



AGENDA

Regional Transport

Wednesday 1 March 2023, 10.30am

Taranaki Regional Transport Committee

01 March 2023 10:30 AM



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Whakataka te hau

Karakia to open and close meetings

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the ocean
Kia hī ake ana te atakura	Let the red-tipped dawn come with a sharpened air
He tio, he huka, he hauhu	A touch of frost, a promise of glorious day
Tūturu o whiti whakamaua kia tina.	Let there be certainty
Tina!	Secure it!
Hui ē! Tāiki ē!	Draw together! Affirm!

Nau mai e ngā hua

Karakia for kai

Nau mai e ngā hua	Welcome the gifts of food
o te wao	from the sacred forests
o te ngakina	from the cultivated gardens
o te wai tai	from the sea
o te wai Māori	from the fresh waters
Nā Tāne	The food of Tāne
Nā Rongo	of Rongo
Nā Tangaroa	of Tangaroa
Nā Maru	of Maru
Ko Ranginui e tū iho nei	I acknowledge Ranginui above and
Ko Papatūānuku e takoto ake nei	Papatūānuku below
Tūturu o whiti whakamaua kia	Let there be certainty
tina	Secure it!
Tina! Hui e! Taiki e!	Draw together! Affirm!



Date 1 March 2023

Subject: **Confirmation of Minutes - 31 August 2022**

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

Document: 3149312

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 31 August 2022 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on Wednesday 31 August 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 3097485: Minutes Taranaki Regional Transport Committee - 31 August 2022



Date 31 August 2022, 10.30am
Venue: Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford
Document: 3100681

Present	Councillors	M McDonald	Taranaki Regional Council (<i>Chairperson</i>)
		M J Cloke	Taranaki Regional Council (<i>Deputy Chairperson</i>)
		H Duynhoven	New Plymouth District Council
	Mayor	N Volzke	Stratford District Council
	Mayor	P Nixon	South Taranaki District Council
Attending	Mr	M Nield	Taranaki Regional Council
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Ms	L Malde	Waka Kotahi NZ Transport Agency
	Mr	M Owen	Waka Kotahi NZ Transport Agency <i>zoom</i>
	Mr	S Bowden	Stratford District Council
	Mr	R Leitao	New Plymouth District Council
	Mr	V Lim	South Taranaki District Council
	Mr	R Broad	AA Taranaki
	Ms	S Heistand	Taranaki Regional Council
	Miss	R Sweeney	Taranaki Regional Council
	Ms	K Humphrey	Taranaki Regional Council
	Ms	F Ritson	Taranaki Regional Council
	Mr	C Woollin	Taranaki Regional Council <i>zoom</i>
	Mr	G Roper	New Zealand Police
	Mr	A Gurney	New Zealand Police

Apologies Apologies were received from Councillor D N MacLeod and Ms L Stewart, Waka Kotahi.
 McDonald/Nixon

Notification of Late Items Councillor M J Cloke – SH3 Project List Presentation.

1. Confirmation of Minutes - 1 June 2022

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 June 2022 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 1 June 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.

Cloke/Volzke

2. Regional Transport Advisory Group Minutes - 3 August 2022

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 3 August 2022.

McDonald/Cloke

3. Waka Kotahi New Zealand Transport Agency Update

- 3.1 Ms S Downs, Regional Manager System Design, Waka Kotahi New Zealand Transport Agency, gave a presentation updating Members on activities of the Agency.
- 3.2 Mr M Owen, Regional Manager Maintenance & Operations, Waka Kotahi New Zealand Transport Agency, advised a written update would be provided to the next Taranaki Regional Transport Committee that included information from the business study conducted on driver licensing improvements.
- 3.4 Mayor P Nixon, South Taranaki District Council requested that a link to the summary of the online feedback be included in the report in future.
- 3.5 Councillor M McDonald, Taranaki Regional Council, requested information relating to paving conditions and how Taranaki compares to other regions.
- 3.6 Ms S Downs, Regional Manager System Design, Waka Kotahi New Zealand Transport Agency, provided an update on the safety improvement report and when it will be available for circulation outside of the agency.

Resolved

That the Taranaki Regional Transport Committee:

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

Cloke/Nixon

4. Reviewing of the Regional Land Transport Plan and Regional Public Transport Plan

- 4.1 Ms F Ritson, Senior Policy Analyst, spoke to the memorandum on the review of the Regional Land Transport Plan and Regional Public Transport Plan.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum titled *Reviewing the Regional Land Transport Plan and Regional Public Transport Plan*
- b) notes the indicative process timeline for the mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* commencing with investment logic mapping workshops with key stakeholders in September 2022
- c) notes that the first stage in updating the *Regional Public Transport Plan* for Taranaki is underway through an independent review of the bus network by Beca.

Cloke/Nixon

5. Regional Speed Management Plan

- 5.2 Ms F Ritson, Senior Policy Analyst, spoke to update the Committee on propositions to develop the first regional speed management plan for Taranaki.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum titled *Developing a regional speed management plan*
- b) notes that the Council is required to develop a regional speed management plan for Taranaki by July 2024
- c) notes the speed management guidance and reference material provided by Waka Kotahi to date and that this is a rapidly evolving area where uncertainties still exist
- d) notes that a specific speed management workstream of the Regional Transport Advisory Group is being established to progress this work, based on the indicative process timeline provided.

Cloke/Volzke

6. Territorial Authorities Update

- 6.1 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District.
- 6.2 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.

- 6.3 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District.

Resolved

That the Taranaki Regional Transport Committee:

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

McDonald/Duynhoven

7. General Business

State Highway 3 Project List

- Councillor M J Cloke, Taranaki Regional Council, presented a spreadsheet on current State Highway 3 project prioritisation list for the Committee to approve and adopt in principle by the State Highway 3 Working Party subject to any possible amendments.

Automotive Association (AA)

- Mr R Broad, AA, provided an update on the current works taking place.

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 12.35pm.

Minutes authenticated pursuant to Model Standing Orders 27.4

Taranaki Regional

Council Chairperson: _____

M McDonald

Taranaki Regional Council

Chief Executive: _____

S J Ruru



Date: 2 March 2022

Subject: **Confirmation of Minutes - 9 December 2022 and 8 February 2023**

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

Document: 3149361

Recommendations

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Advisory Group meetings held at 47 Cloten Road, Stratford on Wednesday 9 December 2022 at 10am and Wednesday 8 February 2023
- b) notes that the minutes of the Taranaki Regional Transport Advisory Group meetings held at 47 Cloten Road, Stratford on Wednesday 9 December 2022 at 10am and 8 February 2023 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 3131439: Minutes Taranaki Regional Transport Advisory Group - 9 December 2022

Document 3145672: Minutes Taranaki Regional Transport Advisory Group - 8 February 2023

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Friday 9 December 2022, 11am	
Venue	Taranaki Regional Council (Zoom)	
Present	Rui Leitao	NPDC (zoom)
	Stuart Knarston	NPDC (zoom)
	Vincent Lim	STDC (zoom)
	Aydan Chatterton	Waka Kotahi NZTA (zoom) <i>for middle section</i>
	Nigel Hurley	Waka Kotahi NZTA
	Shawn Scott	Waka Kotahi NZTA
	Fiona Ritson	TRC (zoom)
	Kylie Humphrey	TRC
Apologies	Steve Broome	STDC
	Steve Bowden	SDC
	Lisa Malde	Waka Kotahi NZTA
	Sarah Downs	Waka Kotahi NZTA
	Sarah Hiestand	TRC

1. Welcome and apologies

- Apologies were received from: Steve Bowden, Steve Broome, Lisa Malde, Sarah Downs and Sarah Hiestand.

2. Minutes of last meeting on 3 August 2022

Matters arising:

- **Item 6, final point** – “Public transport was identified as not needing to go through the RTC” was clarified as referring to only this specific instance of project progress expenditure.

The previous minutes of the RTAG meeting held on Wednesday 3 August 2022 were accepted as true and correct.

3. Waka Kotahi Update

Nigel Hurley spoke to the updates attached to the agenda that were taken as read. The following points were noted:

- Te Ara o Te Ata Mt Messenger Bypass has started. Protesters on site were previously causing delays but have since moved on and work has resumed.
 - The cable tower at the top of Mt Messenger has been constructed and is visible to anyone travelling past the site.
 - The formal ministerial visit was held on 6 October 2022.

- It was noted that there is an ongoing commitment to pest management to continue after the completion of the project.
- Rehabilitation work is underway at Tāngāhoe Valley Hill with the work brought forward to align with sealing, resulting in all works being completed at the same time to avoid further disruption to road users.
- Resource availability is currently stretched, with materials for the wall repairs not expected until after Christmas.
- Rehabilitations in Hāwera are expected to begin in the New Year.
- Work carried out in Tariki recently was a disappointment due to the polar blast causing the seal adhesion to fail. Volatiles will need to be removed before new seal can be reapplied. New seal is expected in the New Year.
- It was noted that there has been a loss of work being completed due to increased wet weather days this year, with some sealing being deferred with water main works planned.
- The Ahititi stock effluent site is complete and operating. Discussions with NPDC will be held for prospects of an MOU.
- The Tongapōrutu slip has been identified as an emergency work site. The high risk of the road being completely damaged could cause a potential cut off for the region. A solution for repairs has been noted as a costly project.
- A number of emergency works were also noted along the northern corridor, mainly outside of Taranaki.
- Seal extension works on SH43 have been delayed due to contactor and consultant availability.
- Additional delays have been noted due to remedial sites along the northern corridor.
- Clarification was provided about the Waka Kotahi updates process. Nigel Hurley receives a template that he completes with maintenance updates.

Other matters:

- Shawn Scott provided a brief general update. Preparation for the RLTP is currently underway with the draft GPS due to come out in February 2023. It was noted that there is little change happening overall, with VKT being identified as being a more focal topic.
- It was noted that there is a lot of internal discussion, with the RLTP likely to include every project that requires planning regardless of the expected funding source.
- The VKT reduction plan is due to be released for New Plymouth as a Tier 2 city, approximately at the end of 2023.
- It was noted that with the departure of Sarah Hiestand that the public transport review with BECA was still going ahead.
- There has been no confirmation of appointed replacement members for Sarah Hiestand and Lisa Malde presently.

4. The new triennium

Fiona Ritson held a discussion with members. Documents attached to the agenda were taken as read. The following points were noted:

Reconstituting the TRC –

- New members elected were acknowledged with Charlotte Littlewood as TRC's new chairperson, welcoming Alan Jamieson as the new Chair of the RTC and noting Tom Cloke is returned as the Deputy Chair.

Updating Terms of Reference –

- Updated terms of references for the RTAG were tabled with tracked changes highlighted for discussion. Key change is the addition of the speed management planning responsibilities.
- Benefits of specifying inclusion of representatives from planning and investment as well as state highways in the RTAG were discussed.
- It was noted that nominated members from each organisation attend RTAG meetings and if they are unavailable, should have an alternate to attend on their behalf. Welcomes were extended to those who are interested in attending future meetings.
- Discussions were held for the proposal of alternating Chair duties with the four council representatives, with TRC continuing the administration duties.
- It was confirmed that Richard Ashman from Waka Kotahi is to be included in future RTAG invites. Also that Nick Dawe would now be the Alternate for STDC, replacing Steve Broome.

2023 meeting schedule and workstreams to June 2024 –

- A draft calendar was attached in the agenda outlining the proposed meeting dates for the New Year. It was noted that there are more RTAG meetings scheduled due to the heavier work programme.
- The first RTC meeting is scheduled for 1 March 2023, with a workshop to be held around 2 weeks prior (tentatively Wednesday 15 February 2023) in preparation.
- A timeline of the regional transport work streams attached to the agenda indicate a very busy year ahead. In addition to the RLTP, the speed management plan is underway.
- Propose merging the active mode (regional walkways and cycleways) strategy review with the regional public transport plan review into one 'Better travel choices for Taranaki' and engaging consultant to assist. This to be completed during 2023 in order to be an input into the RLTP.
- TRC propose undertaking regional engagement on the community's desired future transport network (incorporating active modes, shared modes, public transport, speed) around March 2023. Feedback will help guide development of the regional transport plans.
- Queries surrounding the existence of a Public Transport committee were discussed with suggestions of including Public Transport champions. Blai Haque, chair of NPDC's strategy and infrastructure was put forward as a possible candidate.
- Early engagement with the public for the speed management plan is desirable with a timeframe of 7-8 weeks to engage and receive feedback.

Alignment with NP's Integrated Transport Plan –

- Stuart Knarston provided an update on development of the New Plymouth Integrated Transport Plan (ITP) noting the draft is expected to be out by July 2023, with an intensive first six months to complete. More information needs to be collected with an allowance for public consultation before the end of the year. Procurements are currently open for Business Case and Modelling with a lot of

interest. Appointment will be awarded around Christmas or early in the New Year. A timeline for the ITP will be added to the regional workstreams schematic.

5. Regional Speed Management Plan 2024

Fiona Ritson spoke to the members with a proposed process timeline tabled. The following points were noted:

- The new subgroup that was established is due to have its fourth meeting, where new process development topics are focused on every four weeks. In the future it will become more of a check-in session as SMPs progress.
- The TAs within the speed management group would like to align speed management consultations, with TRC accommodating the facilitation.
- It was noted that each RCA will draft their own speed management plans.
- Roadsafe Taranaki is now part of this subgroup.
- An MOU for CE sign-off is currently under development to clarify roles and responsibilities for all involved organisations.
- There was a proposed process timeline tabled for the members with some greyed out dates indicating that they are unconfirmed at this stage.
- Discussion surrounding Māori engagement was held. It was suggested that it would be best to have one person to connect and engage with potential members.
- Clarification is still awaited from Waka Kotahi on national deadlines for completion of RSMP stages. It was noted that any additional timeframes imposed, other than that currently of final submission for certification by July 2024, are unlikely to be able to be met.

6. Development of RLTP 2024

Fiona Ritson spoke to the document provided in the agenda that was taken as read. The following points were noted:

Discussion on ILM maps (attached to agenda) –

- Tim Aldridge from GHD facilitated two workshops from which the draft ILM maps were developed.
- It was noted that the late change in workshop date (due to the Queen’s Memorial Day) meant that a number of organisations were unable to be represented, while the heavy transport sector were relatively over-represented.
- Feedback on the draft maps included the suggestion of changing the term “cars” to private vehicles; promotion of carbon emissions to a benefit statement instead of being included in the KPI; different audiences will interpret the maps in different ways; the third problem statement was identified as not just being about operating costs and that freight is using the cheapest option; suggestions to change the wording of “multi modal” to best differentiate urban and rural areas.

Development timeline –

- The high-level development timeline provided was discussed. The final RLTP is currently to be submitted by 30 April 2024, with the NLTP aimed to be adopted by 30 June 2024. From past experience these dates may be pushed out by two months if the General Election late in 2023 means that the guiding GPS is revised.
- Timeframes for submissions to Waka Kotahi via TIO were discussed – since clarified as below.

- Transport Investment Online (TIO) will be updated and ready for use by August 2023.
- Submission of programmes in TIO are being brought forward to ensure complete RLTP long lists are available for RLTP consultation. These dates include:
 - August 2023 – initial submission of continuous programmes
 - September 2023 – initial submission of improvement activities (incl. LCLR)
 - December 2023 – final submission of continuous programmes & improvement activities (incl. LCLR)
- Moderation of NLTP activities are being brought forward to better align with proposed RLTP consultation dates.
 - September 2023 – initial moderation of continuous programmes
 - October 2023 – initial moderation of improvement activities (incl. LCLR)
 - February 2023 – final moderation of continuous programmes & improvement activities (incl. LCLR)
- Submission of Transport Programmes from each organisation to TRC for collating into the RLTP activity tables were noted as previously being received in October, this is likely to remain the same but will be confirmed early in 2023.

Consultation processes

- The possibility of community sessions rather than, or in addition to, formal Hearings were discussed, with suggestions of community halls to provide as drop in venues and hosting afternoon/early evening sessions to encourage and allow more attendance.

Waka Kotahi's Arataki 30-year plan: Taranaki October 2022

- Brief discussion on Arataki. Congratulations to Waka Kotahi for the current iteration of this 30-year plan, which is a significant improvement over previous iterations.

7. Organisation updates

NPDC - Rui Leitao

A verbal update was provided. The following points were noted:

- Transport Choices package awarded more money than expected, \$16.9 million, which will be put towards bike park areas, walking and cycling and state highway works. The next phase is scoping with three months of planning before agreeing to the package. Waka Kotahi is providing additional information on stop gaps, with thanks extended to Shawn Scott for his work and assistance. It was noted that there may be other chances for Transport Choices funding and Public Transport opportunities.
- Inflation has had a large impact, with cut backs in place to ensure rate payers are not having to pay extra. Low cost low risk programmes have been deferred.
- The coastal walkway extension has had all Iwi informed with handover to follow soon.
- An incident occurred involving a tree falling in Ōakura, resulted in NPDC being found liable for the damage due to the tree's position and whose responsibility it comes under. Small claims court ruled that NPDC 100% responsible for trees on the road corridor/reserve (regardless of whether they planted them or not). This has large associated risks for RCAs. It was noted that it is possible to remove

liability by getting a licence to occupy agreement with the landowner, but this is a large process.

STDC - Vincent Lim

A verbal update was provided. The following points were noted:

- Maintenance funds have had 52% spent up to October.
- Budget affected by inflation so cannot meet planned renewals.
- Reseals have commenced for this year.
- It was noted that the TRC requirement of fish replacement is going to increase costs with drainage works being completed.
- Three outstanding emergency works applications, now requiring photos and associated evidence building to support application.
- It was noted that bridge projects are in a prioritising phase.
- GHD have been engaged to help with the interim and full SMPs.

Discussion was held on the higher requirements for culvert size and/or fish passage and the way RCAs are being notified by TRC of the need to upgrade these. FR will arrange a meeting between TRC and the RCAs to improve mutual understanding of costs/processes involved on each side, and improving related processes.

SDC - Steve Bowden

An update was attached to the agenda and taken as read.

Public Transport Update

A verbal update was provided by Kylie Humphrey

- It was announced that the delivery of the Transit app real time services has gone live with great uptake since the launch.
- The route review has commenced with BECA working through a final delivery document due 31 January 2023. Engagement with Waka Kotahi throughout the delivery will commence scoping of routes and potential cost for enhanced services.
- Work for funding request to increase driver wages has commenced across Taranaki. It was noted that there has been less impact here than nationally with the shortage. With the proposed review increasing demand it is critical to include this as a key component in Public Transport.
- Ongoing projects in Transport include the route review, improved communications and branding of services. Early discussions around improved signage and communications will be folded into the route review, ready for public consultation next year.
- It was noted that revenue through increased passenger usage due to service change within the past year, is \$137,000 ahead of budget and costs are under by \$75,000 to 31 October 2022.
- Ongoing financial control will be managed by revenue from fares, as the half price funding support from central government is due to cease at the end of January 2023. The community connect concession will be the replacement for community services card holders.

8. General Business

- There were no general business items

9. Actions from meeting

Action	Responsible
Update alternates and extend invites for future RTAG meetings	TRC
Advise TRC of Waka Kotahi contacts/roles at new NP office	Shawn Scott
Add NPDC's Integrated Transport Plan to project overview	Fiona Ritson
Organise meeting re culvert/fish passage upgrade processes	Fiona Ritson

10. Next meeting

The next meeting is scheduled for 1 February 2023.

The meeting closed at 2.10pm.

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
DC	District council
DSI	Deaths and Serious Injuries
ERP	Emissions Reduction Plan
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 (Waka Kotahi document)
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
ONF	One Network Framework
ONRC	One Network Roding Classification
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
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)
SIP	Speed and Infrastructure Programme
SMP	Speed Management Plan
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
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
VKT	Vehicle Kilometres Travelled
WAC	Walking Access Commission

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 8 February 2023, 10am	
Venue	Taranaki Regional Council (Zoom)	
Present	Rui Leitao	NPDC (zoom - late)
	Stuart Knarston	NPDC (zoom - late)
	Nick Dawe	STDC
	Steve Bowden	SDC
	Rob Service	Waka Kotahi NZTA
	Shawn Scott	Waka Kotahi NZTA
	Fiona Ritson	TRC
	Sarah Hiestand	TRC (zoom)
	Kylie Humphrey	TRC
Apologies	Sarah Downs	Waka Kotahi NZTA
	Aydan Chatterton	Waka Kotahi NZTA
	Nigel Hurley	Waka Kotahi NZTA
	Richard Ashman	Waka Kotahi NZTA
	Vincent Lim	STDC

1. Welcome and apologies

- Apologies were received from: Sarah Downs, Aydan Chatterton, Nigel Hurley, Richard Ashman and Vincent Lim.

2. Minutes of last meeting on 9 December 2022

Matters arising:

Summary of actions from the previous meeting were discussed and noted:

- Alternates and extended invites to future meetings are currently awaiting appointment confirmation.
- The Integrated Transport Plan was added to the workstream overview attached to the agenda and distributed.
- Waka Kotahi contacts to be advised are still in progress.
- Meeting regarding culvert and fish passage has been deferred.

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

3. Preparation of Regional Speed management Plan 2024

Fiona Ritson spoke to the draft Regional Speed Management Plan attached to the agenda that was taken as read. The following points were noted:

Update on development process including MOU and Timeline –

- The subgroup continues to meet regularly, with TRC to host an interactive regional map for users to click and reveal speed limits of the chosen areas. These will direct community comments to the relevant District Councils for consideration.
- Subgroup member Roadsafe Taranaki will be conducting the public facing side of the SMP for consultation. It was suggested that each of the District Councils may be required to support Road Safe Taranaki with possible funding and are responsible for their own communications.
- The process of creating the MOU has commenced and has been sent out for feedback. District Councils have been given timeframes with a due date of 31 August 2023 to have the relevant components of draft plans available.

Review, refine and confirm RSMP strategic framework –

- Discussion was held on the previously circulated RSMP document and members were encouraged to provide feedback to be passed on to the RTC.
- It was noted that under the regional policies, a definition of “place function” would be beneficial.
- The vision included in the RSMP was discussed with feedback of possible wording changes or exclusion.

4. Development of Better Travel Choices for Taranaki strategy (BTCS)

Fiona Ritson held a discussion with members. The following points were noted:

- The RPTP is due for review. It was noted that there will be engagement with a consultant for better travel choices for Taranaki.
- Gaps analysis of all modes will be worked on closely with NPDC.
- Two main consultations were identified. The first is for the TRC scheduled for March/April 2023 and the second will be a regional consultation scheduled for September/November 2023.
- Clarity of responsibility of the RPTP and the BTCS in relation to the RTC was requested. It was noted that the BTCS is owned by the TRC with the RTC involved as a stakeholder only, not a decision maker.
- Discussion was held surrounding the idea of a Public Transport Committee. It was noted that there are PT committees in larger regions, however due to the size of the network in Taranaki it has not been required previously. Expressions of interest and the desire to raise the stakes within the region were raised.

5. Organisation Updates

Stratford District Council – Steve Bowden

A verbal update was provided with a report to follow. The following points were noted:

- Major concerns were expressed in regards to the cost escalations at the end of the quarter rising to 17% with culvert prices increasing to 82%, resulting in costs barely being covered. It was noted that due to the high increase, it could greatly impact the 23/24 budget.

- The pavement rehabilitation on Monmouth Road is due to be completed at the end of February, with sealing on hold until Americarna ends.
- Structural replacements and retaining walls are set to be underway in the next year or two.
- Emergency works undertaken August 2022 through to October 2022 are still awaiting funding to be approved. It was noted that emergency works funding is becoming more difficult to obtain with available funds declining. Senior Investment Advisor Richard Ashman was identified as being responsible for Low Cost Low Risk projects under \$2 million and uncapped Emergency Works. Any projects over \$2 million are the responsibility of Shawn Scott.
- Road to Zero has had one tender now closed, with the high school project nearing completion.
- Walking and cycling is currently being finalised. It was noted that the footpath on Vincent Street is being replaced and will become a shared use road.
- Transport Choices is in the pre-implementation stage with finalising underway. BECA has completed a corridor check and concept drawings have been given to Waka Kotahi. It was noted that the tight timeframe of 18 months is creating a sense of urgency to begin project builds.
- There is an interim speed management plan proposed for next month to implement 30km and 60km limits for school areas. Linda Stewart has been invited to speak with elected members on 28 February.

South Taranaki District Council – Nick Dawe

A verbal update was provided with a report to follow. The following points were noted:

- Reseals have finished for the year.
- The process of fish passage replacement is ongoing. It was noted that a meeting with TRC is yet to be scheduled.
- Emergency works and applications were identified as ongoing.
- Feedback on the recent proposed road closure for the new Te Paepae o Aotea in Hāwera was noted as largely opposed.
- Clarification of the RTAG requirements to go through to the RTC was given.

New Plymouth District Council – Rui Leitao/Stuart Knarston

A verbal update was provided with report to follow. The following points were noted:

- Through the Transport Choices package, funding of \$16.8 million was awarded to go towards walking and cycling. Scoping of work has been approved with an extension requested from Waka Kotahi for a further six to 12 months for maximisation.
- Project estimates were placed at \$25-26 million, with the possibility of resourcing and sharing designers and reviewers. It was noted that contact was made with Wellington for feedback on what worked and what didn't.
- It was noted another governance group has been established for a modelling and programme business case. Procurement was tight with close pricing.
- Emergency works from August 2022 has resulted in \$500,000 being spent with a remainder of \$3.5 million to go and is in the process of being approved by Waka Kotahi. It was noted that it would be beneficial meet with Waka Kotahi for clearer direction.
- Transport Choices have been noted as being moved to a higher priority than low cost low risk projects.

Taranaki Regional Council Public Transport – Sarah Hiestand

A verbal update was provided. The following points were noted:

- During the December/January period, adult passenger numbers were slightly higher than expected with extra Saturday services in operation leading into the Christmas holidays.
- Route reviews have been underway with BECA and now has a 55 page draft document together. Engagement with the community and key stakeholders to come.
- In the current state, all services are over capacity resulting in additional buses being required by contractors to meet the demand. It was noted that passenger numbers are at 180+ on the New Plymouth to Hāwera Connector services, with more passengers expected once WITT students begin the semester.
- It was noted there is a lot of work to get through before the announced departure of Sarah Hiestand at the end of April.

6. Waka Kotahi Update

Highway maintenance updates provided in the agenda that were taken as read. The following points were noted:

- Emergency works around the region are progressing.
- Information for the Ahititi Stock Effluent Site regarding the budget being exceeded and funding sourced from other projects was suggested to go through to the RTC. Points were raised confirming the job was complete and is needing an MOU. It was noted that NPDC are not involved off site with Rui Leitao to pass contact details to Waka Kotahi for advice from northern regions. The caravan facility has been noted as not being in service. Confirmation on extra funding used for future proofing the facility to accept caravan waste is to be put forward by Rob Service.
- Sealing works from the end of last year in Tariki has had two public apologies for the poor results. It was noted that there has been external expertise approached for a resolution. Challenges identified include contractors being under pressure, delivery and internal obstruction to emulsions.
- It was announced that Chris Nally from Waka Kotahi will be moving into a new managing role with a replacement to take over for the Te Aro o Te Ata Mt Messenger project. Invites to future RTAG meetings will be extended to Chris Nally for project updates.

Other matters discussed and supported by Shawn Scott and Rob Service –

- Funding has been noted as being under pressure.
- Activity plans are due in August 2023.
- Discussions were held on administrative forms for the NLTP. It was noted that in previous years Excel spreadsheets were used and are looking to move to online based forms via TIO. Rob Service to confirm which process will be used with TIO and submissions.
- The whole team at Waka Kotahi is developing the NLTP to assist with a smoother process.
- Vinuka Nanayakkara has been named as the new Regional System Design Advisor (formerly the Regional Principal Transport Planner) at Waka Kotahi, replacing Lisa

Malde who has moved into the role of leading the National VKT Reduction team. Vinuka is due to start 13 March 2023.

7. Development of Regional Land Transport Plan 2024

Fiona Ritson spoke to the revised Strategic Framework attached to the agenda that was taken as read. The following points were noted:

- The document attached to the agenda is to be put forward to the RTC, with communications sent to members of the RTAG including any reviews discussed prior.
- It is likely that the RLTP 2021 will require minor amendments, with outcomes relatively unchanged.
- Discussion was held surrounding the vision statement, inviting members to comment and give feedback. Suggestions to include active transport and lower emissions were put forward.
- Suggestions on VKT reductions included increased public transport.
- To make the reduction of emissions and VKT more appealing, anecdotal stories from around the region were suggested to help make it more attractive.

8. General Business

- A national business case is being undertaken by Waka Kotahi, which consultants having changed mid-way through. Fiona Ritson and Kevin Munisamy (NPDC) are involved in this national work, along with other including stock truck industry representatives. There will be an update from Fiona Ritson at the next scheduled RTAG.
- It was noted that there is currently a strategic study happening through Waka Kotahi for forestry, with engagement with forestry stakeholders to come.
- EV chargers were discussed, noting that there is no movement nationally to fund installations and councils will need to cover the expenses themselves. It was mentioned that petrol stations are potentially having them installed in the future.
- EV buses were noted to cause more damage to pavements.

9. Actions from meeting

Action	Responsible
Update and advise TRC of Waka Kotahi roles/contacts in New Plymouth office (in progress)	Shawn S
Organise meeting RE: culvert/fish passage (deferred)	Fiona R
Reviewed Development RLTP to RTAG members prior to RTC	Fiona R
AO reports to be received	Steve B / Nick D
Confirmation on funding caravan site at Ahititi STE	Rob S
Confirm/update members to be invited to future RTAG meetings	Kylie H

10. Next meeting

The next meeting is scheduled for 5 April 2023.

The meeting closed at 12.50pm.

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
BTCS	Better Travel Choices Strategy for Taranaki
DC	District council
DSI	Deaths and Serious Injuries
ERP	Emissions Reduction Plan
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 (Waka Kotahi document)
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
ONF	One Network Framework
ONRC	One Network Roading Classification
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
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)
SIP	Speed and Infrastructure Programme
SMP	Speed Management Plan
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
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
VKT	Vehicle Kilometres Travelled
WAC	Walking Access Commission



Date: 1 March 2023

Subject: **Key functions and Terms of Reference**

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

Document: 3148620

Purpose

1. The purpose of this memorandum is to:
 - advise Members of the functions of the Regional Transport Committee and provide a draft Terms of Reference for this Committee for consideration
 - advise Members of the functions of the Regional Transport Advisory Group and provide a draft Terms of Reference for this Group for consideration
 - provide an overview of the roles and membership of the key regional transport groups.

Executive summary

2. This item proposes Terms of Reference for the Regional Transport Committee and Regional Transport Advisory Group for this new triennium, which includes outlining the roles and membership of these groups.
3. Both documents are very similar to the current documents, which have served their purpose well. The key changes made are to incorporate the new responsibilities around speed management planning – as outlined in greater detail in the separate item on Developing the first Regional Speed Management Plan.
4. The Stratford District Council has again resolved to belong to the Taranaki Regional Transport Committee and the Terms of Reference continue to reflect this.
5. The memorandum outlines the current members, meeting schedule and agenda items of both the RTC and RTAG. It also outlines other key transport groups that have an impact on the work of the RTC.

Recommendations

That the Taranaki Regional Council:

- a) notes the role of regional transport committees, as required by the *Land Transport Management Act 2003*

- b) receives and endorses the Terms of Reference for the Regional Transport Committee for Taranaki, subject to any comments received
- c) receives and endorses the Terms of Reference for the Regional Transport Advisory Group for Taranaki, subject to any comments received
- d) notes the decision by Stratford District Council to again join the Taranaki region in respect of transport matters, and that a Memorandum of Understanding is underway to formalise this arrangement.

Regional Transport Committee

Creation and membership of Committee

6. The *Land Transport Management Act 2003* (LTMA) requires the reconstitution of each Regional Transport Committee following triennial local body elections.
7. Following the local government elections in October 2022, the Regional Transport Committee (RTC or the Committee) is now required to be reconstituted. The RTC consists of only those agencies that make a funding contribution, and includes:
 - Two Regional Council representatives (Chair and Deputy Chair)
 - One District Council representative from each of the following:
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
 - One representative from Waka Kotahi the NZ Transport Agency.
8. Each representative has an alternate that attends in the absence of the representative.

Stratford District to remain with Taranaki for transport matters

9. As required by Section 105 (11) of the LTMA, *If the area of a territorial authority falls into the regions of more than 1 regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.*
10. As the Stratford District falls within both the Taranaki Region and the Manawātū-Whanganui Region, the Stratford District Council therefore must decide which Regional Transport Committee will represent it for regional land transport planning matters. A decision on this is required at the start of each triennium.
11. In early 2023, Stratford District Council resolved to again belong to the Taranaki Regional Transport Committee for regional land transport planning matters. Accordingly, a Memorandum of Understanding is in the process of being signed between the Taranaki Regional Council, Horizons Regional Council and Stratford District Council.

Role of Committee

12. As required by the LTMA, each regional transport committee is required to:
 - prepare a regional land transport plan, or any variation to the plan, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*)

- prepare and adopt a policy that determines significance in respect of:
 - variations made to the regional land transport plan
 - activities that are included in the regional land transport plan (*LTMA section 106(2)*)
 - provide any advice and assistance the regional council may request in relation to its transport responsibilities (*LTMA section 106(1)(b)*)
 - prepare a regional land transport plan, or any variation to the plan, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*)
13. In May 2019, the *Land Transport Rule: Setting of Speed Limits 2022* (which is enacted under the *Land Transport Act 1998*) came into force. This has given each regional transport committee the new responsibility of preparing a regional speed management plan.

Draft Terms of Reference

14. Additional responsibilities have been outlined in the attached draft Terms of Reference for the Regional Transport Committee. This is very similar to the current document, which has served its purpose well, but with updates around the new speed management planning responsibilities.
15. Members are requested to review this draft Terms of Reference and be prepared to discuss the content. Subject to any amendments raised at the meeting, Members will be requested to endorse the Terms of Reference. This will not restrict Members from submitting additional amendments in the future.

Meeting Schedule

16. It is anticipated that the Committee will meet four times in 2023, on the following dates:
- Wednesday 1 March 2023
 - Wednesday 7 June 2023
 - Wednesday 6 September 2023
 - Wednesday 6 December 2023
17. While meetings are scheduled from 10:30am, Members are asked to ensure that they are available from 9:00am on those dates, as a workshop preceding a meeting is sometimes required to be held on specific matters. Separate workshops may also be scheduled for a particular workstream.

Membership

18. The following table notes the Committee membership for this triennium:

Representing	RTC position	Name	External position
TRC	Chair	Cr Alan Jamieson	Councillor rep. Stratford
TRC	Deputy Chair	Cr Tom Cloke	Councillor rep. New Plymouth
NPDC	Member	Cr Harry Duynhoven	Councillor, New Plymouth District
NZTA	Member	Linda Stewart	Director Regional Relationships
SDC	Member	Mayor Neil Volzke	Mayor, Stratford District
STDC	Member	Cr Mayor Phil Nixon	Mayor, South Taranaki District
TRC	Alternate	Cr Charlotte Littlewood	Councillor rep. New Plymouth

NPDC	Alternate	Cr Murray Chong	Councillor, New Plymouth District
NZTA	Alternate	Sarah Downs	Regional Manager Design - Central NI
SDC	Alternate	Cr Amanda Harris	Councillor, Stratford District
STDC	Alternate	Cr Robert Northcott	Deputy Mayor, South Taranaki District

Agendas and minutes

19. Previous Agendas and Minutes of the RTC are available [here](#).
20. Standard agenda items at *every* meeting:
 - Minutes of previous RTC meeting for confirmation
 - Minutes of any RTAG and State Highway 3 Working Group meetings for information
 - A Regional Report from Waka Kotahi provided by the Director of Regional Relationships, including updates on state highway projects of significance to the region.
 - Updates from the RLTP Approved Organisations:
 - New Plymouth District Council – transport activities
 - Stratford District Council – transport activities
 - South Taranaki District Council – transport activities
 - Taranaki Regional Council – public transport
 - Correspondence and information items
21. Standard agenda items to every *second* meeting:
 - Regional road safety update by the Taranaki Road Safety Action Planning Group, usually fronted by Roadsafes Taranaki Coordinator, Marion Webby, and Senior Sergeant Robbie O’Keefe of the NZ Police.
 - Regional active modes (walking and cycling) update by various involved organisations, including the district councils, Waka Kotahi NZ Transport Agency and the Taranaki Trails Trust.
22. Additional agenda items *as they arise* include:
 - Requests to vary the current Regional Land Transport Plan.
 - Project updates by relevant project managers on state highway projects of significance to the region.
 - Information updates and/or draft submissions on a wide range of transport matters proposed by Government or neighbouring local body authorities – for example, strategies or legislative changes proposed by the Ministry of Transport, the regional land transport plans of neighbouring regions, advocacy for specific projects of importance to the region.
 - Information updates/presentations on transport related matters – for example, digital connectivity improvements, updates from Port Taranaki, KiwiRail or the New Plymouth Airport.

Regional Transport Advisory Group

Membership of the Taranaki RTAG

23. Regional transport advisory groups are groups of technical officers involved in functions relating to transport. This includes district and regional council officers, Waka Kotahi NZ Transport Agency staff, and other individuals involved in the transport sector as and when required. Although they are not referred to in legislation, these advisory groups have an important function in assisting regional transport committees in their duties, especially around co-ordinating the development and monitoring of regional land transport plans for their region.
24. Here in Taranaki, the Regional Transport Advisory Group (RTAG) is made up of representatives from the:
- Taranaki Regional Council
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
 - Waka Kotahi NZ Transport Agency
 - Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

Role of the Taranaki RTAG

25. The Taranaki RTAG was established in 2008, to assist the Taranaki RTC on various technical matters relating to transport planning. With the reconstitution of the RTC it is viewed that it is also appropriate to review the Terms of Reference for the RTAG.
26. The role of the RTAG is to advise the RTC on matters relating to:
- The development of a regional land transport plan (RLTP) for the region.
 - The development of a significance policy in response of any variations made to the RLTP and activities to be included in the RLTP.
 - Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

Draft Terms of Reference for Taranaki RTAG

27. A draft Terms of Reference for the RTAG has been developed and is attached for Members' information, comments and endorsement. It is very similar to the current document, which has served its purpose well. Updates have been made to include the new speed management planning responsibilities, to reflect the differing Waka Kotahi sections which are needed, and also to change the chairing to alternate around the four councils.

Membership

Representing	Name	RTAG role	Organisation position	Office
TRC	Sarah Hiestand / Cheryl Gazley	TRC Public transport rep	Transport Engagement Manager	Stratford

TRC	Fiona Ritson	TRC Policy rep	Senior Policy Analyst	Stratford
TRC	Kylie Humphrey	TRC Support	Transport Operations Coordinator	Stratford
NPDC	Rui Leitao	NPDC Rep	Manager Transportation	New Plymouth
NPDC	Stuart Knarston	NPDC Rep	Transport Planner	New Plymouth
SDC	Steve Bowden	SDC Rep	Roading Asset Manager	Stratford
STDC	Vincent Lim	STDC Rep	Roading Team Leader	Hāwera
NZTA	Nigel Hurley	Highways maintenance	Senior Network Manager	New Plymouth
NZTA	Shawn Scott	Local roads investment	Principal Investment Advisor	New Plymouth
NZTA	Richard Ashman	Local roads investment	Senior Investment Advisor	Palmerston North
NZTA	Aydan Chatterton	Local roads safety	Area Programme Manager, SIP	Napier
NZTA	Vinuka Nanayakkara	Planning	Regional System Design Advisor	Palmerston North
NZTA	TBC	Highways projects	TBC	TBC

Agenda and minutes

28. The RTAG is convened and administered by the Taranaki Regional Council, with meeting agenda items called from the Group prior to each meeting.
29. A copy of the Minutes of each RTAG meeting is presented to the following RTC meeting for Members' information. Further details of the operation of the Group is provided in the separate agenda item introducing the proposed Terms of Reference.

Meeting schedule

30. The Regional Transport Advisory Group (RTAG) usually meet 3-4 weeks prior to each RTC meeting, to ensure they are able to make any necessary recommendations to the Committee. Additional meetings are scheduled for 2023, due to the work associated with development of the *Regional Land Transport Plan 2024*.
31. The number of RTAG members also attend RTC meetings, both for their information, and to support Committee Members with any queries that arise.
32. For information purposes, a calendar is attached providing an overview of the anticipated regional transport meetings for the year. The Committee will note there are a number of meetings scheduled on the calendar in addition to the RTC and RTAG. It is helpful for Members to be familiar with these other groups, so an outline of these is provided below.

Other key transport groups

State Highway 3 Working Group

33. The Council established the [State Highway 3 Working Group](#) (SH3WG) in 2002, in response to ongoing concerns about the route security, safety and efficiency of State Highway 3 (SH3) between Taranaki and Waikato. The group includes representatives from: Taranaki Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, Waka Kotahi, the Automobile Association, the heavy transport industry, and the NZ Police. The SH3WG generally meets in Mōkau twice a year, and is co-chaired by the Chairs of the Taranaki and Waikato RTCs.

Road Safety Action Planning Group (RSAP)

34. [Roadsafe Taranaki](#) is made up of representatives from the three district councils in the region, who have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group. This group works closely with the Road Safety Action Planning (RSAP) Group made up of representatives from the NZ Police, the Waka Kotahi, Te Whatu Ora Taranaki, Taranaki Regional Council and Accident Compensation Corporation. RSAP meetings are held quarterly, with their location alternating between the district councils. Many members of the RTAG are also members of the RSAP group. As part of its responsibilities, Roadsafe Taranaki prepares and submits a 3-yearly Roadsafe Taranaki Strategic Plan, which forms part of the RLTP.

Transport Special Interest Group (TSIG)

35. This is an officer group established under the [Regional Sector of LGNZ](#). All regional councils, unitary authorities and Auckland Transport are represented on TSIG – being the organisations that are responsible for regional transport planning, identifying regional transport investment priorities (and provision of public transport services). The primary role of the TSIG group is to collaborate and advocate on regional transport matters. It also provides a formal national forum to liaise with the Ministry of Transport and Waka Kotahi. The full TSIG usually meets quarterly, though subgroups such as ‘RLTP Leads’ meet more frequently. The TRC representatives on the RTAG group are members of TSIG.

Financial considerations—LTP/Annual Plan

36. 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

37. 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 *Land Transport Act 1998*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

38. 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

39. 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

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

Appendices/Attachments

Document 3136506: Terms of Reference for the Regional Transport Committee 2022-2025

Document 3130668: Terms of Reference for the Regional Transport Advisory Group 2022-25

Document 3148768: Regional Transport Calendar 2023 as at 17Feb2023



Terms of Reference
for Taranaki's
Regional Transport Committee

November 2022 – October 2025

Terms of Reference for Taranaki's Regional Transport Committee

Membership

The Regional Transport Committee for Taranaki (RTC) comprises:

- Two Regional Council representatives (Chair and Deputy Chair) or alternates
- One District Council representative or alternate from each of the:
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
- One representative or alternate from Waka Kotahi NZ Transport Agency

Total membership of this committee equals six.

This is dictated by Section 105 of the *Land Transport Management Act 2003* (LTMA).

Objective

To undertake the functions as prescribed by the *Land Transport Management Act 2003*.

Meeting Schedule

The RTC normally meets four times a year but may meet more regularly depending on the issues to be addressed. Members will be advised in advance of the meeting schedule where possible.

Role and Functions

The role and functions of the Regional Transport Committee for Taranaki are as follows:

- 1) To undertake the statutory requirements of the *Land Transport Management Act 2003* (Appendix One).
- 2) To prepare the Regional Land Transport Plan (RLTP) or any variations, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*).
- 3) To prepare and adopt a policy that determines significance in respect of:
 - a) Any variations made to the RLTP.
 - b) Activities included in the RLTP (*LTMA section 106(2)*).
- 4) To provide any advice and assistance the regional council may request on its transport responsibilities generally (*LTMA section 106(1)(b)*).
- 5) To undertake monitoring to assess implementation of the Regional Land Transport Plan (*LTMA section 16(6)(e)*).

- 6) To consult on a draft Regional Land Transport Plan for the Taranaki Region in accordance with the consultation principles specified in section 82 of the *Local Government Act 2002*.
- 7) To complete a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the Plan (*LTMA section 18CA*)
- 8) To advise the Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system.
- 9) To prepare the Regional Speed Management Plan as required by the *Land Transport Rule: Setting of Speed Limits 2022*, enacted under the *Land Transport Act 1998*.
- 10) To prepare and implement regional transportation planning studies when necessary.
- 11) To represent and advocate for transport interests of regional concern.
- 12) To consider and submit on transport related policies, plans and consultation documents issued by the Ministry of Transport, Waka Kotahi NZ Transport Agency, regional/district councils, and other relevant organisations as considered appropriate.
- 13) To liaise with the Ministry of Transport, Waka Kotahi NZ Transport Agency, NZ Police, regional/district councils, and other interested parties on transport matters, and advise the Council on any appropriate new initiatives as considered appropriate.
- 14) To engage with other regional transport committees and working groups (e.g. State Highway 3 Working Group) as from time to time may be established.
- 15) To consider advice and recommendations from the Taranaki Regional Transport Advisory Group.

Terms of Membership

Should a vacancy occur in the membership of the RTC, the relevant organisation will be requested to nominate a replacement.

Members of the RTC are expected to regularly report back to their organisation on matters discussed at Committee meetings.

Voting Rights

Unless one delegated member from each of the Taranaki Regional Council, Waka Kotahi NZ Transport Agency and three district councils is present, voting on the Regional Land Transport Plan for Taranaki cannot proceed.

Each organisation (i.e. the regional council, Waka Kotahi NZ Transport Agency and three district councils) is therefore required to have an alternative representative nominated to act as a replacement should the original nominated representative be absent from a meeting. No voting will occur should there not be a full quorum of members from those organisations allowed to vote on these matters.

Delegated Authority – Power to Act

The Regional Transport Committee for Taranaki:

- 1) Does not have the powers of Council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the *Local Government Act 2002* to:

- a) make a rate
 - b) make a bylaw
 - c) borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan
 - d) adopt a Long Term Plan, or Annual Plan or Annual Report
 - e) appoint a Chief Executive
 - f) adopt policies required to be adopted and consulted on under this Act in association with the Long Term Plan or developed for the purpose of the Local Governance Statement.
- 2) Does have the ability to appoint subcommittees, working parties or advisory groups to deal with any matters of responsibility within the Committee's Terms of Reference and areas of responsibility, and to make recommendations to the Committee on such matters and, provided the subcommittee shall not have power to act other than by a resolution of the committee with specific limitations, where there is urgency or special circumstance.
 - 3) Does have the ability to make decisions in accordance with the Terms of Reference.

Power to Act (for the information of Council)

The Regional Transport Committee for Taranaki has the power to:

- 1) Monitor any transport activities of the Regional Council, Territorial Authorities and Waka Kotahi NZ Transport Agency in order to monitor progress on the Regional Land Transport Plan for Taranaki.

Power to Recommend to Council

The Regional Transport Committee for Taranaki has the power to:

- 1) Prepare and recommend the Regional Land Transport Plan for approval by the Taranaki Regional Council.
- 2) Prepare and recommend variations to the Regional Land Transport Plan that trigger the RTC 'significance policy'.
- 3) Consider and recommend transportation planning studies and associated outcomes.
- 4) Provide recommendations to relevant Government agencies on transport priorities for the Taranaki region and the allocation of national or regional transport funds.

Regional Transport Advisory Group

The Taranaki Regional Transport Advisory Group (RTAG) is a working group of technical transport officers from various organisations in the Taranaki Region, which advises the Taranaki Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan (RLTP) for the region.
- The development of a Regional Speed Management Plan (RSMP) for the region.
- The development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.

- Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

The Taranaki Regional Transport Advisory Group will be administered by the Taranaki Regional Council and is made up of representatives of the following organisations:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- Waka Kotahi NZ Transport Agency
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

DRAFT

Appendix One: Requirements of the Land Transport Management Act 2003 relating to Regional Transport Committees

105 Regional transport committees

- (1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- (2) Each regional council must appoint to its regional transport committee:
 - (a) 2 persons to represent the regional council; and
 - (b) 1 person from each territorial authority in the region to represent that territorial authority; and
 - (c) 1 person to represent the Agency.
- (3) ... *(relates to unitary authorities)*
- (4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- (5) *Repealed*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- (7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting,—
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- (8) *Repealed*
- (9) Despite subsection (1) to (3), 2 or more adjoining regional councils or Auckland Transport and 1 or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional transport plan, in which case subsections (4), (6), and (7) apply with all necessary modifications.
- (9A) ... *(relates to joint regional transport committees)*
- (9B) ... *(relates to joint regional transport committees)*
- (9C) ... *(relates to joint regional transport committees)*
- (10) ... *(relates to joint regional transport committees)*
- (10A) ... *(relates to joint regional transport committees)*
- (10B) ... *(relates to joint regional transport committees)*
- (11) If the area of a territorial authority falls into the regions of more than 1 regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.
- (12) If subsection (11) applies, and a territorial authority fails to decide to join a regional transport committee, the Minister must direct the territorial authority to be represented by a particular regional transport committee.

(13) *Repealed*

(14) For the purposes of subsection (11), region has the same meaning as in section 5(1) of the Local Government Act 2002.

(15) ... *(relates to the Auckland Regional Transport Committee)*

106 Functions of regional transport committee

(1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are:

- (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
- (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

(2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:

- (a) variations made to regional land transport plans under section 18D; and
- (b) the activities that are included in the regional land transport plan under section 16.

(3) ... *(relates to joint regional transport committees)*

107 Procedure of committee

(1) *Repealed*

(2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.

(3) The Agency is not, as a result of being represented on a regional transport committee, bound to:

- (a) include any matter in a national land transport programme under section 19C; or
- (b) approve an activity or a combination of activities under section 20.

(4) ... *(relates to the Auckland Regional Transport Committee)*

Terms of Reference

for Taranaki's

Regional Transport Advisory Group

November 2022–October 2025

Terms of Reference for Taranaki's Regional Transport Advisory Group

Background

The Taranaki Regional Transport Advisory Group (RTAG) is a working group of technical transport officers from various organisations for the Taranaki Region which advises the Taranaki Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan (RLTP) for the region.
- The development of significance policies in respect of
 - any variations made to the RLTP, and
 - activities to be included in the RLTP.
- The development of a Regional Speed Management Plan for the region.
- Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

The Taranaki Regional Transport Advisory Group will be administered by the Taranaki Regional Council.

Objectives

The objectives of the RTAG are to:

1. Provide advice to the Regional Transport Committee, Taranaki Regional Council, central government and other transport organisations as and when necessary.
2. Provide professional support and technical expertise to members of the Regional Transport Committee and other transport organisations as and when necessary.
3. Provide a formalised contact point for transport matters at an officer level.
4. Enable strategic discussions amongst officers of key organisations in Taranaki on matters relating to the delivery of transport projects in the region.
5. Provide a forum for staff of the Taranaki Regional Council, three district councils, Waka Kotahi NZ Transport Agency and other individuals/organisations of relevant technical expertise to share information and ideas.
6. Facilitate opportunities for integration, collaboration and co-ordination.

Functions

The functions of the RTAG are to:

- 1) To provide advice to the Regional Transport Committee on the following matters:
 - a) the preparation and development of a RLTP for the Taranaki region or any variations
 - b) the development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.
- 2) To provide any technical advice and support the Regional Transport Committee may request on its transport responsibilities generally.

- 3) To provide advice to the Regional Transport Committee on monitoring and reviewing progress towards the adoption and implementation of the Regional Land Transport Plan.
- 4) To advise the Regional Transport Committee on any significant legislative changes, programmes, plans, strategies or reports relating to the region's transport system.
- 5) To liaise with the Ministry of Transport, the Waka Kotahi NZ Transport Agency, the NZ Police, District Councils, KiwiRail, the New Plymouth Airport, Port Taranaki and other interested parties on transport matters, and advise the Regional Transport Committee on any appropriate new initiatives.
- 6) To liaise with neighbouring regions and districts on cross-regional transportation matters, and advise the Regional Transport Committee on any appropriate initiatives relating to these issues.
- 7) To support opportunities to improve understanding of, and integration between, differing modes of transport – including cross-integration points for sea and rail.

Membership

The membership of the RTAG comprises one nominated representative (and an alternate) from the following organisations:

- Taranaki Regional Council – regional transport policy
- Taranaki Regional Council – public transport operations
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- Waka Kotahi NZ Transport Agency – system design
- Waka Kotahi NZ Transport Agency – investment advisors
- Waka Kotahi NZ Transport Agency – state highway maintenance and operations
- Waka Kotahi NZ Transport Agency – speed and infrastructure programme
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

It may also be necessary for reference groups to be established which involve support people from the organisations listed above (as deemed appropriate) and which provide specific advice to the RTAG on certain matters – for example maintenance, freight, road safety, passenger transport, speed management, rail, environmental, walking and/or cycling, and any other relevant interest groups as appropriate.

Organisation and procedures

• Meetings

Meetings are to take place not less than once every six months and more frequently if required.

It is anticipated that the RTAG will meet approximately once every 6-8 weeks during the 3-yearly development of the Regional Land Transport Plan for the region. Once this Plan is established the RTAG will meet less frequently.

Meetings will be hosted by the Taranaki Regional Council, 47 Cloten Road, Stratford. These will generally be hybrid meetings where members are able to attend either in person or online.

- **Convenor**

The Convenor of the RTAG will be one of the nominated members of the Taranaki Regional Council. Should another member of the RTAG wish to request a meeting to be held, this request can be made to the Convenor and a meeting then be established.

- **Chairing**

Chairing of meetings will alternate around the four member councils, on a simple roster basis.

- **Attendance**

If nominated members are unable to attend an RTAG meeting, each member must nominate an alternative representative of their organisation who has the member's proxy to attend in their absence.

Each member (or member's alternate) may also invite support or technical advisor/s to attend an RTAG meeting with them. The role of that person/s is to provide advice to the respective member. They do not carry decision-making or voting authority for the purposes of any meeting.

- **Servicing**

Notice of meetings, agenda preparation and meeting notes will be the responsibility of the Convenor, with assistance from member organisation support staff when required. An agenda for the RTAG meeting is to be circulated to members prior to the meeting and, where possible, agenda item contributions from members circulated in good time beforehand.

- **Minutes**

Minutes of each meeting are to be taken. Minutes are to be circulated to meeting attendees and confirmed as accurate at a following meeting.

The meeting minutes may include a list of actions agreed to by participants.

Member responsibility

RTAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members of the RTAG are expected to regularly report back to their respective organisations on matters discussed at meetings.

Voting

Should voting be required, one vote is allowed per organisation of those involved in the Regional Transport Committee.

Reporting

The RTAG acts on behalf of the Regional Transport Committee for Taranaki. As such, communication and feedback to the Committee is critical. A copy of the Minutes of each RTAG meeting is to be presented to the Regional Transport Committee as soon as possible following each RTAG meeting.

2023 Calendar ♦ Regional Transport

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Dec	19	20	21	22	23	24	25
	26	27	28	29	30	31	1
January	2 New Year observed	3 New Year observed	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23 RSMGP 1pm	24	25	26	27	28	29
	30	31	1	2	3	4	5
February	6 Waitangi Day	7	8 RTAG 10am	9	10	11	12
	13 TRC Exec.	14	15 RTC Workshop	16	17	18	19
	20	21	22	23	24	25	26
	27	28 TRC Ord.	1 RTC 10:30am	2	3	4	5
March	6	7	8	9	10	11	12
	13 Taranaki Anniversary	14	15	16	17	18	19
	20 RSMGP 1pm	21	22 RTC Workshop	23	24	25	26
	27 TRC Exec.	28	29	30 C&E Stage 1	31	1	2
April	3	4 TRC Ord.	5 RTAG 10am	6	7 Good Friday	8	9
	10 Easter Monday	11	12	13	14	15	16
	17 RSMGP 1pm	18	19	20	21	22	23
	24	25 ANZAC Day	26	27	28	29	30
May	1	2	3	4	5	6	7
	8 TRC Exec.	9	10	11	12	13	14
	15 RSMGP 1pm	16 TRC Ord.	17 RTAG 10am	18	19	20	21
	22	23	24	25	26	27	28
June	29	30	31	1	2	3	4
	5 King's Bday	6	7 RTC 10:30am	8	9	10	11
	12 RSMGP 1pm	13	14	15	16	17	18
	19 TRC Exec.	20	21	22	23	24	25
July	26	27 TRC Ord.	28	29	30	1	2
	3	4	5	6	7	8	9
	10 RSMGP 1pm	11	12 RTAG 10am	13	14 Matariki	15	16
	17	18	19	20	21	22	23
August	24	25	26	27	28	29	30
	31 TRC Exec.	1	2	3	4	5	6
	7 RSMGP 1pm	8 TRC Ord.	9	10	11	12	13
	14	15	16 RTAG 10am	17	18	19	20
September	21	22	23	24	25	26	27
	28	29	30	31 Draft SMPs	1	2	3
	4 RSMGP 1pm	5	6 RTC 10:30am	7	8	9	10
	11 TRC Exec.	12	13	14	15	16	17
October	18	19 TRC Ord.	20	21	22	23	24
	25	26	27	28	29	30	1
	2 RSMGP 1pm	3	4	5	6	7	8
	9	10	11 RTAG 10am	12 C&E Stage 2	13	14 General Election	15
	16	17	18	19	20	21	22
November	23 Labour Day	24 TRC Exec.	25	26	27	28	29
	30 RSMGP 1pm	31 TRC Ord.	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15 RTAG 10am	16	17	18	19
December	20	21	22	23	24	25	26
	27 RSMGP 1pm	28	29	30	1	2	3
	4 TRC Exec.	5	6 RTC 10:30am	7	8	9	10
	11	12 TRC Ord.	13	14	15	16	17
Jan.	18	19	20	21	22	23	24
	25 Xmas Day	26 Boxing Day	27	28	29	30	31
Jan.	1	2	3	4	5	6	7

KEY:

- | | | | |
|------------------------------------|--|--|--|
| Statutory holiday | TRC closed | Not current year | Engage or consult |
| RTC = Regional Transport Committee | RTAG = Regional Transport Advisory Group | RSMGP = Regional Speed Mgmt Planning Group | RSAP = Road Safety Action Planning Group |
| | | C&E = Communications & Engagement | C'Links = Connecting Links (with Port, Airport & KiwiRail) |
| | | | TSIG = Transport SIG (nationwide) |

Better travel choices

Speed Management

Broad community engagement
Wed 15 Mar to Sun 30 Apr

Public consultation 18Sep-10Nov

Public consultation

RLTP 2024



Date: 1 March 2023

Subject: **Work programme including the Regional Land Transport Plan review**

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

Document: 3148555

Purpose

1. The purpose of this memorandum is to provide an overview of the Committee's core work programme for the new triennium, focusing on the mid-term review of the Regional Land Transport Plan and its key building blocks.

Executive summary

2. This item provides an overview of the core transport planning documents and anticipated work programme over the next three years. The midterm review of the policy and funding document, the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP) will be a core workstream from now through to 30 April 2024.
3. The memorandum also outlines the Council's own regional transport workstream of a Better Travel Choices Strategy, which will combine the Council's existing *Regional Public Transport Plan* and the *Regional Walkways & Cycleways Strategy* with a stronger emissions reduction mode-shift focus. This will be an important building block for the RLTP.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Work programme including the Regional Land Transport Plan review
- b) notes the early signals provided around likely updates needed to the Regional Land Transport Plan for the 2024-27 period
- c) notes that the Committee will be a key stakeholder in the Council's development of a Better Travel Choices Strategy for Taranaki.


Background

4. As this is the first meeting of the new triennium, it is appropriate to introduce new members and refresh returning members on key aspects of the role of the Committee, including key documents and previewing the work programme for the next three years.

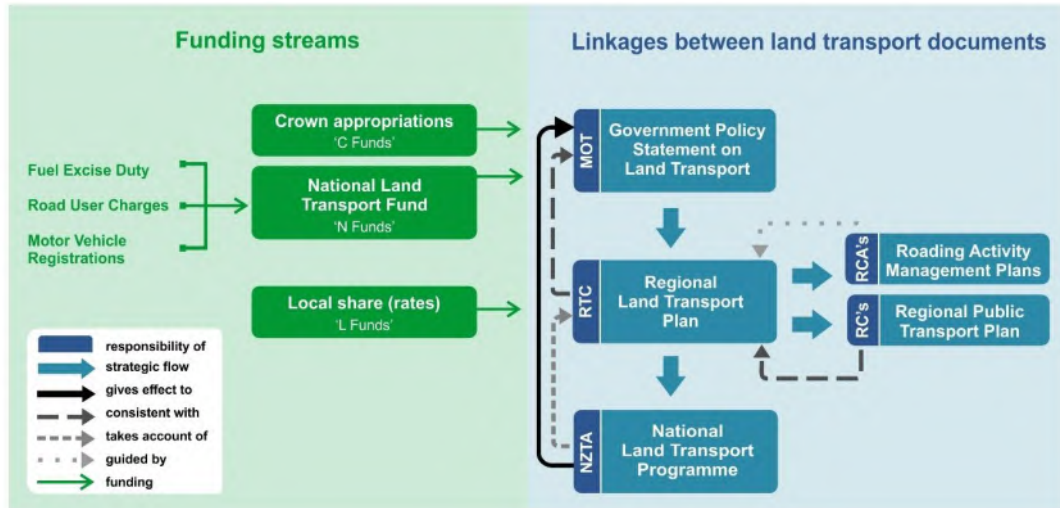
The work programme ahead

5. The Committee's key responsibilities are preparing the:
 - Regional Land Transport Plan 2024-27
 - Regional Speed Management Plan 2024-27 (refer separate agenda item)
6. The Committee will also be a key stakeholder for TRC's development of a Better Travel Choices Strategy, which will combine the Council's existing *Regional Public Transport Plan* and the *Regional Walkways & Cycleways Strategy* with a stronger emissions reduction mode-shift focus.
7. A visual overview timeline of the key workstreams to June 2024 is provided in [Appendix A](#).

The Regional Land Transport Plan for Taranaki

8. The Committee's statutory responsibility focuses on the preparation and implementation of a Regional Land Transport Plan (RLTP or the Plan), which has a three-yearly planning/ review cycle (to match those of Council Long-Term Plans), though a technical lifespan of six years. The Plan is prepared by the Committee on guidance of the RTAG, and is required to be consistent with the Government Policy Statement (GPS) of the time.
- 
9. The RLTP provides strategic direction to land transport in the region, and sets out how the region proposes to invest to achieve its objectives. It has two key components, which reflect the legislative requirements of the *Land Transport Management Act (LTMA)*:
 - a strategic policy framework
 - a list of activities for which organisations in the region are seeking assistance from the National Land Transport Fund.
 10. The midterm review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* will be a core workstream from now through to 30 April 2024, when it is due to be lodged with Waka Kotahi.
 11. The current RLTP, which was prepared in 2020/21 and has been in effect since 1 July 2021, continues to be operative through to 30 June 2024. In addition to processing any requests to vary the current Plan, the Committee monitors implementation of the Plan through update reports received at meetings from Approved Organisations.
 12. Once approved by the Council in April 2024, the new RLTP may be subject to requests for variation from time to time as new projects come up for funding approval.

13. The diagram below illustrates where the RLTP sits in relation to the other key transport planning documents at a national and regional level, along with the core funding streams involved.
14. The operative RLTP, along with other transport planning documents that the Council is responsible for, are provided [here](#).



Government Policy Statement on Land Transport (GPS)

15. Every three-years the Government releases a *Government Policy Statement on Land Transport* (GPS), which sets out the government’s priorities for expenditure from the National Land Transport Fund over a 10-year period. It sets out how funding is allocated between activities such as road safety policing, state highway improvements, local roads and public transport.
16. The *Land Transport Management Act 2003 (LTMA)* sets out the scope and requirements for the GPS.
17. The GPS influences decisions on how money from the National Land Transport Fund (the Fund) will be invested across activity classes, such as state highways and public transport. It also guides Waka Kotahi and local government on the type of activities that should be included in regional land transport plans and the National Land Transport Programme (NLTP).
18. Waka Kotahi’s NLTP contains all the land transport activities, including public transport, road maintenance and improvement, and walking and cycling activities, that the Agency anticipates funding from the National Land Transport Fund over a three-year period. It reflects the strategic direction set by the GPS for that period.

19. The Ministry of Transport have recently provided an early signal of likely directions and the results that the Government is intending to achieve through GPS 2024. It is proposed that emissions reduction become an overarching focus for GPS 2024, to ensure that the implications for emissions reduction are a core consideration for all investment decisions. This will be supported by five proposed strategic priorities:

- sustainable urban development
- safety
- integrated freight system
- maintaining and operating the system
- resilience.



20. The Ministry of Transport expects to release a draft *GPS 2024* for formal engagement in March 2023, with an aimed final release date of mid-2023, as this guides the development of all RLTPs for the corresponding period of 1 July 2024 to 30 June 2027. It should be noted that the outcome of the General Election on 14 October 2023 may result in a change to the GPS at a late stage in development of the RLTP. A submission on the *GPS 2024* will likely be part of the short-term work programme.

21. The RLTP is the key vehicle guiding decisions around land transport activities and requesting national funding assistance to undertake them. To do this, the RLTP must be consistent with the GPS.

Reviewing the strategic framework of the RLTP

22. While the 'Programme sections' (planned transport activities that are seeking funding) required a full update at the three-year stage; the 'Strategic sections' of the Plan require a review and update where needed. It is clear that applying a climate change resilience and emissions reduction lens will be crucial.

23. A key question for the review of the 2021 RLTP is naturally, what has changed since the Plan was developed in 2020/21? In brief:

- increased importance given to climate change via the Emissions Reduction Plan (ERP)
- increased focus on Vehicle Kilometre Travelled (VKT) reduction and mode shift
- increased resilience issues (and associated costs incurred) from severe weather events
- increased costs of delivery and maintenance
- decreased funding available from the NLTF.

24. A new Investment Logic Mapping (ILM) process with key stakeholders, including the Committee, was completed in late 2022 to help guide the strategic/policy framework review. The resulting ILM maps are attached for information, along with a combined version of the two maps for ease of reference.

25. The original intent was to use the above to bring to this meeting the existing strategic and policy framework (of RLTP 2021), showing specific recommended changes for RLTP 2024. However, it has been decided to await guidance from the community through our March-April 2023 engagement period (refer later in item) to inform those amendments. Proposed amendments will therefore be considered by the RTAG in May and then the Committee at their next meeting in June 2023.

26. For now, attached is the summary of the existing RLTP 2021 framework, and outputs from the ILM workshops, which together with input from community engagement which will form the basis for the review.

Key regional development dates for the Taranaki RLTP 2024

27. The following outlines the key regional development dates. Members will note how constrained the timeline is.

June 2023	Strategic framework needs to be completed to enable it to guide the direction of the transport programmes (TPs)
October 2023	Draft TPs need to be submitted to RTC for pulling together into regional programme
December 2023	Final TPs need to be submitted
February 2024	Consultation on the draft RLTP 2024
March 2024	Hearing, deliberations and finalising
April 2024	Approval and submission to Waka Kotahi

Other workstreams feeding into development of the RLTP and NLTP

28. In addition to the key guiding document of the GPS, a myriad of national workstreams feed into development of the RLTP and NLTP, a number of which will require input from officers or the Committee either directly or through national groups.
29. A wide range of additional regional or local workstreams also contribute to development of the RLTP, including:
- Council Activity Management Plans (AMPs)
 - Council Long-Term Plans (LTPs) for the four councils in the region
 - Taranaki’s Better Travel Choices Strategy, incorporating the *Regional Public Transport Plan (RPTP)* – further detail provided below
 - *Tapuae Roa and Taranaki Just Transition 2050 Roadmap*.

Better Travel Choices for Taranaki

30. A key workstream feeding into development of the RLTP will be the Council’s development of a Better Travel Choices Strategy (BTCS). This will combine reviews of the existing *Regional Public Transport Plan for Taranaki* and the *Regional Walkways and Cycleways Strategy*.
31. Both existing documents need to be reviewed and both require a step-change. Combining these reviews and their associated documents will bring greater cohesion. There are natural synergies between active travel modes (walking, cycling & micro-mobility) and shared modes (public transport & rideshare). Improving both are important to achieve the desired mode shift and Vehicle Kilometres Travelled reduction. Improving these also assists community resilience.



32. External support will be engaged to assist with the review, which will include a high-level gaps analysis and 30-year regional mode shift plan.
33. While this project will go through the Council’s Executive Audit and Risk Committee, the RTC is considered a key stakeholder and will be engaged with as such.

Combining of consultations during 2023

34. One of the risks identified with the number of plans and strategies needing to be developed and consulted on throughout the year, is that of engagement fatigue. In order to reduce the number of times the community are being asked to provide feedback/guidance on regional transport documents, these have been combined as much as possible. Communications and engagement (C&E) is therefore planned to occur in two key stages, as outlined in the table below. This will increase the alignment and cohesion of documents, as well as reduce the number of consultations required. In the case of C&E Stage 2, this is effectively reducing five potentially separate consultations into one.

<p>Regional Transport C&E Stage 1</p> <p>Wednesday 15 March to Sunday 30 April 2023</p>	<p>Regional engagement on the community's desired future transport network incorporating active modes (walking and cycling), shared modes (particularly public transport), safety and speed.</p> <p>The community’s feedback will help to guide development and drafting of all the regional and district transport plans.</p>
<p>Regional Transport C&E Stage 2</p> <p>Monday 18 September to Friday 10 November</p>	<p>Region-wide public consultation on the district councils’ draft Speed Management Plans (SMPs) will be held at the same time as the regional council’s public consultation on the draft Better Travel Choices Strategy (BTCS).</p> <p>A common landing page will be used, and Social Pinpoint utilised including providing a geospatial overview of proposals.</p>

35. These engagement phases are shown visually in Appendix A, and also on the Calendar provided elsewhere in the Agenda.

Financial considerations—LTP/Annual Plan

36. 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

37. 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 *Land Transport Act 1998*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

38. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum. Work is underway to support specific early engagement with Māori as part of Stage 1 during March-April 2023.

Community considerations

39. 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

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

Appendices/Attachments

Appendix A: Overview of key workstreams to June 2024

Document 3145131: RLTP2024 ILM through to strategic framework – in progress

Appendix A – Overview of key workstreams to June 2024

Document and responsible organisation	2023				2024			
	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	
Regional Land Transport Plan RTC	Drafting strategic framework	Regional engagement on the community's desired future transport network incorporating active modes shared modes (including PT) safety & speed Using social pinpoint C&E Stage 1 15Mar-30Apr	Prepare programme of activities		Public consultation	Hearing & Finalise	Submit 30Apr (30Jun)	RLTP takes effect from 1Jul2024
Regional Speed Management Plan RTC & TAs	Drafting strategic framework		TAs develop their draft SMPs	Region-wide public consultation on SMPs	Finalise & endorse		Submit for certification by 30Jun	
Regional Walkways & Cycleways Strategy TRC	Merge reviews		Reviewing, drafting & targeted engagement with key stakeholders including RTC C&E Stage 2 18Sep-10Nov	Public consultation on draft strategy Better Travel Choices for Taranaki	Hearing & finalise	Finalise & adopt		
Regional Public Transport Plan TRC	Engage consultant							
NP Integrated Transport Plan NPDC	SC	Stakeholder engagement	Modelling report	Consultatn	Draft PBC	Council adoption		
Council Long-Term Plans All	LTP development					Consultatn & hearings	Finalise & adopt	

Summary of existing strategic framework (RLTP2021) – to be updated based on new ILM (Nov2022) and C&E (Mar-Apr2023)

Ministry of Transport’s Outcomes Framework
The purpose of the transport system is to improve people’s wellbeing, and the liveability of places

Outcome 1 Inclusive access	Outcome 2 Healthy and safe people	Outcome 3 Environmental sustainability	Outcome 4 Resilience and security	Outcome 5 Economic prosperity
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The Ministry of Transport’s Outcomes Framework provides the overarching national direction.

Thirty-year vision
A vibrant, resilient and connected region, with a safe transport system enhancing liveable places

Thirty-year strategic objectives

Integrated An integrated and collaborative approach to transport and land use planning that maximizes transport effectiveness	Enabling An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond	Safe and healthy people Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option	Accessible A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation	Resilient and responsive A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change	Environmentally sustainable An energy efficient and environmentally sustainable land transport system
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The 30-year vision describes the region’s desired long-term future state.

The 30-year strategic objectives describe what we want to accomplish to deliver this vision.

Policies

Integrated	Enabling	Safe and healthy people	Accessible	Resilient and responsive	Environmentally sustainable
Take a one network approach to managing the transport system. I1 Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner. I2 Ensure road standards are developed to meet ONF requirements and support land use change. I3	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors. G1 Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports. G2 Ensure those roads in the region serving tourism and the productive sector are fit for purpose. G3 Protect and promote the existing rail corridors. G4	Promote infrastructure and safety improvements on strategic corridors. S1 Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. S2 Support the aims of <i>Road to Zero</i> and <i>Roadsafe Taranaki</i> . S3	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services. A1 Optimise existing capacity in the transport network through travel demand management measures and improved use of technology. A2 Ensure a range of travel options are available to the region’s residents, including the transport disadvantaged. A3	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change. R1 Protect routes with lifeline functions. R2	Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts. E1 Encourage and develop transport choices that promote energy efficiencies and public health. E2 Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure). E3

The policies we have adopted to help us achieve these objectives.

Ten-year headline targets

Improving safety A 40% reduction in deaths and serious injuries	Increasing mode shift More trips made by walking, cycling and public transport throughout the region	Improving reliable connectivity Less travel disruption for road traffic
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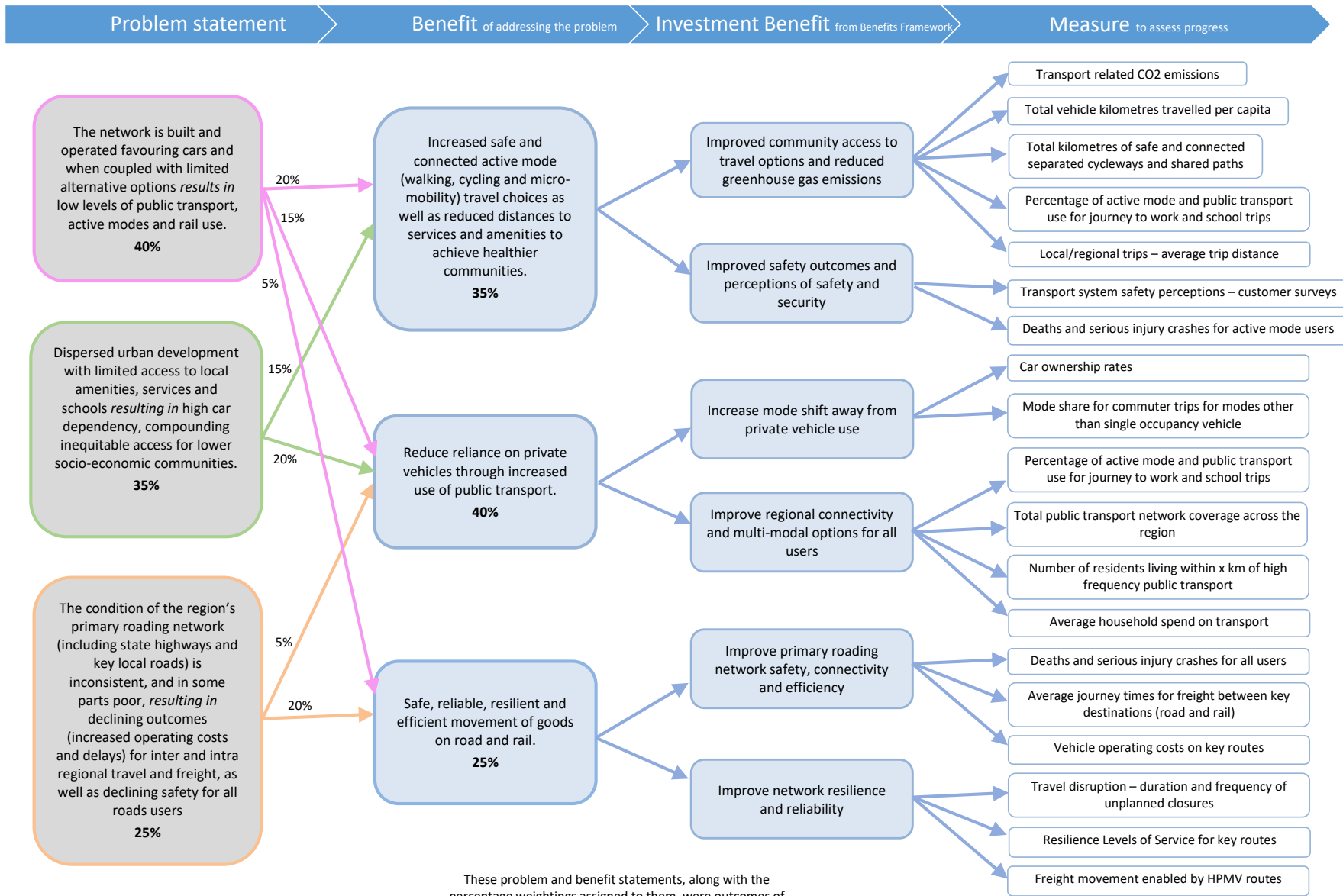
The 10-year headline targets focus on some key indicators of change as we move towards the Plan’s vision.

Ten-year transport investment priorities

Safety Improve safety at high-risk intersections and on high-risk roads	Resilience Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging traffic on state highways and local roads	Choices Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region	Access Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight	Decarbonise Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network
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The 10-year transport investment priorities are the most urgent and significant areas requiring investment in the short to medium term.

Taranaki Regional Transport – Investment Logic Map integrating the Benefit Map with the Investment Logic Map for ease of reference



These problem and benefit statements, along with the percentage weightings assigned to them, were outcomes of independently facilitated Investment Logic Mapping (ILM) workshops on 27/09/2022 and 14/10/2022.



Date: 1 March 2023

Subject: **Developing the Regional Speed Management Plan**

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

Document: 3148765

Purpose

1. The purpose of this memorandum is to:
 - provide an update on development of the first regional speed management plan (RSMP) for the region, and
 - seek support for the RSMP draft strategic guiding framework, subject to any comments.

Executive summary

2. This item summarise progress in preparing the first regional speed management plan for Taranaki including outlining the roles, responsibilities and process timeline. It also provides a draft strategic framework for the RSMP for the Committee's consideration.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum titled, Developing the regional speed management plan
- b) subject to any comments, support the proposed strategic framework drafted for the regional speed management plan so that it can guide the development of the individual speed management plans in the region
- c) notes that the externally-facilitated workshop on speed management, that was postponed due to Cyclone Gabrielle, is now schedule for 22 March 2023.

Background

3. The Government has made major changes to how speeds are set and enforced on New Zealand's roads. A core part of this, the *Land Transport Rule: Setting of Speed Limits 2022* (the Rule), was enacted under the *Land Transport Act 1998* and came into force on 19 May 2022. Amongst the suite of changes to the speed management framework are significant

changes to how speed limits are set by Road Controlling Authorities (RCAs), and new responsibilities for regional transport committees (RTC) and regional councils.

4. The Rule requires RCAs (territorial authorities and Waka Kotahi) to follow a new speed management planning process to set new speed limits. Speed limits will now be set through speed management plans (SMPs) rather than the previous requirement for district councils to set speed limits through bylaws. The Rule requires the development of SMPs that set a ten-year vision and three-year implementation plan for implementing safe and appropriate speed limits throughout the district/region. Consultation on these SMPs will be undertaken every three years, aligning with the three-yearly planning/funding periods of Regional Land Transport Plans (RLTP) and the National Land Transport Programme. The SMPs will help to guide the RCAs' proposed road safety activities, for which funding is sought through the RLTP.
5. The Rule assigns entirely new responsibilities to regional councils and RTCs, to prepare and consult on a regional speed management plan (RSMP).

Progressing the first Regional Speed Management Plan

6. The first RSMP for Taranaki needs to be in place by July 2024. This is a new process for all parties. A sub-group/workstream of the Regional Transport Advisory Group has been established to progress this work and assist with ensuring regional consistency throughout the process for the RCAs. The Regional Speed Management Planning Group (the RSMP Group) consists of staff from the four councils, Waka Kotahi, and Roadsafetaranaki. Additional representatives are invited to attend as needed.
7. There is a need to ensure clarity of roles, responsibilities and required timeframes throughout this new development process from January 2023 to June 2024. A full outline of the process timeline for the Taranaki RSMP is provided in Appendix One.
8. Key elements of the new process are that:
 - a. The RSMP is compiled by the RTC using information sourced from the RCAs.
 - b. The TRC has no decision-making authority in respect of the content of the RSMP. The TRC's role is limited to providing support (essentially administrative) to the RTC in preparing the RSMP and to the RCAs in relation to facilitating public consultation of the RSMP (by providing a mechanism to disseminate information and receive submissions).
 - c. The RTC has a limited decision-making function, focused on setting out a strategic guiding framework.
 - d. The planning function of setting speed limits remains with the RCAs, including considering and responding to submissions.
 - e. RCAs must provide information for the RSMP to identify the changes being proposed to speed limits and a three-year implementation programme, certain information relating to schools and specified speed limits, and (in some cases) an explanation for those that do not align with the Agency's confirmed assessment of what is safe and appropriate for the road.
 - f. The RTC is charged with driving the RSMP process, including generating the longer-term planning objectives. They are also to identify inconsistencies between RCA approaches and liaise with them to see if these can be addressed. However, the responsibility for setting speed limits and providing the underlying reasoning and explanations that flow into the overall regional approach remains with the RCAs.

Roles and responsibilities

9. The following table outlines the specific roles and responsibilities for the RSMP process

TRC / RTC	<p>The TRC has an administrative/facilitation role, largely as secretariat for the RTC. It will:</p> <ul style="list-style-type: none"> - Convene and facilitate the RSMP Group. - Prepare the guiding strategic framework and undertake community engagement on this as part of broader 'future travel choices' conversations. - Help to coordinate the RCAs engagement with Māori to avoid duplication. - Prepare an online consultation draft RSMP from information provided by the RCAs, checking for inconsistent approaches and advising of any concerns. - Facilitate region-wide public consultation via internet. - Support Roadsafe Taranaki to front the regional public consultation process. - Compile the final RSMP from the SMPs approved by each RCA. - Endorse the final RSMP and confirm that consultation has been carried out in accordance with the Rule. - Submit the final RSMP to the Director of Land Transport for certification.
NPDC, SDC, and STDC	<p>The role of each territorial authority RCA is to:</p> <ul style="list-style-type: none"> - Actively participate in the RSMP Group. - Prepare a draft SMP for their district roads as per the Rule requirements. - For NPDC, include the three short Department of Conservation roads within their district in their SMP. - Provide the requested draft SMP information including GIS Shapefiles to TRC by 31 August 2023 to be compiled into a consultation draft RSMP. - Publicise/promote the online consultation, and undertake their usual community engagement processes through various means such as community meetings. - Support Roadsafe Taranaki, including financially, to front the regional public consultation process. - Consider submissions received, undertaking their own council consideration and approval processes including hearings and deliberations; and make any subsequent changes to their draft SMP. - Approve the final SMP for the district, and then provide a copy of this to TRC (specifying changes that have been made since the draft was provided).
NZTA (as RCA)	<ul style="list-style-type: none"> - Actively participate in the RSMP Group. - As above for the district council RCAs except are encouraged rather than needed to participate in the region-wide consultation.
RST	<ul style="list-style-type: none"> - Actively participate in the RSMP Group. - Provide and support the use of Roadsafe Taranaki branding for regional consultation purposes. - Utilise their contacts/channels and community activities to encourage community understanding of speed management and feedback on the draft RSMP proposals.

10. To clarify the roles, responsibilities and timelines involved, a Memorandum of Understanding is currently being finalised between the relevant parties regarding the development of the *Regional Speed Management Plan for Taranaki 2024/25-2026/27*. To meet their obligations under the Rule the parties must work together to undertake this work.

11. A development timeline further outlining responsibilities is provided in Appendix One.

Ten-year strategic framework to guide individual SMPs

12. Part of the RSMP's role is to provide a high-level guiding strategic framework for the region, which will guide each of the RCAs in the region as they develop the SMP for their particular network. The intent being to assist with regional consistency and a regional network view.
13. Accordingly, a draft framework has been prepared by the RSMP Group, reviewed by the RTAG, and is now attached for the Committee's feedback. Members should note that the framework is deliberately high-level and broad in order to enable the districts to retain authority over their networks with respect to managing speed.
14. The Committee's feedback and support is sought on the draft attached. Members should note that the Vision and Objective included is that from the adopted RLTP, and this may change during the RLTP review process.

Financial considerations—LTP/Annual Plan

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

Policy considerations

16. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Land Transport Management Act 2003*, the *Land Transport Act 1998*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

17. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum. Specific consideration is being given to early engagement with iwi in preparing the RSMP, with this being a strong focus within RSMP Group meetings. Iwi will be contacted directly as part of the broad community conversations that start in mid-March 2023, seeking guidance on their priorities and engagement needs.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Appendix One: Development [timeline](#) for Regional Speed Management Plan outlining roles and responsibilities

Document 3149042: RSMP2024 introduction and framework draft for RTC consideration

Appendix One: Development timeline for Regional Speed Management Plan outlining roles and responsibilities

Timeline	Steps	Stages	Summary	Responsibility
to Mar2023	Long-term guiding strategic framework	Develop	Draft RSMP guiding strategic framework (must include ten-year objectives, policies and measures).	TRC (as secretariat) prepare with the RSMP Group on behalf of RTC. TRC draft C&E Stage 1 materials for feedback from the RSMP Group.
1Mar2023		Endorse	RTC endorse the draft guiding principles for the RSMP to guide the RCAs preparation of their SMPs.	
15Mar2023 to 30Apr2023 (7 weeks) <i>C&E Stage 1</i>		Engage	Community engagement on ‘better travel choices for Taranaki’ (including speed and key aspects of the RSMP strategic framework) to guide planning on SMPs as well as the review of other regional transport plans.	TRC develops material and fronts/hosts engagement. TRC helps coordinate RCAs engagement with Maori. Roadsafe Taranaki and the RCAs support by promoting the regional engagement through their own channels. TRC summarise speed-related feedback to the RCAs through the RSMP Group.
1Jan2023 to 31Aug2023	Speed Management Plans (SMPs)	Prepare	Draft SMPs developed for each roading network.	RCAs prepare their draft SMP, including GIS files for the consultation process.
			The RSMP Group continue meeting to assist with inter- and intra-regional consistency.	TRC coordinate the RSMP Group, facilitating communication and consistent approaches to speed limits across the region. TRC help draft the central C&E Stage 2 materials for feedback from the RSMP Group.
			Provide draft SMPs for compiling into draft RSMP network map	All RCAs, preferably including NZTA for state highways, to provide GIS Shapefiles and associated draft SMP material to TRC by 31Aug2023.
1Sep2023 to 15Sep2023	Regional Speed Management Plan (RSMP)	Compile	Prepare RSMP by collating the individual draft SMPs, combining these with the guiding regional framework and associated minor content requirements.	TRC prepare draft RSMP for consultation on behalf of the RTC, checking it for consistency between the SMPs. TRC compiles the GIS files provided by the TAs, to host a regional map, which will allow the community to comment on any roads/areas of interest within the region, with the comments automatically being forwarded onto the relevant RCA(s).
		Endorse	RTC endorse providing the draft RSMP to the TRC to facilitate public consultation	

Taranaki Regional Transport Committee - Developing the Regional Speed Management Plan

Timeline	Steps	Stages	Summary	Responsibility
18Sep2023 to 10Nov2023 (8 weeks) <i>C&E Stage 2</i>		Consult	Region-wide consultation on RSMP	TRC facilitate the online consultation for the RTC, and specifically foster Māori engagement, though branding is strongly focused on Roadsafes Taranaki (not TRC). RCAs and Roadsafes Taranaki promote the consultation through their channels. RCAs also undertake their usual community engagement through various means e.g. community meetings, A&P shows, etc.
by 30Mar2024		Update	RCAs update their draft SMPs.	RCAs consider submissions received, undertaking their own council consideration and approval processes including hearings and deliberations; and make any subsequent changes to their draft SMP.
by 30April2024		Finalise	SMPs finalised and approved, then provided for RSMP	RCAs approve their final SMP, then provide a copy of their final SMP to TRC, and advise of changes made.
by 31May2024			Compile final RSMP	TRC collate the updated SMP documents into RSMP.
early Jun2024		Endorse	RTC endorses final RSMP for submission	TRC as secretariat for RTC
by 30Jun2024		Submit	RTC submit to the Director of Land Transport for certification	TRC as secretariat for RTC

Note: 'C&E' refers to Communications and Engagement

Regional Speed Management Plan for Taranaki 2024

Introduction

From the busy streets of our urban hubs to the expanses of rural roads in the eastern hill country, our roading network in Taranaki is diverse and dynamic. This Regional Speed Management Plan (RSMP) is about finding ways to make every road in our region as safe as possible reflecting road function, design, and use, while maintaining efficiencies across the network. The RSMP includes principles and objectives to guide the speed management approaches of the region's road controlling authorities¹.

Speed management – what is it and why does it matter?

'Imagine an Aotearoa where everyone can get to where they're going safely. Where it's safe to drive to work and home again or visit whānau and friends. Where it's safe to ride bikes and let tamariki walk to school. Where transport improves our health and wellbeing, creating liveable places for our communities.' (Road to Zero Strategy)

The provision of a safer transport system for everyone who travels around the Taranaki region has been a key regional priority for many years. This safety focus has been strengthened through the Government's [Road to Zero safety strategy](#), which sets a clear vision where no one is killed or seriously injured in road crashes.

Land Transport Rule: Setting of Speed Limits 2022

In May 2022, the new *Land Transport Rule: Setting of Speed Limits 2022* (the Rule) came into force. The new Rule aims to create a more consistent approach to applying speed management within each region, with consideration of speed limits alongside investment in infrastructure by Road Controlling Authorities (RCAs).

Taranaki context

The [Taranaki Regional Land Transport Plan 2021](#) (RLTP) is the key strategic document for land transport that outlines the region's vision, objectives and the intended investment programme. It reflects the national target to achieve a 40 percent reduction in deaths and serious injuries on our roads by 2030.

Extensive international research has been undertaken to understand the relationship between speed and the risk of crashes. According to police reports, speed contributed to 26% of deaths from crashes in New Zealand, and almost 2,000 crashes causing injury.

It is estimated, combining evidence from multiple sources to account for under-reporting, that exceeding the legal speed limit contributed to approximately 60% of fatal road crashes, while approximately 71% of injury crashes involved speeds in excess of the Safe and Appropriate Speed limit.

While there are many factors that contribute to an incident, for example visibility and conditions, or driver distraction or impairment, the severity of the event can be directly attributed to the speed at which a vehicle is travelling.

¹ The major road controlling authorities in Taranaki include Waka Kotahi NZ Transport Agency (for state highways), and the New Plymouth District Council, Stratford District Council, and South Taranaki District Council (for local roads). Conversations have also taken place with the Department of Conservation and Taranaki Regional Council.

Research also shows that safety concerns are a bigger deterrent to trying cycling than travel time or weather². A reduction in average speeds is known to encourage more people out of their cars for more short journeys.

The draft *Taranaki Regional Speed Management Plan 2024* has been developed by a working group coordinated by the Taranaki Regional Council; and supported by Roadsafe Taranaki; but centrally with Waka Kotahi NZ Transport Agency and the district councils, as the RCAs and technical experts in the region. We have a commitment that local speed management plans will be developed based on these agreed principles.

Guiding strategic framework

As per the Rule, the RSMP requires a vision, principles, objectives and measures. These are outlined in this section.

Vision

Our RLTP³ outlines the vision for Taranaki of —

A vibrant, resilient and connected region,
with a safe transport system enhancing liveable places.

Overarching objective

This RSMP focuses on the following key 30-year strategic objective of the RLTP —

Safe and healthy people

Protecting people from transport-related
deaths and serious injuries, and
making active travel an
attractive option.

Guiding national principles

The following guiding principles, from Waka Kotahi's *Speed Management Guide: Road to Zero Edition*, are expected to be applied by RCAs when developing their SMPs.

² Urban New Zealanders attitudes and perceptions of cycling and walking 2018. NZ Transport Agency

³ Note that the Vision and Objective may need to be updated if these change during the RLTP review



Guiding regional principles

There are a range of speed management tools and techniques that can be applied depending on the type and use of the road. The following regional principles will be considered by RCAs when making decisions about appropriate speed management approaches:

Principle A	Liveable and safe neighbourhoods, school areas, and other cultural or community areas of significance
Principle B	Designed with and for the community
Principle C	Ensuring safety of all transport users
Principle D	Design and build for safety, accessibility and with local context

Regional policies

Informed by the RLTP, and associated national and regional documents, these policies will guide the RCAs in the region as they each prepare the SMP for their roading network:

Policy A	Ensure speed limits are appropriate to the movement and place ⁴ function of the transport network
Policy B	Ensure safe speed limits around schools/kura, marae and other areas of local significance

⁴ Traditionally, roads and streets were considered as **movement** corridors only to get people from A to B. The national [One Network Framework](#) (ONF) is now used to better recognise that streets not only keep people and goods moving, but they're also **places** for people to live, work and enjoy.

Measures

Implementation and monitoring of SMPs will be undertaken by RCAs. This will include the monitoring of deaths and serious injuries.

Variations

An RCA may wish to prepare a variation to their SMP outside of the three-year planning cycle, with the approval of the Director of Land Transport.

DRAFT



Date: 1 March 2023

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

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

Document: 3149316

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 *Land Transport Management Act 2003*, the *Land Transport Act 1998*, 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 3149031: Detailed updates - Waka Kotahi

Document 3149031: Presentation - Waka Kotahi

Taranaki - Regional Updates

1 March 2023

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.



Emergency works

Location	Update
SH3 Awakino underslip	Currently down to one lane under traffic signals. Awaiting issue of consent and internal sign off of some design aspects. Aiming to commence construction Feb 23.
SH3 Mangaotaki underslip	Retaining wall design complete. Expected to start construction late 22/23.
SH3 Tangahoe	Pavement rehabilitation works, installation of guardrails and a new retaining wall complete. Asphalt patches to be completed before the end of the season.
SH3 north of Tongapōrutu	A Bailey bridge is currently being installed to reopen to two-way traffic. Options for repairs are being considered. Depending on solution work could start in March/April.
SH3 Uruti slip (Downers Cut)	Permanent solution for this site is in design. Installation of rock mesh expected to be undertaken in March.
SH43 Tāngarākau underslip on unsealed section	Working through options. Project could be undertaken as part of the sealing project.
SH43 Whangamōmona underslip	Repair underway.
SH4 Collapsed culvert north of Taumarunui	Temporary drainage achieved through drill shots through embankment. Road currently reopened to two-way traffic. Final repair consists of installation of box culvert. Work will be carried out after Winter in 23/24.



SH3 Awakino underslip

SH3 Inglewood to Midhirst

Sealing works

- Resealing was recently carried out at multiple sites between Inglewood and Midhirst under a northbound lane closure.
- The work was done at night to reduce the impact on road users. This traffic management approach has worked well and will be considered for works at similar sites in the future.
- This work included permanent repairs at the Tariki site where the pavement failed last year. A special fabric seal was applied to the road to ensure the longevity of the surface.

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 NLTPs)	Cableway operational March 2023		<ul style="list-style-type: none"> March – hearing in Environment Court regarding objection to S23 Public Works Act Notice of Intention to Take Land owned by Tony and Debbie Pascoe 1.1km cableway installation is underway Pest management programme and ecological activities also underway Project site office to open soon, accommodating 65 Mt Messenger Alliance team members
Te Ara Tūtohu: Waitara to Bell Block	\$84m	Princess Street Roundabout and underpass construction start March 2023		<ul style="list-style-type: none"> Preferred tenderer has been identified. Looking to award contract in coming weeks
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"> Final seal applied January 2023

Te Ara Tūtohu: SH3 Waitara to Bell Block

Project update

- A preferred tenderer has been identified for the construction of the Princess Street roundabout and pedestrian and cyclist underpass. We expect to award the contract shortly and begin work mid-March.
- Construction of the roundabout and underpass is expected to be completed early 2024. A traffic management plan is being developed.
- Community drop-in sessions held in September last year were well attended.
- The project also includes the installation of 3km of flexible median barrier (which is being accelerated), bridge widening and other intersection improvements.
- Waitara Road Roundabout design is well underway with construction planned for the 23/24 construction season.

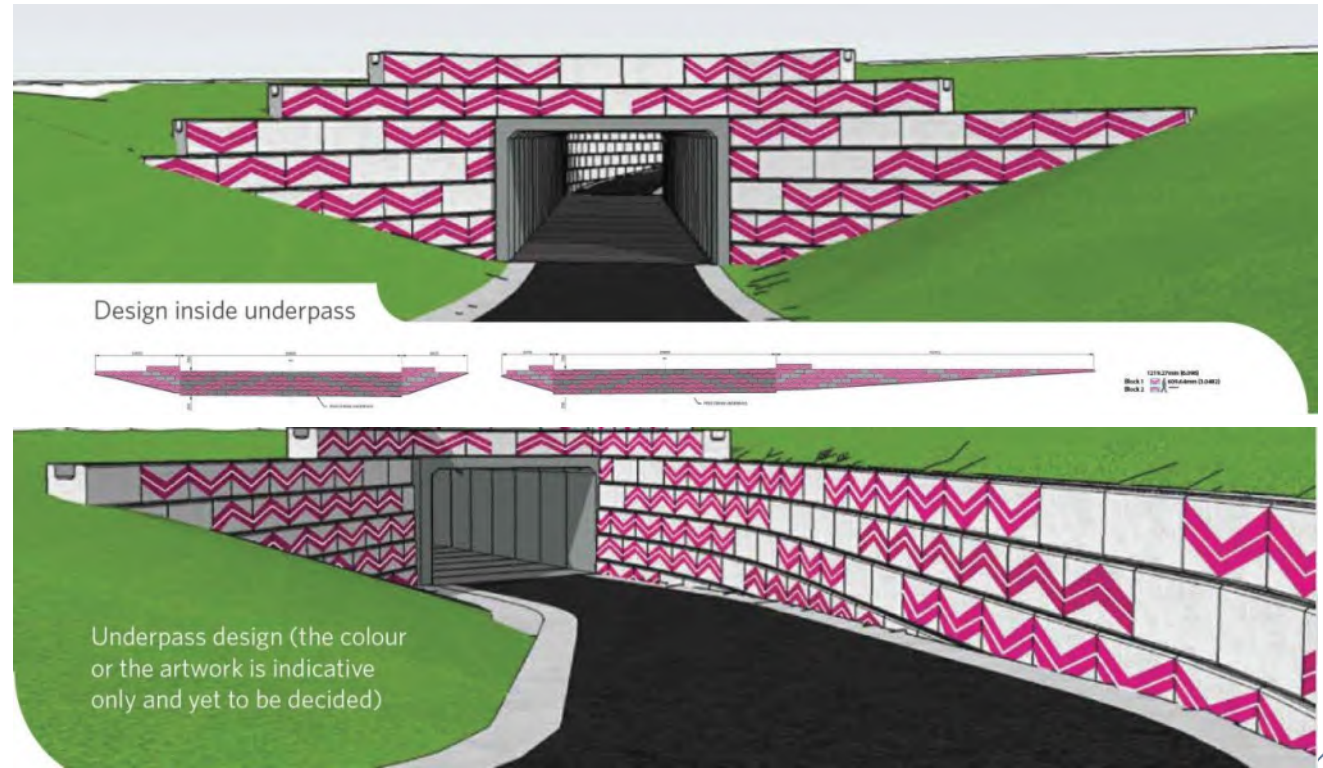


Bell Block drop- in session

Te Ara Tūtohu: SH3 Waitara to Bell Block

Princess Street underpass design

- New lighting will be installed at the intersection and the underpass will be lit day and night.
- The underpass has been designed so users can see right through it before entering. CCTV will also be installed for added safety.
- Manukorihi, Ngāti Rahiri, Otaraua, Pukerangiora and Puketapu hapū (ngā hapū) have worked with Tihei Design and Workshop Studio to develop a cultural expression for the walls of the underpass and those leading up to it. This work is the first part of a wider cultural narrative being developed for the road between Waitara and Bell Block.



SH3 New Plymouth to Hāwera safety improvements

New Plymouth to Egmont Village

- Physical improvements targeted for this year at Junction St and Mangorei Road.
- Public consultation to take place on proposed intersection speed zone at Junction St.
- 2023 work includes a roundabout at Mangorei Road, a possible intersection speed zone at Junction St, plus widening and removal of passing lanes.



SH3 New Plymouth to Hāwera safety improvements

Egmont Village to Hāwera and SH3A

- The feasibility stage is complete. The next step is to move to detailed design, subject to funding approval.
- In parallel some funding has been secured for early works comprising of seal widening and median barrier installation, where this can be delivered with minimal design and without the need for significant construction activity. Locations are to be confirmed.



SH3 Inglewood

SH43 Forgotten World Highway improvements

Sealing the Tāngarākau Gorge and safety improvements

- Work to seal the first 2.1km of road through the Tāngarākau Gorge was completed early May 2022.
- All enabling works including drainage works and construction of retaining walls for the remaining 10km section will be carried out from March 2023.
- The remaining 10km section of road will be sealed early 2024.
- Traffic management for enabling work is currently being developed and will be communicated to the public as soon as possible.
- Warning signs and road markings have been installed along the route to improve safety. New signs warning motorists to look out for cyclists in the Moki Tunnel have also been erected.
- Three roadside safety barriers have been installed to date. An additional six barriers will be installed in the coming months.



SH43 Tāngarākau Gorge

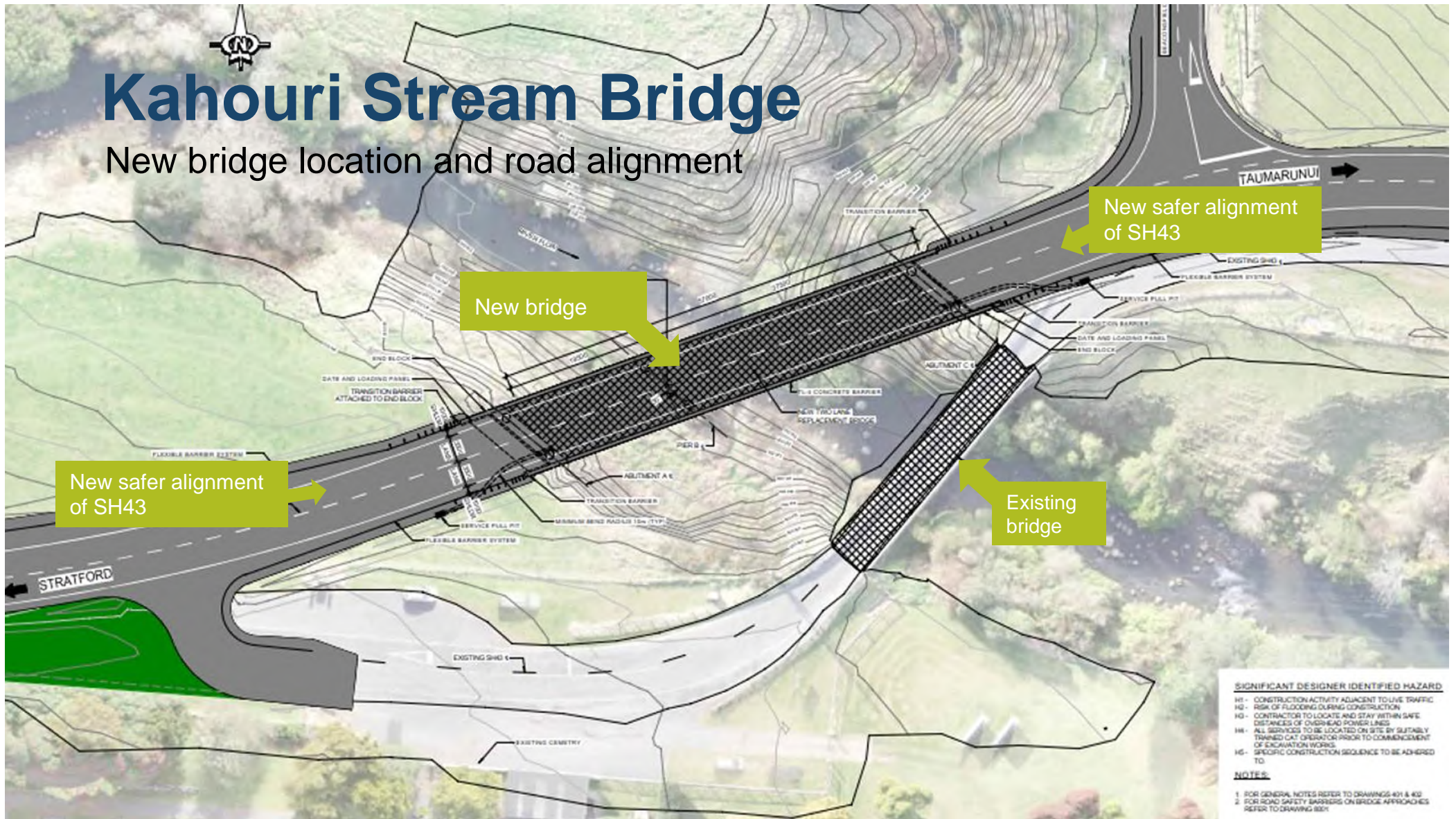
SH43 Forgotten World Highway

Kahouri Stream Bridge



Visualisation of new Kahouri Stream Bridge

- Detailed design and land purchase have been completed and consents granted.
- Construction scheduled to begin late March.
- The new bridge will be 57m long with twin 3.5m lanes and 1m verges.
- An improved 50-60km/h alignment approaching the bridge will be created.
- The existing bridge which was built in 1908 will be retained as a walking and cycling bridge.
- Ngāti Ruanui and Ngāti Maru are developing cultural artwork for the bridge and surrounding area.



SH4 Whanganui to Raetihi update

Flood damage repairs & Te Oreore slip site

Auraki Stream repair site (road retreat project)

- Final major repair site from 2015 EW sites, Auraki Stream, is progressing well
- In-situ concrete stitching between old culvert and new box culvert now complete
- Main cut face now almost complete.
- Rock bolting and netting also almost complete and wetland work to begin shortly
- On track for completion June 2023

Te Oreore slip site

- Temporary road remains in place at Te Oreore slip site
- Ongoing dewatering and temporary 30km/h speed limit remains in place
- Consent granted for continued dewatering activities from five existing groundwater bores
- Consent gained to begin urgent enabling works on site this construction season including additional dewatering installations on the northern side of the temporary road, and construction of three retaining walls north of the main slip area



Auraki Stream Road Retreat site – looking south from the top benches.

Southern Stabilisation Rip-rap Rock Protection and Auraki Stream to the top left with SH4 heading south to Whanganui – Rock Bolting crews working on the second bench below.

Hei konā mai

PASSING
LANE
2 km
AHEAD

Regional Transport Committee

Taranaki
March 2023



National Ticketing Solution

- In October 2022, Waka Kotahi and our partners signed a contract with Cubic Transport systems to deliver a National Ticketing Solution for public transport across the country.
- When implemented customers will be able to pay for public transport using contactless debit or credit cards, digital payment methods like Apple Pay or Google Pay, or a pre-paid transit card.
- The payment system will be convenient, easy-to-use, and offer a consistent customer experience to make it more attractive for Kiwis to use public transport.
- Through improved access and increased patronage of public transport, roads will become less congested, safer and we will reduce our emissions.

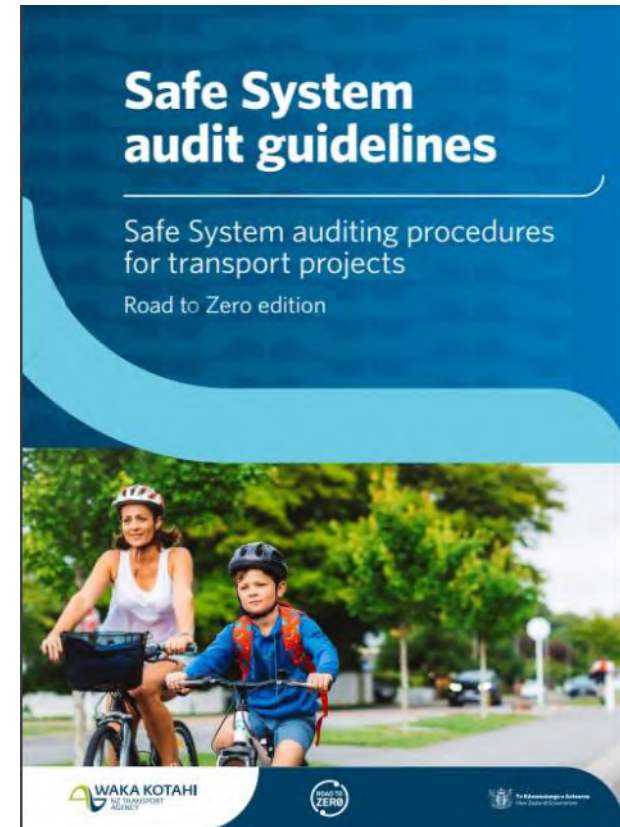


Safe System audit guidelines

New Safe System audits for transport projects in New Zealand guidance – replacing the existing road safety audit procedures for projects guideline released in May 2013.

- Provides an improved approach to system level thinking.
- Recognises how the different components of our transport projects influence crash likelihood, risk and injury severity outcomes.
- Simplifies two different assessment/audit guidelines into a single Safe System audit
- Incorporates the Safe System assessment, driving better value for money and improved road safety outcomes.

Virtual training courses are available - Waka Kotahi will provide financial support to local government staff to attend <https://www.nzta.govt.nz/safety/partners/road-to-zero-resources/vision-zero-learning/>



Driver Licensing Improvement Programme (DLIP)

DLIP is a cross-agency initiative led by Waka Kotahi and established in mid-2022 to improve access, equity, safety and wellbeing across the driver licensing system.

The work includes:

- Identifying barriers to accessing or progressing through the driver licensing system
- Working with stakeholders to address issues and improve access
- Community-based trials to increase practical testing access and testing officer capacity
- Increasing numbers of test routes and expansion of mobile theory testing
- Recommendations and roadmap to Ministers in 2023



Regional funding overview

Improving safety, resilience and access

NLTP	Investment in 2021/22	Forecast investment for 2021-24
Total	\$122 million	\$476 million
Maintenance and operations	\$77 million	\$201 million
Public transport investment	\$4.7 million	\$15 million
Walking and cycling	\$1.9 million	\$12 million
Road to Zero (safety)	\$12 million	\$73 million
Network improvements	\$20 million	\$151 million



RLTP: Significant Related Activities

Activity	Activity description	Status	On track
SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Preferred tenderer for construction of the Princess Street Roundabout and underpass has been identified. The contract will be awarded shortly. On track to start construction in March.	
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 – public consultation to take place soon on proposed intersection speed zone at Junction St. Construction targeted for this year at this intersection and Mangorei Road (roundabout). Egmont Village to Hāwera and SH3A Mountain Road – feasibility stage complete. Detailed design to follow subject to funding approval.	
Coastal Pathway extension to Waitara	Business case to connect the existing coastal shared path to Waitara	Business case has been submitted to Waka Kotahi for concurrent property, pre-implementation and implementation phases. A funding paper has been submitted with a final funding decision expected in early February.	
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. Included in the Interim Speed Management Plan.	
SH3 Te Ara o Te Ata: Mt Messenger Bypass	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Construction, ecology and pest management all underway. Operation of the project's 1.1km cableway targeted for March.	

2022/2023 Maintenance Renewal Programme



Completed asphalt site SH44 New
Plymouth

Asphalt renewal programme

- Almost 60% complete
(23,601 square metres)

Granular rehab programme

- Around 50 percent
complete
(34,196 square metres)

Reseal Programme

- Almost 80 percent
complete

State Highway - Taranaki Network Operations AC Surfacing 2022/23

Asphaltic Concrete (AC) Resurfacing jobs		Timing of work
SH3	Stratford Caltex to Regan Street	Completed Nov 2022
	Stratford South	Completed Sept 2022
	Eltham Bridge to London Street	Scheduled for Feb/March
	Eltham London Street	Scheduled for Feb/March
	Waihi Road Hāwera	Work underway 17Jan - Feb
	Eltham Conway Street South	Scheduled Feb/March
	South Manawapou Bridge	Scheduled for Feb
SH4	Taumarunui Township (3 sites)	Deferred due to council watermain works
SH43	Broadway Roundabout to rail crossing	Scheduled for March
SH44	Dawson Street to Belt Road	Completed Sept
	Belt Road to Kitchener Tce	Completed Sept 2022
	Ngamotu Road intersection	Deferred due to council watermain works
SH45	Manaia Roundabout	Scheduled for March
	Bayly to Lorna Street	Completed Sept 2022

State Highway - Taranaki Network Operations Rehabilitations 2022/23

Road Rehabilitation sites		Timing of work
SH3	Hills Road	Complete
	South of Uruti	Completed October
	North of Onaero	Completed Jan
	North of Midhurst overbridge	Construction expected mid-March. Considering night work.
	Ngaere, Climie Road	Construction expected Feb 23.
	Waihi Road, Hawera	Completed Feb
	Tangahoe Valley Hill	Underway
	Mokoia	Completed Feb
	South Manawapou Bridge	Construction expected Feb
SH43	Tahora Saddle	Current being procured

Speed management

Interim Speed Management Plan (ISMP)

- Consultation on the ISMP was undertaken in Nov/Dec last year.
- The ISMP proposed changes for around 35 schools and kura across the region and 11 other sections of highway, including a number of urban areas.
- We received 129 submissions for Taranaki.
- We are analysing the feedback alongside information to finalise the ISMP and submit for certification.
- Following certification, the plan will be published online and speed limits will be implemented during the time periods proposed in the plan.



Speed management

State Highway Speed management Plan (SH SMP)

Currently preparing the draft State Highway Speed Management Plan (SH SMP) for 2024-2027 NLTP.

Next steps:

- Engage with Road Controlling Authorities and Regional Councils on technical details and corridor proposals.
- Engage with national and regional stakeholders on the draft plan.



SH3 Te Ara o Te Ata - Mt Messenger Bypass

Project update

- Installation underway of a 1.1km cableway that will enable access into the heart of the bypass alignment.
- Construction access track formation also underway.
- Pest management programme continues with the laying of bait stations and track formation.
- Ecologists continually monitoring worksites to safeguard wildlife including kiwi, bats and lizards.
- Project office being constructed at south side of Mt Messenger – this will accommodate approximately 65 Mt Messenger Alliance staff.



Hei konā mai



New Zealand Government



Date 1 March 2023

Subject: **Regional road safety update**

Approved by: M J Nield, Director – Corporate Services

Document: 3149565

Purpose

1. The purpose of this memorandum is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on their road safety activities in the region.

Recommendation

That the Taranaki Regional Council:

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

Background

2. Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the *Regional Land Transport Plan for Taranaki 2015-2021: Mid-term Review (RLTP)*. Section 4.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety.
3. As Members are aware, one of the main organisations set up to identify and agree on community road safety initiatives within the region is Roadsafe Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafe Taranaki agrees on important community road safety initiatives for the region further to NZ Transport Agency funding guidance and develops programmes to implement these. A full time Road Safety Coordinator is employed to facilitate the educational component of the Group, liaise with stakeholders and the community to identify problems and priorities, and help in developing practical road safety projects.
4. Roadsafe Taranaki works closely with the wider Road Safety Action Planning Group, which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, New Plymouth District Council's Let's Go project, Taranaki Automobile Association, New Plymouth Injury Safe, and Taranaki Regional Council.

5. Marion Webby (Road Safety Coordinator) and Senior Sergeant Robbie O'Keefe (Taranaki Road Policing Manager) will represent the Taranaki Road Safety Action Planning Group to update the Committee on road safety activities in the region.

Decision-making considerations

6. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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



Date: 1 March 2023

Subject: **Territorial Authorities Update**

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

Document: 3149355

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 *Land Transport Management Act 2003*, the *Land Transport Act 1998*, 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 3149265: Update to the Regional Transport Committee - SDC

Document 3149069: Update to the Regional Transport Committee - STDC

Document 3149263: Update to the Regional Transport Committee - NPDC

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

Our approved funding allocation for Maintenance, Operations and Renewals for the 2022/23 year is \$6,565,600.

During the period September 2022 to December 2022, we have undertaken the following activities:

- CBD cleaning;
- Bridge cleaning;
- Painting site rails;
- Pothole filling and fixing edge breaks;
- Sweeping up leaves in the urban area;
- Clearing sump tops;
- Litter collection;
- Repairing rubbish tins;
- Clearing slips;
- Inspecting and clearing culverts;
- Pavement repairs on Salisbury Rd (diversion route for SH3 rehabilitation programme for 2021), and
- Metalling and repairing soft spots on Puniwhakau Rd.

It should be noted that the current cost escalations associated with the maintenance contract is in the order of 17% over and above the contract rates from 2019. Interestingly, the price of concrete culverts have increased by 82% over the last two years.

Renewals.

Footpaths – Footpath replacements. Work commenced in Elsinore Street in September which has been completed in December.



Figure 1 – Footpath replacement on Elsinore Street.

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

- Surrey Street - both sides – commenced in October.
- Fenton Street – Swansea Road to Cordelia Street – commenced in December.
- Swansea Rd – outside the High School – January 2023.
- Elsinore Street – Completed.

Pavement Rehabilitation.

A 660m section of Monmouth Road is due to be strengthened commencing in January 2023. The site is located approximately 1.2 km from SH3. Work is expected to take 8 weeks to complete.

Structures and Bridge Renewals.

We are currently re-assessing the bridge replacement programme for this year following the completion of the inspection of the bridges located in the back country.

We have identified three retaining walls which require replacing, these are Croydon Rd, Douglas North Rd and Mangaotuku Road.



Figure 2 – Croydon Rd retaining wall.



Figure 3 – Douglas North Rd retaining wall.



Figure 4 – Mangaotuku Rd retaining wall.

2. EMERGENCY WORKS – IF APPLICABLE

The repairs to the underslips which occurred throughout winter have been completed, as can be seen in the figures below:



Figure 5 – Whangamomona Road.



Figure 6 – Putikituna Rd.



Figure 7 – Lower Kohuratahi Road.

3. ROAD IMPROVEMENTS

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

General Roading Improvements

The table below provides a breakdown of the projects funded through Waka Kotahi's Road to Zero Programme, the approved funding amount, value of work done to date and the budget remaining.

The purpose of this table is to show that progress is being made on the projects, however, there have been some delays due to the late award of some projects.

Project Name	Approved Funding	Expenditure to Date	Balance Remaining	Status of Project
Opunake Road Speed Limit Review	\$80,000	\$28,905	+ \$51,095	Completed
Activated Warning Signs – Beaconsfield Rd and Manaia Rd	\$80,000	\$47,884	+ \$32,116	Completed
Beaconsfield Rd Safety Improvements RP2150 – RP3840	\$150,000	\$78,000	+ \$72,000	Designed. Programmed for early 2023
Opunake Road/ Palmer Road Intersection Upgrade	\$400,000	\$518,986		Completed – The cost of the hotmix overlay increased due to bitumen prices.
High School Safety Project	\$150,000	\$390,000		\$271,785 Tender Value – Work in progress. Additional work undertaken to remove existing cycle lane on Fenton St.
Opunake Road – Installation of roadside barriers	\$195,000	\$0	+ \$195,000	Obtaining prices from an accredited installer.
Opunake Road – Dunns Bridge geometric re-alignment	\$300,000	\$0		Tender documents being prepared.
Cardiff Road – Provision of Active Warning Signs	\$80,000	\$0		Signs ordered, expected delivery in Jan/Feb 2023
Interim Speed Management Plan	\$50,000	\$0		Consultation with Iwi to be undertaken, then Council report before submitting to Waka Kotahi.

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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.

We have received some positive feedback from Waka Kotahi regarding the content of this strategy. These comments are to be included in the strategy, before putting a report to Council requesting their endorsement of the strategy.

Work has commenced on widening the footpath on Fenton St between Cordelia Street and Swansea Road using Councils unsubsidised share of the “walking and cycling strategy” LTP budget.



Figure 8 – Replacement of the footpath on Fenton St to provide a shared use walkway/cycleway.

Transport Choices.

Stratford has been successful in securing \$7.8m of Crown funding with 20% coming from our local share, for the Transport Choices programme. The projects nominated are:

- Stratford Primary School – Safety Improvements
- St Joseph’s Primary School – Safety Improvements
- Avon School – Safety Improvements
- Construction of 7km of on road cycleways on the west and east sides of SH3
- Two crossings of SH3 - Similar to the crossing outside the “purple dairy” in Inglewood.
- Construction of a shared footpath/cycleway on Orlando St serving GR8 Kids Daycare Centre

This project has to be completed by 30 June 2024.

4. ROAD SAFETY

Activated Warning Signs.

A further set of AWS signs have been ordered to be installed on Cardiff Road, near the water treatment plant. These signs are expected to be delivered in the New Year (January / February).

Roadside Barrier – Opunake Road.

We have nominated two sites on Opunake Rd for the installation of roadside barriers. The locations are complicated by virtue of unstable ground below the barrier location. This will require some additional work such as a retaining wall or mounting the barrier on a concrete ground beam. An approved installer is currently providing SDC with a price to undertake this work.

Safety Project – Swansea Rd by High School

This contract continued throughout winter with slow progress being made due the inclement weather. The contractor is aiming to complete the project by the end of the calendar year.



Figure 8 – Stratford High School Safety Project – Works in Progress showing the new raised platform at Cloten Road.

Interim Speed Management Plan - Speed Limit Reviews outside Schools

We have completed our initial consultation with all the schools where we are proposing to amend the speed limits. To date the feedback has been positive from the school and the nearby residents that were also consulted on the proposal. We are now preparing to consult with the wider community, before preparing a report for Council.

Subject to the responses we receive, our intention is to implement the changes by the commencement of the new school year in February 2023.

5. TRANSPORT PLANNING

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

As part of the Better Off Funding package associated with the Three Water Reforms, we have had agreement from Councillors to put forward the Brecon Road Extension as one of the projects for this funding package.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	20 February 2023

1. MAINTENANCE, OPERATIONS AND RENEWALS

Maintenance –

Our road maintenance contracts are separated into Northern and Southern. Both of these contracts were awarded to Fulton Hogan Ltd in July 2021. The contractors are currently completing the pre seal repair and carry out other maintenance work.

The overall maintenance expenditure to end of January 2023 is at 62% of the approved budget excluding flood damage work. Therefore, we are slightly ahead on our maintenance 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.

HEB is carrying out the resealing work for 2022/2023 and is progressing very well with 95% of the scheduled work completed.

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		Completed
Railway Street RP275-450	\$315,562.00		Completed
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		Completed
Miscellaneous	\$155,000.00		

The overall renewals expenditure to end of January 2023 is at 70% of the approved budget.

2. EMERGENCY WORKS – IF APPLICABLE

There are currently three funding applications submitted to Waka Kotahi. The senior investment advisor has asked for further information, e.g. every work dispatches must have a photo evident. We are currently asking our contractor to provide the information to meet the Waka Kotahi requirement. The total funding applied for is \$1.65m.

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.

We currently have 5 treatment sites underway in the road to zero project.

We are currently reviewing 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.

Speed Management Plan. We have engaged GHD consultants to assist us with the preparation of the Speed Management Plan. We have plan to have the interim SMP out for consultation in March 2023.

5. Customer Services

Roading, Lighting and Stormwater Response KPI



Report Criteria	Request From Date :	01/07/2022
	Request To Date :	31/01/2023
	Request Type	ALL

Category **CRD - Roothing**

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			24	96.00	1	4.00					25
High	2	1.00	352	91.00	15	4.00	8	2.00	11	3.00	388
Medium	4	1.00	241	85.00	11	4.00	8	3.00	19	7.00	283
Low	1	3.00	24	83.00	1	3.00			3	10.00	29
TOTAL CRD	7	0.97	641	88.41	28	3.86	16	2.21	33	4.55	725

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			7	100.00							7
High	1	1.00	66	85.00	4	5.00	3	4.00	4	5.00	78
Medium			47	92.00	1	2.00	1	2.00	2	4.00	51
Low			4	67.00					2	33.00	6
TOTAL CSW	1	0.70	124	87.32	5	3.52	4	2.82	8	5.63	142

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
Urgent			2	100.00							2
High			49	98.00			1	2.00			50
Medium			27	96.00					1	4.00	28
Low			5	71.00	1	14.00			1	14.00	7
TOTAL CLI		0.00	83	95.40	1	1.15	1	1.15	2	2.30	87
TOTAL	8	0.84	848	88.89	34	3.56	21	2.20	43	4.51	954

STDC have received a total of 984 Customer Service Request to 31st January 2023. 89% 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:	February 2023

1. MAINTENANCE, OPERATIONS AND RENEWALS

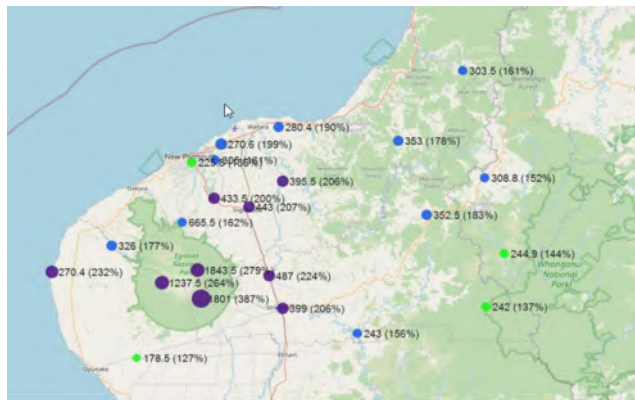
New Plymouth District Council (NPDC) maintenance, operations, and renewals works are progressing well, with all the urban of our reseals having been completed, 30% of rural reseals completed, and 50% of our urban pavement rehabilitation programme completed.

We note the impact of inflation on the funding allocation, which is currently around 18% p.a. for construction. Our plan will be to keep to the approved 2021-24 allocation, through risk based holding and/or deferral strategies. We do foretell that we should be mindful of the likely cost increase in maintenance, operations and renewals in the next LTP/NLTP, as we catch up on deferred work and the impact of inflation adjustments.

2. EMERGENCY WORKS

In August 2022 the New Plymouth was hit by a weather event, where the first response cost was **\$524K** and the planner reinstatement of the network is estimated at **\$4.86M**.

The TRC rainfall gauges indicate that the August 2022 rainfall was 150-200% higher than the typical monthly rainfall (**Right**).



The event included flooding, slips and washouts, requiring road closures. The greatest community impact occurred at Tarata.

Below: Tarata Road / **Right:** Uruti Valley





Left: Uruti Rd / **Above:** Upland Rd



Above: Maikaikatea Rd / **Right:** Mangatoro Rd

3. ROAD IMPROVEMENTS

The three principal areas of improvements are related to crash mitigation at intersections, network walking and cycling improvements and safety around schools. As for maintenance, operations and renewals, the impact of inflation, not only in construction but also on the organisation, has meant

that we will have to defer a number of minor improvements (Low Cost/Low Risk projects) currently in the 2021-24 NLTP. Projects in progress include:

3.1 Rural Projects

- Rural Road Delineation Improvements – Programmed work is in progress.
- Bridge Barrier Upgrades – Priority list has been created and work will soon commence.
- Tarata Rd/Dudley Rd Intersection Improvements – Construction will soon commence in conjunction with an adjacent pavement rehabilitation along Tarata Rd.

3.2 Urban Projects

- Mill Road (Harris-Huatoki Reserve) Walking/Cycling Link – The work is completed.
- Mangorei Rd NPGHS Improvements (Pedestrian Crossing - Northgate) – This work will commence two weeks before the next school holidays and run through the holiday period.
- Mangorei Rd Shared Pathway (Tupuhi Pl to Mangorei School) – Detailed design is completed and construction is expected to take place in May 2023.
- Parklands Ave/Mangati Rd Intersection RAB – Design is completed and work will commence in April 2023.
- Ngamotu Rd Safety Improvements (Paritutu Rd to Centennial Dr) – Construction is completed.
- Kelly St and Miro St Safety Improvements – The work for two Inglewood Primary School pedestrian crossings is practically completed.
- Windsor Walkway Safety Improvements – Scope and alignment options completed. Concept plans will soon be presented to the Inglewood Community Board for discussion.

4. TRANSPORT CHOICES

NPDC have been given an opportunity through the Climate Emergency Response Fund's 'Transport Choices' package, to develop a connected and safer transport network for walking and cycling, that aligns with our strategic visions and aspirations.

Waka Kotahi have allocated NPDC a **\$16.875M** funding allocation (at 100% FAR) for the programme that we put forward. This funding is indicative, as the next (pre-implementation) phase is scoping what is realistic, what is achievable, engaging and socialising this with our community.

The proposal will directly support connection to 3 high schools, 10 primary and intermediate schools, the Central Business area, WITT and Tuparekino.

The routes being scoped include both State Highways and Local Roads, as follows:

- Devon St West
- Devon St East
- St Aubyn St
- Coronation Ave
- Mangorei Rd



5. ACTIVE MODES – WALKING AND CYCLING

5.1 Ride Summertime Rolls Programme

The annual summer event series, Ride Summertime Rolls, has begun. Thirteen events are being held over January and February. These events are targeted at a range of riders, from children, families, ‘returning riders’, and more confident riders.



In January three successful events have been held – Returning Riders, in essence cycle skills for adults; Bikes and Brews, a social celebration of the bicycle; and a Walkway History tour, targeted at our older riders with a high calibre delivery of local history. Over these three events 90 riders have participated.

[Ride Summertime Rolls \(npdc.govt.nz\)](https://npdc.govt.nz)

5.2 Road Safety Campaign

Look Twice logos have been placed at 20 pedestrian crossings to remind pedestrians over the busy Christmas and school holiday to look before crossing. Planning for a comprehensive road safety campaign for 2023 is progressing. The first messages to be released will be targeted to car users on sharing the road with active and shared modes. These messages will be on bus backs, digital signage, radio and newspapers.

The roll-out of static and variable signs near our schools, as part of the interim speed management plan is in motion, it is anticipated that static signs will be in place by end February and variable signs following.



5.3 Workplace Travel Planning

Our workplace travel planner is working with nine workplaces at different levels of travel planning, from baseline travel surveys of staff to assisting with cycle infrastructure. Planning towards a regular quarterly workplace forum is progressing with the first being held on 3rd March 2023 aimed at workplaces interested in learning and implementing active and shared transport as part of their sustainability and staff wellbeing goals.

5.4 Schools

The 2023 school year is upon us, and the year begins with setting annual work plans with each of our travel planning schools. Our programme now includes three high schools. For our new schools this work begins with a baseline survey. Guidance for walking school buses is being produced and will be launched with two or three pilot schools shortly.

The annual hands-up survey (a count of children who say they travelled actively on a given day) conducted across our travel planning schools in November and December 2022 suggests 63% of students are travelling actively, a little under our KPI of 65%.

The Bikes in School programme has seen good development over summer. Welbourn School has extended their bike track facilities with the addition of two pump lines (photo below on left). Te Pi'ipi'inga Kakano Mai I Rangiatea have completed their bike track(photo below on right) and have bikes and bike storage to follow. St Joseph's School (Lynmouth) are to begin construction this week. Bike storage and bikes have been purchased and are ready to go once the track is completed.



6. TRANSPORT PLANNING

NPDC are in the process of preparing its Integrated Transport Plan, in order to feed in to the next LTP/NLTP. The strategic investment logic map process is complete and work is in progress with the programme business case and setting up the modelling tools. A draft is expected by July 2023.

NPDC's next LTP will have a KPI to align with the Governments emissions reduction plan for Aotearoa. The key challenge will be how to reduce our light vehicle travel (vehicle kilometres travelled) in urban centres by 20% by 2035. We expect 'Transport Choices' and the review of public transport will help us in that direction.

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 1 March 2023.

Approved:



22 Feb, 2023 11:48:27 AM GMT+13

M J Nield
Director Corporate Services

Approved:



22 Feb, 2023 12:36:13 PM GMT+13

S J Ruru
Chief Executive