209,384	14,345,384	14,694,384	13,859,578	14,526,424	13,794,938	14,801,138	14,973,038	15,146,658	14,940,016	145,290,942
STDC	12	Local road improvements	1,940,000	1,616,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	14,956,000
		Low cost / low risk improvements	1,340,000	1,616,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	14,956,000
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
STDC	23	Road to Zero	1,160,000	930,000	660,000	910,000	785,000	1,010,000	801,000	801,000	801,000	801,000	8,659,000
		Community Road Safety Promotion	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	5,600,000
		Low cost / low risk improvements	600,000	370,000	100,000	350,000	225,000	450,000	241,000	241,000	241,000	241,000	3,059,000
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
STDC's total by year			17,309,384	16,891,384	16,779,384	16,194,578	16,736,424	16,229,938	17,027,138	17,199,038	17,372,658	17,166,016	168,905,942
NZTA	1	Investment management	250,000	250,000	-	-	-	-	-	-	-	-	500,000
NZTA	3	Walking and cycling improvements	-	-	-	-	-	-	-	-	-	-	-
NZTA	9	State highway maintenance	24,042,814	26,133,382	27,361,514	27,908,745	28,466,920	29,036,258	29,616,983	30,209,323	30,813,509	31,429,779	285,019,227
NZTA	13	State highway improvements	3,150,000	1,270,000	1,290,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	13,599,721
		Low cost / low risk improvements	1,000,000	1,020,000	1,040,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	10,949,721
		Other (projects)	2,150,000	250,000	250,000	-	-	-	-	-	-	-	2,650,000
NZTA	23	Road to Zero	21,903,991	31,175,430	28,750,363	22,219,945	17,830,900	17,830,900	25,000,000	25,000,000	25,000,000	25,000,000	239,711,529
		Low cost / low risk improvements	845,574	-	-	-	-	-	-	-	-	-	845,574
		Other (projects)	21,058,417	31,175,430	28,750,363	22,219,945	17,830,900	17,830,900	25,000,000	25,000,000	25,000,000	25,000,000	238,865,955
NZTA's total by year			49,346,805	58,828,812	57,402,277	51,189,898	47,380,252	47,971,239	55,743,146	56,358,008	56,985,169	57,624,872	538,830,477
TRC	1	Investment management	-	-	-	-	-	-	-	-	-	-	-
TRC	4	Public transport services	5,886,219	6,114,268	6,350,047	6,595,089	6,849,760	7,114,442	7,389,862	7,676,454	7,974,323	8,283,564	70,234,028
		Existing services / operations	5,471,219	5,690,068	5,917,670	6,154,377	6,400,552	6,656,574	6,922,837	7,199,751	7,487,741	7,767,251	65,688,041
		Low cost / low risk improvements	300,000	306,900	312,731	318,673	324,728	330,898	337,516	344,604	351,841	358,878	3,286,769
		Ticketing	115,000	117,300	119,646	122,039	124,480	126,969	129,509	132,099	134,741	137,436	1,259,218
TRC	5	Public transport infrastructure	305,000	311,100	317,322	323,668	330,142	336,745	343,480	350,349	357,356	364,503	3,339,665
TRC's total by year			6,191,219	6,425,368	6,667,369	6,918,758	7,179,902	7,451,186	7,733,342	8,026,803	8,331,679	8,648,068	73,573,693

<once Excel table finalised, ensure explanatory footnotes transferred also >

Table 15: Breakdown of expected funding source for the 10-year expenditure forecasts

Org. & Activity Class	Total forecast expenditure 2021/2031 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
1 - Investment management				
DOC	-	-	-	-
NPDC	150,000	73,500	76,500	-
SDC	720,000	280,800	439,200	-
STDC	-	-	-	-
NZTA	500,000	-	500,000	-
TRC	-	-	-	-
Total	1,370,000	354,300	1,015,700	-
3 - Walking and cycling improvements				
DOC	-	-	-	-
NPDC	4,635,000	2,271,150	2,363,850	-
SDC	3,100,000	1,209,000	1,891,000	-
STDC	-	-	-	-
NZTA	-	-	-	-
TRC	-	-	-	-
Total	7,735,000	3,480,150	4,254,850	-
4 - Public transport services				
TRC	70,234,000	34,514,660	35,719,340	-
Total	70,234,000	34,514,660	35,719,340	-
5 - Public transport infrastructure				
NPDC	-	-	-	-
SDC	-	-	-	-
STDC	-	-	-	-
TRC	3,339,000	1,636,110	1,702,890	-
Total	3,339,000	1,636,110	1,702,890	-
8 - Local road maintenance				
DOC	71,192	-	36,308	34,884
NPDC	230,641,810	113,014,487	117,627,323	-
SDC	77,970,700	30,408,573	47,562,127	-
STDC	145,290,942	53,757,649	91,533,293	-
Total	453,974,644	197,180,708	256,759,051	34,884
9 - State highway maintenance				
NZTA	285,019,227	-	285,019,227	-
Total	285,019,227	-	285,019,227	-

Org. & Activity Class	Total forecast expenditure 2021/2031 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
12 - Local road improvements				
DOC	352,766	-	179,910	172,855
NPDC	69,741,288	34,173,231	35,568,057	-
SDC	20,450,000	7,975,500	12,474,500	-
STDC	14,956,000	5,533,720	9,422,280	-
Total	105,500,054	47,682,451	57,644,747	172,855
13 - State highway improvements				
NZTA	13,599,721	-	13,599,721	-
NPDC	820,000	401,800	418,200	-
Total	14,419,721	401,800	14,017,921	-
23 - Road to Zero				
DOC	-	-	-	-
NPDC	12,968,737	6,354,681	6,614,056	-
SDC	2,100,000	819,000	1,281,000	-
STDC	8,659,000	3,203,830	5,455,170	-
NZTA	239,711,529	-	239,711,529	-
TRC	-	-	-	-
Total	263,439,266	10,377,511	253,061,755	-
24 - Rail network				
25 - Coastal shipping				

<once Excel table finalised, ensure explanatory footnotes transferred also >

APPENDIX X: ASSESSMENT OF THE RELATIONSHIP WITH POLICE ACTIVITIES

There are programmes that fall outside of the scope of this Plan that play a key role in the regional road safety effort; the most significant of which is the road-policing programme.

Police enforcement is central to the delivery of a regional safe system response to road safety. Police collaborate with stakeholders across the region in accordance with the road safety policy directives of *Safer Journeys*, the *National Road Policing Plan* and district road safety action plans. The funding for road policing come directly from national sources, though regional policing activity is planned and implemented alongside the road safety programmes contained within the Plan. Police use an evidence-based approach to influence road user behaviours through risk-targeted, general and specific deterrence enforcement strategies.

Police are involved in regional road safety strategy and planning; road safety promotion and the delivery of roadside education and work collaboratively with Road Safe Taranaki to address the top priority road safety issues in Taranaki – these have been identified as young drivers, drink drivers, speed, loss of control on rural roads and motorcycle crashes. These issues have been identified in the Waka Kotahi data reports and NZ Police statistic reports.

Enforcement operations are coordinated with other regional road safety initiatives such as education to ensure that all activities are appropriately timed and achieve maximum impact.

Road Safe Taranaki is run under the umbrella of the Taranaki Regional Council and reports to the Regional Transport Committee.

APPENDIX XI: SUMMARY OF STRATEGIC FRAMEWORK AND INVESTMENT PRIORITIES

The following diagram provides an overview of the strategic framework for land transport in Taranaki, from the nationally sought outcomes through to the ten-year investment priorities.

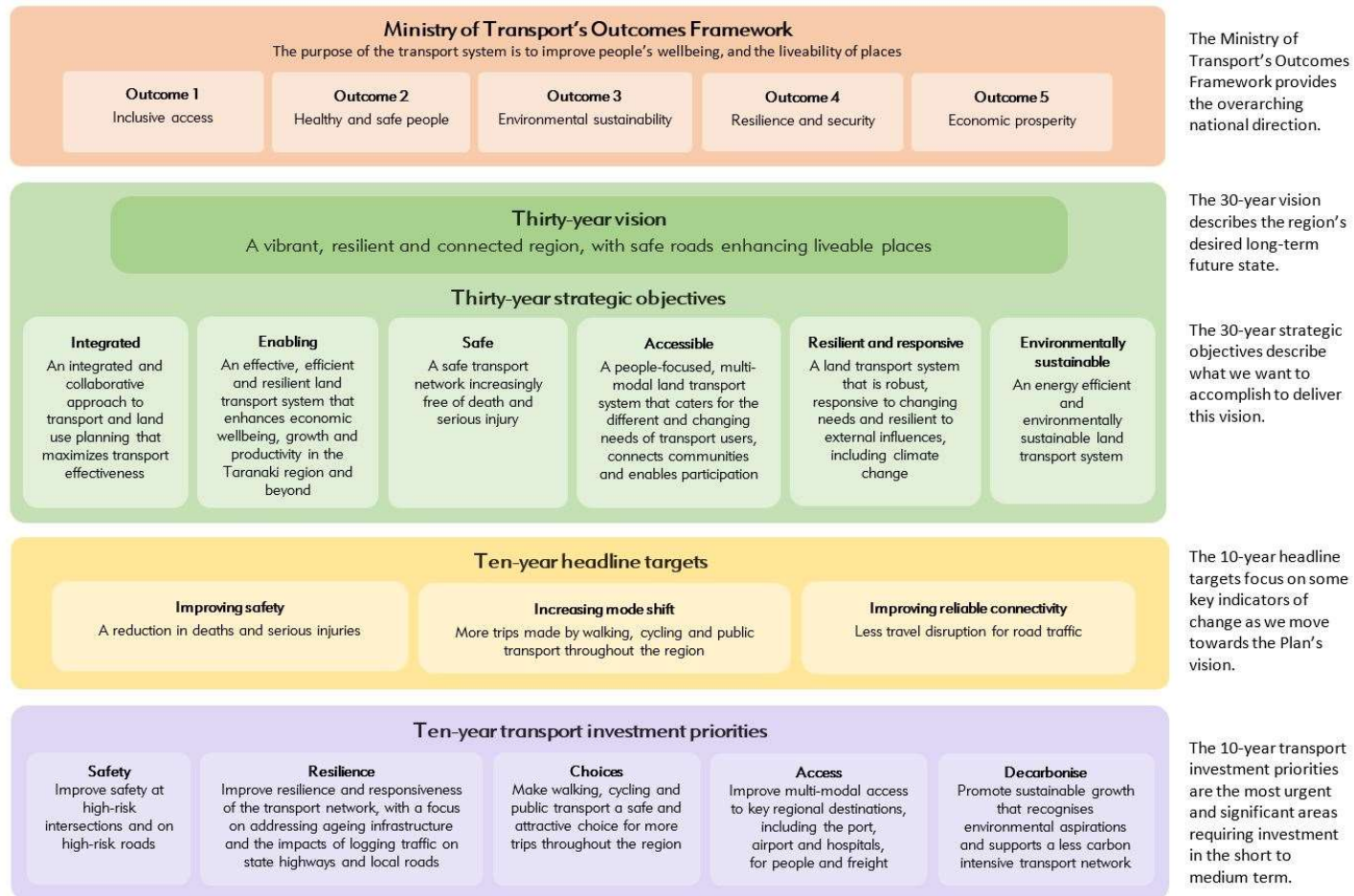


Figure 13: Summary of Plan's strategic framework and investment priorities

GLOSSARY OF TERMS AND ACRONYMS

The following is a glossary of terms and acronyms used in the Plan.

Frequent reference is made within these definitions to the LTMA, being the *Land Transport Management Act 2003*.

Activity means a land transport output or capital project, or both.

Activity class (AC) means a grouping of similar activities, as defined in the *Government Policy Statement* (e.g. renewal of local roads).

Arterial route means a major or main road that primarily services through traffic.

Approved organisation (AO) refers to an organisation that is eligible to receive funding from the National Land Transport Fund for land transport activities. Approved organisations are defined in the LTMA as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council) – currently the Department of Conservation and the Waitangi National Trust Board.

Approved organisations in the Taranaki region are the:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- Department of Conservation.

Commitment refers to the balance of financial allocation required to complete an approved activity in the current and future years.

Committed activities refers to commitments arising from activities which have previously been approved for funding through a previous National Land Transport Programme, so are included in the Plan automatically. Commitments arising from approved activities do not have to be prioritised as they have already been accepted by Waka Kotahi as approved activities.

Committee refers to the Regional Transport Committee for Taranaki.

Crown (C) Funds refers to special funding for specific regions and specified activities as appropriated or directed by the government.

Demand management refers to a generic classification of activities that encourage more efficient and sustainable travel and transport behaviour. Demand management has the objective of encouraging motor vehicle users to use alternative means of transport when appropriate while also reducing total vehicle kilometres travelled. This includes freight transport as well as personal travel.

District means the district of a territorial authority.

Emergency Works refers to the work category which covers both initial response and the work required to reinstate a road facility damaged by a sudden and unexpected natural event.

Existing public transport services means the level of public transport services in place in the financial year before the commencement of the RLTP, and any minor changes to those services.

Funding Assistance Rate (FAR) means the usual contribution in percentage terms that Waka Kotahi augments funding of an approved organisation for the delivery of an activity of combination of activities.

Financial year means a period 12 months beginning on 1 July and ending on 30 June.

Government Policy Statement (GPS) refers to a Government Policy Statement on Land Transport issued under section 66 of the LTMA.

High Productivity Motor Vehicles (HPMV) means a truck that carries a divisible load that exceeds a mass of 44,000kg and/or the maximum length dimensions allowed for standard vehicles (as set out in the *Land Transport Rule: Vehicle Dimensions and Mass 2002*). HPMVs operate under HPMV permits issued by a RCA for access to specific roads that have been determined to be suitable to accommodate the additional mass and/or length.

Improvements projects refer to improvements to road infrastructure outside of work categories defined as local maintenance and renewals.

Land transport

(a) means -

(i) transport on land by any means

(ii) the infrastructure, goods, and services facilitating that transport; and

(b) includes -

(i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure

(ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a)(i).

Land Transport Management Act 2003 (LTMA) refers the *Land Transport Management Act 2003*, as amended from time to time, which is the main statutory framework for land transport planning and funding in New Zealand.

Level of service (LOS)

Local authority refers to any territorial authority or regional council within the meaning of the *Local Government Act 2002*.

Local road means a road, other than a state highway, in the district, and under the control, of a territorial authority.

Local road maintenance refers to local road activities covering the following work categories: sealed pavement maintenance, unsealed pavement maintenance, routine drainage maintenance, structures maintenance, environmental maintenance, traffic services maintenance, operational traffic maintenance, cycle path maintenance, level crossing warning devices, emergency works, network and asset management, unsealed road metalling, sealed road resurfacing, drainage renewals, sealed road pavement rehabilitation, structures component replacements, environmental renewals, traffic services renewals, associated improvements and preventive maintenance. Improvements to road infrastructure outside of these work categories are considered to be 'improvement' projects.

Long-Term Plan (LTP) refers to the ten year long-term council plan produced by regional and territorial authorities in accordance with section 93 of the *Local Government Act 2002*.

Low cost / low risk improvements (LCLR) were known as Minor Improvements prior to the 2018-21. Low cost, low risk improvement programmes within the Local Road Improvements, State Highway Improvements, Road to Zero or Public Transport Improvements activity classes are for improvement activities up to \$2 million total cost per activity.

Mode is a categorisation of different methods of transport e.g. bus, walking, cycling, road, rail, airplane or boat.

National Land Transport Fund (NLTFund) means the fund established under section 10 of the LTMA to pay for land transport activities.

National Land Transport Programme refers to a national three-year programme produced and adopted by Waka Kotahi of approved and proposed activities, prepared under section 19 of the LTMA.

National (N) Funds refers to nationally distributed funds. These are the balance of funds in the National Land Transport Fund after accounting for R (regionally distributed) and C (crown) funds. N funds are allocated to the highest priority activities in each activity class across New Zealand.

NLT means National Land Transport

Public transport service is a service for the carriage of passengers for hire or reward, that is available to the public generally by means of vehicles as defined in section 5 of the *LTMA*.

Police activities means activities, approved by the Minister of Transport in conjunction with the Minister of Police, paid from the National Land Transport Fund, to be delivered by the police.

Regional Council means a regional council within the meaning of the *Local Government Act 2002*.

Regional land transport plan refers to a regional land transport plan as from time to time amended or varied.

Regional Land Transport Plan for Taranaki 2021/22-2026/27 or **Plan** refers to this document.

Regional Transport Advisory Group (RTAG) is the technical advisory group to the Regional Transport Committee.

Regional transport committee refers to a regional transport committee established under section 105 or clause 11 of schedule 7 of the *Land Transport Management Act 2003*. Regional transport committees have representation from regional councils, territorial authorities, and Waka Kotahi.

RLT means Regional Land Transport

Road Controlling Authority (RCA) that is, Waka Kotahi (for state highways), the Department of Conservation, and the territorial authorities (in Taranaki being the New Plymouth, Stratford and South Taranaki district councils).

Special Purpose Roads (SPR) are those local roads that were accepted as such under section 104 (now repealed) of the *Transit New Zealand Act*. Stratford and New Plymouth district councils both have responsibility for special purpose roads in their respective districts, which provide access into the Department of Conservation controlled Egmont National Park. National funding assistance for SPR is currently provided to those district councils at a 100% FAR, but this is being decreased to the relevant RCA's standard FAR from 1 July 2024.

State highway (SH) means a road declared to be a state highway under section 11 of the *National Roads Act 1953*, section 60 of the *Government Roading Powers Act 1989*, or under section 103 of the LTMA. These roads are managed by Waka Kotahi.

Territorial authority means a city council or district council named in Part 2 of Schedule 2 of the *Local Government Act 2002*.

Transport Investment Online (TIO) refers to Waka Kotahi's web-based funding allocation system for preparing and managing the *National Land Transport Programme*.

Waka Kotahi NZ Transport Agency (NZTA) refers to the single Crown entity established under section 93 of the LTMA that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.



Date: 3 March 2021

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

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

Document: 2718150

Purpose

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

Recommendations

That the Taranaki Regional Council:

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 2715288: Waka Kotahi New Zealand Transport Agency Presentation

Regional Transport Committee

Taranaki
3 March 2021



2021-24 National Land Transport Programme development

- This month we will work through and complete the initial moderation for improvements and low cost low risk activities.
- We will also complete moderation for continuous programmes.
- We expect to provide feedback on moderation for both continuous programmes and improvement activities in March.



Waka Kotahi Investment Proposal

We received a number of submissions on the Waka Kotahi Investment Proposal from councils.

- We're considering this feedback and are in the process of responding.
- We plan to review the Waka Kotahi Investment Proposal and make additional amendments where required.



Proposed non-state highway activities

- We're reviewing feedback on the non-state highway activities proposed for inclusion in the 2021-24 NLTP.
- The activities will be assessed and prioritised before a final list is put forward for consideration for inclusion in the NLTP.
- We have more information available on our [website](#).



Arataki V2 – COVID-19 update

The employment modelling used to inform Arataki V2 is available



We are scoping follow-up analysis on key insights from the first 10 months of the COVID-19 pandemic

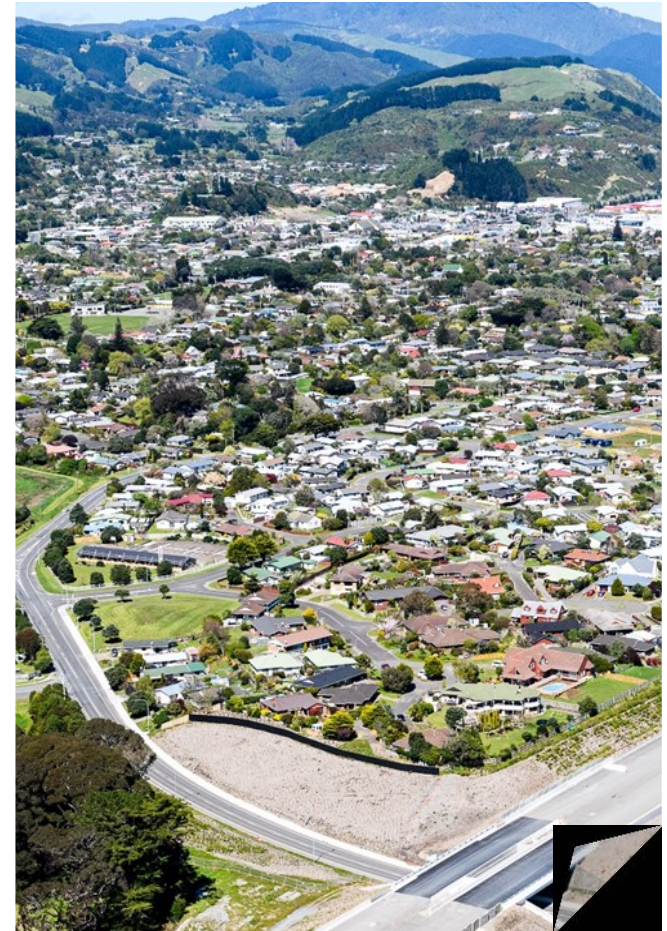


These new insights will be available within the next couple of months



30-Year Plan (Version 1)

- Last year we outlined our intent to start a 30-Year Plan.
- The plan would set out a three-decade plan of what Waka Kotahi needs to do to contribute to a thriving Aotearoa.
- We have decided to defer the start of this work until later this year.
- We will progress some initial planning.



Safe System case studies

- We've released new case studies about safety interventions to improve safety outcomes in our communities.
- These case studies focus on ways to prevent people being killed or seriously injured on our roads and streets.
- The first three case studies focus on:
 - Intersection speed zones
 - Raised safety platforms
 - Rural roundabouts

SAFE SYSTEM
CASE STUDY

Intersection speed zones

Intersection Speed Zones improve safety at rural intersections

Intersection Speed Zones are used to improve the safety at rural intersections along high-speed roads. They detect when a driver is approaching on a side road and activate an electronic Variable Speed Limit sign to temporarily show a lower speed limit on the main road.

The aim is to temporarily slow oncoming traffic down to 60 or 70km/h, making it easier and safer for people to pull into or out of a side road across a high-speed rural road. This takes the pressure off at intersections and makes the road safer for everyone by reducing the risk someone is killed or seriously injured if a crash happens.

How long does it take to create an Intersection Speed Zone?

It takes around six months to investigate and complete an Intersection Speed Zone, depending on procurement, access to power, and related intersection improvements.

How much do Intersection Speed Zones cost?

Intersection Speed Zones cost approximately \$200,000 for design and installation, which may be higher or lower depending on site characteristics. These costs don't include ongoing maintenance costs - which relate to use of the data network for communication with the sensors and signs, collection of speed data (where this is measured), and repair of damage occurring from crashes and system malfunctions.

How effective are Intersection Speed Zones?

We monitored Intersection Speed Zones across New Zealand, and our research found that they successfully reduced speed along main (priority) roads.

It showed that when signs are activated, modal (the most common) speeds were close to the variable speed limit displayed, whereas mean speeds were well above the posted variable speed limit!

Mean speed reduction range	
Sign on vs sign off	3-10 km/h
Before signs were installed vs signs on	4-19 km/h

TOTAL CRASHES REDUCED BY

28%

FATAL AND SERIOUS CRASHES REDUCED BY

69%



Road to Zero video resources

- To help different audiences understand the part they play in reducing deaths and serious injuries on NZ roads we've developed a series of Road to Zero videos.
- You can watch the videos on our website: <https://nzta.govt.nz/safety/safety-resources/road-to-zero-resources/road-to-zero-videos/>



Taranaki- Regional Updates

March 2021



SH43 Project Updates – Regional NZUP funding

Project	Construction	Status	Update
Passing and wayfinding opportunities	late 2021	Amber	<ul style="list-style-type: none"> Engagement with key stakeholders including local councils, Venture Taranaki and iwi is ongoing Beca appointed as the professional services consultant for engineering design. Works to seal some stopping areas planned for March (weather dependant)
Moki Tunnel improvements	Early 2021	Green	<ul style="list-style-type: none"> Traffic signs to be installed
Preventative maintenance strategy	Report only	Green	<ul style="list-style-type: none"> Final report has been issued. It will be used to inform /support Annual Plan requests
Kahouri Stream Bridge replacement	2021-2023	Green	<ul style="list-style-type: none"> Structures options report initial review complete. Awaiting final draft. Early conversations with landowners to discuss land acquisition underway.
Manawawiri Stream culvert replacement (bridge)	May/June 2021	Green	<ul style="list-style-type: none"> Procurement of contractor underway
Pohokura Stream culvert replacement (bridge)	July 2020-March 2021	Green	<ul style="list-style-type: none"> To be completed by early March (Delayed as a result of poor weather).
Safety improvements	March 2021-December 2023	Green	<ul style="list-style-type: none"> Safety improvements sites under review, design to commence shortly. Tree felling, installation of signage and line markings are scheduled to start next month. Guardrail sites construction procurement scheduled for Q2 2021

Pohokura Culvert Bridge

- The new bridge at Pohokura is now complete, reinstating the road to two lanes.
- The damaged culvert was removed early this year and the crew are currently undertaking final erosion protection works

Bridge during construction



Completed Bridge



Sealing the Tangarakau Gorge – PGF funding

- Construction has been delayed as a result of additional requests relating to the consent application.
- We are now in the final stages of obtaining consents. Once this process is complete, we will award the construction contract and provide a start date for sealing.
- Having missed most of the 2020/21 construction season, it is likely that sealing will now start next spring.
- We are investigating what preliminary works, such as erosion controls, can be undertaken over the winter months to prepare the road for sealing.



Taranaki Regional Update

Activity	2020 / 21	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	\$18m	01/07/2020 (TNOC20 start date)	17%	<ul style="list-style-type: none"> • 2020/21-year programme (lane km): <ul style="list-style-type: none"> ○ Reseals: 56.2 (19% complete) ○ SCRIM: 11.5 (0% complete) ○ Rehabs & SACs: 5.6km (36% complete) ○ Thin Asphalt: 3.4km (10% complete)



Kakaramea, Mangamaio and Rugby Road completed

Rotokare Road repairs completed with a reseal to be undertaken.

Pavement maintenance continuing throughout the network.



Taranaki Regional Update

Activity	2020 / 21	Key date(s)	Progress	Commentary
Low Cost / Low Risk	\$2.7M		40%	<ul style="list-style-type: none"> • 21 projects that cover Safety, Resilience, Efficiency and Walking & Cycling • 8 projects in design stage • 3 projects at consenting stage • 4 projects under construction • 6 completed



Taranaki Regional Update

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Emergency Works	\$8m (high level estimate)		15%	<ul style="list-style-type: none"> • SH43 Tunnel Hill: Design is underway for the permanent solution. Retaining wall to reinstate road and additional rock rip rap to retain upslope. • SH43 West Otunui – consent granted. Realignment with programmed completion date March 2021. • SH43 Tahora Saddle – Design being finalised. Construction target for completion in June 2021.
			20%	
			15%	

Taranaki Large Capital Project Updates

Activity	2018 – 21 NLTP (\$)	Key date(s)	Progress	Commentary
Mt Messenger Bypass	\$200m	Feb- Mar 2021	Ongoing	<ul style="list-style-type: none"> Final decisions expected from the Environment Court awarding resource consent
		April 2021	Not Started	<ul style="list-style-type: none"> Pre-start works including tree felling and ecological monitoring (dependent on gaining consents)
		October 2021	Not Started	<ul style="list-style-type: none"> Construction start - tie-in points and compound set-up (dependent on resource consent approval). Location and sequence of construction to be determined by outcome property acquisition process.
Tongaporutu Intersection Improvements	\$1.6m	November 2020	Complete	<ul style="list-style-type: none"> Construction contract awarded
		June 2021	Not Started	<ul style="list-style-type: none"> Construction commences
		December 2021	Not started	<ul style="list-style-type: none"> Construction complete
Rapanui Passing Lane	\$8.8m	November 2020	Complete	<ul style="list-style-type: none"> Construction contract awarded
		Early Dec 2020	Complete	<ul style="list-style-type: none"> Construction underway
		December 2021	Not started	<ul style="list-style-type: none"> Construction complete

SH3 Mt Messenger Bypass Update

- The project continues to be delayed by the Environment and High Court appeals. A final decision awarding a resource consent is expected soon.
- Ngati Tama, councils, DOC and LINZ continue to be well engaged with the project
- Ecological surveys continue, to determine how and when bats and kiwi will be 'directed' away from the work area.
- An alternative construction programme has been created to allow construction to start should the compulsory acquisition process take another 12 months.



1924



Now



2024

Awakino Tunnel Bypass – opening in May



Taranaki Project Updates – Safety

Activity	2018-21 NLTP	Key date(s)	Progress	Commentary
SH3 Waitara to Bell Block Speed Review		Consultation completed	Green	<ul style="list-style-type: none"> New speed limited implemented Dec 2020
SH45 New Plymouth to Hāwera		Technical assessment completed	Green	<ul style="list-style-type: none"> There are community requests for speed limit changes at Omata, Oakura and Okato which coincide with this review.
SH3 Mokau to Te Kuiti		Technical assessment Completed	Green	<ul style="list-style-type: none"> There have been requests for speed limit reviews at Urenui and Tongaporutu.
SH3A		Technical Assessment Underway	Green	<ul style="list-style-type: none"> Added as part of the SH3 New Plymouth to Hawera review
SH3 New Plymouth to Egmont Village		SNP Review completed and feasibility review underway	Green	<ul style="list-style-type: none"> \$1,970,000 was recently committed for design of proposed safety improvements between New Plymouth and Egmont Village Speed management will be considered as part of the safety improvements.

SH3 Waitara to Bell Block Progress Update

- Early safety improvements between Bayly Street and Raleigh Street at Waitara were undertaken last month. The section of highway was resealed, the passing lane at Brixton Hill removed, and a new wide centreline installed to help keep traffic apart, reducing the risk of head-on crashes.
- Initial safety improvements will help prevent crashes in the interim and prepare the road for sections of median barrier to be installed once the roundabouts are built.
- Planning and investigative works for the roundabouts continue. The scale of construction works, and complexity of stormwater and consenting matters associated with the roundabouts are significant. The project team are working closely with NPDC, iwi and other stakeholders to work through design options.
- Recently the project team undertook a successful cultural Haerenga along the route with Te Atiawa hapu to better understand the cultural significance of the project area. The bus trip was followed by a design workshop.

SH3 New Plymouth to Hāwera update

Background

- The SSBC considered safety and access issues along the full corridor and progressed to an identified recommended option, before being put on hold in order to consider the best funding pathway for any activities
- With the start of the Safe Network Programme, the Standard Safety Intervention (SSI) funding pathway was identified to progress these recommendations
- The SNP picked up the findings of the draft SSBC and work has been undertaken to identify alignment with the SNP PBC; check that the recommendations in the draft business case aligned with the new Road to Zero strategy (2019); and to identify any sections that could be progressed in the 2021-24 NLTP.

New Plymouth to Egmont Village corridor

- As a result Waka Kotahi advanced the design phase for New Plymouth to Egmont Village in this NLTP Period through a SSI Funding Application. This enabled us to advance the timing of this section faster than the business case process would allow and meant we could secure funding for this project to make a start.
- **SH3/3A New Plymouth to Hawera package**
- The business case findings for the balance of the corridor have been included in the development of the Road to Zero Speed and Infrastructure programme across New Zealand and advanced to start in the 2021-24 NLTP period noting the work completed by the previous business case.
- The project consists generally of mid-block (corridor) improvements, and intersection improvements along the SH3 and SH3A corridors. As the programme is developed, information about the specific locations, recommended treatments and timing will be publicly available

Keep up to date

For information about works happening in Taranaki visit:

nzta.govt.nz/taranaki-highways



Hei konā mai





Date 3 March 2021

Subject: **Regional Road Safety Update**

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

Document: 2718246

Purpose

1. The purpose of this memorandum is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on their road safety activities in the region.

Recommendations

That the Taranaki Regional Council:

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

Background

2. Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the *Regional Land Transport Plan for Taranaki 2015-2021: Mid-term Review* (RLTP). Section 4.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety.
3. As Members are aware, one of the main organisations set up to identify and agree on community road safety initiatives within the region is Roadsafe Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafe Taranaki agrees on important community road safety initiatives for the region further to NZ Transport Agency funding guidance and develops programmes to implement these. A full time Road Safety Coordinator is employed to facilitate the educational component of the Group, liaise with stakeholders and the community to identify problems and priorities, and help in developing practical road safety projects.
4. Roadsafe Taranaki works closely with the wider Road Safety Action Planning Group, which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, New Plymouth District Council's Let's Go project, Taranaki Automobile Association, New Plymouth Injury Safe, and Taranaki Regional Council.

5. Marion Webby (Road Safety Coordinator) and Senior Sergeant Robbie O'Keefe (Taranaki Road Policing Manager) will represent the Taranaki Road Safety Action Planning Group to update the Committee on road safety activities in the region.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

9. 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

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



Date: 3 March 2021

Subject: **Territorial Authorities Update**

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

Document: 2718173

Purpose

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

Executive summary

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

Recommendations

That the Taranaki Regional Council:

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

Background

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

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

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

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 2703521: Update to the Regional Transport Committee - NPDC

Document 2702532: Update to the Regional Transport Committee - SDC

Document 2701174: Update to the Regional Transport Committee - STDC

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

New Plymouth District Council (NPDC) operations focused on maintaining the transport network open during a very wet and windy November/December period. In the 25 November to 10 December 2020, Council suffered weather damages estimated at between \$1.3M and \$1.7M. The bulk of the damage occurred in the North Taranaki area. Waka Kotahi have approved to the cost sharing of the reinstatement of the weather damaged roads.

The programmed maintenance, operations and renewals works were focused on the pre-reseals maintenance and resealing activities.

The focus of the first half of 2020/21 has been on footpath renewals, though drainage renewals are also advancing as fish-passage retro-fitting takes place. The second half of 2020/21 will be focused on the completion of the reseals programme and structures (i.e. bridges/retaining walls).

2. ROAD IMPROVEMENTS

The greatest amount of improvements has been walking and cycling improvements around schools, including Vogeltown School (Huatoki St), and Moturoa School (Pioneer Rd).

3. ACTIVE MODES – WALKING AND CYCLING

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

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

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

4. ROAD SAFETY

NPDC commenced the safer speed review consultation process. This will start with a focus on speeds on rural roads and around (both urban and rural) schools.

In January NPDC commenced its 'back to school' safety campaigns raising awareness at school children returning to school after the extended Christmas/New Year holiday period.

5. TRANSPORT PLANNING

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

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

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

The AMP and draft RLTP for NPDC's transportation has been reflected in NPDC's draft Long Term Plan (LTP) 2021-31, which will be out for public feedback between 3 March and 5 April 2021.

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

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

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

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

Maintenance and Operations.

During the period December 2020 to March 2021 we have undertaken the following activities:

- Grading of the unsealed roads continue across the district;
- Watertables cleared on Putikituna Road - this was well received by the locals.
- Weed control in the roadside watertables was carried out in December.
- The replacement of the footpaths in Lysander Street, Page Street and Cordelia Street were completed.
- Forestry activity commenced on Brewer Road and Mangaoapa Roads.
- Significant rainfall event on 25 and 26 November resulted in slips and flooding occurring and further damage to McBride's Bridge (Figure 1).
- Maintenance metalling of Toko Road commenced in December in readiness for forestry activities.
- Replacement of culverts on Lower Kohuratahi Road.
- Repairs to concrete beams of a bridge located on Mangaoapa Road at RP3.45 were completed in December.
- Pavement repairs on Brewer Road were sealed before the Christmas close-down.
- 20% of the reseals were completed prior to Christmas, the remainder in the New Year.



Figure 1 - Damage to the land span of McBride's Bridge.

Renewals

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

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

2. EMERGENCY WORKS

At the beginning of December (8-10 December), we experienced three days of continual rain across the district. Apart from the usual suspects of blocked roadside drains, we closed four roads due to either slips blocking the road or trees that had fallen across the road. The roads affected were, Puniwhakau Rd, Douglas North Rd, Mangaoapa Rd and Manaia Rd within the National Park.

A contract has been awarded to Superior Civil Construction Limited to repair the damage to McBride's Bridges as shown above in Figure 1.



Figure 2 - Underslip on Mangaoapa Rd north of the Matau Tunnel

Our consultant has indicated the most suitable repair is to construct a retaining wall, due to the unstable nature of the ground above the road (to the left of this photograph).

A bank retreat on Mangare Rd has been completed to avoid an underslip on this road. The material excavated was used to "bench" or fill in the drop out that occurred in November 2020. Figure 3 below shows the completed job.



Figure 3 – Bank retreat on Mangare Road.

3. ROAD IMPROVEMENTS

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

Retaining Walls – We have identified four retaining walls located on Mohakau Road which require some maintenance to be undertaken. Two of the walls can be repaired by replacing the failed timbers as well as installing additional lateral restraints using deadman/strongback anchors. The other two walls will have to be replaced as these walls are no longer vertical as the road is subsiding behind the wall. Our intention is to complete these works before the end of the financial year.



Figure 4 – Mohakau Road Retaining Wall at RP3380 to be replaced



Figure 5 – Retaining Wall on Mohakau Rd at RP3430. Horizontal boards to be replaced.

Culverts – During the course of our routine structural inspections we have identified five large diameter culverts that require replacement or pipes to be relayed. A further three culverts require a concrete liner to their inverts, as the base of the culvert has corroded away. As we cannot afford to complete all these repairs/replacements this year, our consultant is determining the priority for each culvert.



Photo 1: Inlet to the water drive

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



Photo 4: Inside looking upstream

4. ACTIVE MODES – WALKING AND CYCLING

Bike Park - This is currently 75 percent complete. The outstanding works include a new toilet block and the pump track.

We will be liaising with Waka Kotahi for the conversion of un-marked parking area on SH43 Regan Street which is adjacent to the new bike park. Our intention is to convert this roadside parking to angled parking bays. We see this as a valuable addition to the facility, as the location is adjacent to the new bike park, it will prevent parallel parking by logging trucks and maximise the parking provisions locally.

We are also liaising with Waka Kotahi for the provision of a pedestrian crossing facility on SH43 near the new bike park. This will support our Walking and Cycling Strategy by providing a safe crossing point along State Highway 43.

Footpath Replacements - We continue with our footpath replacement programme with Lysander Street, Page St (outside Cam-Am), Broadway (outside Taranaki Field Torque) and Cordelia Street being completed. The replacement of the footpath on Orsino Place has commenced.



Figure 7 – Footpath, Kerb and Channel replacement in Lysander Street.

Walking and Cycling Strategy – We have recommenced the development of our Walking and Cycling Strategy following a short break to complete Activity Management Plans and our Long Term Plan preparations. Our intention is put this document before our Council within the next three to four months for endorsement. Thereafter, we will seek Waka Kotahi’s endorsement for future funding requests.

5. ROAD SAFETY

Red Threshold Road Markings

Following comments from the residents on Celia Street, Pembroke Road and Hunt Road concerning motorists not obeying the posted speed limits when entering Stratford, we took the initiative to highlight the posted speed limits using the road marking shown in Figure 8 below. These have been marked where the speed limit has changed and as repeaters on Celia Street.



Figure 8 – Red “threshold” markings to highlight the speed limit on Celia Street

Shark’s Teeth at Makahu School.

We have received comments from the school Principal who is concerned about the speed vehicles travel past this rural school. As a trial we are installing a combination of the red patches with “school” written on them, shown above in figure 8, along with the “shark’s teeth” as indicated in the diagram below. This will highlight the present of the school as well as providing a visual restricting in road width. This should have the desired result of slowing the passing traffic.

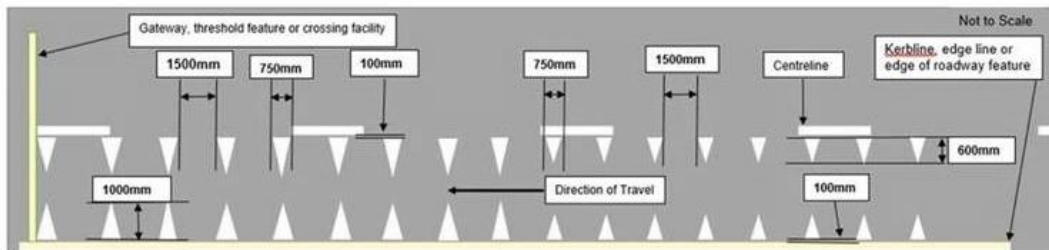


Figure 9 – Layout of Shark’s Teeth to be used at Makahu School



Figure 10 – Sharks Teeth and Red Markings – Makahu School



Figure 11 - Sharks Teeth and Red Markings – Makahu School

Safety Project – Swansea Rd by High School

We have received a request from the Principal of the High School to consider the installation of a permanent 40km/h speed limit along the school frontage.

A traffic and speed count was undertaken in September 2020, with the 85 percentile speed being 56km/h, the Mean speed being 47km/h and the maximum recorded at 128km/h. The total number of vehicles counted during the seven days was 12,148.

Our preference at this stage is to look at alternative treatments to using road markings, kerb extensions, changing parking layouts in the vicinity of the school in the aim of reducing the speed of vehicles travelling past the school.

Should this treatment not have the desired result, we can consider reducing the speed limit outside the school.

Consultation for 80km/h on Opunake Rd

A report will go before Council on 23 February 2021 requesting the authority to consult with the community on the proposal to reduce the speed limit along Opunake Rd from 100km/h to 80km/h.

Consultation for crossing facility on SH3 Broadway.

We have consulted with the local residents that could be affected by the proposed pedestrian crossing facility located just south of the Pembroke Road intersection. As at the time of writing this report, the majority of the residents are against the proposal, stating, the crossing facility will make the access and egress to their property unsafe.

We are investigating an alternative proposal which is located outside the Northern Dairy and the Caltex fuel station.

6. TRANSPORT PLANNING

This activity primarily relates to the impacts of new developments on the roading network within Stratford. For the months of December and January we have received 20 resource consent applications for 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:	February 2021

1. MAINTENANCE, OPERATIONS AND RENEWALS -31st January 2021

Maintenance – The expenditure on maintenance work to 31st January 2021 is \$3.56 million. Total budget is \$8.4millions. The work provides for the routine care of pavements, drainage and structures to maintain their structural integrity and serviceability. Current maintenance issue is forestry work over the winter months with heavy logging trucks damaging the low volume roads.

Renewals - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. Expenditure to 31st January 2021 is \$3.12 million out of a budget of \$8.798millions. The renewal work is slightly behind, but expenditure is ramping up as contracts are tendered and awarded in the next few months.

2. EMERGENCY WORKS – November -December 2020

During the month of November, South Taranaki District was inundated with period of heavy rain resulting in slips over various roads including a large culvert washout on Waitotara Valley Road. The total estimated cost of repair is \$730,000 which we have received funding approval from NZTA. The expenditure to date on this activity is \$500,000. The large culvert replacement on Waitotara Valley Road is progressing. There is also expenditure amounted to \$202K on minor events work.

3. LOW COST LOW RISK

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

The expenditure to 31st January is \$600K out of a budget of \$3.4millions. Most of the major work has been programmed for the next year and expenditure will ramp up when the contracts are awarded.

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

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

Walking and cycling: We have planned to construct a new walkway from Hawera to Normanby. The route will be via Glover Road and Ketemarae Road. The design and documentation are being prepared. The work is programme to be tendered out in February 2021.

4. TRANSPORT PLANNING

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

5. GENERAL

Recent fish passage work at culverts on Mangawhio Rd, Waverley as required by TRC. The culverts outlet was perched, and rip rap rock works have brought the downstream level up to provide a usable passage for fish. See photos re before and after fish passage work is completed.

Before & after pictures of the 3 culverts that required remediation for fish passages.



RP 4000 before



RP 4000 after



RP 4530 before



RP 4530 after



RP 5727 before



RP 5727 after

6. BRIDGES

Bridge strengthening work on Bridge 172 on Wiremu Road is progressing. It was a carry over work from last year. The estimated cost to complete this strengthening work is \$360K.

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

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



Date: 3 March 2021

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

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

Document: 2719794

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 31 December 2020.

Recommendations

That the Taranaki Regional Council:

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

Background

2. As part of the Council's responsibility for promoting an integrated, safe, responsive and sustainable land transport system within the region, a range of activities are required, including provision of public transport services for all sectors of the community including those with disabilities.

Covid-19

3. The impact of Covid-19 continued during the quarter as we moved to Alert Level 2 in September with physical distancing required. Reduced bus capacity and potential concerns passengers may have with Public Transport being key points of transmission is evidenced by the continued patronage drop the Citylink experienced this during quarter. Continuous monitoring of the Covid 19 impact and the requirements to improve responsiveness to any shifts in alert levels will need to be prepared for with the Covid-19 impact expecting to be sustained for a significant period of time.
4. The Connector service was not impacted by the Covid-19 restrictions as the service is exempt from physical distancing due to the passenger booking system it operates meaning contact tracing is readily available.

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

5. Patronage for the quarter decreased across all categories of patronage - with a total trip count of 97,447 in the September - December quarter from ticketing data provided. This figure will not include data from the old ETS ticketing system that was made redundant in early October with the Bee Card transfers.. This is a direct impact of Covid Level adjustments in September and slow recovery into the Christmas period with transfer services from school services also down as students finished for the school year. Pleasingly the Bee card technology roll out has been well adopted with only 10% of fares being cash of the total patronage. Further work will continue in this space to move to maximum usage of the Bee system to support analytics and future planning of PT patronage demand via routes and planned urban growth models.

Connector (Hāwera to New Plymouth) bus service

6. Patronage on the connector decreased in the quarter for reasons similar to the New Plymouth patronage. Newly established contracts with both the DHB and WITT to continue the Connector services provides support to the continuation of the service whilst increased patronage is sought from individuals. Additional services were implemented to continue to meet demand with significant disruptions due to major road remediation projects. This service will be monitored closely ongoing and currently a rebrand and refresh of the buses are under action to improve visibility of the services to the general public. These refreshes are due to roll out from 1 March 2021.

Southlink services

7. Southlink services have had falling patronage and services have been reduced to a minimal service level. Ngati Ruanui have reached out to the TRC and the current state is a work through to support the current demographic in the Waverley /Patea area where 20% of Ngati Ruanui descendants do not have access to private transport. This is in very early preliminary stages but is an opportunity to not only meet a social need, but also build relationships within the Maori communities in South Taranaki with Iwi funding to support uptake of Public Transport.

Specialist Services - Total Mobility/Supergold

8. Patronage has continued to decrease within these sectors, which is unsurprising due to the vulnerability of passengers with disabilities/ and advancing age in the current Covid -19 environment. With the cancellation of a contract with a Stratford based TM provider there may be a reputational impact in demand for services. A proposal for service is currently being reviewed for a new provider within the Central Taranaki region, with considerations for the ongoing needs for these services being met on a medium to long term basis.

Financial considerations—LTP/Annual Plan

9. 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

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

Iwi considerations

11. 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

12. 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

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

Appendices/Attachments

NB: Data will be forthcoming for the next quarter, the current state is that the data is not trustworthy and I cannot verify the validity of the passenger numbers.



Date 3 March 2021

Subject: **Climate Change Commission Consultation on Draft Advice**

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

Document: 2717884

Purpose

1. The purpose of this memorandum is to advise the Committee of the release of the Climate Change Commission's draft advice to Government for consultation.

Recommendations

That the Taranaki Regional Council:

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

Background

2. He Pou a Rangi, the Climate Change Commission (the Commission), released their draft advice for climate change action in Aotearoa on 31 January 2021. This report contains significant detail of where New Zealand currently is in terms of emissions targets and recommends emissions budgets for the future.
3. This is the Commission's first package of advice to government to help Aotearoa transition to a thriving, climate-resilient and low emissions future. It covers:
 - The proposed first three emissions budgets and recommendations that will provide a framework for the country's first emissions reduction plan, advising the Government on how the emissions budgets could be met.
 - Advice on whether the first Nationally Determined Contribution (NDC) for Aotearoa is compatible with contributing to the global efforts to limit warming above 1.5°C above pre-industrial levels. Advice outlines how the current NDC is not currently compatible.

- Advice on what potential reductions in biogenic methane might be needed in the future (this is not a review of current targets). Advice states that decreases will be required by 2100.
4. Full information, including the draft report and a range of related evidence and discussion resources are available at <https://haveyoursay.climatecommission.govt.nz/>.
 5. Consultation is underway to help the Commission to test their analysis with a range of stakeholders, including the public, and fully understand the impact of their advice before submitting the final report to the Government. The submission deadline has been extended from 14 March to 28 March 2021.
 6. The Commission has tight timeframes to work with, so are analysing submissions as they arrive (from 1 February to 28 March). After 28 March, they will determine which changes can be made to their first package of advice and which changes can be undertaken as part of their future work.
 7. The Commission's finalised first package of advice must be delivered to the Government by 31 May 2021.
 8. The Government (and implementing agencies) will then have until the end of the year to decide, and let Aotearoa know, which parts of the advice they will act on. This may include running their own consultations. From there, in 2022, the Commission will begin a new work programme to monitor how their advice is implemented, including how well Aotearoa is tracking to meet the 2050 target.

Discussion

9. The Taranaki Regional Council is preparing a submission to meet the extended submission deadline of 28 March 2021. While the Council submission will include some points related to transport, the opportunity exists to provide a submission from the Regional Transport Committee that focuses on the transport components.
10. Guidance is sought from the Committee on whether they wish a submission to be drafted and any key submission aspects they would wish to be included.

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 *Land Transport Management Act 2003*, 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. 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.