



AGENDA Regional Transport

Wednesday 1 June 2022, 10.30am

Taranaki Regional Transport Committee Meeting

01 June 2022 10:30 AM

Agenda Topic	Page
Apologies	
Notification of Late Items	
2. Confirmation of Minutes - 2 March 2022	3
3. Minutes - Regional Transport Advisory Group Meeting	9
4. Confirmation of Minutes - State Highway 3 Working Group	16
5. Waka Kotahi Update	21
6. Submission for endorsement - Road User Charges System review	53
7. Changes to speed management planning	60
8. Transport Policy Updates	65
9. Strategic case for freight and logging	74
10. Updates from Territorial Authorities	86
11. General Business	



Date 1 June 2022

Subject: **Confirmation of Minutes - 3 March 2022**

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

Document: 3068640

Recommendations

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 2 March 2022 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on Wednesday 2 March 2022 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 3000585: Minutes Taranaki Regional Transport Committee - 2 March 2022



Date 2 March 2022, 10.30am
Venue: Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford
Document: 3000585

Present	Councillors	M McDonald	Taranaki Regional Council (Chairperson)
		H Duynhoven	New Plymouth District Council <i>zoom</i>
	Mayors	P Nixon	South Taranaki District Council <i>zoom</i>
		N Volzke	Stratford District Council
Ms	L Stewart	Waka Kotahi NZ Transport Agency <i>zoom</i>	
Attending	Mr	M Nield	Taranaki Regional Council
	Ms	S Hiestand	Taranaki Regional Council <i>zoom</i>
	Ms	S Downs	Waka Kotahi NZ Transport Agency <i>zoom</i>
	Mr	D Cross	Waka Kotahi NZ Transport Agency <i>zoom</i>
	Mr	S Bowden	Stratford District Council <i>zoom</i>
	Mr	R Leitao	New Plymouth District Council <i>zoom</i>
	Mr	S Knartson	New Plymouth District Council <i>zoom</i>
	Mr	V Lim	South Taranaki District Council <i>zoom</i>
	Mr	R Broad	AA Taranaki
	Miss	R Sweeney	Taranaki Regional Council
	Ms	K Humphrey	Taranaki Regional Council <i>zoom</i>
	Ms	F Ritson	Taranaki Regional Council <i>zoom</i>
	Mr	G Sykes	Egmont Village Community Representative
	Ms	J Coulson	Egmont Village Community Representative
	Mr	J Bullivant	Te Manatū Waka Ministry of Transport <i>zoom</i>
	Ms	M Willberg	Te Manatū Waka Ministry of Transport <i>zoom</i>

Apologies There were no apologies received.

Notification of Late Items **There were no late items.**

1. Deputation – Egmont Village Safety Improvements

- 1.1 Mr G Sykes & J Coulson gave a deputation to the Council regarding the Inglewood Safety Improvements in regards to traffic speed through Egmont Village and road noise impacting the Egmont Village School.
- 1.2 The committee asked for information on what plans the school or the Education Board had put in place for noise reduction such as acoustic barriers.
- 1.3 Ms L Stewart, Director Regional Relationships, Waka Kotahi, acknowledged the deputation and advised that it would be logical for the improvements needed at Egmont Village to be done as part of the planned safety improvement works. A safety assessment is planned which will feed into a feasibility study. It was advised that changing the speeds is a more complex as it has to go through a regulatory process to look at potential speed reduction.
- 1.4 Ms L Stewart, Director Regional Relationships, Waka Kotahi, acknowledged Ms J Coulson, Egmont Village Safety's request for engine break signs to be erected in the interim and advised that it was currently being investigated.

2. Confirmation of Minutes – 1 December 2021

Resolved

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 1 December 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 1 December 2021 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Duynhoven/Volzke

Matters arising

- 2.1 Councillor M J Cloke has been closely working alongside Ms S Downs, Portfolio Manager, Waka Kotahi New Zealand Transport Agency, on the State Highway 3 prioritisation process, as such an update on the slow vehicle passing lane requested in Mokau and followed up on by Councillor H Duynhoven would be available in due course.

3. Regional Transport Advisory Group Minutes – 9 February 2022

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 9 February 2022.

Cloke/Nixon

4. Waka Kotahi New Zealand Transport Agency Update

- 4.1 Ms L Stewart, Director - Regional Relationships, Waka Kotahi New Zealand Transport Agency, gave a presentation updating Members on activities of the Agency.
- 4.2 Ms L Stewart advised that KiwiRail's participation in ongoing works with Waka Kotahi is particularly engaged and connected, working closely on the Rail Network improvement programme and advised that across the region they are resource constrained.
- 4.3 Ms L Stewart advised that consultation works alongside Councils was still needed to identify the most appropriate freight routes for the One Network Strategy.
- 4.4 The Committee gave overall feedback on the 'Road to 0' and that they were concerned the speed feels like the major tool to fix things as opposed to infrastructure.
- 4.5 The Committee raised concerned over the tar sealing around Inglewood generating a huge number of complaints and advised that the restricted speed signs linger for a duration of time after works have been completed and the roads swept.
- 4.6 Ms L Stewart advised that the primary reason for contractors leaving segments of the highway at restricted speeds is to try overcome some of the issues that are being experienced with resealing, as traffic is being used to do a lot of the rolling, in differing weather conditions speeds need to be reduced to allow the works to be 'bed in'.

Resolved

That the Taranaki Regional Transport Committee:

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

5. Territorial Authorities Update

- 5.1 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District. It was noted:
 - Mr V Lim, South Taranaki District Council provided an update on the Stent Road washout permanent repair, advised that is scheduled to take place in the following weeks however further advised that they would work with the contractor to reprioritise the timelines.
- 5.2 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District. It was noted:
 - Mayor N Volzke stated that the Stratford District Council would endeavour to present to the committee members at the next meeting with detail around the proposed differential targeted rate for Forestry Owners, the current damage being done, how they would determine whether or not a property is a forestry property alongside further issues that arise.
 - Mayor P Nixon advised that South Taranaki would also like to submit figures in relation to damage caused by Forestry Owners, they are watching the targeted rate with interest to see the result for Stratford.
- 5.3 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District. It was noted:

- The Webinar organised by Lawrence Yule that took place on 2 March 2022, can be provided to anyone who wishes by requesting through Mayor N Volzke or Mayor P Nixon.

Resolved

That the Taranaki Regional Transport Committee:

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

6. Public Transport Operational Update for the Quarter Ending 31 December 2022

- 6.1 Ms S Hiestand, Transport Manager, Taranaki Regional Council, spoke to the memorandum providing members with an operational report on public transport services for the quarter ending 31 December 2021.
- 6.2 Ms S Hiestand updated the councillors on the increased use of the Total Mobility Service, the users of this service that have health conditions have opted to use the services as opposed to buses in the height of the COVID-19 pandemic for increased safety.
- 6.2 The Committee noted that positive feedback has been received from users of the Hāwera to New Plymouth Service.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum *Public Transport Operational Report for the Quarter Ending 31 December 2021*.
Volzke/Duynhoven

7. Consultation on the review of the Road User Chargers System

- 7.1 Josh Bullivant, Graduate Adviser, Te Manatū Waka Ministry of Transport, spoke to the presentation to update Members on the review of the Road User Chargers (RUC) system.
- 7.2 The Committee advised that it wished to make a submission. The submission will be prepared and circulated for comment.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Consultation on review of the Road User Charges System*
- b) receives with thanks the presentation provided by the Ministry of Transport on the 2022 Road User Charges system consultation.

McDonald/Volzke

There being no further business the Committee Chairperson, Councillor M J McDonald, thanked the Committee for their work and declared the Regional Transport Committee meeting closed at 12.41pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 1 June 2022



Date 1 June 2022

Subject: **Regional Transport Advisory Group Minutes**

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

Document: 3068626

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 11 May 2022.

Matters arising

Appendices/Attachments

Document 3058924: Minutes Regional Transport Advisory Group - 11 May 2022

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 11 May 2022, 10am	
Venue	Taranaki Regional Council (Zoom)	
Present	Rui Leitao	NPDC
	Steve Bowden	SDC (zoom)
	Vincent Lim	STDC (zoom)
	Aydan Chatterton	Waka Kotahi NZTA (zoom)
	Dave Perry	Waka Kotahi NZTA
	Nigel Hurley	Waka Kotahi NZTA
	Paul Murphy	Waka Kotahi NZTA (zoom)
	Sarah Downs	Waka Kotahi NZTA (zoom) – left 10:30am
	Shawn Scott	Waka Kotahi NZTA (zoom)
	Fiona Ritson	TRC
	Kylie Humphrey	TRC
	Ro Sweeney	TRC – Administrative support
Apologies	Sarah Hiestand	TRC
	Andrew Higgs	Waka Kotahi NZTA
	Junine Stewart	Waka Kotahi NZTA
	Lisa Malde	Waka Kotahi NZTA
	Steve Broome	STDC

1. Welcome and apologies

- Due to an apology from Sarah Hiestand, Fiona Ritson chaired the meeting.
- Welcome to new RTAG members:
 - Aydan Chatterton of Waka Kotahi as Area Programme Manager, Central North Island, Road to Zero (replacing Junine Stewart for Taranaki)
 - Shawn Scott of Waka Kotahi as Senior Investment Advisor (replacing Shaun Harvey)
 - Nigel Hurley of Waka Kotahi as Senior Network Manager (replacing Andrew Higgs)
- Apologies were received from: Sarah Hiestand, Junine Stewart, Lisa Malde, Sarah Downs (latter half of meeting) & Steve Broome.

2. Minutes of last meeting on 9 February 2022

The previous minutes of the RTAG meeting held on Wednesday 9 February 2022 were accepted as true and correct.

3. State Highway activities – project updates from Waka Kotahi

The updates were provided in the agenda and were taken as read. The following points were noted:

Rehab Programme

- 12 out of 15 rehab sites have been completed
- 11kms of asphalt work has been completed, with work in Eltham to start next
- Multiple sites have been identified across the region that will continue to have rehab and asphalt work done
- There was discussion regarding rehabs being entered into the CAR (Corridor Access Request) system, with Downers being identified with the responsibility to update
- It was noted that local council maps use the information from the CAR system and that the wording could be more user friendly
- Iwi and hapū have requested for consideration to be given on putting a layer of archaeological areas of interest on said maps to prompt for correct consenting when developing
- Rehab sites and utility are to be considered for inclusion into the CAR system

Resealing Programme

- There are extensive programmes planned for next year
- 15 sites have been deferred, with Covid affecting resources and resealing crews.
- Though Mimi was not included in the agenda, an update of the site confirmed it is now complete.

Ahititi Stock Effluent Facility

- The project is set to be completed by the end of June 2022
- Investigation into effluent removal to Te Kuiti is underway, with the Stratford site being unavailable due to resource consent.

SH43 Seal Extension

- Steel for retaining walls has been hard to source, with costs increasing due to inflation.

SH3 Smart Road to Vickers Shared Path

- The project is currently on hold
- It was noted that the walking and cycling project over the Waiwhakaiho river requires more consultation with three hapū.

4. Waka Kotahi

30 Year Plan and Baseline Version

- FAQs were provided in the agenda and taken as read with a verbal update deferred to the next meeting.

Indicative timeline for development of the 2024-27 NLTP

- Paul Murphy spoke to the indicative timeline for the NLTP 2024-27 provided in the agenda, noting that draft LTPs need to be loaded into TIO by August 2023.
- RLTP revised problem statements and 10 year priorities were anticipated by end of the year, however due to it election year, that timeframe has been extended to circa February 2023.
- The first national Emissions Reduction Plan (ERP) will be released on Monday 16 May 2022, and all investment decisions made from the release date must consider the ERP.

5. Waka Kotahi – Central North Island Freight Logging Study

- Sarah Downs provided a verbal update, and will provide an Item to the RTC's 1 June meeting.

- In the process of getting internal resource (principal planner) to progress it.
- It was noted that local networks and highways would be seriously impacted if issues were not managed carefully
- Reshaping was noted due to funding
- There was discussion around liaising with KiwiRail to move more logs onto to trains
- Waka Kotahi have been working closely with the Wellington team and the logging movement
- It was noted that there has been collaborative work being done between Waka Kotahi and STDC for the purpose of understanding the transport system network, with potential to replicate with the remaining councils.
- Roads affected by forestry blocks were noted with a discussion of potential workshops for each district and Waka Kotahi. Officer and RTC levels were identified to take part in the workshop to present to the Regional Transport Committee in September.

6. District Council updates on their transport activities

SDC - Steve Bowden

- A verbal update was provided with a report to be attached
- It was noted that maintenance, repairs and grading have continued with resealing completed
- Maintenance expenditure has been exceeded, with minor emergency repairs also affecting the available budget
- Damage to bridges and roads have been identified with details to be presented in the report
- It was noted that the capital works on Monmouth Rd have been completed
- The Road to Zero project proposed outside the high school has now gone to tender
- Recent walking and cycling projects have been completed with an all-inclusive cycling strategy to be put out to the community. It was noted that footpath improvements around Victoria Park are going to be explored
- It was noted that the SDC has endorsed the speed reduction from 100km down to 80km on Ōpunake Rd. Active warning signs to be installed in other areas have been delayed due to Covid with the installation due by the end of the month.
- Noted that there have been lots of small Emergency Works that do not individually meet the 10% threshold for higher FAR, but collectively add up to a large amount of work and costs.

STDC - Vincent Lim

- A verbal update was provided with a report to be attached
- It was noted that due to inflation, budgets have been exceeded
- Emergency work is requiring more information to be provided to Waka Kotahi before proceeding with maintenance
- Development work is continuing over the district, noting that stage one of Turuturu road has begun
- Progress on the Road to Zero has not yet commenced

NPDC - Rui Leitao & Stuart Knarston

- A verbal update was provided with a report to be attached
- It was noted that Covid and lockdowns have affected capital improvements and delaying the completion of resealing
- Planning and designing for major projects have commenced

- Due to inflation, it was noted that the cost in materials have increased resulting in projects being deferred with higher priorities being the main focus to avoid over spending
- It was noted that implementing interventions and speed reductions will align with reductions of 40% by 2030 with a vision of low carbon levels for the region
- Two corridor projects were noted with consideration of having cycling and walking installed in these areas
- All four applications made for Living Streets project funding were declined
- Discussion surrounding information shown in the TIO Programme Manager, with the suggestion to add a column dedicated to unsubsidised figures. It was noted that NPDC's whole MOR programme equates to a 37% effective FAR.

7. Public Transport Update

- A verbal update was provided by Kylie Humphrey
- Half price fares have commenced from 1 April through to the end of June covering both bus services and the Total Mobility scheme. It was noted that there has been a lot of positive feedback received from customers with the hope that it will encourage patronage to continue after the half price fares end
- It was noted that the new Your Connector secondary school services introduced earlier this year have been very successful with full capacity and overflow services in operation
- It was announced that Todd Energy will begin using the Your Connector service. It was noted that it will be exciting to have them utilise the service, increasing patronage and encouraging other industries to use public transport.

8. Downers Highway Maintenance Update

Updated photos of current maintenance sites were provided in the agenda

SH3 - Eltham Asphalt

- Due to start next week

SH3 Normanby Asphalt

- This site has now been completed

SH3 - Stratford Asphalt

- It was noted that the Flint Rd site will commence once permits have been approved

SH3 - Inglewood Asphalt

- Work is due to be completed by the end of May

9. Mayoral Forum regarding State Highway Programmes

- Rui Leitao spoke to concerns expressed to Waka Kotahi from the Taranaki Mayoral Forum surrounding the road safety and speed management decisions being made about Taranaki state highways, noting further discussion is needed with Waka Kotahi
- It was noted that there are also concerns with safety and practicality issues with proposed improvements, highlighting maintenance and emergency services being impacted.
- The Mayoral Forum have sent a letter to Linda Stewart.

10. Speed Management Plans – Speed Rule Finalised

- It was noted that the new Speed Rule has been finalised and comes into force on 19 May 2022, but the roles, responsibilities and process for SMPs is not clear yet.
- It was discussed that a workshop with members will be organized by Waka Kotahi on speed management
- School areas were identified as a major concern, with categorizing to be done for those that have state highways as an entry point. Walking and cycling areas were also identified as needing to be managed

11. Submissions

- Fiona Ritson has put forward submissions for the RUC System Review (from RTC), and the Horizons Regional Public Transport Plan (from TRC).
- An Issues Paper has been released as part of developing the NZ Freight and Supply Chain strategy, and more information from the MOT will be provided in due course.

12. General Business

- National Stock Truck Effluent Update - It was noted that Phil King has been recruited to help with finishing off the National Strategy.
- Regional Walkways & Cycleways Strategy Review – Deferred to the next meeting.
- Discussion on using emulsions on state highways and local roads for improved quality, safety and environmental outcomes. How to measure and capture decarbonisation for changed practices like emulsions for roading. Costs of cartage to STDC due to distance from Bitumen Plant in New Plymouth.

13. Actions from meeting

Action	Responsible
Have discussions with Waka Kotahi to ensure visibility of unsubsidised expenditure within TIO system	Rui Leitao and Paul Murphy

14. Next meeting

The next meeting is scheduled for Wednesday 3 August 2022

The meeting closed at 12.40pm

Connecting Links

The meeting was followed by a Connecting Links session from 1pm, where RTAG members were joined by representatives from Port Taranaki, the New Plymouth Airport, and KiwiRail.

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
ERP	Emissions Reduction Plan
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
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	Waka Kotahi New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network Roading Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
R2Z	Road to Zero - NZ's Road Safety Strategy 2020-2030
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
RSMP	Regional Speed Management 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 (regional sector of LGNZ)
SMP	Speed Management Plan
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant



Date 1 June 2022

Subject: **State Highway 3 Working Group Minutes - 1 April 2022**

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

Document: 3068658

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the State Highway 3 Working Group meeting held on 1 April 2022 at 10.30am via audio-visual link (Zoom).

Matters arising

Appendices/Attachments

Document 3033018: SHW3WG Meeting Minutes 1 April 2022

Minutes of the SH3 Working Group meeting
held at 10.30am on Friday 1 April 2022
via Zoom at the TRC, 47 Cloten Rd, Stratford

Present:

Dave Perry	Waka Kotahi, Taranaki
Chris Nally	Waka Kotahi, Wellington
Harry Duynhoven (Cr)	New Plymouth District Council
Hugh Vercoe (Cr)	Waikato Regional Council
John Sutton	NZ Automobile Association
Linda Stewart	Waka Kotahi, Wellington
Matthew McDonald (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Pat Duffy (Sgt)	NZ Police, Taranaki
Phil Brodie (Cr)	Waitomo District Council
Rui Leitao	New Plymouth District Council
Sarah Hiestand	Taranaki Regional Council
Tom Cloke	Taranaki Regional Council
Kylie Humphrey	Taranaki Regional Council (Admin)

Chair: Matthew McDonald (Cr) Taranaki Regional Council

1. Welcome

The Chair welcomed those present and apologies were given.

Apologies:

Sarah Downs	Waka Kotahi, Taranaki
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Nigel King	Waikato Regional Council

Cr McDonald/Cr Cloke

2. Notes from the previous meeting

Notes from the previous Working Group meeting of 8 October 2021, previously circulated, were taken as read and confirmed as accurate.

Cr Vercoe/Cr Duynhoven

Matters Arising

Disappointment was expressed in the outcome of the Mokau slow vehicle bay. It was noted that members would like to go with the recommendation to visit the site in person at the next meeting in Mokau, Covid-19 response protocols permitting.

3. Waka Kotahi Presentation:

- 3.1. Linda Stewart gave a presentation updating members on activities, as attached to the agenda.
- 3.2. Thanks was given to those that have been involved with the outcomes of the ongoing work along State Highway 3. Issues with the remaining work to be completed with the Awakino gorge project were acknowledged and have been addressed.
- 3.3. The Waitara to Bell Block ministers visit was a success, with the project progressing well. It was noted that the team involved are on track and positive feedback was given for the extent of the storm water work.
- 3.4. Ahititi stock effluent site is still open. There have been issues around sourcing the correct tanks and budget allocations. Commitment to ensuring the site is futureproofed was noted. Issues around the interactions of both campervans and trucks at the site was discussed and clarified.
- 3.5. Concerns were expressed about the shortage of heavy transport drivers and the impact of the main arterial route being closed for up to four hours at a time with road maintenance on Mt Messenger. It was noted that discussion around road closures would be beneficial.
- 3.6. Issues with notifications regarding the Awakino slip were discussed. It was noted that the updates online need to be more accurate and reliable.
- 3.7. The Uruti slip site has been reinstated to two lanes. Feedback was given around ongoing problems with lane closures. It was noted that a long-term solution with the Uruti slip will continue with a Geotech assessment and work being completed safely, weather dependant.
- 3.8. It was noted that reduced speed signs were still present through the Awakino Bypass. Clarification was provided with the site undergoing the final sealing stage, and further work to be completed. A proposed trial permanent version on the north bound passing lane will be put in place to determine a permanent solution for the remainder of the site next summer.

Mt Messenger update:

- 3.9. Chris Nally from Waka Kotahi announced that the high court decision for the appeals made by Poutama Kaitiaki Charitable Trust and D & T Pascoe, were dismissed on all grounds. A media release is set to follow later in the day.
- 3.10. Updates on construction commencing in October 2022 were provided, with preparations still to be completed. It was noted that the process of land acquisition and public works act still need to be dealt with. Further construction on the south

side of Mt Messenger will be going ahead with an estimated 18 months to two years of work available before moving forward with the north end. It was clarified that ongoing work with stakeholders and landowners is continuing and that there is awareness around potential resistance.

4. Road surface condition maintenance

- 4.1. It was noted that although good work and improvements have been carried out, there is a considerable amount of rough areas needing attention. Reassurance was provided with emphasis on teams working at their maximum potential, where they are doing their very best with what is available in combination with financial and labour market constraints. Maintenance and operations teams are seeing a big impact as a result.
- 4.2. A detailed update was provided by Dave Perry from Waka Kotahi, outlining impacts and disruptions caused by two weekends of severe weather events and staff being affected by Covid-19. Sealing has been made a priority to complete the season before the crews are able to continue with maintenance sites. Appreciation was given to the contractors for going above and beyond with what they have been achieving during this time.
- 4.3. Concerns around weight and load capacity of heavy vehicles and establishing automatic weighing points where data for the district can be collected were raised. It was noted that there is a national weigh right programme with facilities underway near Napier Port and Tairāwhiti. These areas will enable an extensive collection of data including vehicle registration, weight and ownership. The data will allow a more robust check on the operators for monitoring, enforcement and opportunities to work with operator to understand challenges that they are facing. The concern was noted.
- 4.4. Issues surrounding the regime of sweeping loose chip from sealing sites damaging vehicles were raised. A detailed explanation of the sealing process was provided with the sweeping occurring twice after 48 hours and a sucker truck clearing the remaining chip in the curbing channels in urban areas.

5. General Business

- 5.1. Sarah Hiestand provided a verbal update on the State Highway 3 Brochure, noting from the previous meeting there was a requirement for an update. It has previously been tabled as a draft and submitted for final review with feedback received. Maintaining the history was the main priority with inclusion of future projects to come. It was noted that there are hard copies available to be distributed to the members of the working group if there were no further changes to be made.

- 5.2. Positive feedback was received and thanks was given for the work put into the brochure. It was clarified that there will be final hardcopies and digital versions available to view.
- 5.3. Sgt. Pat Duffy provided a verbal update from the NZ Police. It was noted that this year had been a bad year with six fatalities on the road and is a growing concern. Reduced speed signs were identified as being confusing for the public around the Awakino Gorge.
- 5.4. Cr Tom Cloke provided an update on the project list. It was noted that it is yet to be finalised due to set backs with the presence of Covid-19. Inclusion of Iwi representative comments to be discussed with the project team, when available to do so before presenting.
- 5.5. Concerns surrounding data that was provided in the brochure ceases at 2013 for road works, serious crashes and maps were noted. It was suggested that up to date data to be included to inform the public.
- 5.6. Hugh Vercoe provided a verbal update for the Waikato region. It was noted that the Waikato has signed off their RLTP that had the emissions reductions almost challenged for not being sufficient. Potential issues in the future were identified around emissions and the balance of walking and cycling versus road usage in the city and regional areas. Concerns around speed reduction on the highways and the effects on economics and commerce were noted. An update on the Waikato expressway provided details on joining up to the 129 intersection, awaiting final consent to the main roundabout that will go in after negotiations with landowners have been finalised. Patronage across the whole of public transport have been impacted by Covid-19, providing lower passenger numbers, particularly on the services to Auckland via Kiwi Rail. It was noted that new funding options are going to be explored, using the Auckland Transport models as guidance.
- 5.7. A proposed change of meeting day from a Friday to a Thursday was discussed, for ease of travel to Mokau without the increased road users before the weekend. It was noted the next meeting date is tentative for Tuesday 13 September 2022. There were no objections.

Meeting closed 11.36am.



Date: 1 June 2022

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

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

Document: 3068642

Purpose

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

Recommendations

That the Taranaki Regional Transport Committee:

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

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 3066799: Waka Kotahi Regional Updates - RTC 1 June 2022

Document 3067147: Waka Kotahi Update - RTC 1 June 2022

Taranaki - Regional Updates

June 2022

Note: The following slides are detailed updates, and to be taken as read.

The committee are welcome to ask questions relating to the information as required.



SH3 Ahititi Stock Effluent Disposal Facility

- Work to build the new facility got underway late April and is expected to take 6-8 weeks to complete.
- The new facility will have an electronic sensor, which will alert Waka Kotahi when it's nearing capacity and needs to be emptied.
- The main excavation has been completed and foundation works are underway.
- The main tank to be installed the week of 16/05/2022.
- The new facility will minimise environmental risks to the local area.
- Stock trucks can continue to use the existing facility while the new one is built.



Excavation works

SH43 Tahora Saddle Culvert

- Work to replace the 40m long concrete culvert at Tahora Saddle is now complete and the road has been reinstated to two lanes.
- The works involved removing and subsequently reinstating 3,000 cubic metres of earth to replace the existing culvert with a new 1350mm wide culvert, located 8 metres below the road surface.
- The new culvert has been designed to meet new fish passage criteria required by the National Environmental Standards to ensure aquatic life can safely pass through the structure.



Tahora Saddle Culvert

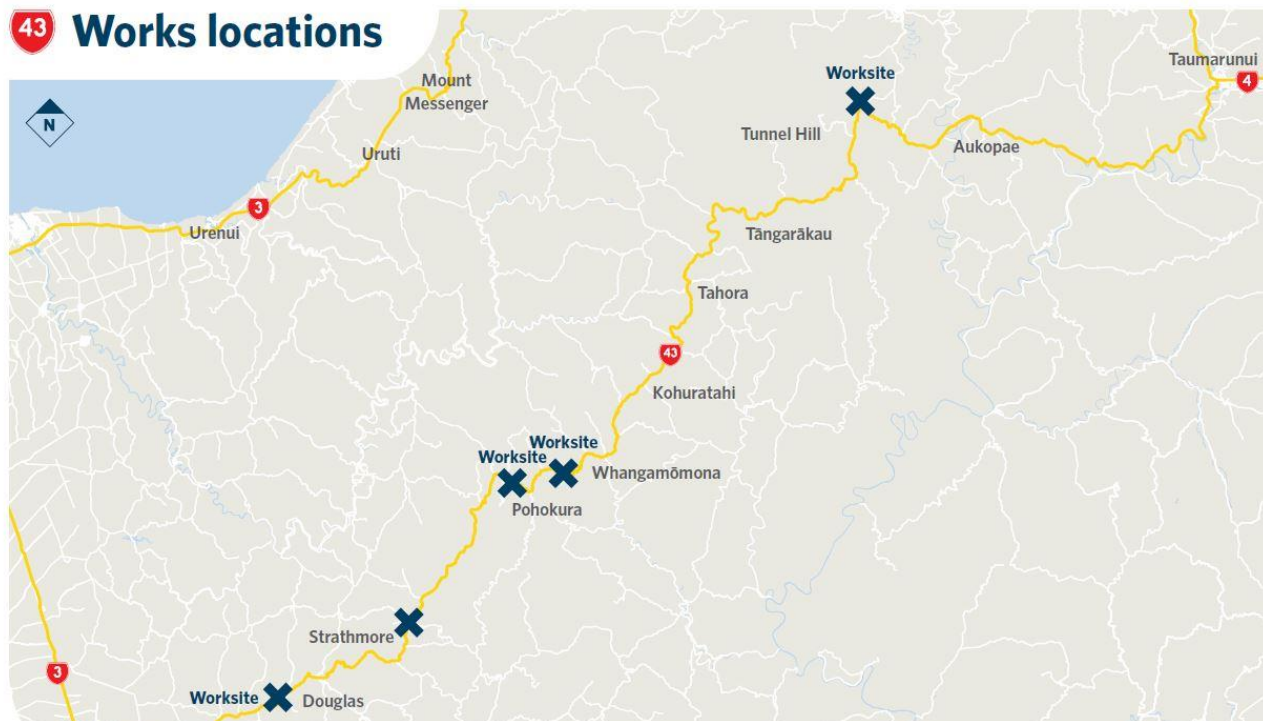
Stabilisation of stream banks on SH45

- Crews have been working to repair damage to stream banks near bridges on SH45 following the severe weather events earlier in the year.
- Work to repair erosion near Heimama Stream Bridge on SH45, just north of Ōpunake was completed in February.
- In late April crews began installing 1,600 tonnes of rock along the stream banks near the Waiiau Stream Bridge, south of Ōpunake. This work is expected to be complete by the end of May.
- These rock stabilisation works will protect the stream banks from future erosion.



Heimama Stream Bridge

Resilience works on SH43 (the Forgotten World Highway)



- Work to replace a number of retaining walls on SH43 will be carried out over the winter, helping to improve the resilience of the route.
- Retaining walls located at Strathmore, Pohokura and Whangamōmona will be replaced by the end of July.
- The sites will be completed one at a time, with each being run under stop/go with delays of no more than 5-10 minutes.
- Work to build a 33m long, 8m high steel soldier retaining wall at Tunnel Hill Aukopae, will get underway in the next 2-3 months.

Taranaki Large Capital Project Updates

Activity	2021 – 24 NLTP (\$)	Key date(s)	Status	Commentary
Te Ara o Te Ata - Mt Messenger Bypass	\$280m (2018-21 and 2021-24 NLTP's)	Enabling works started 16 May 2022.		<ul style="list-style-type: none"> 31 Mar - High Court dismissed an appeal (brought by Poutama and Tony and Debbie Pascoe) against the Environment Court decision to award designation amendments and resource consent. Our opponents are seeking leave to appeal. Enabling works in the form of minor vegetation clearance and earthworks started mid-May in preparation for installation of a cableway structure allowing access into the heart of the bypass alignment. Expected construction start date is September/October 2022. Read the latest media release here
Waitara to Bell Block	\$84m	Princess Street Stormwater works construction January – May 2022		<ul style="list-style-type: none"> 510m of stormwater interceptor pipe and 350m of watermain pipe have been installed. On track for completion mid-June The detour through Waitara for northbound light vehicles is operating well. Main roundabout works at the SH3/Princess Street intersection to start next summer.
Tongapōrutu Intersection Improvements	\$1.6m	Construction complete		<ul style="list-style-type: none"> In defect period
Rapanui Passing Lane	\$8.8m	Construction complete		<ul style="list-style-type: none"> In defect period

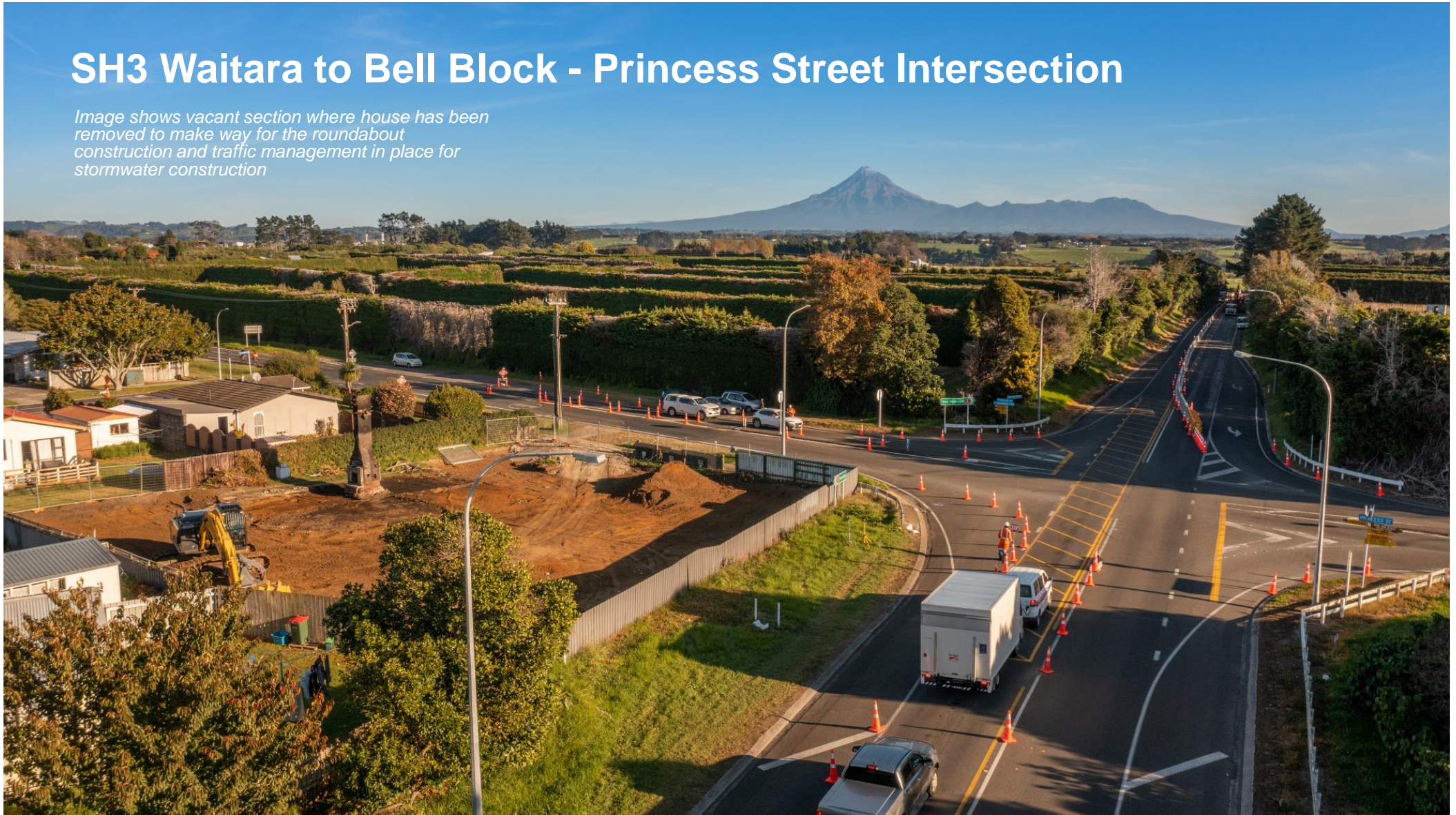
SH3 Waitara to Bell Block

Stormwater infrastructure progress



SH3 Waitara to Bell Block - Princess Street Intersection

Image shows vacant section where house has been removed to make way for the roundabout construction and traffic management in place for stormwater construction



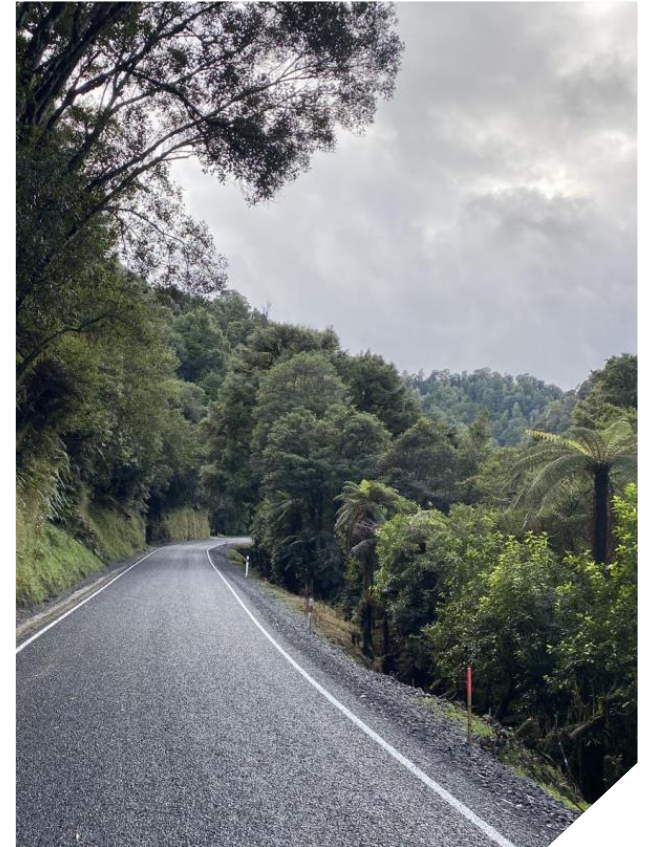
State Highway 43 Project Updates – the regional package of NZ Upgrade Programme funded

Project	Construction	Status	Update
Passing and wayfinding opportunities	Late 2021 – early 2022		<ul style="list-style-type: none"> All passing and wayfinding have now been sealed. Cultural narrative report has been received from Iwi and discussions are underway to implement cultural narrative and artwork at wayfinding sites.
Moki Tunnel improvements	Early 2022		<ul style="list-style-type: none"> Complete
Kahouri Stream Bridge replacement	Late 2022 - 2023		<ul style="list-style-type: none"> Design is complete and most property is acquired. Additional funding being secured to meet forecast requirements Consents have been received from Taranaki Regional Council Aiming to start construction late 2022
Manawawiri Stream culvert replacement (bridge)	May 2021 – March 2022		<ul style="list-style-type: none"> Complete
Safety improvements	June 2021 - December 2023		<ul style="list-style-type: none"> All trees along the route that posed a safety risk have now been removed. All safety signage has been installed and line marking completed - 225 new signs in total were installed along the route. Detailed design for guardrail sites has been completed and a tender package for installation is currently being prepared. Aiming to install some of the barriers over the winter

SH43 Forgotten World Highway - Sealing the Tāngarākau Gorge

Project update

- Work to seal the first 2.1km of road through the gorge was completed early May.
- More than 5,000 tonnes of pavement was constructed.
- Three new culverts were installed, and 8 culverts were upgraded or improved.
- 1280m of new concrete channel was constructed and laid.
- Four pull off bays/widenings were constructed.
- The remaining section will be sealed over the next two construction seasons.



SH3 New Plymouth to Hāwera

Project update

- We are investigating physical safety improvements in two packages – SH3 New Plymouth to Egmont Village and SH3A/SH3 Egmont Village to Hāwera.
- SH3 New Plymouth to Hāwera is moving to detailed design following community and stakeholder engagement in November and December last year. Further stakeholder engagement will take place soon.
- SH3A/SH3 Egmont Village to Hāwera is in the feasibility stage with early stakeholder engagement completed.
- Interventions being considered and discussed include safe turning facilities and roundabouts, median barriers and wide centrelines.



SH4 Update – Emergency Works Sites

Sites Completed

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

Auraki Stream

- Work is progressing well at the Auraki Stream site. Back in March, tree felling went ahead and work on the additional Emergency Works slip at the Southern end was completed. Works are on track for completion mid 2023.



The crew in March at the prepared base for the gabion retaining wall at the Southern End roadside.

SH4 Update – Te Oreore slip site

Looking towards construction

- Waka Kotahi continues to work towards construction of the completed design for the reinstatement of SH4 across the Te Oreore site.
- Discussions have continued between Waka Kotahi, Ātīhau-Whanganui Incorporated and Ruapehu District Council to plan for the upgrade of the Matahiwi Track bridge as mitigation for the project. Cultural Impact Assessment (CIA) work for the wider project were paused while these discussions continued.
- Property negotiations with Ātīhau are now underway.

Next steps

- Continue property agreement processes.
- Resume CIA and resource consent processes.
- Establish a governance group to oversee project implementation, including membership from Ātīhau, and Ruapehu District Council.
- Construction remains programmed to begin during the 2022/23 construction season and is expected to take two construction seasons to complete (about 18 months), subject to obtaining consents and access to the land.
- In the meantime, monitoring shows no land movement and consistent water pressure trends.



'Route 1B' was the preferred option for a new permanent road – running across a stabilised area at Te Oreore.

Hei konā mai

PASSING
LANE
2 km
AHEAD

Regional Transport Committee

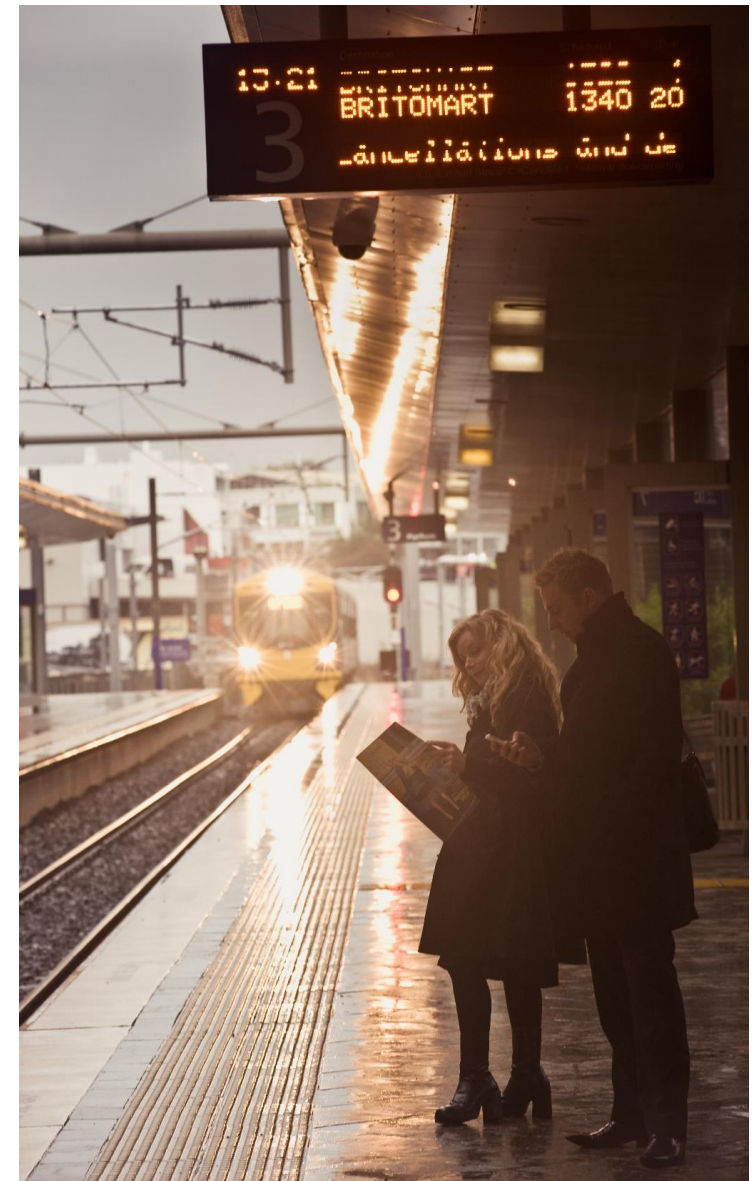
Taranaki

1 June 2022



Emissions Reduction Plan

- The transport targets in the emissions reduction plan set us on a path to net-zero transport.
- The plan calls for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels).
- Three focus areas guide how the sector will reduce transport emissions:
 - Reducing reliance on cars and supporting people to walk, cycle, and use public transport.
 - Rapidly adopting low-emissions vehicles,
 - Beginning work now to decarbonise heavy transport and freight.
- We're waiting for advice from the Minister on how to reflect the Emissions Reduction Plan in our new investment decisions for the remainder of the 2021-24 NLTP.



Business Case Refresh

- We want to simplify the Business Case process – where we can – helping reduce the time and cost of developing business cases.
- The consultation document outlining the proposed changes with the process, and the online feedback survey, are now available on our website.
- The refresh aims to:
 - make the approach easier to understand
 - make it easier to navigate
 - build sector capability.
- We encourage you – and your teams - to take the time to provide feedback and if there are any areas that still need our attention.
- Consultation closes 5pm Thursday 23 June.



He tohu huarahi Māori

Māori bilingual traffic signs programme update

- Kura School signs are now required when:
 - existing signs need to be replaced, or
 - new projects are initiated.
- We are partnering with Te Mātāwai and local government to enable the use of bilingual traffic signs.
- Waka Kotahi, alongside Te Mātāwai, will be releasing a selection of other traffic signs for public consultation later this year.
- There are some te reo Māori only signs that are being used now, for example 'Marae' signs.



He Tirohanga Whakamua

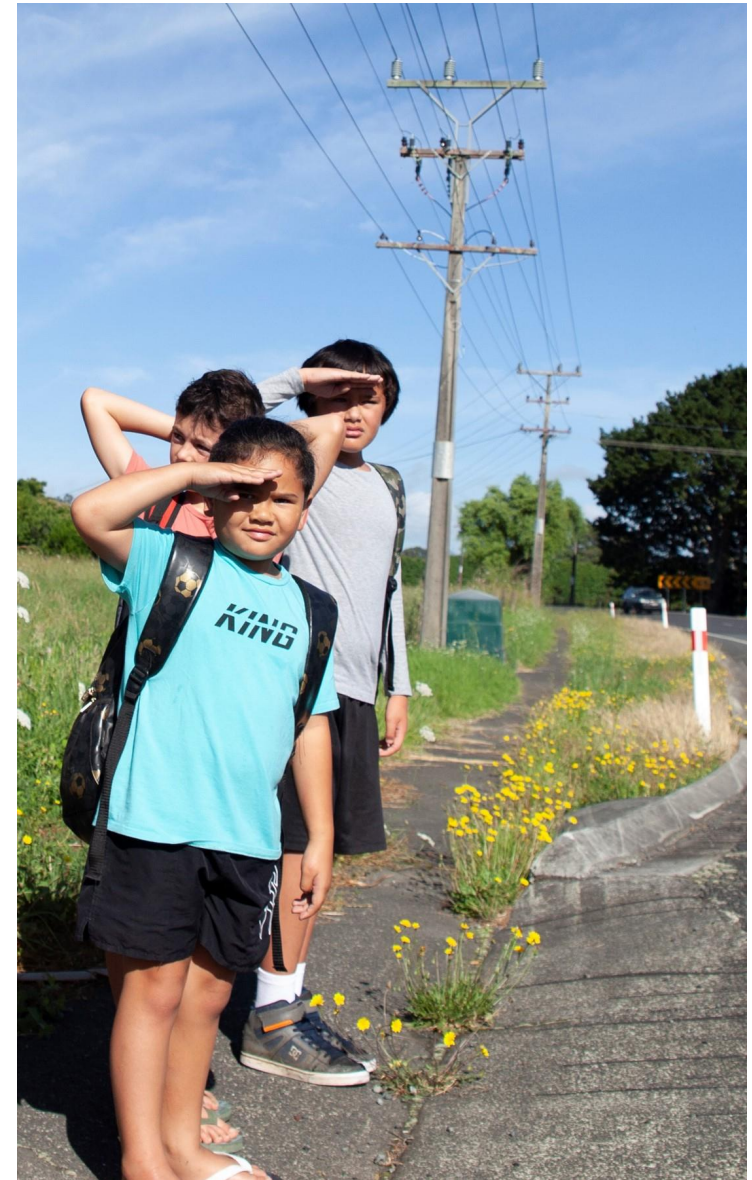
30-Year Plan: Baseline Network Version

- This is a digital tool that provides an overview of the major work planned:
 - on inter-regional strategic networks
 - in New Zealand's main urban areas, and
 - for the future focus areas for the state highway network.
- It will help with planning work on local transport systems.
- It represents the first step in developing our 30-Year Plan which will:
 - set out what Waka Kotahi understands the land transport will need to look like in 30 years, and
 - steer what we and our partners should do to achieve this to support government's long-term outcomes.

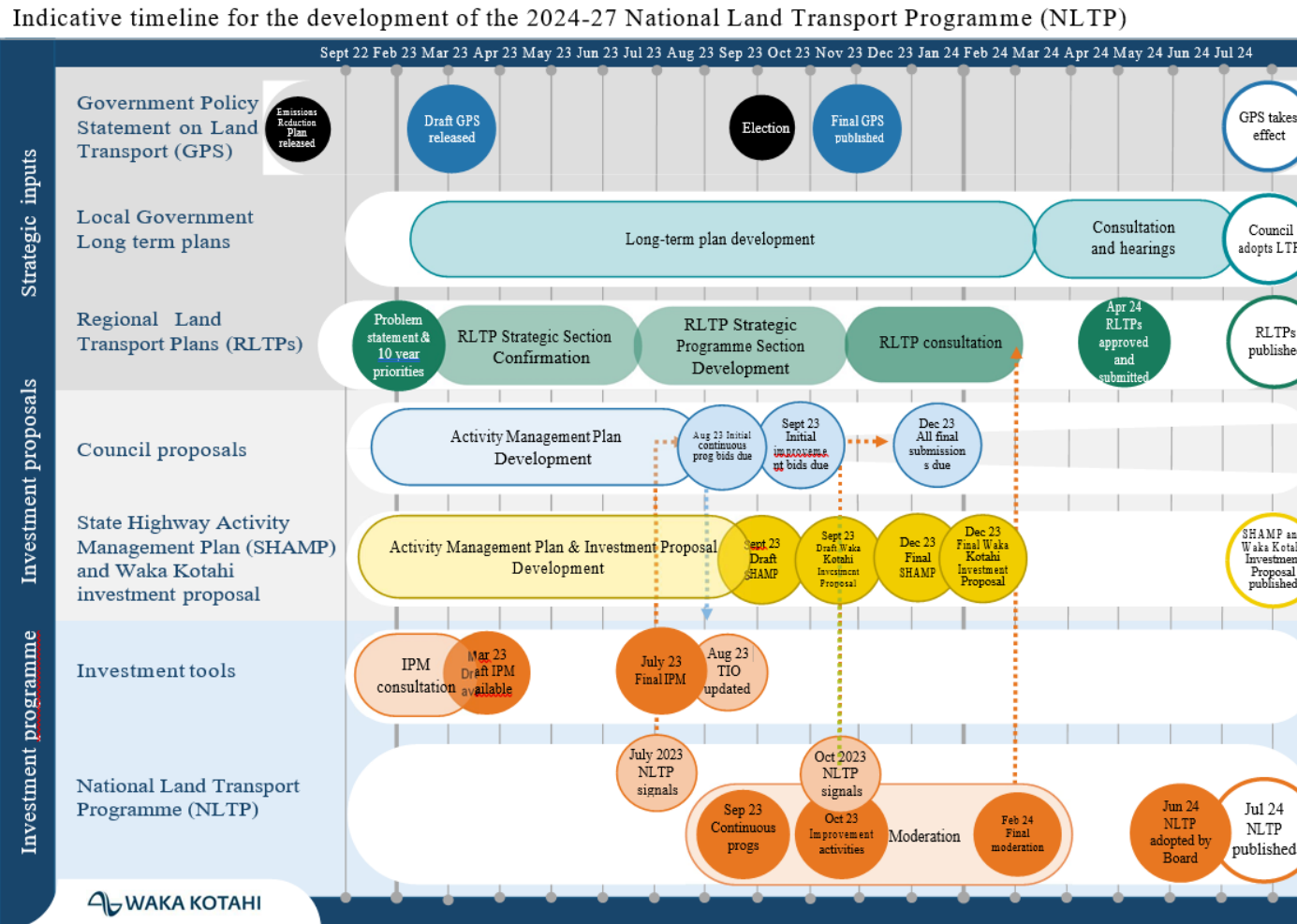


Land Transport Rule: Setting of Speed Limits 2022

- Tackling Unsafe Speeds proposals were agreed by Cabinet on 19 April. The new Land Transport Rule came into force on 19 May.
- The rule:
 - Removes the requirement to set speed limits through bylaws.
 - Transitions to lower speed limits around all kura | schools by 2027.
 - Considers a more effective approach to using road safety camera.
- The new framework provides:
 - a faster and easier process
 - greater regional consistency, and
 - aligns the speed conversation with infrastructure and enforcement.



2024-27 National Land Transport Programme



RLTP: Significant Related Activities

Activity	Activity description	Status	On track
SH3 Waitara to Bell Block Route Improvements	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Design and consenting work for Princess Street roundabout nearing completion. Stormwater infrastructure work is progressing well and on track to be completed in mid-June	
Airport Drive Improvements	Priority investment on local roading infrastructure that will link in with safety improvements in this location. This will enable expected growth to occur.	Design work and consenting ongoing. Collaboration going well with NPDC and Waka Kotahi. Construction anticipated to begin in mid-2023 in collaboration with NPDC.	
SH3/3A New Plymouth to Hāwera	Standard safety interventions identified in the Speed and Infrastructure Programme	NP to Egmont Village – community engagement on proposed infrastructure improvements was undertaken in November/ December 2021. We are currently preparing a detailed design. SH3 Egmont Village to Hāwera and SH3A Mountain Road – feasibility stage continues. Early engagement with key stakeholders completed.	
Coastal Pathway extension to Waitara	Business case to connect the existing coastal shared path to Waitara	Business case is in draft form and Waka Kotahi are reviewing and providing feedback. Once endorsed by NPDC it will go through the Waka Kotahi approval process for endorsement and funding for pre-implementation	
SH3 Cumberland/Coronation Intersection Signalisation	Key intersections identified by NPDC and being funded through local share seeking safety outcomes	Project currently with NPDC LCLR programme	
SH3/Egmont Road Intersection improvements	Working closely with New Plymouth District Council to integrate the intersection in the NP integrated Transport Solutions Programme Business Case, while considering short term solutions.	Point of entry exercise completed	
SH3 Mt Messenger Bypass	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Enabling works started on Monday 16 May. Main construction programme due to commence in spring.	

2021/2022 Maintenance Programme



Asphalting SH3 (Coronation Ave) in New Plymouth

- **69.5 lane kms of state highway resealed**
- **10.89 lane kms of state highway asphalted**
- **9.35 lane kms of state highway rehabilitated**

State Highway - Taranaki Network Operations AC Surfacing 2021/22

Asphaltic Concrete (AC) Resurfacing		
SH3 (SH3A)	Kuriwera Stream (Awakino Gorge)	Complete February 2022
	De Havilland Drive	Complete (Heavy Maintenance) October 2022
	Coronation Ave	Complete February 2022
	Inglewood CBD (SH3/SH3A Junction)	Complete May 2022
	Ngatoro-Nui Bridge	Complete December 2021
	Flint Road (Stratford)	May 2022
SH4	Taringamotu Bridge (Taumarunui)	Deferred to Nov / Dec 2022 due to remedial work for Ruapehu DC watermain replacement
	Taumarunui Hakiaha Street	Deferred to Nov / Dec 2022 due to remedial work for Ruapehu DC watermain replacement
SH44	Liardet Street intersection	Complete
	Kitchener-Bonithon	Complete
SH45	Brougham-Liardet	Complete

State Highway - Taranaki Network Operations Rehabilitations 2021/22

Road Rehabilitation sites		
SH3	PioPio passing lane (Mahoenui Hill)	Complete February 2022
	Mimi Stockpile	Complete Easter 2022
	Dudley Road Intersection	Complete December 2021
	Dudley to Ngatoro	Complete November 2021
	Durham Road Intersection	Complete October 2021
	Norfolk Hall	Complete December 2021
	Tariki	Complete November 2021
	Bird Road Passing Lane	Deferred to 2022/23
	Eltham School AC	May 2022 (underway)
	Highlands Lowlands	Complete January 2022
	Mushroom Patch	Complete January 2022
	Normanby Dairy AC April onwards	Complete April 2022
	Mokoia	Deferred to Oct – Dec 2022
	Manawapou Bridge	Deferred to Oct – Dec 2022
	SH4	Taumarunui Overbridge (1)

Emergency works and Low Cost/Low Risk projects

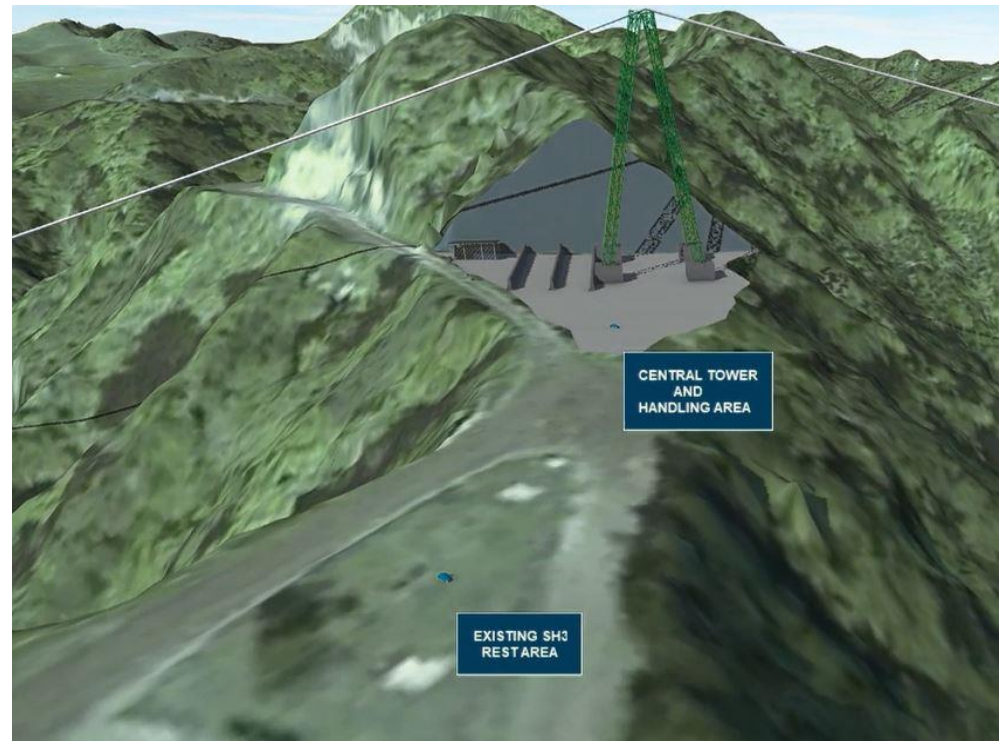
Activity	21/24 budget	Sites and commentary
Low Cost / Low Risk	\$4.5m	<p>9 projects that cover Safety, Resilience and Efficiency</p> <ul style="list-style-type: none"> • 6 projects in investigation and design • 1 project in construction • 1 projects complete

Activity	21/24 budget	Sites and commentary
Emergency works	\$5.1m	<p>SH43 Tunnel Hill – Construction start May 2022. Supply delays for steel for retaining wall. Materials on site May 2022 – target completion August / September 2022.</p> <p>SH43 West Otunui – Complete</p> <p>SH43 Tahora Saddle – Complete. Some remedial works are required.</p> <p>SH3 Uruti Slip (Downers Cut) - Work to remove loose debris was completed in February and the road was reopened to two-lane traffic on 28 Feb 2022. Funding has recently been allocated to undertake netting of the upper slope to reduce the risk of future road closures due to minor slips.</p> <p>SH43 Pohokura Dropout – Construction May / June 2022. Delays getting steel in particular, due to Covid-19 but still expect to complete the project this season.</p> <p>SH43 Whangamōmona Dropout (1) – Construction scheduled May / June 2022. Delays getting steel due to Covid-19 but pushing to complete the project this season.</p> <p>SH3 Rauroa Underslip – Construction 2022 - in design</p>

SH3 Te Ara o Te Ata - Mt Messenger Bypass

Project update

- The High Court has dismissed an appeal against the Environment Court decision to award the project resource consent. The appellants are seeking leave to appeal this decision.
- Objections to the Public Works Act acquisition of privately owned land is likely to be heard later this year.
- Enabling works, in the form of minor vegetation clearance and earthworks, started mid-May in preparation for installation of a cableway structure allowing access for the project team into the heart of the bypass alignment ([play video](#)).
- We hope to begin the main bypass construction programme in spring this year.



SH3 Waitara to Bell Block

Project update

- More than half the stormwater pipe and 350 metres of water main has now been installed. Work is on track for completion mid-May.
- Minister of Transport Michael Wood and other guests visited the site on 1 April to view progress and check out the detour route.
- Negotiations for property acquisition at Princess Street are nearing completion.
- Construction of the Princess Street Roundabout and underpass is on track to start late 2022.
- A trial embankment will be constructed near Airport Drive in the coming months to test the ground conditions. This work will inform the design of the De Havilland Drive Roundabout.



Speed and Infrastructure Programme (2021-24)

Taranaki Speed Reviews

SH No.	Physical Description of Start and End of SH	Length of Speed Review (km)	Infrastructure interface?	Timeframe for implementation of new speed limits if required	Update/status
SH3	New Plymouth to Egmont Village	11.80	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH45	New Plymouth to Hāwera	100.20	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH3A	SH3A	14.90	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH3	Egmont Village to Hāwera	55.00	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH44, SH3, SH45	New Plymouth urban	9.70	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.

Hei konā mai



New Zealand Government



Date: 1 June 2022

Subject: **Submission for endorsement - Road User Charges System review**

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

Document: 3061585

Purpose

1. The purpose of this memorandum is to seek formal endorsement from the Regional Transport Committee (the Committee) on the submission on the Road User Charges (RUC) System review.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Submission for endorsement - Road User Charges System review*
- b) endorses the submission to Te Manatū Waka Ministry of Transport on the discussion document, *Driving Change: Reviewing the Road User Charges System*.

Background

2. Item 8 of the 2 March 2022 meeting provided the Committee with information on the Ministry of Transport's consultation on potential changes to the RUC System, including a presentation by the Ministry. The previous memorandum and background documents can be accessed [here](#).
3. As agreed at that meeting, a high-level draft submission was prepared by officers on the Ministry of Transport's discussion document *Road User Charges System review*. Input into this submission by the Regional Transport Advisory Group (RTAG) and Committee members was undertaken by email, with the finalised submission submitted to the Ministry of Transport on 21 April 2022.
4. This item seeks to formalise endorsement of that submission.

Submission summary

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

6. In brief, the submission supports the need for a review of the RUC System and, in particular, submits that:
 - RUC should retain a hypothecated user-pays approach to recover direct roading costs, rather than being expanded to externalities
 - The exemption for electric vehicles should end, and rather be directed to the public transport fleet
 - Funding for the land transport system overall requires substantive change.
7. The Committee noted that it looks forward to future formal consultation stages on the RUC. In particular, the Committee will be interested in how the Ministry of Transport responds and addresses issues and comments raised during this discussion stage, where it will be able to consider any specific changes proposed, and the justification for such proposals.

Financial considerations—LTP/Annual Plan

8. 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

9. 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

10. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

11. 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

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

Appendices/Attachments

Document 3017758: Taranaki RTC submission to Ministry of Transport on RUC System review April 2022



21 April 2022
Document: 3017758

RUC Consultation 2022
Te Manatū Waka Ministry of Transport
PO Box 3175
Wellington 6140

Via email to: RUCConsultation22@transport.govt.nz

Dear Sir / Madam

Submission on Road User Charges System consultation

Introduction

The Taranaki Regional Transport Committee (the Committee) appreciates the opportunity to provide Te Manatū Waka Ministry of Transport (the Ministry) with feedback during its consultation on the discussion document, *Driving Change: Reviewing the Road User Charges System* (the Review).

The Committee makes this submission in recognition of:

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

The Taranaki Regional Council works with territorial authorities and other stakeholders in Taranaki to enable a resilient and safe, multi-modal transport system. The Regional Transport Committee is a standing committee (under the LTMA) of the Taranaki Regional Council, which includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and Waka Kotahi. It receives advice from the Regional Transport Advisory Group for Taranaki, which consists of technical staff from the member organisations.

One of the Committee's key responsibilities is to prepare, review, vary and monitor the implementation of the *Taranaki Regional Land Transport Plan* (RLTP). The Committee therefore considers solutions that address the four community well-beings (LGA) and the wider range of objectives in the RLTP (per the LTMA).

General comments

The following background points have been noted by the Committee as part of their consideration of the matters raised in the review:

- Like in many other countries, most road users pay levies when they buy petrol. The Road User Charge (RUC) System applies to vehicles using fuels other than petrol (primarily diesel) or with a gross vehicle mass greater than 3.5 tonnes. RUC imposes distance and weight-based charges for these vehicles' use of public roads, in *proportion to the costs those vehicles generate*.
- The RUC system has remained largely unchanged since it was introduced in 1978. The last major reform of the country's RUC system was in 2012, and much has changed since then: within the transport sector (including a substantial increase in the number of light diesel vehicles); the technology advances in that time; and increased recognition of the need to address climate change.
- RUC currently applies to a quarter of NZ's vehicle fleet, but makes up a far greater proportion of the revenue earned. RUC is a key source of revenue to the National Land Transport Fund (NLTF), making up 45% (about \$2b) of the \$4.3B NLTF in 2020/21.
- The NLTF currently pays for maintenance and improvements of the land transport system, including roads, public transport, walking and cycling infrastructure.
- Light electric vehicles are currently exempt from RUC, but this exemption is due to end on 31 March 2024.

The following general comments are made by the Committee:

- The Committee supports the need for a review of the RUC System.
- The Committee congratulates the Ministry on the depth and breadth of the issues and questions raised in the discussion document. The Committee has also appreciated the Ministry's willingness to engage with different groups, including providing a high-level presentation to the Committee's meeting on 2 March 2022, and the offering of a number of targeted workshops for involved sectors.
- The Committee has restricted its comments to the less technical aspects raised in the Review, leaving more operational matters to the relevant sectors, most specifically the heavy vehicle industry and the telemetry market. Feedback therefore centres on matters raised in Chapter 2 [Improving the RUC System for end users], a few on specific matters within Chapter 3 [Improving the RUC System for end users], and none made directly about matters covered in Chapter 4 [Technical amendments to the RUC Act].

Chapter 2 – Purpose and scope of the RUC system

Background notes:

- RUC's purpose is to charge some vehicles for their use of public roads, in proportion to the costs those vehicles generate. The current RUC legislation is therefore focussed on recovering the costs of damage to our road network, especially that caused by heavy vehicles, and ensuring that operators of vehicles that cause the damage pay the appropriate amount.

- Road transport causes a range of positive and negative impacts and these are referred to as externalities. These externalities can include environmental damage such as air or water pollution, noise pollution, road damage, accidents, or other harms such as congestion. Air pollution from motor vehicles also has significant health and social costs.
- It is accepted that road transport is the fastest growing domestic source of greenhouse gas emissions, and has a significant role to play in decarbonisation.
- Currently the RUC legislation provides for the setting of RUC rates to be in proportion to the costs that the vehicles generate. These costs have historically been limited only to the direct costs of damage caused by the vehicles' use of the roads, along with the wider costs of building and maintaining the transport system. A key question of the Review is whether it is appropriate to expand the costs that could be taken into account when setting RUC. There is a growing interest in using the RUC system to also capture some of those other costs, or to offset the higher costs faces by some emerging technologies, ahead of their widespread adoption.

Submission points:

- The Committee believes that RUC should retain a hypothecated user pays / polluter pays approach for recovering roading costs, while the complex externalities should be treated elsewhere than through the RUC Act.
- The Committee therefore submits that funding for climate change and emissions reduction should be collected through mechanisms other than RUC. One obvious potential is fuel tax, which is an existing mechanism already being used to some extent, and that can be directly related to the greenhouse gases that result. A fuel tax could also be used to capture greenhouse emissions from the many users of fossil fuels that are not operated on the road – for example, agricultural machinery, marine use, home heating etc.
- The Committee further submits that the exemption from RUC for electric vehicles (EVs) should not be extended, as such vehicle users should still pay for their use of the roads. Additionally, this exemption favours the wealthier in society, as vehicles powered by low-carbon fuels are currently significantly more expensive than their fossil fuel counterparts are.
- The Committee submits that a more worthy RUC exemption would be for the buses used to service public transport networks and school services.

Chapter 3 – Improving the general functioning of the RUC system

Submission points:

- The Committee believes that the RUC system should be very simple, easy to use and low cost to administer. The increased use of technology is paramount to achieving this.
- The Committee is uncertain of the value of mandating eRUC (Question 18), despite the seeming efficiencies gained in terms of administration. It is understood that eRUC has higher costs than paper RUC for many users, so any mandating of eRUC should be:

- only for commercial vehicles,
- only for vehicles that undertake a certain quantum of VKT per year (for example, 10,000kms annually), and
- introduced on a clearly staged timeline basis to give the telematics market time to develop an appropriate solution for small to medium enterprises who may be unfairly impacted by the costs of high specification devices that exceed their needs.

Funding into the future

Background notes:

- In addition to the existing temporary exemptions from RUC for EVs, the Government is already using a number of levers to assist the transport sector to decarbonise. Its primary tool to reduce greenhouse gas emissions is the ETS, which puts a price on emissions by charging certain sectors of the economy for the greenhouse gases they emit. This applies to transport fuels. In addition, it is investing in low emission vehicles through government procurement of vehicles and the Low Emission Transport Fund; and establishing the Clean Car Discount scheme and the Clean Car Standard. The Government is also progressing a Biofuels mandate.
- The Committee notes that RUC exemptions come at a cost in terms of reduced revenue for the NLTF, which will increase the already significant pressure on the NLTF. The lost revenue will need to be balanced against the Government's existing GPS investment priorities that will need to be deferred or delayed as a result of the reduced revenue. NLTF revenue is already partly used to reduce carbon emissions and other negative externalities due to the funds invested in public transport and active modes.
- Wider use of discounts or exemptions will likely lead to a decline in funds available for building and maintaining transport infrastructure and the likelihood of additional increased costs for other road users to offset the expected revenue loss.
- The Taranaki region has a high proportion of heavy vehicle traffic, including milk tankers and logging trucks, and our district councils spend a disproportionate amount of their constrained budgets on repairing their road networks.

Submission points:

- The Committee submits that the 'real' funding questions should not be limited to RUC considerations. Rather questions should relate to the overall funding system for land transport as a whole. The NLTF is not fit for purpose, barely providing enough to cover what is needed now and is certainly insufficient for covering the transformational change that the Government is proposing. The NLTF needs more funding to achieve the country's ambitions. RUC is only one part of this revenue system, and the Committee questions why there is no visibility of Waka Kotahi's wider and long-running review of long term funding for transport.
- The Committee would like to see analysis and reporting into the amount of RUC and FED collected in the region (that is, from vehicles using public roads within Taranaki) relative to the amount spent in the region through the NLTF. The Committee believes there may be merit in an operational system where the collection

of RUC revenue is able to be better assigned to the region that was impacted on by the travel, but there is currently insufficient information available to determine this.

- The Committee submits that the overall impact to the NLTF for using any levers such as RUC to change behaviour needs to be neutral in terms of available funding, so any resulting shortfalls should be met through general taxation.
- The Committee would like consideration given to whether it is sufficiently beneficial to continue to administer the Vehicle Registration (Rego) system, with all the overheads and costs that a separate system involves to operate. It may well be more effective to incorporate the fees collected through the Rego system as a flat tax within the FED, thereby streamlining the systems governing the operation of motor vehicles in the country.

Regulatory Funding and Fees Consultation

The Committee notes the release of a separate '*Regulatory funding and fees consultation 2022*' on 21 March 2022 by Waka Kotahi. The Committee does not plan to submit on this other consultation. It notes that the plethora of consultations and change proposals across Government are overwhelming, and organisations are simply not sufficiently resourced to respond to them all in a considered manner. There is strong concern that these various proposals are not being appropriately aligned and considered as a whole.

Summary and conclusion

In summary, the Committee thanks Te Manatū Waka Ministry of Transport for the opportunity to provide feedback on the review of the RUC System.

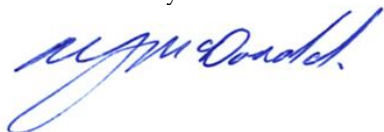
It is the Committee's view that:

- RUC should retain a hypothecated user-pays approach to recover direct roading costs, rather than being expanding to externalities.
- Funding for the land transport system overall requires substantive change.
- The exemption for EVs should end, and rather be directed to the public transport fleet.

The Committee looks forward to future formal consultation stages that result from information gathered during this discussion stage, where it will be able to consider any specific changes proposed, and the justification for such proposals.

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

Yours faithfully



Cr Matthew McDonald
Chair Regional Transport Committee
Taranaki Regional Council



Date: 1 June 2022

Subject: **Changes to speed management planning**

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

Document: 2994754

Purpose

1. The purpose of this memorandum is to update Members on changes to speed management planning which will have a significant impact in the regions and on the Committee in particular.

Executive summary

2. The Government has released the final *Land Transport Rule: Setting of Speed Limits 2022*.
3. Amongst the suite of changes to the speed management framework are significant changes to how speed limits are set by Road Controlling Authorities and new responsibilities in this area for regional transport committees.
4. Much remains unclear at this stage in terms of the roles, responsibilities, processes and timelines for developing regional speed management plans.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Changes to speed management planning*
- b) receives the presentation provided at the meeting by the Waka Kotahi speed management team
- c) notes the significant changes to how speed is managed in New Zealand, including the new requirement for regional transport committees to prepare and consult on regional speed management plans.

Background

5. As Members are aware, the Government have been working on major changes to how speeds are set and enforced on New Zealand's roads, creating a new speed management planning framework. The Committee provided feedback around the proposed changes

on more than one occasion, outlining some areas of support and areas of significant concern.

6. The new [Land Transport Rule: Setting of Speed Limits 2022](#) was agreed by Cabinet on 19 April, and came into force on 19 May 2022. Refer to the attached email from Waka Kotahi announcing the release.
7. The Rule aims to provide a more effective process to select and set speed limits across New Zealand and aims to ensure greater regional consistency to the process and the outcomes. The Rule requires road controlling authorities to follow a new speed management planning process to set new speed limits through speed management plans (SMPs), removing the requirement to set speed limits through bylaws.
8. More information is available on the [Speed Management Planning section](#) of the Waka Kotahi website.

Discussion

9. Officers are working through the details of the new Rule to ascertain its implications, though early assessment indicates that many of the Committee's major concerns have not been addressed. In particular, there is still much uncertainty in the regional sector around the roles, responsibilities and process for developing regional speed management plans. It is hoped that the Waka Kotahi presentation to the Committee will provide substantial clarity.
10. A new *Speed Management Guide: Road to Zero edition* is being developed by Waka Kotahi to provide guidance to road controlling authorities on how to establish, consult on, and set speed limits under the new Rule. This was to be published when the new Rule came into force, but has been delayed. The regional sector was unsuccessful in having input into the development of the Guide, despite requesting co-design to ensure it was fit for purpose for local government.
11. Further information, along with proposed development timelines, will be brought to the next Committee meeting.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

14. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making

processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3069777: Waka Kotahi email on Land Transport Rule: Setting of Speed Limits 2022

Ro Sweeney

From: Waka Kotahi NZ Transport Agency <rules@enews.nzta.govt.nz>
Sent: Tuesday, 10 May 2022 9:42 AM
To: Fiona Ritson
Subject: Land Transport Rule: Setting of Speed Limits 2022

[View online](#) | [Unsubscribe](#)

LAND TRANSPORT RULE

Setting of Speed Limits 2022



10 May 2022

Tēnā koutou katoa,

In 2021 we consulted on the proposed new Land Transport Rule: Setting of Speed Limits as part of a new more coordinated approach to speed management planning on New Zealand's roads.

A total of 325 submissions were received and the feedback used to refine the Rule.

The [Land Transport Rule: Setting of Speed Limits 2022](#) has been approved by the Minister of Transport and comes into force on 19 May 2022.

The new Rule replaces the previous 2017 Setting of Speed Limits Rule.



**LAND TRANSPORT RULE:
SETTING OF SPEED LIMITS
2022**

[Summary of Submissions Report](#)

The Rule provides a more effective process to select and set speed limits that will bring greater regional consistency to the process and the outcomes. It requires road controlling authorities to follow a new speed management planning process to set new speed limits, removing the requirement to set speed limits through bylaws.

A [summary of submissions document](#) analyses and provides a summary of the submissions and feedback from Waka Kotahi.

A new Speed Management Guide: Road to Zero edition will help road controlling authorities make informed, accurate and consistent speed management decisions in their communities, and provides guidance on how to establish, consult on and set speed limits under the Rule. It will be released and available on our [website](#) after the Rule comes into force.

Ngā mihi,

Neil Cook

Deputy General Manager Regulatory Services & Deputy Director of Land Transport

More information

Please visit our website for more information about speed management planning.

[Speed management planning overview](#)

If you have any questions about the Rule, contact your Area Programme Manager in the first instance. You can also email us at speedmanagementprogramme@nzta.govt.nz if you need more information.



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**Te Kāwanatanga
o Aotearoa**
New Zealand Government



Date 1 June 2022

Subject: **Transport policy updates**

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

Document: 3062536

Purpose

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

Recommendations

That the Taranaki Regional Council:

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

Emissions Reduction Plan – transport component





2. As Members are aware, the Government released its first national [Emissions Reduction Plan](#) (ERP) on 16 May 2022. While this has far-reaching implications throughout all work and life in New Zealand, this is particularly the case for transport.
3. Transport is one of the largest sources of greenhouse gas emissions. Decarbonising our transport system rapidly will require big changes to the way we travel and move freight.
4. Transport currently accounts for 17 per cent of New Zealand's total greenhouse gas emissions. The Climate Change Commission had said transport emissions must be cut by 13 percent by 2030, and 41 percent by 2035 to achieve emissions goals, which equates to cutting fossil fuel vehicle distance travelled by 20 percent within 13 years. It said electric vehicles would need to make up 30 percent of the fleet by 2035, and freight emissions would need to be cut by a quarter.
5. Te Manatū Waka Ministry of Transport has released supporting information focused on the transport component of ERP. In brief, the ERP contains targets and actions to achieve a 41% reduction in transport emissions by 2035. These are outlined over the page.
6. Ministry of Transport factsheets on what the ERP means for the public as well as the transport sector the ERP are attached to this memorandum.

To reduce emissions from transport, we need to change the way people and goods travel







Transport is one of our largest source of greenhouse gas emissions and is responsible for 17 per cent of Aotearoa New Zealand's emissions.

A number of different initiatives in the Emissions Reduction Plan will make it easier and cheaper to access more sustainable transport choices, such as low-emissions vehicles, e-bikes, and public transport.

The Emissions Reduction Plan sets these targets for transport by 2035:

<p>Reduce total kilometres travelled by the light fleet by</p> <p>20%</p> 	<p>Reduce emissions from freight transport by</p> <p>35%</p> 
<p>Increase zero-emissions vehicles to</p> <p>30%</p> <p>of the light vehicle fleet</p> 	<p>Reduce the emissions intensity of transport fuel by</p> <p>10%</p> 

Key transport actions in the Emissions Reduction Plan

<ul style="list-style-type: none"> Improving the reach, frequency and quality of public transport and making it more affordable for low-income New Zealanders Requiring only zero-emissions public transport buses to be purchased by 2025 	<p>Improving EV-charging infrastructure across Aotearoa to ensure that all New Zealanders can charge when they need to</p> 	<ul style="list-style-type: none"> Continuing to incentivise the uptake of low- and zero-emissions vehicles through the Clean Vehicle Discount scheme and consider the future of the Road User Charge exemption for light electric vehicles beyond 2024 Increasing access to low- and zero-emissions vehicles for low-income households by supporting social leasing schemes and trialling an equity-oriented vehicle scrap and replace scheme 
<ul style="list-style-type: none"> Increasing support for walking and cycling, including initiatives to increase the use of e-bikes Ensuring safer streets and well-planned urban areas 	<p>Supporting the uptake of low-carbon liquid fuels by implementing a sustainable aviation fuel mandate and a sustainable biofuels obligation</p> 	<p>Providing funding to support the freight sector to purchase zero- and low-emissions trucks</p> 

- Further actions/funding were announced in the Government's 2022 Budget on 9 May 2022.
- Waka Kotahi representatives are happy to answer queries on the ERP at the meeting, including updating Members on work that they are doing in this area such as Vehicle Kilometres Travelled (VKT) Reduction strategies.

Update on review of Regional Stock Truck Effluent Disposal Strategy

9. Members may recall that the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* (the RSTES) was planned to be reviewed and, if necessary, updated. This work was scheduled to be substantially updated in the second half of the 2021/2022 year. This project has needed to be deferred previously due to other higher priority projects and recognising that the review is largely bringing up-to-date a successful strategy rather than a need to address significant unaddressed concerns.
10. Following issues with establishing and/or funding upgrading of disposal sites in a number of locations around the North Island (including the SH3 Ahititi site), Waka Kotahi commenced work on a *National Stock Truck Effluent Programme Business Case* in January 2020. The project had to be halted owing to resourcing challenges within the Agency, but has now recommenced with consultant Phil King being appointed in January 2022 to complete the project.
11. Council officers are participating in this national workstream. However, it is suggested that the Council's RSTES review be deferred until the national direction is clear and Taranaki has the opportunity to ensure alignment as appropriate. The provision of national direction is expected to be later in 2022.
12. Further updates on both the national and regional work will be brought to future meetings as available.

National Freight and Supply Chain issues paper

13. Members may recall that the Ministry of Transport is developing a *New Zealand Freight and Supply Chain Strategy*, which will be the first such national strategy. Work commenced in mid-2021, and is anticipated to take about 2 years. Further information is

The New Zealand freight and supply chain strategy will take a long-term 30 years plus view and lay out:

- **Collectively what we want the system to achieve** - objectives, outcomes, and vision.
- **How we will get there** - pathways and priority actions.
- **How we will work together** - how government works with others, how we make trade-offs, the roles of different organisations.

The strategy will inform investment decisions by central and local government and the private sector. Given the challenges we are facing with climate change and Covid-19, the supply chain may need new approaches to cooperation, regulation, and investment over the coming decades to meet New Zealand's expectations. We want to identify the best possible mix of investment, regulation, and other approaches to ensure New Zealand can flourish.

The main drivers for change that the strategy will address are:

Low emissions – New Zealand's freight and supply chain system is underpinned by a low emissions freight transport system.

Resilience – New Zealand's freight and supply chain system is resilient, reliable, and prepared for potential disruptions.

Productivity and innovation – New Zealand's freight and supply chain system is highly productivity and innovative, and performs well when measured against global standards.

Equity and safety – We transition to a low emission, resilient, productivity and innovative freight and supply chain system in a way that is equitable and safe for all.

accessible [here](#) on the Ministry's website, which includes a brief summary provided below.

14. The Ministry released a high-level Issues Paper for consultation from 20 April- 3 June 2022. The full document can be viewed [here](#), while the A3 summary document is attached to this memorandum.
15. Officers are working through national groups to provide feedback directly to the Ministry.

Financial considerations—LTP/Annual Plan

16. 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

17. 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

18. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

19. 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

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

Appendices/Attachments

Document 3064539: Transport and the Emissions Reduction Plan – Public factsheet May 2022

Document 3064547: The Emissions Reduction Plan: A guide for the transport sector factsheet May 2022

Document 3057338: Freight and supply chain issues paper – A3 summary



Te Pānga o ngā mahi Hautū ki te Rautaki Whakaiti i te putanga Hau-rehu | Transport and the Emissions Reduction Plan

May 2022

The Emissions Reduction Plan contains targets and actions that Te Manatū Waka will work on together with transport agencies, local government, iwi/Māori and communities across Aotearoa to achieve a 41% reduction in transport emissions by 2035. Achieving this will reduce our dependence on fossil fuels and give us a more sustainable, inclusive, safe and accessible transport system that better supports economic activity and community life.

The Emissions Reduction Plan

The Emissions Reduction Plan sets out our shared New Zealand Emissions Reduction Objectives and sets us in our role to develop the emissions reduction goals successfully. It's a key step in our transition to a low-emissions future, it touches on all areas of our economy, including transport.

The plan has actions to seize the opportunities that a low-emissions future presents for business, communities and individuals. It sets a clear, enabled and funded pathway of where to be as we bring

How the Emissions Reduction Plan can help New Zealand

The actions in the Emissions Reduction Plan will help households reduce their costs, especially through decreasing the use of fossil fuel vehicles. The actions include increasing access to affordable, sustainable transport options such as public transport, and safer walking and cycling.

This plan will deliver significant co-benefits in addition to reducing emissions. For example, accelerating the uptake of cleaner vehicles will reduce harmful emissions that increase respiratory and cardiovascular illnesses. Increasing active travel will support better public health. Transport decarbonisation could also lead to job creation in related industries – such as biofuels production and development. Other co-benefits include creating better places to live, reduced congestion and noise, and increased transport reliability and affordability – delivering benefits for everyone.



Why we need to reduce emissions

Climate change is one of the biggest threats we face. The climate crisis is causing rising sea levels, more frequent flooding, coastal and inland erosion, and drought. It also threatens our precious biodiversity. If we do not make significant reductions in greenhouse gas emissions, we will not be able to avoid the worst impacts of climate change. This is our chance.

Transport is one of our largest sources of greenhouse gas emissions and is responsible for 17% of Aotearoa New Zealand's emissions (based on the Greenhouse Gas Inventory released in April 2022).

Decarbonising our transport system requires changing the way we travel. The Government is taking action to reduce transport emissions, focusing on three areas:

1. Reducing reliance on cars, and supporting people to walk, cycle and use public transport
2. Rapidly adopting low-emissions vehicles
3. Beginning work now to decarbonise heavy transport and freight

We want a transport system that provides safe, healthy and equitable access to transport for people. Good planning, transport options and infrastructure are needed in our rural communities as much as in our cities.

To reduce emissions from transport, many of us will have to change the way we get from A to B. A number of different initiatives will make it easier and cheaper to access other types of transport such as low-emissions vehicles, e-bikes, and public transport.

Key transport actions to reduce transport emissions

- Improving the reach, frequency and quality of public transport and making it more affordable for low-income New Zealanders
- Increasing support for walking and cycling, including initiatives to increase the use of e-bikes
- Ensuring safer streets and well-planned urban areas
- Continuing to incentivise the uptake of low- and zero-emissions vehicles through the Clean Vehicle Discount scheme and consider the future of the Road User Charge exemption for light EVs beyond 2024
- Increasing access to low- and zero-emissions vehicles for low-income households by supporting social leasing schemes and trialling an equity-oriented vehicle scrap and replace scheme
- Improving EV-charging infrastructure across Aotearoa to ensure that all New Zealanders can charge when they need to
- Providing funding to support the freight sector to purchase zero- and low-emissions trucks
- Requiring only zero-emissions public transport buses to be purchased by 2025
- Supporting the uptake of low-carbon liquid fuels by implementing a Sustainable Aviation Fuel Mandate and Sustainable Biofuels Obligation.

A fair, equitable and inclusive transition

We want a transport system that provides safe, healthy and equitable access to transport for all people.

Low-income households spend a larger share of their budget on transport, and tend to be in areas with poorer transport choice. There are major opportunities to make society more inclusive and equitable, by transitioning to a zero-carbon transport system.

Many of the actions in this plan will support an equitable transition, including by making clean and affordable transport options more accessible for low-income and transport disadvantaged New Zealanders.



Fossil-fuelled cars

The Clean Vehicle Programme is helping to encourage much cleaner low-emissions vehicles into Aotearoa. We want to avoid Aotearoa becoming a dumping ground for fossil fuelled vehicles the rest of the world does not want. Fossil-fuelled cars will need to be phased-out in time to achieve zero-emissions transport. The Government will consider what further measures and commitments are needed to achieve this.



Social leasing scheme

The Government will support social leasing schemes to make access to cleaner, safer vehicles affordable for low-income households. This will enable access for households that rely on a private vehicle and can't afford to switch to a low-emissions vehicle. How this will be implemented, and trialled, will be developed alongside community partners to ensure that the design and operation of the scheme best fits the target locations and communities.



Public transport

We want to improve the reach, frequency, and quality of public transport, and make it more affordable for low-income New Zealanders. The Government will support local government to decarbonise public transport buses and achieve a major increase in all urban bus networks nationwide, including by improving bus driver terms and conditions. The Government will also work with local government to make public transport more affordable, with a particular focus on low-income users.



Congestion charging

The Government is considering progressing legislative changes to enable congestion charging following the recent Inquiry of the Transport Select Committee. If the Government decides to progress this, it will work with Auckland Council to design a scheme, engage with other councils at their request, and investigate ways to mitigate possible financial impacts of congestion charging on low-income households.



Scrapping high emitting vehicles

We need measures to make sure all New Zealanders can be part of, and benefit from, the transition to low-emissions transport. The Government will implement a vehicle scrap-and-replace scheme trial to make cleaner vehicles and low-emissions alternatives affordable for lower-income households. This draws on California's Clean Cars 4 All initiative. It will accelerate emissions reductions by retiring high-emitting vehicles earlier and replacing them with low-emissions ones or alternatives such as e-bikes, access to car shares or public transport. It will also reduce financial pressure for lower-income participants and remove unsafe older vehicles from our roads.



For more information

<https://www.transport.govt.nz/area-of-interest/environment-and-climate-change/climate-change/>



Te rautaki ueā me te rautaki whakawhiwhinga o Aotearoa | New Zealand freight & supply chain issues paper

April 2022

The supply chain is facing a range of challenges from climate change, to adopting technological advances, and shifting international geopolitics to name a few. The COVID-19 pandemic made vulnerabilities in the supply chain more visible and it is unlikely the system will revert to how it was before the current disruption.

Preparing our freight and supply chain system for the future

We will need to take a strategic approach to prepare our supply chain for the future. Te Manatū Waka has prepared an issues paper to set out what work on the New Zealand freight and supply chain strategy. The issues paper presents a view of the big issues facing New Zealand's freight and supply chain system over the next 20 years.

We are seeking feedback on what the issues need to do to better inform the issues paper and the most important ones to the strategy. Contact us.

Public consultation on the issues paper runs from 14 April – 3 June 2022 and the freight trade will be invited to participate.

Part 1.

Understanding New Zealand's freight and supply chain system

Supply chains are the networks of individuals, companies, resources, infrastructure, activities, and technologies involved in supplying things from those who produce or manufacture them to those who use them. Our freight sector and its infrastructure underpin the operation of supply chains by enabling the physical movement of goods, within New Zealand and to and from overseas markets.

Within New Zealand, freight can travel by road, rail, coastal shipping, or air.

Road, rail and coastal shipping freight volume

- Road
- Rail
- Coastal shipping

Tonnes
 — 1,000,000
 — 2,000,000
 — 3,000,000



National Freight Demand Study 2017/18

How goods are moved into, out of, and around New Zealand

Road freight 93.8% of freight in New Zealand is transported by trucks along our 94,000 km of roads.	Rail freight 5.6% of freight moves by rail along 3,700 km of railway.	Coastal shipping 1.6% of freight in New Zealand moves by coastal shipping. There are around 13 vessels in our coastal shipping fleet.	International shipping 99% of the country's trade by volume is moved by international shipping lines through our 15 ports.	Airfreight Airlines carry 16% of our exports and 22% of our imports by value but only 1% by volume.
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International connections

Internationally, 99% of New Zealand's imports and exports travel along global shipping routes to reach consumers. The remaining 1% travels via air, mostly in the belly hold of passenger airplanes. Australia/New Zealand and Oceania make up only about 4% of total global container shipping capacity. New Zealand is located far away from the main international shipping routes, and our small size and remote geographical location present a challenge in accessing reliable international transport services at competitive costs, especially when the international supply chain is experiencing disruption.

What is the role of government in the freight and supply chain system?

While the freight and supply chain system is largely operated by private entities and individuals, the government has a role to play in ensuring that the system functions well and serves the interests of New Zealand and its people. This includes:

Supporting what is needed for commercial activities to occur	The government sets the 'rules' of the market through regulation, to ensure the system works well and is competitive, and that businesses and consumers are able to participate in the market with the same understanding of how things work. The government also invests heavily in public infrastructure such as roads, bridges, tunnels, and railway tracks. The building, maintenance, and repair of these are fundamental to the movement of goods in freight and supply chains. The government provides services important to New Zealand which may otherwise struggle to be commercially viable, such as rail and postal services, through State-owned Enterprises.
Ensuring broader public good outcomes and national interests are achieved	The government works to ensure that broader public good outcomes are also achieved, which may not be prioritised by the commercial sector. These include outcomes such as environmental sustainability, health and safety of the workforce, fair and equitable distribution of economic growth and opportunities, etc.
Facilitating New Zealand's participation in global value chains	This provides our businesses with access to global networks, markets, capital, knowledge, and technology, which is valuable for a small country like New Zealand. The government supports this by building international relationships and agreements to ensure good connections, standards, trading conditions and opportunities, and effective management of trade routes.
Facilitating collaboration and coordination across the sector	There is a role for government to play in coordinating action across the sector, especially one as large and complex as the freight and supply chain system. This is also relevant in cases of emergency management and national resilience in response to major catastrophic events such as the COVID-19 pandemic, and natural disasters.
Providing a system-wide, longer-term view	Similarly, the government is in the position to take a system-wide view of the freight and supply chain system, to monitor performance across the freight sector, and provide longer-term planning and investment in the system.

Part 2.

The strategic context for change

There are major changes affecting the freight and supply chain system now and in the future.

Climate change will impact all aspects of our supply chain and will require significant changes to how freight is moved

It will affect what we produce and where, increase the risk of damage to infrastructure and supply chain disruption and increase the likelihood of global supply chain disruptions.

We have committed to ambitious goals to decarbonise our economy – this requires changing how we move goods. We also need to decarbonise how we move goods to and from overseas markets.

We must adapt to New Zealand's growing population and increasing densification

Our population is expected to grow, especially in urban areas. Housing shortages and efforts to respond to climate change are increasing urban densification. The corresponding increase and concentration of freight volumes will put pressure on our freight and supply chain system

Technology and digitalisation may change how we move goods

Advancing technology may change how freight is moved. Increased digitalisation of trade could significantly facilitate global supply chains

International developments will increase uncertainties faced

International trading is likely to become more uncertain as global geopolitics in the shifts and trading patterns change

Consolidation in the international shipping sector and the rise of megaships will impact our ports

Part 3.

Current vulnerabilities of the freight and supply chain system

We need to address the vulnerabilities and barriers the system faces including:

- just-in-time efficiency prioritised over spare capacity
- it can be hard to shift between freight options
- international shipping lines may not always prioritise NZ's freight needs
- the competition settings of New Zealand ports may not be optimal
- limited data on the freight sector is available
- accessing labour can be challenging
- long-term planning needs to be clearer

Other factors which make the system vulnerable may include:

- Some evidence shows that our freight and supply chain system could be performing better
- The pre-COVID-19 operating environment is unlikely to return, so we need to position the system for the future
- We need to ensure a sustainable labour force
- Limited access to data to understand and evaluate the system

New Zealand export flow to the next international port



New Zealand import flow from the last international port



Part 4.

Our proposal for developing a freight and supply chain strategy

Based on our conversations with stakeholders, we propose that the strategy focuses on four outcomes: Low Emissions, Resilience, Productivity and Innovation, and Equity and Safety. Below are some potential areas of focus. These are not exhaustive and only indicative at this stage. We will be engaging with iwi and stakeholders to identify priorities and options are part of the strategy development process this year.

Now	Areas of focus	30 years
1	New Zealand's freight and supply chain system is underpinned by a low emissions freight transport system	<ul style="list-style-type: none"> • Set the pace of intermediate steps between now (current emissions) and 2050 (net zero emissions) • Provide a road map for infrastructure requirements to enable the shift to zero and low emissions heavy vehicles – this could include biofuels, hydrogen and electric charging stations • Signal government support, incentives and regulation to enable long-term business planning
2	New Zealand's freight and supply chain system is resilient, reliable, and prepared for potential disruptions	<ul style="list-style-type: none"> • Assess parts of the freight and supply system that are most critical and their level of resilience, and develop plans to improve resilience • Improve modal options including rail and coastal shipping to support decarbonisation and enhance resilience and safety
3.	New Zealand's freight and supply chain system is highly productive and innovative, and performs well when measured against global standards	<ul style="list-style-type: none"> • Assess port settings to improve national and regional outcomes • Address barriers to innovation and uptake of productive technologies • Support collaboration among government, industry, and unions to improve access to labour and job quality • Develop a systemic approach to improve freight data access and collection, and performance evaluation
4.	We transition to a low emissions, resilient, productive and innovative freight and supply chain system in a way that is equitable and safe for all	<ul style="list-style-type: none"> • Ensure Māori interests are at the forefront and articulate Māori aspirations in relation to supply chains • Ensure our long-term plans maintain or increase connectivity with regional communities and support regional economic development • Support SMEs in transition • Support efforts to enhance safety on roads and in workplaces
Across all	Enhance collaboration between stakeholders and government on freight and supply chain issues	

Our approach to progressing from issues paper to strategy

We will be taking a collaborative approach and drawing on the expertise and experience of stakeholders across the system to inform the process. We would also like to work with our Treaty partners to articulate Māori aspirations relating to the freight and supply chain system and explore how to achieve them.

Issues paper public consultation at a glance

- **Consultation ends:** 3 June 2022
- Issues paper full copy: go to www.transport.govt.nz/supplychain.
- **Online submissions:** go to www.transport.govt.nz/supplychainconsultation
- **For other ways to make a submission:** go to www.transport.govt.nz/supplychain
- **Contact the supply chain team:** supply.chain@transport.govt.nz



Date: 1 June 2022

Subject: **Strategic case for freight and logging**

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

Document: 3059787

Purpose

1. The purpose of this memorandum is to update Members on the Central North Island Logging and Freight Strategic Study and provide an opportunity to provide feedback and discuss how we work together collaboratively.

Executive summary

2. The logging industry has a significant impact on our collective transport system across the Central North Island. Waka Kotahi is proposing a structured approach to managing the increased levels of use over the next 10-20 years that empowers Waka Kotahi and its funding partners (RCAs) to proactively maintain and operate key strategic routes utilised primarily by logging and other heavy freight companies. Waka Kotahi is seeking support for this approach from the Taranaki Regional Transport Committee (TRTC), alongside neighbouring regions in the Central North Island.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Strategic Case for freight and logging*
- b) notes the work underway by Waka Kotahi to progress the Strategic Case for logging and freight.

Background

3. As part of discussions with funding partners across the Central North Island, one of the most significant concerns regularly raised with Waka Kotahi is the impending impact of increased forestry harvesting expected over the next 10-20 years. Combined with resilience and the impact of logging freight on levels of service, safety, and efficiency on both the local road and state highway network, there is a need for a step change across the region in how we collectively manage and operate our key strategic routes to the ports. This ultimately impacts the transport system outcomes agreed on in the Regional Land Transport Plan (RLTP) 21-24.

4. While there have been many studies completed on this issue in various parts of the region, there has not been a study covering the entirety of the projected impact to the regional network.
5. A memo outlining the approach Waka Kotahi wishes to progress is attached to this paper.
6. Waka Kotahi would like to engage with key personnel from each Council to contribute to Stages 2, 3 and 4 described in the memo.
7. Waka Kotahi would then like to present initial insights to the Taranaki Regional Transport Committee (RTC) at their next meeting for feedback that would assist in the forming of the study report.
8. The strategic case will recommend a pathway for next steps (potentially a Programme Business Case), funding and involvement from the wider logging/freight sector.

Discussion

9. Does the Taranaki RTC agree with the context of the study? Is there anything missing?
10. Is the Taranaki RTC comfortable with the proposed approach and the involvement of their councils?
11. What level of involvement is required of the Taranaki RTC?

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

14. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3064989: Central North Island Logging and Freight Study

Memo

To Robyn Elston, National Manager System Design

Cc Sarah Downs, Regional Manager System Design, Central North Island
Jaclyn Hankin, Regional Manager Maintenance & Operations, Central North Island

From Lisa Malde, Regional Principal Transport Planner, Central North Island

Date 25 March 2022

Subject Central North Island Logging and Freight Study

Purpose

The purpose of this memo is to:

- Provide the context and a rationale for a Central North Island (CNI) logging and freight study
- Outline the proposed approach and methodology
- Summarise interdependencies with other related work, exclusions and risks
- Outline next steps

Context

The Central North Island (CNI) Regional Leadership Team, alongside its local government partners, have determined increasing and dispersed logging operations across the region are decreasing the level of service, safety, and efficiency on both local roads and state highways en route to regional ports. In addition, inter-regional connections have resilience issues due to coastal inundation, flooding, slips, rockfalls, seismic and volcanic activity which can impact the movement of goods.

Peak forestry harvesting is expected to occur over the next 10-20 years, a majority of which will be moved by trucks. While studies have been completed in various parts of the region, there has not been a study covering the entirety of the projected impact to the regional network.

Regional Transportation Advisory Groups (RTAGs/TAGs) and Regional Transportation Committees (RTCs) across the CNI have expressed concerns about this issue and fully support moving forward with a proactive solution.

Initial internal preliminary Point of Entry discussion was held in February with the CNI regional team, Wellington and Top of the South regional team, Programme and Standards, Policy and System Planning, and Local Government Partnership team to understand the problem, refine the scope, and recommend a funding pathway.

While resilience is part of the GPS, the challenge lies in funding this workstream as it has a low investment priority in the IPM and will continue to be the case as long as the IPM scores resilience projects in this way. This study will focus on prioritising the management of activity on both state highway and local roads, targeting funding (M&O) proactively to maintain a LOS on the transport system, and explore the ability to enable a mode shift from trucks to rail through log hubs when possible. In addition, it will provide an opportunity to proactively assess whether maintenance and operations

(M&O) budgets will be sufficient going forward and anticipate local government share in the upcoming years so they can take the necessary action to work alongside the community and private sector.

The geographic scope of this study will include the CNI region as well as understanding what proportion of logging/freight from CNI is going to CentrePort in Wellington including linkages to rail hubs.

The preferred pathway for this work is to progress a Strategic Case, building upon using existing reports, studies and data, with an internal resource. This resource will work alongside local government partners and the Waka Kotahi regional team to ensure a right-sized approach and alignment throughout the process. The Strategic Case should aim to be completed by mid-2023 in advance of 2024-27 RLTP/NLTP discussions so a Programme Business Case can be included with local government co-funding. Multiple local government partners in the CNI have agreed in principle with this approach and are willing to work alongside Waka Kotahi through a co-design, co-ownership and co-investment process.

Overview

Nationally, logs are transported mostly by road (91%) as the rail network generally does not extend to many areas where the logs are harvested, although rail is used in the Bay of Plenty to take logs to the Port of Tauranga.

Log tonnages are projected to increase from 29 million tonnes in 2012/13 to 44 million tonnes in 2032/33, but to then fall to 34 million tonnes in 2042/43. This reflects the maturation and harvesting of a large number of trees in the late 2020s and 2030s (the so called 'wall of wood'). The log production profile is highly uncertain as forest owners have considerable discretion over when to harvest.

One of the largest challenges facing local authorities is the rapidly growing amount of Heavy Commercial Vehicle (HCV) traffic roads which were not designed to carry the volume and/or axle weight. There has been an increase in the allowable weight that HCV can carry with the introduction of High Productivity Motor Vehicles (HPMV) which has in turn resulted in increased axle loadings on the road pavements.

A substantial increase of HCVs on road that are not designed for these levels of use results in multiple adverse effects in the form of:

- increased routine maintenance and resurfacing
- reduction in the level of service (road quality) as the road pavement deteriorates
- reduction in the pavement life
- increased reconstruction and or rehabilitation costs due to the increase in required structural capacity
- increased lateral instability and damage along roads due to heavy wheel loads tracking close the edge of the road
- increased safety issues for road users (e.g., crashes with heavy vehicles resulting in DSIs, commuters mixing with freight and logging movements)
- added traffic effects and cost of control measures (e.g., lower speed limits, signage, turning lanes, lane widening, islands, pedestrian paths or cycleways, removal of spillage or detritus to maintain safety and restore traffic flow).

With the projected uptake in increased logging activity, the potential impacts on the roading network and the relatively slower uptake of alternative forms of transportation (such as rail and coastal shipping) there is a need to understand the:

1. current and future freight and logging movements;
2. location and scale of future logging activity in the Central North Island;
3. the potential impact on levels of service and consequential maintenance activity; and
4. the scope for accelerating a transport system response with better outcomes for both providers and users.

Approach and Methodology

This study should be conducted alongside local government with potential council contribution to encourage increased engagement and co-design of the study and co-ownership of the outcomes as it will include local roads and state highways.

Phase 1

An investigation into future forestry in the CNI focusing on understanding what are the current levels of forestry freight and key transport routes in the CNI, what are the levels of service on these routes, and whether they fit for purpose. Understanding future forecasts for forestry freight in the CNI, what they mean for levels of service, and maintenance levels of service if the current mode shift and routes are utilised.

The CNI logging and freight study is proposed to be undertaken in the following stages:

Stage 1: Project commencement

Stage 2: Current state

This stage aims to understand the current state of the forestry industry and the supporting transport system levels of service. This requires a literature review of studies previously undertaken and data collected, an assessment of current levels of logging trucking, and existing maintenance levels of service and an assessment of the status of the asset. This stage of the study should aim to answer:

- What role does technology play in quantifying the current state? What technology gaps are there?
- What are the current levels of logging within and through the Central North Island?
- What are the key logging routes? Are trucks using alternate routes/rat running to save time, dispersing trips across the network?
- What proportion of logging/freight from CNI is going to each port (including CentrePort in Wellington)?
- How much freight and logs are going through hubs? What are the challenges and opportunities for hub operators? Why was the Dannevirke rail hub not commercially viable and at a strategic level, does this pose challenges for other hubs or the viability of the model?
- What is the state of the asset on these logging routes and are levels of maintenance adequate to maintain appropriate levels of service?
- What percentage of logging is carried by rail/alternative modes to road and what is the current and future capacity of these modes?
- What are the logistic challenges with coordinating with ports for road and rail?
- What might the increase to M&O look like due to resilience issues with the network when a shift to electric trucks occurs (e.g., will bridge strengthening be required due to the weight of EV trucks)?
- How can we streamline/focus freight/logging movements to minimise impact on the network? How can log hubs be better utilised to increase efficiency and reduce impacts to the network?
- How does the current regulatory environment influence current logging and freight movements? What are the unintended consequences?

Stage 3: Future demands

Undertake a review of available analysis and research to determine the locations and levels of future logging. Undertake an assessment of the robustness of the forecasts and identify appropriate scenarios to cover an appropriate range of futures.

Stage 4: Impacts of future demands

Work with the Waka Kotahi digital team to use a digital twin to spatially map and model how future demands will impact the transport network. This includes understanding the current projections and future opportunities to use technology in vehicles and on the network for a more measured and informed approach.

Apply the forecast future levels of logging to the existing transport system and assessing the implications for future levels of service. Stage 4 should address:

- What are the implications of future logging movements for levels of service?
- What are the implications for future maintenance programmes to maintain appropriate levels of service in the face of growth in future logging?
- What are the quantified impacts (e.g., economic, environmental, safety, etc) of using the existing transport network and is there a point in the future where the benefits (monetised and non-monetised) of radical changes to the transport system is required in order to achieve the desired regional outcomes (e.g., shift freight/logging to rail to achieve emissions reduction targets)?
- What regulatory changes are required to enable logging and freight to move in a more aggregated way, including utilising rail hubs?

Stage 5: Reporting and next steps

This final stage involves bringing the previous three stages together to form the study report and recommendations on next steps.

Phase 2

Develop a Programme Business Case (PBC) alongside local government. This would explore the transport system options (routes and modes) which could deliver a better outcome for logging customers and transport system providers, the costs and benefits of options, how do they compare to the status quo, and identify the optimal investment programme for the sustainable management of logging movements in the Central North Island.

Splitting the investigation into two phases will assist in expectation management and help ensure the investigation is fit for purpose in terms of first identifying the extent of the issues, and then the optimal responses.



Memo

Interdependencies with other work

There are a number of related studies, plans and documents that have recently been completed or are currently underway for which this project will fill in a gap:

Topic	Focus	Agency	Project	Description	Type	Output	Status
Future transport scenarios	Freight and logging	Ministry of Transport	Transport Outlook: Future State	Key trends and uncertainties in the sector and project outcomes over the next 25 years. Information, assumptions, and projections for future planning, policy-making, and investment.	Detailed document – national level with regional level data	Future scenarios for freight movements	Completed, November 2017
Decarbonising freight	Freight		Green Freight Project	Working paper to provide the Government with a range of options to support greater uptake of alternative green fuels in the road freight industry as part of reducing GHG emissions of the transport sector.	Strategic working paper – national level	<ul style="list-style-type: none"> NZ road freight industry and transport GHG emissions context Key challenges and opportunities Options to address the challenges 	Completed, May 2020
Optimising freight and the supply chain	Freight and supply chain		NZ Freight and Supply Chain Strategy	Present the big issues facing New Zealand’s freight and supply chain system over the next 30 years	Issues paper – national level	<ul style="list-style-type: none"> Outcomes for the New Zealand freight transport and supply chain system Changes needed to prepare for the future Pathways and priority actions to achieve intended outcomes Stakeholder and government collaboration 	Issues paper out for consultation, closes 3 June 2022

Taranaki Regional Transport Committee Meeting - Strategic case for freight and logging

National Resilience PBC	Transport system resilience	Waka Kotahi	National Resilience PBC	Provide an evidence base of the nationally extreme and major risks, and resilience issues posed to the New Zealand land transport system and associated infrastructure, from a natural hazards perspective.	National business case	<ul style="list-style-type: none"> Evidence base of the national risks A suite of system responses including potential actions for the Transport Agency Business Plan and for RLTPs. 	Completed, May 2020 To be updated in advance of each RLTP/NLTP
(Internal) Freight activities	Freight, logging and supply chain		Waka Kotahi Freight Action Plan (2021-24)	Sets out activities to deliver improved freight connections across the land transport system.	National level action plan with regional activities	Prioritised activities over the next three years (2021-24)	Completed, February 2021 and informed RLTPs/NLTP
Freight Action Programme	Freight and logging		Freight Action Programme	Future oriented freight programme informed by industry insight	TBD	TBD	Planning/scoping underway
Long-term system needs	Land transport system		The Baseline Network Version (30 Year Plan)	Set out our view of system needs in 2050 and a plan for what Waka Kotahi will do as our contribution to meeting those needs	National and regional level data	A digital tool that brings together the major work that is planned on the state highway and rail networks to help with development of the land transport system during the next 30 years.	Underway
VKT and emissions reduction	Emissions reduction		Keeping Cities Moving update as it relates to the Emissions Reduction Plan (ERP)	Light vehicle and freight mode shift, VKT and emission reduction plan	TBD	TBD	Planning/scoping underway
Coastal shipping activities	Coastal shipping	Coastal Shipping Activity Class RFP	RFP for \$30M in activity class funded projects related to new or enhanced domestic services, reducing sector emissions, new or enhanced inter-modal links, or new or enhanced maritime infrastructure.	Activities TBD	TBD	Project funding approval by end of June 2022	

Taranaki Regional Transport Committee Meeting - Strategic case for freight and logging

Forestry harvesting forecasting	Forestry harvesting	MPI	Wood Availability Forecast – Central North Island 2021	Wood availability, scenarios for radiata pine and Douglas-fir wood availability and potential yield, and forecasts of harvesting intentions of the region's large-scale forest owners	Region-wide level data on future scenarios	Wood availability and forecasts projecting annualised woodflows for 40 years for the CNI.	Completed, August 2021
Log modal shift to rail	Increase role of rail in forestry supply chain	KiwiRail	(Draft) Accelerating Regional Forestry Growth Business Case (Commercial in Confidence)	The rationale for additional capital and operating investment of \$141m to establish log hubs, acquire additional rolling stock and undertake network upgrades in order for rail to play an increased role in New Zealand's forestry supply chain.	Business case	<ul style="list-style-type: none"> • KiwiRail existing arrangements and business needs • Benefits including road maintenance costs • Constraints and dependencies of the model • Critical success failures • Next steps and actions 	Completed, August 2018
Safety and risk of logging transport	Regulatory view of health and safety of industry	Worksafe, Civil Aviation Authority, Waka Kotahi, and Maritime NZ	(Draft) Intelligence Assessment – Reducing harm in the New Zealand Logging Transport Sector (In Confidence)	Assessment of the safety of transport in the forestry industry in New Zealand, in particular transport of logs for export.	Intelligence assessment (report associated with map/data below)	Identifies the highest risk points in the process related to: <ul style="list-style-type: none"> • loading/transporting logs to port • loading logs at ports • the New Zealand public who share transport routes with logging transporters. 	
Logging truck crash data and logging-related injuries (Jan 2016-18)	Transport safety in the forestry industry	Worksafe, Civil Aviation Authority, Waka Kotahi, and Maritime NZ	Transport safety in the forestry industry (MapHub)	It will help the four agencies collectively analyse high-risk roads and regions to recommend safer routes, road safety features or alternative modes of log transport.	MapHub data (map/data associated with above report)	Spatial data of incidents over the entire process, from after tree felling to the logs being loaded on ships for export (including logging truck crashes and logging-related injuries for the period January 2016 – January 2018).	Unsure

Other data sets:

- REG data to understand usage on roads
- Weigh-right data
- Freight, log hub, and inland port data
- Wellington Analytics Unit data related to freight and logging

Austrroads Transport Network Operations Program Freight Task Force Board Project Proposals 2022-23, in order of priority:

- [Future freight vehicles and buses – implications for road managers](#)
- [Contemporary heavy vehicle access decision-making for road managers](#)
- [Designing roads for large freight vehicles](#)
- [Research into recent urban freight movement patterns](#)
- [Opportunities to increase freight and supply chain resilience](#)
- [Implementing harmonised funding for heavy vehicle permit application assessments](#)

Austrroads [Framework and Tools for Road Freight Access Decisions](#)

Other past work that could be built upon:

- 2012 [Central North Island freight story](#) based on survey of local government, transport operators, producers, distributors, forestry companies, and ports; and
- Other Waka Kotahi or council led studies (to be collected).

Exclusions

It is recommended that this study would exclude the following as it is assumed these topics will be covered through other workstreams:

- Coastal shipping – NZ Freight and Supply Chain Strategy, Coastal Shipping Activity Class RFP
- Decarbonisation of the logging and freight fleet – Green Freight Project, Waka Kotahi VKT and emissions reduction planning

The risk of excluding these topics is there may be interdependencies that could be tackled together as a more comprehensive approach. This study may also require other workstreams to progress to a point that they can feed into this study, or this study may need to be refreshed once that work is complete. There may also be a risk around using inconsistent data across work that has interdependencies.

Risks

Other potential risks include:

- Further work or investigation may be required to understand how to best leverage log hub development to support mode shift
- Log hubs may not be commercially viable leaving the transport network vulnerable to increased M&O costs
- Other workstreams may not cover the exclusion areas above to the extent needed to support this investment
- There could be unforeseen gaps due to not overlapping with tandem workstreams
- If this work progresses outside RLTP/NLTP funding cycles, local government might not be financially prepared to contribute or prioritise this work which would diminish the success and impact of this study

Next steps

- In the two-day May SDLT meeting, discuss including Strategic Cases as part of our core services as System Design, supporting involvement of our internal resources on these projects, and developing internal capability through on-the-job experience
- SDLT Capability Development Portfolio to include Strategic Cases into the appropriate workstream
- Circulate memo to local government partners for feedback
- Select a small group of internal resources that are the best suited for this project, circulate memo, identify preferred candidate to progress a formal Point of Entry process so it can move onto the Delegations Committee to follow the decision-making process
- The Performance and Practice team to reprioritise resources and projects to ensure a mid-2023 delivery
- Establish governance group consisting of internal and external stakeholders including interested and impacted local and regional councils
- Include PBC or recommended next steps from the Strategic Case in the 2024-27 RLTP/NLTP



Date: 1 June 2022

Subject: **Territorial Authorities Update**

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

Document: 3064949

Purpose

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

Executive summary

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

Recommendations

That the Taranaki Regional Transport Committee:

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

Background

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

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

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

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 3066921: Update to the Regional Transport Committee - SDC

Document 3066141: Update to the Regional Transport Committee - STDC

Document 3068679: Update to the Regional Transport Committee - NPDC

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	Stratford District Council
RTAG representative:	Steve Bowden
RTC representative:	Mayor Neil Volzke
Date:	1 June 2022

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 April 2022 to June 2022 we have undertaken the following activities:

- Routine maintenance activities;
- Pavement repairs on Pembroke Rd - SPR;
- Grading of the un-sealed roads throughout the district;
- Maintenance metalling;
- Reseals have been completed.

There has been significant damage to a wooden bridge located at the end of Puniwhakau Road caused by logging haulage company and a logging contractor. To date nobody has come forward admitting liability for the damage, which is disappointing, as I am sure someone knows who's at fault.



Figure 1 – This damaged was caused by a logging truck on 22 February 2022.



Figure 2 – This damage was caused by a logging contractor on 16 March 2022.

Impacts of Forestry on SDC Roads.

As requested by Councillor M J Cloke at the March RTC, he requested what is the level of damage and what roads have been affected by the forestry industry. Rather than list all 20 roads affected, the length of the Stratford district roading network affected since 2015 is 104km. As a taster of the dollars spent, below are a few examples:

- Soldiers Road – Length = 5km; dollars spent = \$300,000 (rounded)
- Mangapapa Road – Length = 4.6km; dollars spent = \$466,000 (Mt Damper Rd – SDC/NPDC boundary)
- Puniwhakau Road – length = 11.6km; dollars spent to date = \$400,000. Note, there is a 1000 acre forest block that has just commenced and is likely to take 4-5 years to complete.
- Douglas North Road – Length = 6.7km; dollars spent = \$150,000
- Beaconsfield Road – Length = 8.80km; dollars spent = \$1.1m and there are more areas that require strengthening.

Overall for maintenance we are looking like we will be \$300,000 overspent for this year.

Renewals.

Footpaths – Footpath replacements commenced in Essex Street from Curtis Street to Olivia Street. We have completed footpath replacements on Regan Street, from Miranda Street to Hamlet Street on the northern side of Regan Street.



Figure 3 – Footpath replacement on Regan Street.

Kerb and Channel Replacement

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

- Essex Street - both sides – in progress
- Surrey Street - both sides – deferred to 2022/23 due to watermain replacement which is programmed for the same year.

Pavement Rehabilitation.

The completion of the design to realign and strengthen a section of Mangaotuku Road, locally known as Baldock's Corner has been completed. The physical works commenced in May.



Figure 5 – Sealing of Palmer Road following the re-build of the road pavement.

Bridge Renewals.

Work began on 10 January to replace a large diameter culvert located at RP1.44 on Monmouth Rd. The existing 2.5m diameter culvert has been showing signs of deterioration for several years. The replacement culvert will be a 2m x 2m pre-cast concrete box culvert. The project was completed on 4 April.



Figure 6 – The new culverts have been installed with backfilling being done.



Figure 7 – Monmouth Road reinstated and resealed to be opened on 4 April.

2. EMERGENCY WORKS – IF APPLICABLE

No events occurred during the period. Our issue is funding the construction of three retaining walls for slips located on Douglas North Road, Mangaoapa Road and Junction Road. We also have some bank erosion under a bridge on Kirai Rd which is compromising the abutments of the bridge. The remedial solution will be to rock armour the stream bed and the stream banks. With a limited budget and that steel prices have doubled in recent months, we may have to re-think our plans as to which sites are treated first?

3. ROAD IMPROVEMENTS

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

General Roading Improvements – The contract documents for the construction of safety improvements outside the High School have been advertised on Tenderlink in May. We have specified a completion date for the works, that date being 30th November. This provides the contractor a degree of flexibility within their own work programmes.

A contract has been awarded to Downer for the improvements to the Opunake Road - Palmer Road intersection. Works started on 19th April with a 10 week construction period.

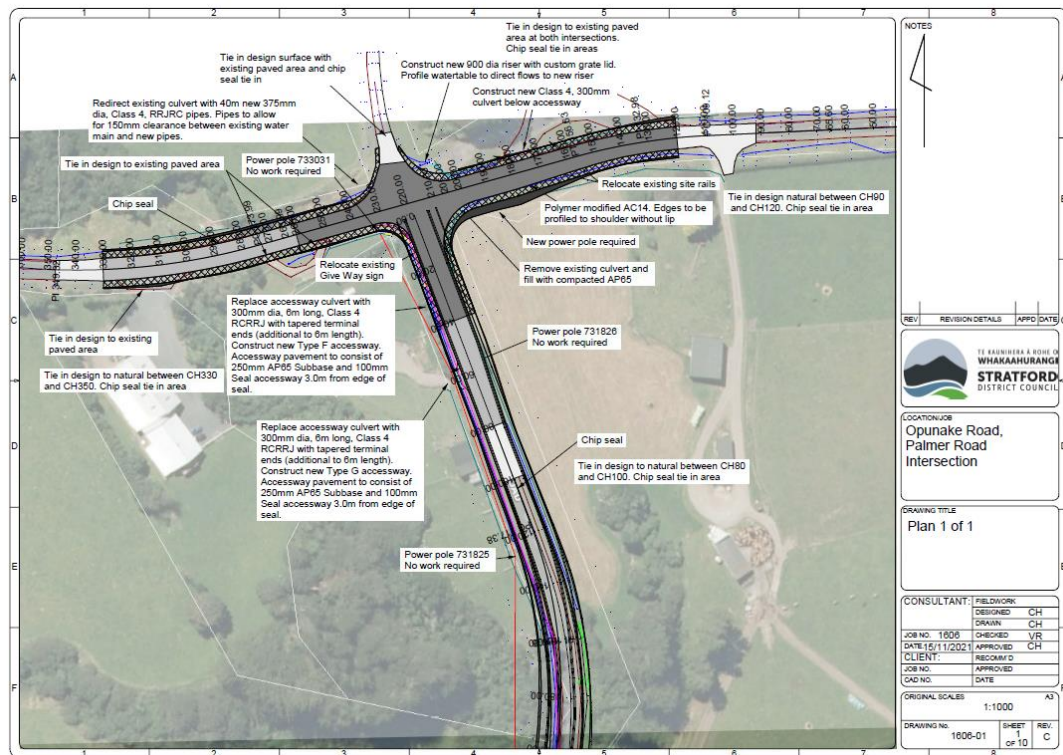


Figure 8 – Scheme plan of the Opunake Road/Palmer Road Intersection.

Further tender documents have been prepared and we are seeking quotes from local contractors for the installation of roadside barriers at two locations on Opunake Rd. We have a third site which we would like to do, however, we are waiting to see what the contract rates are to determine if there are sufficient funds to pay for the third site.

Activated Warning Signs for Manaia Road and Beaconsfield Rd (45km/h curve) have been ordered from the sign supplier. This will include the installation of these signs in May/June subject to the delivery of the signs from China. There has been delays with the lockdown in China affecting the shipping from China.

ACTIVE MODES – WALKING AND CYCLING

Connecting our Communities Strategy

Connecting Our Communities is SDC’s strategy to ensure safe and easy access to our transport network. It will guide our decision making so all modes of transport (vehicles, cycling, pedestrian (including school children and mobility impaired), public transport etc.) is considered for all our maintenance and capital expenditure on our roading network.

A draft of the Strategy is about to be released for public consultation. All identified stakeholders will be notified of the consultation process and timelines before it is publicly notified.

At this time, it is our intention to complete the public consultation, include any comments received in a re-draft of the document, (including those from councillors via Council workshops), in order to prepare a final version which we would like to be endorsed by Council at the end of the calendar year.

Crossing Facilities on SH3

The design for the crossing points to the north and south of the two roundabouts on Broadway have been sent to Waka Kotahi for comments and pricing.

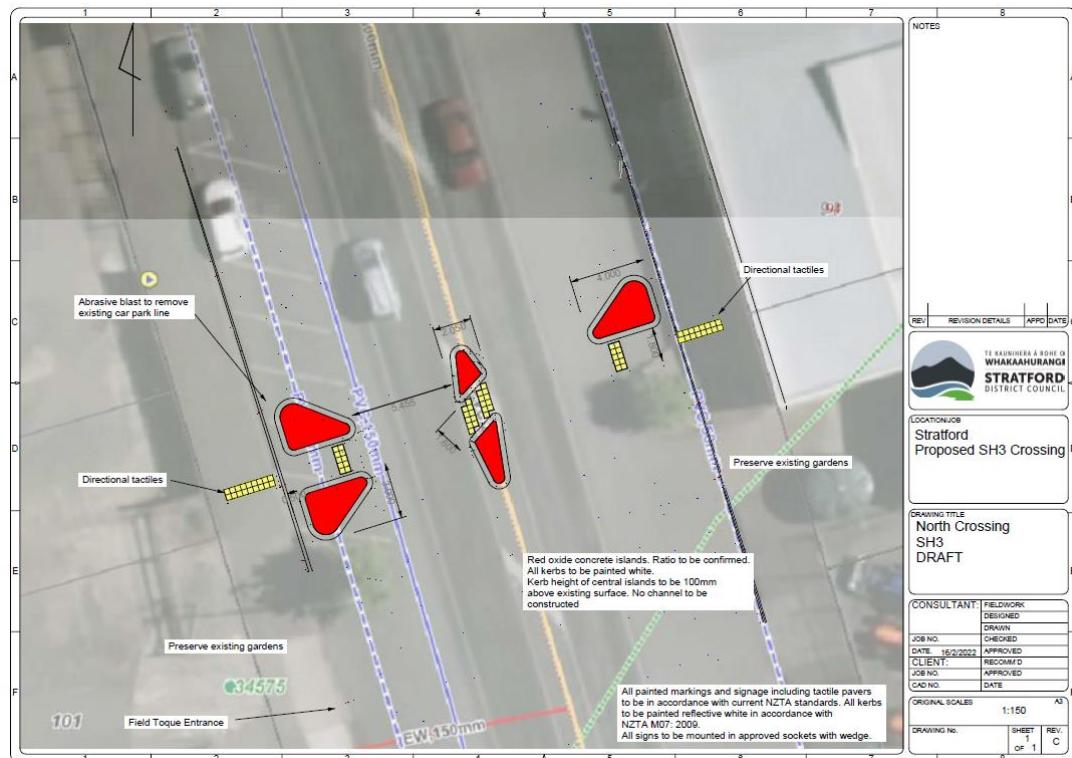


Figure 9 – Crossing facility north of the northern roundabout on SH3.

4. ROAD SAFETY

Activated Warning Signs.

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

- Beaconsfield Road – Hick’s Corner
- Manaia Road – south of Hollard Gardens

These proposals have been approved by Waka Kotahi. A purchase order has been placed with a sign supplier for the provision and installation of these signs. Due to a lockdown in China, the signs have been delayed, we are expecting them to arrive in New Zealand in the middle of May. We will install the ground sockets in the meantime, until the signs arrive.

Roadside Barrier – Opunake Road.

We are seeking quotes from local contractors to install these barriers. We have a fixed budget approved by Waka Kotahi under the Road to Zero programme. We hope to maximise the length of barrier to be installed based on the prices received.

Safety Project – Swansea Road by High School

The contract documents have been advertised through Tenderlink in May. We have stipulated a construction completion date of 30 November in order to give contractors some flexibility to fit this project in with other works that they may have already planned or in progress.

Speed Limit Reduction on Opunake Road.

At the Policy and Services Committee meeting on 26 April, the Committee approved the recommendation to reduce the speed limit along Opunake Road from Elizabeth Grove intersection, to the district boundary with South Taranaki. This recommendation was formally endorsed at the Ordinary Council meeting on 10 May. The change will take effect from 1 June 2022. To compliment this change SDC/Waka Kotahi have approved funding of \$2,425m to be spent on safety improvements during the current and future NLTP periods.

Speed Limit Reviews outside Schools

A further workshop with elected members was held in November to discuss our approach to reduce the speed limit outside all urban and rural schools. Some rural schools are located on a State Highway, therefore this will be a consideration for Waka Kotahi.

The Council supported our approach and we are now formulating a Communication Plan to engage with the schools and the local community over these proposals.

5. TRANSPORT PLANNING

This activity primarily relates to the impacts of new developments on the roading network within Stratford.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	12 May 2022

1. MAINTENANCE, OPERATIONS AND RENEWALS - April 2022

Maintenance –

Our road maintenance contracts are separated into Northern and Southern. Both of these contracts have been awarded to Fulton Hogan Ltd. The contractors have completed the repair works for this year and is now programming to carry out the pre seal repair work for next year resealing programme.

The overall maintenance expenditure to end of April 2022 is at 80% of the approved budget excluding flood damage work.

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

HEB and Taranaki Civil Construction (subcontractor) have completed the resealing work for 2021/2022 and is now planning for the next year reseal work

All the pavement rehabilitation works for the year have been awarded to various contractor and works are in different stages of progress.

5214 - Pavement Rehabilitation	Year to Date	Committed	Comments
<i>Hawera Pavement Rehab - carryover</i>	\$16,500.00		completed
Tauhuri Street		\$431,150.26	
Railway Street RP275-450		\$315,562.00	
London Street RP192-339 (SH3 to York St)		\$154,768.50	
Intersection work - Eltham/Palmer		\$50,000.00	
Hu Road (full length)	\$764,000.00		completed
Ahipaipa Road RP1875-2188	\$160,109.17		completed
Ahipaipa Road RP4017-5210	\$495,641.87		completed
Manaia Road RP8327-9601	\$519,453.51		completed
Eltham Road RP22465-24112	\$155,698.16		completed
Bayly Road		\$632,744.00	
Miscellaneous	\$155,000.00		
Total	\$2,266,402.71	\$1,584,224.76	

Also, the footpath renewal work has been awarded to FH and the footpath work is progressing well.

The overall renewals expenditure to end of April 2022 is at 91% of the approved budget. It is estimated that Council will need to fund an additional \$500,000 of its own money due to the shortfall of Waka Kotahi subsidised budget approval.

2. EMERGENCY WORKS – IF APPLICABLE

There are currently four funding applications submitted to Waka Kotahi. Due to staff issues, they are only now started to process the applications. Hopefully, we get the approval asap.

3. LOW COST LOW RISK

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

A large amount of submitted bid for local road improvements have not been approved by Waka Kotahi. Except for the Road to Zero projects, the improvement and walking and cycling works have been substantially completed.

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

4. TRANSPORT PLANNING


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

The transferring of STDC speed limit data has also been successfully migrated to Waka Kotahi National Speed Limit Register.

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

STDC is liaising with Waka Kotahi to look at the corridor improvement from Hawera to Normanby as there will be substantial development in this area including the business park. Therefore, carrying out an integrated transport and land use planning will provide a blueprint of improvement works for the next land transport programme.

5. Customer Services

Roading, Lighting and Stormwater Response KPI											
Report Criteria	Request From Date :	01/07/2021									
	Request To Date :	12/05/2022									
	Request Type	ALL									
											
Category CRD - Roading											
Request Priority	Ongoing	Ongoing %	0-2 Days	0-2 Days %	3-5 Days	3-5 Days %	6-9 Days	6-9 Days %	10+ Days	10+ Days %	Total
Urgent			21	88.00	2	8.00			1	4.00	24
High	9	2.00	355	80.00	22	5.00	8	2.00	50	11.00	444
Medium	7	2.00	316	84.00	17	5.00	2	1.00	32	9.00	374
Low	5	6.00	63	78.00	3	4.00	1	1.00	9	11.00	81
TOTAL CRD	21	2.28	755	81.80	44	4.77	11	1.19	92	9.97	923
Category CSW - Storm Water											
Request Priority	Ongoing	Ongoing %	0-2 Days	0-2 Days %	3-5 Days	3-5 Days %	6-9 Days	6-9 Days %	10+ Days	10+ Days %	Total
Urgent	1	9.00	10	91.00							11
High	1	1.00	96	86.00	6	5.00	1	1.00	8	7.00	112
Medium	4	5.00	60	76.00	3	4.00	2	3.00	10	13.00	79
Low	2	14.00	11	79.00					1	7.00	14
TOTAL CSW	8	3.70	177	81.94	9	4.17	3	1.39	19	8.80	216
Category CLI - Street Lighting											
Request Priority	Ongoing	Ongoing %	0-2 Days	0-2 Days %	3-5 Days	3-5 Days %	6-9 Days	6-9 Days %	10+ Days	10+ Days %	Total
High	1	2.00	63	97.00					1	2.00	65
Medium	1	2.00	51	94.00	1	2.00			1	2.00	54
Low			7	78.00	2	22.00					9
TOTAL CLI	2	1.56	121	94.53	3	2.34		0.00	2	1.56	128
TOTAL	31	2.45	1053	83.11	56	4.42	14	1.10	113	8.92	1267

STDC have received a total of 1,267 Customer Service Request to date. 90% of them were responded within the 5 days.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	New Plymouth District Council
RTAG representative:	Rui Leitao
RTC representative:	Councillor Harry Duynhoven
Date:	May 2022

1. MAINTENANCE, OPERATIONS AND RENEWALS

New Plymouth District Council (NPDC) operations have completed all this year's reseals and are well underway on the pre-reseal maintenance work for next financial years reseals.

NPDC have completed its urban pavement rehabilitation programme and are finishing the scheduled forwards work programme on barrier renewals/improvements for bridges, tunnels, retaining walls, guardrails and road delineation.

This financial year has been hit by an unusually high number of 'minor events'. Unfortunately the Waka Kotahi approved allocation is only approximately a quarter of the amount normally required to cover the direct recovery costs from these events. This global warming phenomenon hasn't been an issue limited to NPDC and we (nationally) need to discuss this matter further with Waka Kotahi.



Photo: Piko Road, Okoki, May 2022

NPDC and Stratford District Council are joining forces in the management of our street lighting. A single contract will soon be going out for tender, and will include all of New Plymouth's and Stratford's district street lights. It will also include the State Highway street lights within those two districts.

Waka Kotahi will only be co-investing on \$50M of \$69M NPDC's 2021-24 maintenance, operations and renewals transport programme. Since NPDC's strategic alignment and investment business case is strong and robust it will keep to its recommended programme as the consequences of not following it will be a significant reduction in levels of service (in both urban and rural areas). This means the effective financial assistance rate (FAR) from Waka Kotahi is down from 51% to 37%.

2. ROAD IMPROVEMENTS

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

- Brois St/Govett Ave Intersection Improvements – Detailed design and consultation completed
- Mangorei Rd NPGHS Improvements – Concept design completed and consultation/feedback received. The detailed design has commenced on the first stage of this project (from SH3 Northgate to Warangi St)
- Tarata Rd/Dudley Rd Intersection Improvements – Detailed design completed, and construction will be carried out in conjunction with an adjacent pavement rehabilitation along Tarata Rd
- Mangorei Rd Shared Pathway (Tupuhi PI to Mangorei School) – Detailed design in progress

- Old South Rd, Okato, footpath (School to Old South Rd stream bridge) – Construction is mostly completed, with only a raised platform pedestrian crossing to complete
- Rural Road Delineation Improvements – Programmed work has commenced
- Bridge Barrier Upgrades – Priority list has been created and work will soon commence
- Norfolk Road Safety Improvements – Work about to commence outside Norfolk school
- Parklands Ave/Mangati Rd Intersection RAB – Detailed design review in progress
- Ngamotu Rd Safety Improvements (Paritutu Rd to Centennial Dr) – Construction is well advanced, and while there was a kainga site to liaise with Ngati Te Whiti, construction expected to be completed in June 2022
- Tukapa St/David St Intersection Signalisation – Detailed design in progress
- SH3 Rata Street, Inglewood, Pedestrian Signalisation – The traffic signals have been operating since mid-May and site works construction will be completed by the end of May 2022.



Photo: SH3 Rata St, Inglewood



Photo: Ngamotu Road, NP

3. ACTIVE MODES – WALKING AND CYCLING

NPDC continues to deliver its training to pre-schoolers through its 'Let's Get Going' programme, and scooter and cycle skills training to primary aged students.

Be Seen! Tiaho Mai!

With the mornings and afternoon starting to get darker, the Let's Go team are now encouraging our ākonga and their whānau about the importance of making sure they can easily be seen out on our streets, when crossing roads, riding, walking, getting on and off the bus.



Get **caught** doing good!
Kitea te mahi pai!



Brought to you by your school & **SAFE Let's Go**

School Travel Planning

With winter on its way, it's a perfect time to provide some extra encouragement to those travelling actively to school. For the month of June we will invite schools to run a morning promotion, where the Let's Go student leader teams can 'catch' active travellers on their way in to school and reward them with a small prize.

4. TRANSPORT PLANNING

In December 2021 Council adopted its New Plymouth Central City Strategy.

The New Plymouth Central City Strategy will also directly feed into NPDC Integrated Transportation Plan and a subsequent NPDC Parking Plan. The Integrated Transportation Plan will aim at setting the direction for an integrated and multi-modal transportation network (including seaport traffic route options, railway opportunities, and improved links to the airport) for the next 30 years. The next phase of this project will be modelling and analysing the benefits of a number of route options.

NPDC have prepared a Speed Management Plan to implement over the next 10-years. It was based on community feedback with an expected 30% reduction in deaths and serious injury crashes by 2030. This combined with physical safety improvements should enable NPDC to achieve the government's 'Road to Zero' goal of reducing fatal and serious crashes by 40% by 2030.

The Government has recently produced an emissions reduction plan for Aotearoa. A key challenge we face will be how to reduce our light vehicle usage (vehicle kilometres travelled) by 20% by 2035.

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 1 June 2022.

Approved:



M J Nield 2022 2:59:02 PM GMT+12
Director Corporate Services

Approved:



S J Rumble 2022 2:26:06 PM GMT+12
Chief Executive