



AGENDA

Regional Transport

Thursday 7 December 2023, 1.00pm

Regional Transport Committee

07 December 2023 01:00 PM - 05:00 PM



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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 te 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 7 December 2023

Subject: **Confirmation of Regional Transport Committee Minutes – 6 September 2023**

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

Document: 3228644

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 6 September 2023 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on 6 September 2023 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 3203435: [Minutes Taranaki Regional Transport Committee – 6 September 2023](#)



Date: 6 September 2023, 10.30am
Venue: Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford
Document: 3203435

Present	A L Jamieson	Taranaki Regional Council (<i>Chairperson</i>)
	M J Cloke	Taranaki Regional Council (<i>Deputy Chairperson</i>)
	N Volzke	Mayor - Stratford District Council
	P Nixon	Mayor - South Taranaki District Council
	H Duynhoven	New Plymouth District Council
	Ms L Stewart	Waka Kotahi NZ Transport Agency
Attending	Mrs	C Littlewood Taranaki Regional Council
	Mrs	A Harris Stratford District Council
	Mr	S Bowden Stratford District Council
	Mr	R Leitao New Plymouth District Council
	Mr	R Sharma South Taranaki District Council
	Mr	V Lim South Taranaki District Council
	Ms	S Downs Waka Kotahi NZ Transport Agency
	Mr	A Hodgson Kiwi Rail
	Mr	A Piper Kiwi Rail
	Ms	F Ritson Taranaki Regional Council
	Mr	R Broad Automobile Association
	Mr	A Gurney New Zealand Police
	Mr	R O'Keefe New Zealand Police
	Miss	N Chadwick Taranaki Regional Council
	Ms	C Gazley Taranaki Regional Council
	Ms	L Hawkins Taranaki Regional Council
	Mrs	M Jones Governance Administrator

Two Members of the Public Attended

1. Confirmation of Minutes Regional Transport Committee – 8 June 2023

Resolved

That the Taranaki Regional Transport Committee:

- a) took as read and confirmed the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 8 June 2023 at 10.30am
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 8 June 2023 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/Nixon

2. Regional Transport Advisory Group Minutes – 12 July 2023 and 16 August 2023

Resolved

That the Taranaki Regional Transport Committee:

- a) took as read the minutes of the Taranaki Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 12 July 2023 and 16 August 2023
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Street, Stratford on 5 April and the unconfirmed minutes 24 May 2023, 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

3. Participation of Advisory Group (Non-Voting) on the Regional Transport Committee

- 3.1 Miss N Chadwick, Taranaki Regional Council, spoke to the memorandum to get some clear direction from the committee on advisory members to the committee and their roles and responsibilities.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the *Participation of Advisory Members (Non-voting) on the Regional Transport Committee* memorandum
- b) noted and considered the options available for the inclusion of Advisory Members (non-voting) at either the RTC or RTAG meetings
- c) requested that a paper be presented to the next committee meeting outlining proposed advisory members for the RTC and RTAG would look like
- d) noted that Advisory Members will have speaking rights at meetings but no voting rights and noted that any other stakeholders only have the speaking rights permitted under Standing Orders.

- e) determined that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- f) determined that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Cloke/Nixon

4. Correspondence and Information Items

- 4.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum to provide an update on correspondence and information items since the last meeting.

Resolved

That the Taranaki Regional Transport Committee:

- a) received and noted for information purposes the release of a Aotearoa New Zealand Freight and Supply Chain Strategy
- b) agreed that the Ministry of Transport is invited to present to the Committee on the national Freight and Supply Chain Strategy with a focus on the role of the Taranaki region
- c) received and noted for information purposes the correspondence received from the New Zealand Automobile Association regarding road maintenance funding.

Jamieson/Cloke

5. Regional Land Transport Review

- 5.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum to provide an update on the mid-term review of the Regional Land Transport Review.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled, *Regional Land Transport Plan review*
- b) received and approved, subject to any changes requested by the Committee, the proposed amendments to the guiding strategic framework of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- c) noted the range of documents guiding the proposed amendments
- d) endorsed the approach for a high-level submission, covering those points contained in this memo, on the *draft Government Policy Statement on Land Transport 2024* to be prepared on behalf of the Regional Transport Committee for submission by the due date of 15 September 2023
- e) noted the planned process timeline for completing the mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*

- f) endorsed the funding from central government as outlined in the *draft Government Policy Statement on Land Transport 2024*
- g) requested a letter be sent to the Ministry of Transport requesting an extension to the process timeline

Volzke/Duynhoven

- h) determined that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- i) determined that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Duynhoven/Cloke

6. Kiwi Rail Presentation

- 6.1 Mr A Hodgson and Mr A Piper, Kiwi Rail, gave a PowerPoint presentation providing the committee with an update on rail service within the Taranaki Region.

7. Waka Kotahi Update

- 7.1 Ms Linda Stewart – Waka Kotahi, spoke to the memorandum and gave PowerPoint presentations to provide updates Regional and national activities.

Resolved

That the Taranaki Regional Transport Committee:

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

Cloke/Nixon

8. Regional Speed Management Plan

- 8.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum to update the Committee to seek their support to consult on the local speed management plans (SMPs) in the region, known collectively as the Regional Speed Management Plan (RSMP).

Resolved:

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled, *Regional Speed Management Plan*
- b) noted the update provided on speed management planning in the region
- c) supported the combined release of local speed management plans in the region (known collectively as the Regional Speed Management Plan) for public consultation

- d) determined that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- e) determined that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Duynhoven/Cloke

9. Road Safety Update

- 9.1 Ms M Webby - Road Safe Taranaki, Gave the Committee an update and provided a PowerPoint presentation.
- 9.2 Mr R O'Keefe - New Zealand Police, gave an update on Police road safety concerns in the region

Resolved

That the Taranaki Regional Transport Committee:

- a) noted and received the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Cloke/Volzke

10. Territorial Authorities Update

- 10.1 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.
- 10.2 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District
- 10.3 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District
- 10.4 Ms C Gazley, Taranaki Regional Council gave an update on Public Transport in the region.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the update provided by the Stratford District Council on its transport activities
- b) received the update provided by the New Plymouth District Council on its transport activities
- c) received the update provided by the South Taranaki District Council on its transport activities
- d) received the update provided by the Taranaki Regional Council on Public Transport activities.

Nixon/Duynhoven

There being no further business the Committee Chairperson, Councillor A L Jamieson, thanked the Committee for their work and declared the Regional Transport Committee meeting closed at 1.05pm.

Taranaki Regional

Council Chairperson: _____

A L Jamieson

unconfirmed



Date 7 December 2023

Subject: **Regional Transport Advisory Group Minutes – 11 October 2023 and 15 November 2023**

Approved by: S J Ruru, Chief Executive

Document: 3200636

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 11 October 2023
- b) receives the minutes of the Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 15 November 2023.

Matters arising

Appendices/Attachments

Document: [RTAG Minutes 11 October 2023](#)

Document: [RTAG Minutes 15 November 2023](#)

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 11 October 2023, 10:30am		
Venue	Taranaki Regional Council and via Zoom		
Present			
	NPDC	Stuart Knarston	(zoom)
	SDC	Steve Bowden	
	STDC	Nick Dawe Vincent Lim	
	TRC	Bill Clough Cheryl Gazley Fiona Ritson	(Chair)
	NZTA	Nigel Hurley Richard Ashman Vinuka Nanayakkara	(zoom)
Apologies			
	NPDC	Rui Leitao	
	NZTA	Adrienne Duffy Aydin Chatterton Chris Nally Shawn Scott	

1. Welcome and apologies

1. Apologies accepted.

2. Minutes of last meeting 16 August 2023

1. Minutes confirmed as accurate
2. No matters arising
3. Actions underway
 - 1 Culvert/fish passage upgrade discussions with Consents staff – agreed to defer to post RLTP.
 - 2 Rural RUC enforcement - still pending.
 - 3 Explanation for public re need for reduced speeds around roadworks in relation to bedding in road surfaces – *agreed to remove action.*
 - 4 Remove Sarah Downs from RTAG group – done.

3. **Development of Regional Land Transport Plan 2024 – PowerPoint – Fiona Ritson**
 1. First draft – RLTP programme extract from TIO
 - a. Group discussion held on various aspects of drafting the programme tables. Still many matters to resolve.
 - b. The RLTP extracts provided through TIO are still unwieldy, and emailed Excel tables will need to be used again to help compile.
 - c. Agreed to start 10-year forecast period from 2024/25 to match NLTP and LTPs, rather than from 2021/22.
 - d. Include over-arching comment regarding significant cost escalations and the impacts on completing activities.
 - e. Agreed to follow the same table structure/detail as in current RLTP, though the ‘Activities for future consideration’ table will be expanded and become its own appendix.
 - f. Committed activities – SH43 projects missing from TIO list.
 - g. ‘Supplementary funding’ columns in TIO queried as never used. Fiona will seek guidance from other regions on whether this is developer contributions only.
 - h. Noted that AOs draft transport programmes have not been locked down in the TIO system, and will only be when it is essential.
 2. Release of State Highway Investment Proposal (SHIP)
 - a. Group discussion held, with reference to the TIO extract as well as Excel spreadsheets provided by the Agency.
 - b. Bulk of activities relate to speed and infrastructure programme (SIP) and how these are bundled needs clarification.
 - c. Need for more definition/detail of projects.
 - d. Fiona will work with Vinuka to clarify layout and detail.
 - e. Fiona will email out to the Group the SHIP regional summary of Taranaki PDF, noting there are some inconsistencies that need to be addressed.
 3. First draft – Activities for future consideration
 - a. Fiona reiterated need for AOs to draft and return for collating their initial “Wish Lists” in the Excel template sent out on 25 September. This will be compiled with the contents of the 2021 table.
 - b. Queried why no activities have been put forward for South Taranaki’s Pathways for People, or works related to the Stratford Park or South Taranaki Business Park.
 - c. Input is sought from Waka Kotahi and KiwiRail also.
 4. Prioritisation process & Significance policies
 - a. Definition of Significance. Table II – most important is to define what should be excluded.
4. **Development of other regional transport plans – verbal updates – Fiona Ritson & Cheryl Gazley**
 1. Better Travel Choices for Taranaki including RPTP
 - a. 163 survey submissions received at the three week consultation mark.
 - b. 15% of those have asked to speak at the 4 December Hearing.
 2. Regional Speed Management Plan 2024
 - a. Currently out for public consultation, which ends on 29 October 2023.
 - b. Brief roundtable held on quantity and supportiveness of feedback received so far.
 - c. TRC are hosting a regional workshop for a range of stakeholders at 1pm 11 October after RTAG meeting.

5. **Waka Kotahi updates**
 1. Verbal update provided by Waka Kotahi. Attached report #3216326
 2. Activity updates received for distribution.

6. **Council updates - verbal**
 1. NPDC
Apart from the coastal pathway extension, unlikely to be anything else due to funding restraints.
 2. SDC
3.5hr meeting recently to get Transport Choices over the line. 12-month extension has been approved for Transport Choices implementation for both SDC and NPDC. Maintenance budget has been spent mainly on road repairs damaged by forestry trucks. Proposed new budget up from previous \$19m to \$40m.
 3. STDC
Have received \$2.8m funding from WK to cover work program.
 4. TRC
New, three days per week Ōpunake to New Plymouth service starts 30 Oct 2023. BBQ to be held in Ōpunake to promote the service. TRC working with NPDC for promotion of Festival of Lights and Waitara market day. Buses being provided. The first electric bus for Taranaki starts urban service on 1 February 2024.

7. **General business**
 1. Waka Kotahi – Rob Service has left, been replaced by Liesl Dawson as System Manager. No replacement made yet for her old position of Journeys Manager.
 2. Item went to last RTC regarding formalising advisors from non-AO organisations.

8. **Next RTAG meeting** – 10am on Wednesday 15 November 2023

Summary of actions underway

Ref	Responsibility & date requested	Action	Progress
1	Fiona R – Meeting 9 Dec 22	Organise meeting re culvert/fish passage upgrade processes	11/10/23 Defer to post RLTP
2	Fiona R – Meeting 5 Apr 23	Liaise with Police re: RUC enforcement details	Deferred
3	Bill C – Meeting 16 Aug 23	Change 2024 RTAG meeting dates to Thursday, meeting start time to remain as 10am	Waiting selection of calendar dates

The meeting closed at 12.10 pm.

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 Rooding 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
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
VKT	Vehicle Kilometres Travelled

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Wednesday 15 November 2023, 10:30am

Venue Taranaki Regional Council and via Zoom

Present

NPDC	Rui Leitao Stuart Knarston
SDC	Steve Bowden
STDC	Vincent Lim (zoom)
TRC	Bill Clough Cheryl Gazley (Chair) Fiona Ritson
NZTA	Chris Nally (zoom 10:15 - 10:34) Nigel Hurley (zoom) Shawn Scott

Apologies

STDC	Nick Dawe
NZTA	Adrienne Duffy Aydan Chatterton Vinuka Nanayakkara

1. Welcome and apologies

1. Apologies accepted.

2. Minutes of last meeting 11 October 2023

1. Minutes confirmed as accurate
2. No matters arising
3. Update on Actions underway
 1. Rural RUC enforcement query - now underway.

3. Variation to RLTP

1. STDC request to vary the 2021 RLTP to include a PBC for South Taranaki Business Park intersection improvements
Vincent Lim spoke to the variation request, full details in report.
General discussion by the group.
Agreement by members to support request to RTC.

4. Development of Regional Land Transport Plan 2024 - PowerPoint

1. Process Timeline
 - a. Fiona Ritson spoke to PowerPoint presentation, clarifying process timeline details for remaining RLTP 2024 development.
 - b. Shawn Scott advised that when there is a change to an activity, there must be a change made in the Ten-year Forecast also.
 - c. Fiona Ritson will email out what's needed to the group.
2. Sections 1-5 (the strategic front end)
 - a. Fiona Ritson spoke to item.
3. Sections 6-7 (the funding bid) – focusing on tables, especially the Regionally Significant Activities table
 - a. Fiona Ritson spoke to the item.
 - b. Group discussion held and a number of amendments agreed as worked through draft tables. Chris Nally will assist with updating the SH project details.
 - c. Excel tables in RLTP format will be circulated as in previous years. All gaps in TIO need to be completed before 15 December 2023, with all RLTP tables checked/confirmed by 19 January 2024.
 - d. Assistance of all RTAG members needed to ensure tables are completed.
4. Section 8 Variations and significance policies
 - a. Fiona Ritson spoke to the item.
 - b. Group discussion held, and the two proposed amendments were agreed.
5. Appendix A – Activities on the horizon
 - a. Fiona Ritson spoke to the item.
 - b. Group discussion held and a number of amendments agreed as worked through draft tables.
 - c. Noted that for Tier 2 regions, such as Taranaki, VKT (Vehicle Kilometres Travelled) targets are now aspirational and no longer mandatory to report. NPDC stated that they will continue to report VKT's for their council KPI's.
5. **Development of other regional transport plans – verbal update**
 1. Better Travel Choices for Taranaki including RPTP
Fiona Ritson spoke to the item providing an update on the development and forward timeline.
 2. Regional Speed Management Plan 2024
Fiona Ritson spoke to the item, receiving preliminary feedback from TAs on the submissions received, and discussing the forward timeline.
6. **Waka Kotahi updates**
 1. Te Ara o Te Ata: Mt Messenger Bypass
 - a. Chris Nally spoke to the item.
 - b. Work progressing well, expected to be completed in the four years allocated for the project.
 2. Te Ara Tūtohu: Waitara to Bell Block
 - a. Chris Nally spoke to the item.
 - b. Waitara – Bell Block. Roundabout at De Havilland Drive starting in the 2024/25 season. Princess Street roundabout expected to be finished this season. Proposed new work through this section waiting for approval to close highway from 11 December for eight weeks. Detour through Waitara. Expect to be working six days per week right through the period except for Christmas day and Boxing Day

3. Taranaki NOC FY2023/24 Rehab Programme
 - a. Nigel Hurley spoke to the item.
 - b. SH44 work will be delayed till following year, as NPDC are currently designing water main replacement in this area.
 - c. Taranaki Port are shifting the main entrance gates into the Port's zone. A move of about 400m. They have asked for a "Licence to Occupy" to cover this activity. The state highway will then in practice end at the security gate.
 - d. SH3 between New Plymouth and Stratford, the ATP (Audio Tactile Paving) has been damaged by greater roll-over by heavy vehicles than anticipated, and before had time to harden sufficiently. Unlikely to be replaced this financial year. Some other areas planned to receive ATP will still go ahead.
4. Taranaki NOC FY2023/24 Resealing Programme
 - a. Nigel Hurley spoke to the item.
 - b. Plan to progress as detailed in the report.
5. New Plymouth to Hāwera Safety Improvements
 - a. Chris Nally spoke to the item.
 - b. SH43 Forgotten World Highway.
 - Final sealing work will now be finished by the end of 2025.
 - Corridor improvements will be finished by the end of this season.
 - c. SH3 New Plymouth – Egmont Village
 - Finish target of June 2024 except for new roundabout.
 - Work has started now at Junction Street and will flow onto the Mangorei roundabout next.
6. Tabled email from Vinuka Nanayakkara providing some detail on the proposed SHIP 2024 items was tabled at the meeting -

Activity	Description
State Highway LCLR programme	Items discussed at previous RTAG – VMS upgrades, NOC opportunities, Fish passage upgrades etc.
Walking and Cycling LCLR programme	Items discussed at previous RTAG – SH3 Awakino to Bell Block, Devon St barrier upgrades, SH45 town crossings, SH3 NP to Hawera crossings
Public transport infrastructure LCLR programme	Programme to install/renew bus stops on state highways; Sites informed by regional councils
SH3/3A and Inglewood Commercial Vehicle Regional Safety Centres	Investment to shift & upgrade existing CVRSC at SH3/3A intersection being removed for roundabout, plus a new TBD site around Inglewood; Part of national programme to address HCV compliance
Taranaki Share Environmental PBC	National PBC to identify a nationally consistent approach to items such as fish passage, noise walls etc. along SH corridors. Investment required has been distributed across all regions.
Taranaki Regional Transport Planning PBC	Activity to update State Highway Corridor Management Plans (or similar)
Taranaki Share Digital Data Strategy	Enable the implementation of a national strategy of how data is collected, used and communicated to partners, stakeholders and the public. Investment distributed across each region.

Activity	Description
Taranaki Share Digital Data Warehouse	Investment required to upgrade data storage capability to enable easier data sharing and overall analytics gathering. Investment distributed across each region.
Taranaki Share Digital engineering/BIM	To improve process cycle time, reduce cost of planning, decision making, design and construction activities, and enable improved value for money from all SH and local road activities by managing and guiding how the sector digitises rather than having this occur in an ad hoc; inconsistent fashion that will otherwise happen constraining the potential public benefits of cohesive practice. Investment distributed across each region.
SIP Future Activities - Taranaki	Placeholder activity to enable SIP investment 2027+, specific scopes not defined and will be subject to further business casing
SH3 Mangapepeki No. 2 Culvert EOL Replacement	End of life culvert replacement; Possible SSBC to evaluate scope (if any) for increased LOS; Anticipated renewal during 2024-27

7. Council updates

1. NPDC - Rui Leitao
 Referred to report, taken as read.
 New reduced asphalt resin being trialled in the region. Results promising so far.
 Concern that even if NPDC receive a 35% increase in funding on previous \$43m, it will not be enough to keep up with cost increases. Noted that bulk bitumen cost is up \$300/tonne on last year.
 \$2.1m of emergency work done is still not approved. Currently paid out of NPDC funding and accruing ~\$12.5k per month in interest cost.
2. SDC - Steve Bowden
 Referred to report, taken as read.
 Business case to be completed for Brecon Road prioritisation.
 Other work progressing as funds allow. SDC over spent by \$1.2m last year so that has come out of this year's allocation.
 Disappointed by stop on Transport Choices work. Potentially serious outcome for contractors and their subcontractors if the Transport Choices projects do not proceed. Waiting for decision from incoming government. Shawn Scott will contact on behalf of councils to try to help push for a decision.
3. STDC - Vincent Lim
 Referred to report, taken as read.
 Secured additional funding to cover budget.
 Work progressing, including program for two bridge replacements costing about \$1.5m each.
 Renewals target is 6% of budget.
 Pavement and rehabilitation work is also 6%. Budget of \$700k for footpath work.
 Last tender received was 15% higher than STDC estimate.
4. TRC - Cheryl Gazley
 Referred to report, taken as read.

No questions from group.

8. General business

1. Extension of legal eScooter exemption (motor vehicle classification)
 Fiona Ritson noted the recent 5-year extension of eScooters exemption, and sought feedback from the Group on any safety issues or other concerns being encountered in the region.
 NPDC noted that the only issue was general complaints about the scooters being left in the way on footpaths. No other concerns raised by members.
 2. Te Ringa Maimoa Consistent Condition Data Collection (CCDC) for sealed local roads
 Previously this work was done by contract to district councils. Now controlled directly by Waka Kotahi, so no say by local council on when the work is done to tie in with local road improvement work. Concerns raised that data may therefore not be as worthwhile.
9. Next RTAG meeting – 10am on Thursday 25 January 2024

Summary of actions underway

Ref	Responsibility & date requested	Action	Progress
1	Fiona R – Meeting 9 Dec 22	Organise meeting re culvert/fish passage upgrade processes	Deferred by agreement to late 2024
2	Fiona R – Meeting 5 Apr 23	Liaise with Police re: RUC enforcement details	Underway, update to next meeting

The meeting closed at 12.56 pm.

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
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
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
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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
RLTP	Regional Land Transport Plan
RPTP	Regional Public Transport Plan
RSMP	Regional Speed Management Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
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
SSBC	Single Stage Business Case
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VKT	Vehicle Kilometres Travelled



Date: 7 December 2023

Subject: **Proposed Advisory Members (Non-voting) on the Regional Transport Committee**

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

Document: 3229713

Purpose

1. The purpose of this memorandum is to provide guidance to the members on recommended Advisory Members (Non-Voting) for the Regional Transport Committee (RTC).

Recommendations

That the Taranaki Regional Council:

- a) receives this *Advisory Members (Non-voting) on the Regional Transport Committee* memorandum
- b) selects and approves the option for the inclusion of Advisory Members (non-voting) being:
 - Option A: appoint an advisory member from KiwiRail and New Zealand Police to be advisory members to the RTC.
 - Option B: appoint a representative from KiwiRail and New Zealand Police to be advisory member to the RTC. Identify other transport stakeholder groups that will support the development of the committee's strategic plans.
 - Option C: not appoint any recommended advisory members.
- c) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- d) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

2. At the Committee's last meeting, 6 September 2023, the members considered a report seeking guidance for the participation of Advisory Members (non-voting) on the RTC.
3. The members requested that a subsequent paper be presented to the Committee outlining the proposed advisory members for the RTC.
4. The RTC plays a critical role in the planning and preparation of the regional land transport programmes and provide valuable strategic advice on the RLTP and RSMP for our region.
5. Until the amendment of the Land Transport Management Act 2003 (LTMA) in 2013, regional transport committees were required to have advisory members representing specific transport objectives, although these members did not have voting rights on matters relating to the regional land transport programmes.
6. Following the amendment to the LTMA in June 2013 the prescribed membership for the RTC is as it currently stands.
7. The RTC plays an important role in providing advocacy on the strategic regional and inter-regional transport matters to central government and other stakeholders as appropriate. They plan and promote the establishment of an affordable, integrated, responsive, safe and sustainable land transport system for the Taranaki region.
8. The Regional Transport Advisory Group have an important role to play in translating the strategic priorities of the RTC into corresponding activities.

Issues

9. The LTMA prescribes full speaking and voting members but provides no clear instruction on the inclusion of non-voting advisory members who may be able to provide advice on the strategic and planning matters the RTC are considering.
10. Formal appointment of non-voting advisory members will provide clarity on the rights of these representatives that are attending RTC and/or RTAG meetings.

Discussion

11. Members of this committee and the RTAG have made requests for individual and/or group stakeholders that may be able to provide advisory support to the committee, be invited to attend RTC meetings.
12. The Waikato Regional Transport Committee include a representative (and alternate) from KiwiRail in a non-voting capacity.
13. The Hawkes Bay Regional Transport Committee include representatives from Te Whatu Ora, the Automobile Association (AA), Port of Napier, Hawkes Bay Airport, Hawkes Bay Regional Council Māori Committee, Road Transport Association NZ and Hawkes Bay Regional Active Transport Committee.
14. Horizons Regional Council include a representative from Road Users, NZ Police (NZP), KiwiRail, Active Transport and Road Transport Association.
15. Based on the review of neighbouring regional transport committees, there is a clear consensus on the value that KiwiRail can contribute to the strategic and planning matters of any RTC.

16. Clause 16.6 (b) of the LTMA requires an assessment of the relationship of police activities to the RLTP and a practical way for this to occur is through early and regular engagement with NZP.
17. Any other groups can still attend meetings in the same manner that is outlined by the standing orders or the terms of reference of the RTC or Regional Transport Advisory Group (RTAG). Additionally, for specific matters, the RTC or RTAG can request a stakeholder or relevant group to attend the meeting for the purposes of that particular matter.

Options

18. Option A: appoint a representative from KiwiRail and New Zealand Police to be advisory member to the RTC.
19. Option B: appoint a representative from KiwiRail and New Zealand Police to be advisory member to the RTC. Identify other transport stakeholder groups that will support the development of the committee's strategic plans.
20. Option C: not appoint any recommended advisory members.

Significance

21. The Council is being asked to consider the appointment of the Advisory Members (non-voting) to either the RTC or RTAG. A decision in accordance with the recommendation is assessed as not significant under the Council's Significance and Engagement Policy.

Financial considerations—LTP/Annual Plan

22. 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

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

Iwi considerations

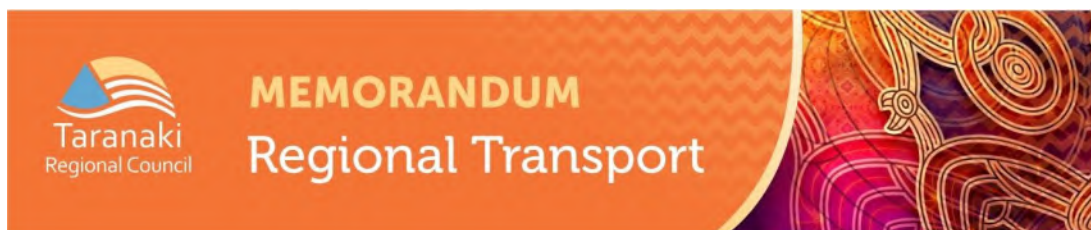
24. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

Community considerations

25. 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

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



Date: 7 December 2023

Subject: **Request to vary the Regional Land Transport Plan 2021**

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

Document: 3229463

Purpose

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

Executive summary

2. A request has been received from South Taranaki District Council to vary the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021), by adding a project to develop and upgrade intersections with State Highway 3 (SH3) as part of the South Taranaki Business Park development.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum titled, *Request to vary the Regional Land Transport Plan 2021*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*, made by South Taranaki District Council, to add a project to develop and upgrade intersections with State Highway 3 as part of the South Taranaki Business Park development
- c) notes this variation to the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* and forwards it on to Waka Kotahi NZ Transport Agency
- d) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- e) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

3. The current *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP or the Plan), which covers the six-year period from July 2021 to June 2027, was adopted in June 2021.
4. Over the duration of the Plan, activities or projects can change, be abandoned or be added. Under section 18D of the *Land Transport Management Act 2003* (LTMA), a regional transport committee may therefore prepare a variation to its RLTP during the six years to which it applies – either at the request of an approved organisation, Waka Kotahi, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.
5. In accordance with the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* Variation Policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to Waka Kotahi for consideration of inclusion within the National Land Transport Programme.

Improvement of Kerry Lane, Fitzgerald Lane and State Highway 3

6. South Taranaki District Council (STDC) is seeking inclusion of a new improvement project in the RLTP 2021, 'Improvement of Kerry Lane, Fitzgerald Lane and SH3'.
7. Development of the South Taranaki Business Park is underway – at the block of Kerry Lane, Fitzgerald Lane, Glover Road and SH3. It is known that the existing intersections of Kerry Lane/SH3 and Fitzgerald Lane/SH3 will need to be improved to cope with the increase in traffic created by the business park development. This project seeks to upgrade the necessary roading infrastructure to ensure that appropriate safety and access are maintained.
8. The variation to the current RLTP (rather than waiting to include it in the RLTP 2024) is required so that the Programme Business Case can be progressed within the 2023/24 financial year.
9. Details of the request are provided in the attached request form and supporting attachments. Vincent Lim, Roading Team Leader, South Taranaki District Council, will speak to this item.
10. Significant work has already been undertaken in relation to this project, including by Waka Kotahi, which is evident in the attachments provided. The full STDC Business Park Feasibility Report 2019, along with a Traffic Impact Assessment 2021 undertaken on the Fitzgerald Lane Development are also available to Members on request.

Significance of variation request in relation to need for public consultation

11. Members will recall that when developing the RLTP, the RTC adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require going back out for public consultation. Section 8.4 'Significant variations to the Plan' is available [here](#) on pages 64-67.
12. This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken. The project supports the STDC's South Taranaki Business Park development which is underway, by ensuring continued access and safety at intersections with the state highway.

Support of the Regional Transport Advisory Group

13. The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 15 November 2023. The RTAG supported this request being brought to the Committee for consideration, noting that it is important to maintain safety and access to and from SH3.

Issues

14. The Committee is legislatively required to receive and consider requests to vary an RLTP during its lifetime.

Options

15. Set out below are the options available to the Committee.

Option 1 – not supporting the request to vary the RLTP 2021

16. The Committee could choose not to support varying the RLTP to include this project. In which case, the requested project could not receive national funding support during 2023/24, and would be delayed. In this instance, it is likely to be put forward for consideration in the next RLTP, but timely funding opportunity would have been lost.

Option 2 – supporting the request to vary the RLTP 2021

17. Supporting the requested variation will enable the project to seek national funding support, via Transport Investment Online, to progress the Programme Business Case.
18. Option 2 is considered the most appropriate option as it supports STDC and Waka Kotahi to undertake the necessary roading improvements for the South Taranaki Business Park, and makes the most efficient use of available funding opportunities.

Significance

19. Under the TRC's Significance and Engagement Policy, the decision to vary the RLTP is not significant. Accordingly, it does not require further consideration under the Significance and Engagement policy.

Financial considerations—LTP/Annual Plan

20. 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

21. 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

22. 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.
23. Involvement of Māori in regional transport planning matters remains limited, though officers are constantly seeking ways to improve this situation. Project specific engagement with local iwi or hapū are undertaken by the relevant organisation seeking to undertake the activity.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3221860: [STDC request to vary the RLTP2021 - Intersections for Business Park](#)

Document 3229466: [Integrated area-wide strategy STDC - Waka Kotahi 2022](#)

Document 3229465: [STDC Business Park Feasibility Report 2019 - Extract](#)

Request to vary the Regional Land Transport Plan for Taranaki 2021-2027	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2021/22-2026/27</i> (RLTP).
Requesting organisation:	South Taranaki District Council
Key contact person:	Vincent T C Lim
Variation request:	Improvement of Kerry Lane, Fitzgerald Lane and State Highway 3
Background to variation request	
<p>South Taranaki District Council has progress with the development of a business park at the block of Kerry Lane, Fitzgerald Lane, Glover Road and State Highway 3. The existing intersections of Kerry Lane/SH3 and Fitzgerald Lane/SH3 are barely adequate, and with the business park development and increase in traffic it was a requirement that both intersections be upgraded by Waka Kotahi and STDC.</p> <p>Extract from Area wide transport strategy done with Waka Kotahi: “ Increase East-West connections to reduce the severance of SH3 and increase permeability for all modes <i>While this will be a short-term piece of work, Waka Kotahi encourage STDC to engage in Point of Entry (PoE) discussion to understand next steps and funding pathways. If this PoE occurs prior to mid-2023, the outcome of the discussion (e.g. business case) could be included in the 2024-27 RLTP/NLTP deliberations for consideration of funding.</i></p> <p>Conduct a safety review of the network focusing on intersections and consider improvements where appropriate to increase the safety for all users. <i>While this will be a short-term piece of work, Waka Kotahi encourage STDC to engage in Point of Entry (PoE) discussion to understand next steps and funding pathways. If this PoE occurs prior to mid-2023, the outcome of the discussion (e.g., business case) could be included in the 2024-27 RLTP/NLTP deliberations for consideration of funding.</i></p> <p><i>As this should include providing additional pedestrian crossings in the urban areas, it is possible this could be merged with the East-West connections work, dependent upon Waka Kotahi Investment Advisor decision making.</i></p> <p><i>As well as these quick wins, the suite of actions proposed, lead agencies and timeframes identified is found within the supporting spreadsheet – STDC Draft Action Plan. “</i></p>	
Details of variation request	
To develop and upgrade intersections of Kerry Lane/SH3 and Fitzgerald Lane/SH3. Options of upgrade are roundabout or controlled T-intersection with right turn bay and left turn slip lane.	
Location:	Kerry Lane/SH3 and Fitzgerald Lane/SH3
Scope and duration:	<ol style="list-style-type: none"> 1. Programme Business Case 2 month -2023/24. 2. Construction 4 months – 2024/25 Par
Estimated cost/s:	\$150K (Programme Business Case) \$3.5 million (Construction)
Funding source/s:	N funds (Waka Kotahi) and L funds (STDC) at usual FAR
Contribution to RLTP Objectives & Policies:	The business park development requires the intersections to be upgraded. Hence the intersections upgrade is considered to contribute to:
<i>Refer to Table 13 on p.80 of the Plan</i>	

	<p>a) Objective 1 - Integrated: An integrated and collaborative approach to transport and land use planning that maximizes transport effectiveness.</p> <p>b) Objective 2 - Enabling: An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</p> <p>c) Objective 3 - Safe and healthy people: Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option.</p>	
<p>Contribution to ten-year investment priorities: Refer to Section 5 of the Plan including Table 2 (p.46) which is provided over page for ease of reference</p>	<p>This proposal will contribute to IP1 (Safety), IP2 (Resilience) and IP5 (Decarbonise). Note that the development of the business park congregates various businesses as one stop shop hence reduces the different trips that are required for supplies.</p>	
<p>Impacts on RLTP:</p>	<p>The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.</p>	
<p>Relationship to the RLTP's Significance policy on variations: Refer to Section 8.4 on page 64 of the Plan</p>	<p>It was assumed initially that this project would be included in the safety work being done from Hāwera to New Plymouth Corridor. However, it has not been included and hence STDC needs to include this in their programme for Waka Kotahi Funding. Therefore, due to high cost of the project, the variation being requested is likely significant enough to require a formal variation process to be followed, but very unlikely to trigger the policy requiring a public consultation.</p>	
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in June 2021 and any significant new capital works that need to be included require a variation to the programme of activities component (Section 6) of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund, which Waka Kotahi (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. Waka Kotahi is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>		
<p>Timeframes for consideration of variation request</p> <p>The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.</p>		
<p>Consideration by RTAG</p>	<p>15th November 2023</p>	<p><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></p>
<p>Consideration by RTC</p>	<p>7th December 2023</p>	
<p>Consideration by TRC</p>	<p>12th December 2023</p>	

Forward to Waka Kotahi	14 th December 2023	
Supporting attachments		
Separately attached 3 documents.		

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

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

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

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



HĀWERA TO NORMANBY

Integrated Area-wide Strategy

Lisa Malde, Regional Principal Transport Planner, Central North Island, Waka Kotahi

Sophie Canute, Planner, South Taranaki District Council

14 October 2022

FINAL DRAFT

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More information

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Motor vehicles available for use by households in the South Taranaki District, New Zealand

2018 Census, % of households where information available

Provider: Stats NZ

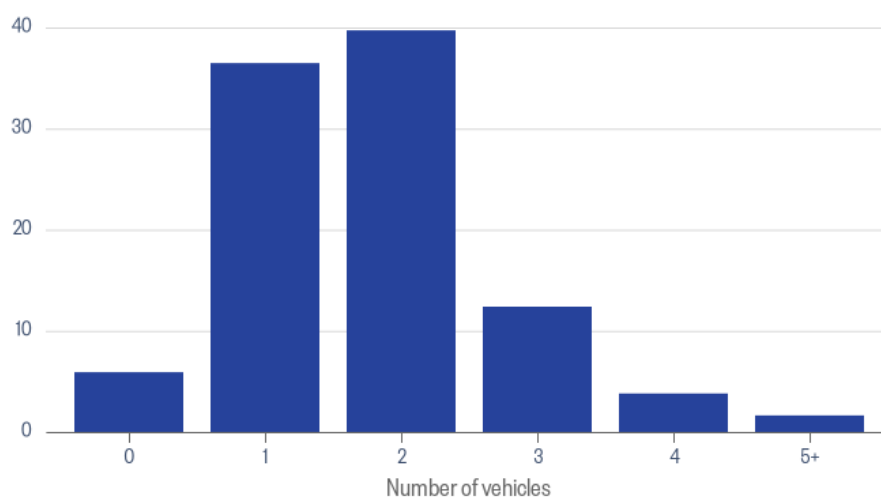


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DRAFT

1.0 Introduction

South Taranaki District Council works to a vision of making South Taranaki the most liveable district. This report sets out a strategy and action plan that delivers on this vision for a key strategic corridor into the main population centre of Hawera. This strategy aims to improve the ability of people and goods to move about the area in a way that is safer, efficient, and environmentally sustainable.

The strategy represents what can be achieved when the tiers of Government work together. Hāwera and Normanby are connected by a 6.5km section of State Highway 3 (SH3). This section of highway and the surrounding area is quite different to other sections of the highway parts of the network in the District, due to the broad range of land uses over such a short distance that are adjacent to and rely on the corridor. These include an aerodrome, a racecourse, an evolving business park alongside typical residential and rural land use activities.

The Hāwera to Normanby Discovery Workshop was held at the Normanby Town Hall on 24-25 May 2022 and provided the opportunity for key subject matter experts, senior officers, and elected members to do a bus tour of the SH3 corridor and the various activities driving growth in the area. This tour, along with presentations and discussions, were designed to set the foundation for the South Taranaki District Council (STDC) and Waka Kotahi NZ Transport Agency (Waka Kotahi) to co-design a cohesive, future-focused, and integrated strategy together. The report from this workshop is provided as Appendix 1.

The corridor and surrounding area have experienced rapid growth from residential and commercial development over the last three years. This, along with the strategic importance of the area, resulted in STDC and Waka Kotahi committing to a review of the interconnected challenges along the corridor and the surrounding area.

The strategy will inform changes to the Council's District Plan, Long Term Plan and Regional Transport funding.

2.0 Scope

This integrated area-wide strategy takes the outcomes from the workshop and outlines the vision, objectives, and activities to support future investment decision making to address the challenges identified in this area. The preliminary stages of the integrated strategy focused on Waihi Road (State Highway 3), the main road that connects Hāwera and Normanby. However, the improved Integrated Strategy has taken a wider approach and the entirety of Hāwera will be considered in this strategy.

The road boundaries of this strategy have been identified as the following:

- Ketemarae Road
- Mawhititwhiti Road
- Ohangai Road
- Tawhiti Road
- South Road (State Highway 45)
- Whareroa Road
- Manawapou Road

In Hāwera, several major employers are located within the boundaries of the Integrated Strategy. Fonterra is in southern Hāwera on Whareroa Road and Manawapou Road which runs adjacent with South Road (State Highway 3). Silver Fern Farms is located in the northeast of Hāwera on Tawhiti Road. The Hāwera Racecourse and Aerodrome are located on Waihi Road (State Highway 3) between Hāwera to Normanby and are included in the corridor space.

The Hāwera Hospital on Hunter Street is within the boundaries of this Integrated Strategy, along with other facilities such as schools, medical centres, a library, Aquatic Centre, the TSB Hub multi-sports and convention centre and businesses that are accessible by members of the public.

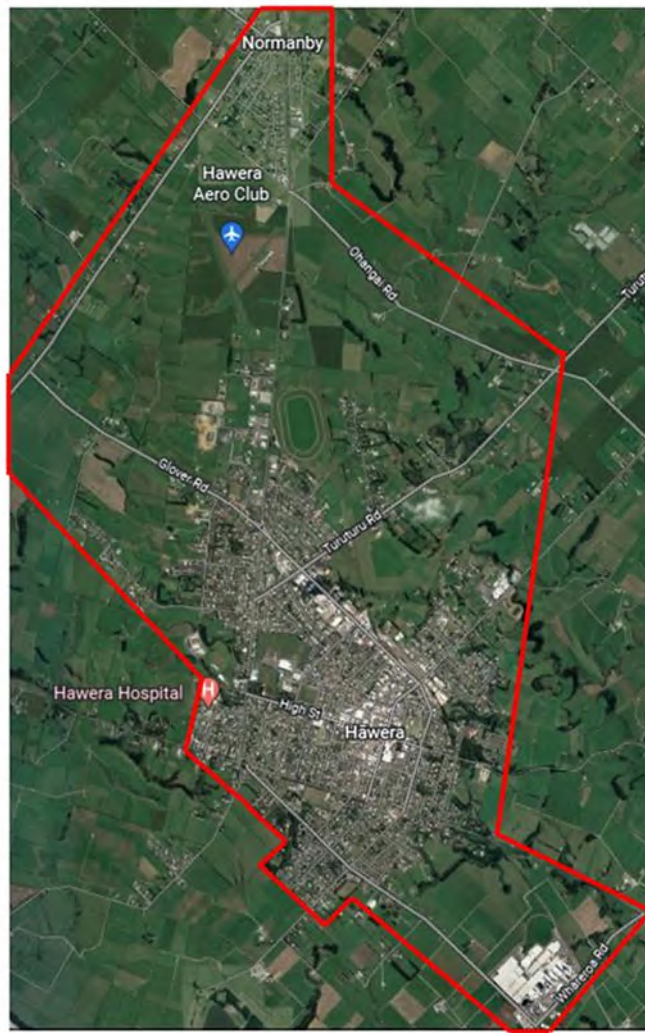


Figure 1 Area-wide strategy geographic scope

There are four main reasons why the strategy was developed:

Residential Growth

Hāwera is the town with the biggest population within the South Taranaki District. Residential growth in Hāwera is becoming increasingly popular through infill subdivisions as well as subdivisions around the urban edge. Ensuring that there are safe transport connections, access and methods for alternative modes of transport for all urban areas in Hāwera is a priority for South Taranaki District Council and Waka Kotahi.

Business Park

The South Taranaki Business Park was the key driver due to its strategic importance for South Taranaki, scale and location on State Highway 3, between Hāwera and Normanby. Two major private developers have emerged at either end of the Business Park and two new warehouses are nearing completion. In the short term, at least four more new premises are being constructed, bringing approximately 100 staff into the area. With more than 67 hectares of available land, Council estimates that there could be more than 80 businesses operating in the Business Park within the next decade. Ensuring that the Business Park has the best and safest access options onto the highway network is seen as a key determinant of its ongoing success.

Waka Kotahi Speed and Infrastructure Programme (SIP) projects on State Highway 3

Waka Kotahi are working towards a future where no-one is killed or seriously injured in road crashes in New Zealand. With speed the single biggest factor determining if someone survives a crash, current speed levels are being reviewed to ensure they are safe and appropriate. In Taranaki, four state highways are being reviewed, including State Highway 3 between New Plymouth and Hāwera. Safety improvements between New Plymouth and Egmont village have been proposed and a study is underway to assess the scope, cost, risk and timeframes of physical safety improvements on SH3 between Egmont Village and Hāwera. This study will also consider potential changes to speed limits.

Climate Change and the need to reduce Vehicle Kilometres Travelled (VKT) and transport emissions

Waka Kotahi and STDC are committed to work together towards a lower carbon economy through the reduction of vehicle emissions. In South Taranaki, building employment generators next to areas of current and future residential growth has the potential to reduce kilometres travelled, journey times and the reliance on motor vehicles.

3.0 The Vision and Objectives

The vision for this strategy is Most Liveable District.

The vision will be achieved through the following objectives:

Create a built environment that connects people and place, safely and sustainably.

Changes to the District Plan are critical to achieving this vision as is funding of key interventions.

Support the community vision for how they want to move and grow

Engage with the community on how they would like to move about the community and how they want growth areas to be designed and linked into the existing town fabric. Create an integrated land-use and transportation network that increases safety, liveability, reduces environmental impact and ensures cross disciplinary policy alignment.

Improve accessibility, connectivity, and safety

Residents of all ages and abilities should be able to safely travel to, around and through Normanby and Hāwera. A local network focused on moving people rather than cars should include safe access and connections for people using wheelchairs, mobility scooters, pushing prams, or children and adults walking or biking. This includes safe connections across SH3 to reduce severance.

Connect places for people while also supporting efficiency of SH3

Change how people will travel between school, work, and other key destinations. People should be able to access key destinations and amenities easily and safely, without conflict with inter-regional freight movements. This includes identifying areas within the community that are people-focused, where they can safely make local trips, while also providing parts of the network focused on efficient freight movements.

Support the use of sustainable transport and encourage mode shift

Ensure policy and infrastructure encourage the uptake of sustainable travel options such as walking, cycling and public transport. This includes measures to address travel demand and shifting travel behaviour. Strategic decision-making should support the vision of achieving mode shift to improve the safety, liveability, and wellbeing of South Taranaki residents.

4.0 Strategic Alignment

The vision and objectives support an integrated land-use and transportation network, that increases connectivity, accessibility, safety, liveability and reduces environmental impact. This will be achieved through cross-disciplinary policy alignment, taking a mode neutral view of transport infrastructure,

minimising conflict between road users through modal filters, and implementation of measures to address travel demand and shifting travel behaviour. This strategically aligns with the following key documents. A comprehensive list of strategic documents can be found in the appendix.

4.1 National

Transport Outcomes Framework

In March 2020, the Ministry of Transport published the Transport Outcomes Framework, which sets a purpose for the transport system centred around improving the wellbeing of New Zealanders and the liveability of places¹.

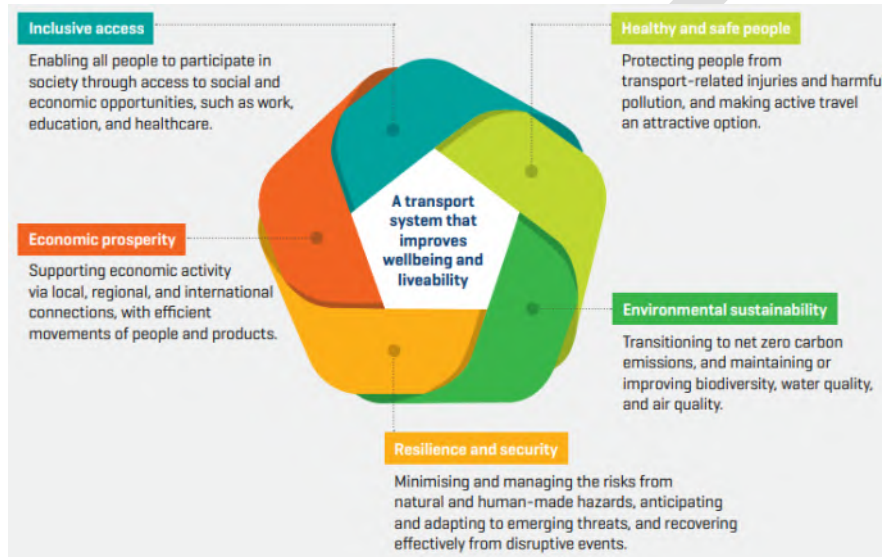


Figure 2 Ministry of Transport, Transport Outcomes Framework (2021)

Government Policy Statement (GPS) on Land Transport 2021/22-2030/31

Considering the 10-year context (2021/22-2030/31), the Government has identified four strategic priorities for land transport investment to best contribute to improving our communities' wellbeing and liveability²:

¹ [Ministry of Transport – Transport Outcomes Framework](#)

² [GPS on Land Transport 2021/22-2030/31](#)

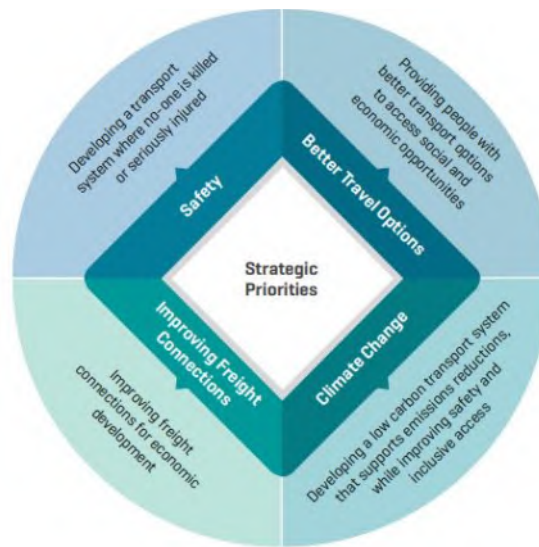


Figure 3 GPS Land Transport (2021)

The recorded speeds on the open road section of SH3 between Hāwera and Normanby were between 80-89km/h. The speed is lower than would be expected on an open road and this is a likely reason that the crash history is lower than expected. Increasing the volume of turning traffic is likely to increase injury crashes in this area as intersection type crashes are more likely to be harmful at these speeds.

Within Normanby, the posted speed is 70km/h and the median speed recorded was 68km/h. This is higher than it should be for a rural town and is a risk for urban type traffic, especially pedestrians and cyclists.

Some significant safety benefits can be derived from a speed limit change in this area, especially supporting a safe crossing point for Normanby School.

Road to Zero - Speed and Infrastructure Programme (SIP)

Our Road to Zero vision is 'a New Zealand where no one is killed or seriously injured in road crashes'. In the short to medium term, our target is to reduce road user death and serious injuries by 40% by 2030. The Speed Management and Infrastructure Strategic Model aims to account for approximately half of the 40% national DSI target (approx. 600-650 DSIs saved). It is estimated that this will require an investment of approximately \$5bn over the 10-year period. The modelling is based on robust international evidence on how effective some interventions are, and the best gains can be achieved by infrastructure improvements and effective enforcement, alongside safer speeds, safer vehicles, and deterring high-risk behaviours.

Based on the above modelling, the Road to Zero Strategic Speed and Infrastructure Programme (SIP) outlines an optimised programme of individual elements (projects) prioritised based on DSI saved per \$100m:

- More than 2,300 primary and supporting safe system intersection treatments.
- 1,000 km of median barriers on rural corridors and roadside barriers where practicable.
- More than 7,000 km of roads with a lower speed limit.

The strategic programme has been developed to determine the level of investment necessary to achieve this level of DSI reduction by assessing the corridors and intersection level of risk and assigning an optimised treatment philosophy and an indicative level of investment. As the strategic programme has been developed at a strategic level to provide indicative interventions and estimates, the project team is required to ground truth this to establish the deliverability of the interventions and costs within the programme

The SH3 SIP from New Plymouth to Hāwera is aimed at reducing deaths and serious injuries along this route in line with the above model, with the primary safety treatment being median barriers. Currently the

route has been split into New Plymouth to Egmont Village, which has a well-advanced design, and Egmont Village to Hāwera, which is still in the feasibility phase. The impetus for the safety interventions is to minimise DSI due to the open road and high-speed nature of the route. The northern section of the route was split out as there was an opportunity for earlier implementation, with interventions along the rest of the route now being investigated. The plans for the section between Normanby and Hāwera are under review based on the information received during the strategy meeting and the Agency has already made some alterations to suit the intended land usage in the area.

Speed Management

Speed limits will be set using the newly developed Speed Management Framework. This is a new process to support road controlling authorities with setting new speed limits and takes a whole-of-network approach where decisions about safety-related infrastructure improvements and speed limit changes are made together. The speed management framework delivers part of the Road to Zero 2020-2022 action plan which sets us on a path to achieve Vision Zero, a vision where no one dies or seriously injured in road crashes.

Generally, the speed is often mismatched to the road environment on both rural roads and the urban network. Over time, these speed limits will be addressed in a coordinated way in South Taranaki in conjunction with Waka Kotahi and the neighbouring district councils.

Currently, the recommendations for the section of SH3 between Hāwera and Normanby is for the speed limit to reduce to a more urban speed from the current 50km/h limit to the Kerry Lane intersection and reduce to 80km/h from Kerry Lane to Normanby. Normanby itself is recommended for a speed limit of 40-50km/h to better reflect its current use. The above speeds are initial recommendations and do not take into account planned or proposed development beside or along the road.

The mean operating speed is 70km/h at the southern end of the section of SH3 and it raises to 80-88km/h on the northern section past Kerry Lane. This indicates that some efforts are recommended to slow the perception of the appropriate speed in the area. This could be through measures that create more friction or tighten up the road environment and/or changes to the road itself through interventions such as threshold treatments or changing intersection formation.

As noted above, Normanby is recommended for a 40-50m/h speed limit due to the general urban nature of the activities. In Normanby however, the mean operating speed is over 60km/h due to the wide road and the lack of development on the rail line side. There is also community segregation caused by the rail line and SH3. Addressing the school crossing in Normanby could influence the speeds through the community.

School Speed Management

All schools in New Zealand are being reviewed for speed management changes and are currently being prioritised at the moment. The initial prioritisation is shown in the map below and does not necessarily represent the actual priorities of the roll-out.

Normanby School has been included and is being considered for a 30km/h variable limit along with most of the other urban schools. The rural schools would usually have a variable 60km/h limit.

4.2 Regional – Taranaki Regional Council (TRC)

The Taranaki Regional Council has several documents and policies that identify the key issues with land transportation, goals, and proposed actions on how to achieve their goals.

Regional Land Transport Plan for Taranaki

The Regional Land Transport Plan for Taranaki³ identifies six issues and challenges:

1. Ensuring a regionally and nationally **integrated transport network**
2. **Facilitating growth and economic development**

³ [Regional Land Transport Plan for Taranaki](#)

3. Reducing the **safety** risk on Taranaki's transport network
4. Maintaining and improving **accessibility and travel options** throughout the region
5. Ensuring **network resilience and responsiveness** in the context of internal and external pressures
6. Reducing negative **environmental and community impacts** arising from transport.

Taranaki Regional Public Transport Plan

The Taranaki Regional Public Transport Plan⁴ aims to address the following key problems:

- The ease of driving and high car ownership in the region along with general low profile and (legacy) low perception of public transport is leading to a decline in patronage growth from those that have their own vehicles
- Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.
- The current car focused investment model in provincial areas is leading to a suboptimal transport system that does not effectively integrate public transport.

Taranaki Regional Council Long Term Plan

The Taranaki Regional Council Long Term Plan⁵ outlines Taranaki's response to promoting wellbeing outcomes including:

- Connected Taranaki – focusing on physical and technological infrastructure
- Prosperous Taranaki – the economic measures underpinning Future Taranaki
- Secure and Healthy Taranaki – elements of a safe, healthy, friendly community
- Sustainable Taranaki – focusing on environmental factors

4.3 Local - South Taranaki District Council (STDC)

South Taranaki Long Term Plan

South Taranaki aims to be the most liveable district and STDC have a number of reasons they believe it is. The Long-Term Plan⁶ outlines the vision and community priorities for the district, and these are summarised below.

Vibrant – A vibrant and creative district that celebrates diversity and has strong relationships with Iwi/Hapu.

Together – A District with healthy, safe, resilient, informed, and connected people.

Prosperous - A prosperous District with a sustainable economy, innovative businesses, and high-quality infrastructure.

Sustainable – A sustainable District that manages its resources in a way that preserves the environment for future generations.

⁴ [Taranaki Regional Public Transport Plan](#)

⁵ [Taranaki Regional Council Long Term Plan 2021/2031](#)

⁶ [STDC Long Term Plan](#)



Figure 4 Community priorities of the STDC Long-Term Plan

Hāwera Town Centre Strategy and upgrades

The Hāwera Town Centre Strategy⁷ and upgrades⁸ have focused on assisting the community to generate a vibrant and economically sustainable town centre attracting new residents, businesses, and visitors.

The town centre upgrades include streetscape improvements, raised pedestrian crossings, pedestrian thoroughfares, landscaping, and seating to create a seamless environment between historic and redeveloped areas along Nelson Street, Korimako Lane, Campbell Lane, and Countdown. The upgrades will reduce speed and increase pedestrian safety.

South Taranaki District Council Environment and Sustainability Strategy

The South Taranaki District Council Environment and Sustainability Strategy⁹ outlines four goals STDC want to achieve by 2051 including planning for, and respond to, the impacts of climate change through emissions reduction, mitigation, and adaption plans.

As a community leader, Council will use this Strategy to drive improvements in environmental sustainability across their organisation and District, so that together they can move towards a more resilient, low emissions, environmentally healthy and sustainable future.

5.0 Current situation

5.1 Transport System

Walking, Cycling and Public Transport

Walking and cycling network

The Council's walking network consists mainly of footpaths around Hāwera and Normanby. There are no dedicated cycle lanes and cyclists must share the road within the two towns. There is a combined walkway/cycleway between the towns, via Glover and Ketemarae Roads and a short walkway from Gladstone Street to Scott Street in Hāwera. The combined walkway/cycleway along Denby Road from South Road to Waihi Beach is almost entirely outside the Strategy area.

SH3 creates severance issues for people walking and cycling east-west in the area and north-south in Hāwera, which is exacerbated by inter-regional freight movements.

⁷ [Hāwera Town Centre Strategy](#)

⁸ [Hāwera Town Centre upgrades](#)

⁹ [STDC Environment and Sustainability Strategy](#)

Walking and cycling catchments

The walking and cycling isochrone maps below depict the areas around Hāwera and Normanby that can be accessed within a 15-minute walk or bike ride.

It should be noted that these maps indicate time to travel this distance by these modes and does not recognise whether there are safe or efficient connections. It should be noted that the 2022 Resident Satisfaction Survey indicated that 81 percent of respondents are satisfied with footpaths, however 28 percent feel there are not enough footpaths, or the footpaths are not sufficient¹⁰.

Based on this feedback, there are items included in the action plan to address concerns for those using the footpaths, and to ensure as the demographics of South Taranaki change over time, that residents of all ages and abilities can safely and easily walk to their destinations.

“Many of the footpaths around the town need repair / replacement. There are portions of the concrete lifting in many places where tree roots have grown under the paths. This is a serious health & safety issue for pedestrians.”

– Resident Satisfaction Survey Respondent

[Figure 5](#) shows the town centre of Hāwera is accessible within a 15-minute walk so those that live within this area or travel into this area can easily access services and amenities by walking. It also shows that many trips within Hāwera, including those to most of the schools and key destinations such as the racecourse, could be made by bike.

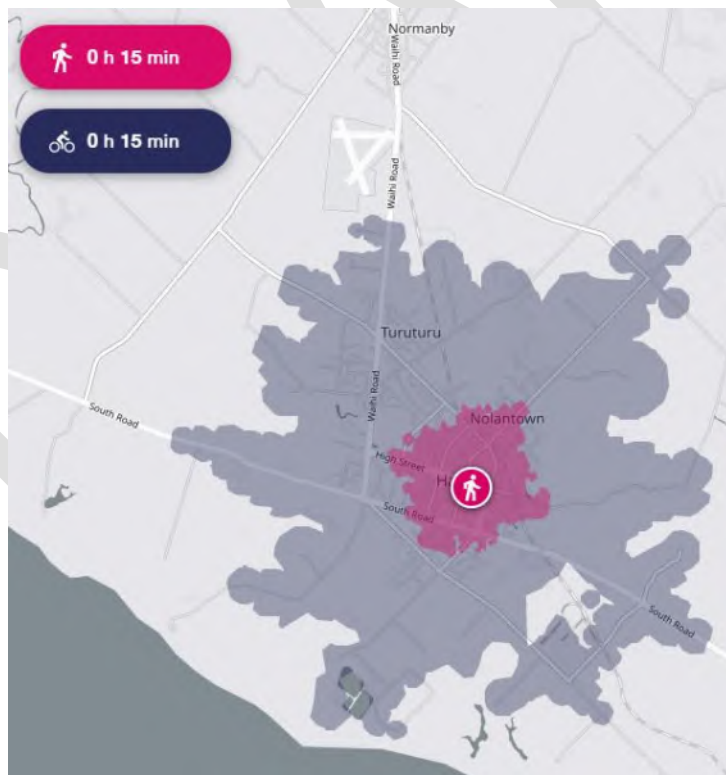


Figure 5 15-minute walking and cycling catchments from Hāwera

¹⁰ [2022 Resident Satisfaction Survey](#)

Normanbys' built environment stretches along the State Highway, resulting in a more linear form. The town centre however is quite accessible by walking and is also within cycling range of many the planned lifestyle subdivisions, the business park, and the racecourse.

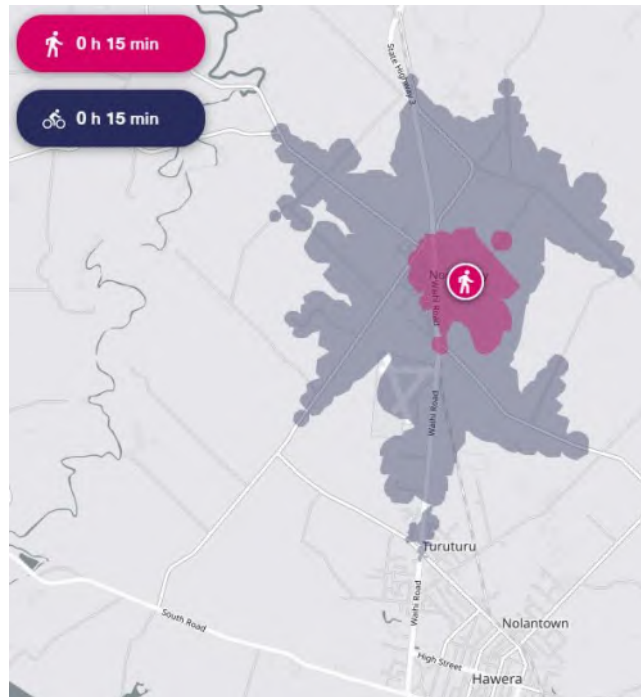


Figure 6 15-minute walking and cycling catchments from Normanby

Regional Public Transport

The Taranaki Regional Council provides three regional bus services that serve South Taranaki:

- The Connector Bus – one early service from Opunake to New Plymouth via Hāwera and three Hāwera to New Plymouth services during the day, as well as three New Plymouth to Hāwera services and one late afternoon New Plymouth to Opunake service.
- Southlink – one return service from Waverley to Hāwera each Tuesday and Thursday, and the Tuesday service links with the Connector Bus.
- Direct return service from Opunake to New Plymouth every Friday.

The Intercity bus service runs four days per week (Saturday, Sunday, Tuesday, and Wednesday) between New Plymouth and the southern boundary of the District, as part of its inter-regional service. There is one north-south bus in the morning and one south-north bus in the afternoon.

Road network

The South Taranaki Road network is primarily made up of local roads, with SH3 and SH45 providing access to and from key destinations such as New Plymouth and Stratford to the north and Whanganui and Palmerston North to the south.

SH3 is a vital link to key destinations, and it connects all the communities along it. It carries commuters to work, children to school, milk tankers, agricultural vehicles and logging trucks and it also links tourists to several Taranaki sights.

SH45 connects Hāwera to New Plymouth along the west coast via Opunake, Rahotu and Pungarehu..

South Taranaki District Crash History

Since 2017, there have been 16 fatal crashes, 97 serious injury crashes, 312 minor injury crashes and 634 non-injury crashes reported in the South Taranaki Region. These crashes resulted in 24 fatalities and 109 serious injuries in South Taranaki. This list includes the crash near Waverly that resulted in seven fatalities. Deaths and serious injuries are split between state highways and local roads reasonably evenly.

There are approximately 4.3 fatalities per year on average in the region, which puts South Taranaki at a level over double the nationwide average and indicates that road safety is a significant issue in the District when compared with the rest of the country. This data supports the perception of some residents who feel the roads are unsafe, as indicated by 11 percent of respondents in the Resident Satisfaction Survey.

Broadly, the fatal and serious crashes in the region are loss of control types (56%) or head on crashes (9%) which is typical for a rural road network such as South Taranaki.

SH3 Hāwera to Normanby Crash History

Since 2017, there has been one serious injury crash, six minor injury crashes, and 11 non-injury crashes reported on the section of SH3 from north of the Glover Road roundabout to the 100-70km/h speed limit change north of Normanby.

The serious injury crash involved a pedestrian within Normanby along with one of the minor injury crashes. The remaining minor injury crashes relate to traffic movements, such as rear end collisions with queued traffic or parked vehicles. There was one head-on resulting in a minor injury crash. A summary of the movements is shown in the table below.

Table 1 Crashes on SH3: North of Glover Road intersection to North side of Normanby (2017- May 2022)

Movement codes categories	Crash Severity			
	Serious Injury Crash	Minor Injury Crash	Non-Injury Crash	Total
Head On Crash		1		1
Lost Control / Straight Road			3	3
Obstruction		1	2	3
Other Pedestrian	1			1
Overtaking			3	3
Pedestrian Crossing Road		1		1
Rear End Crash		2	2	4
Same Direction Turning		1		1
Crossing - One Turning			1	1
Totals	1	6	11	18

The crashes for this section of SH3 are shown below in [Figure 7](#).

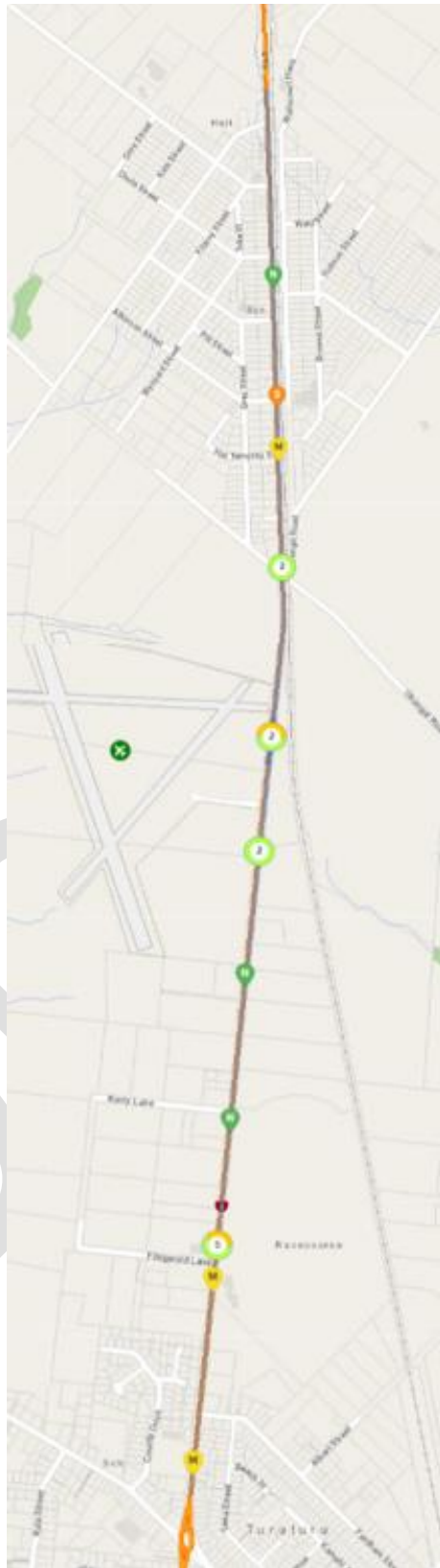


Figure 7 Crash data on SH 3

Heavy vehicle counts

Waka Kotahi gathers traffic information across our network and [Figure 8](#) below shows the locations of our counting sites in South Taranaki.

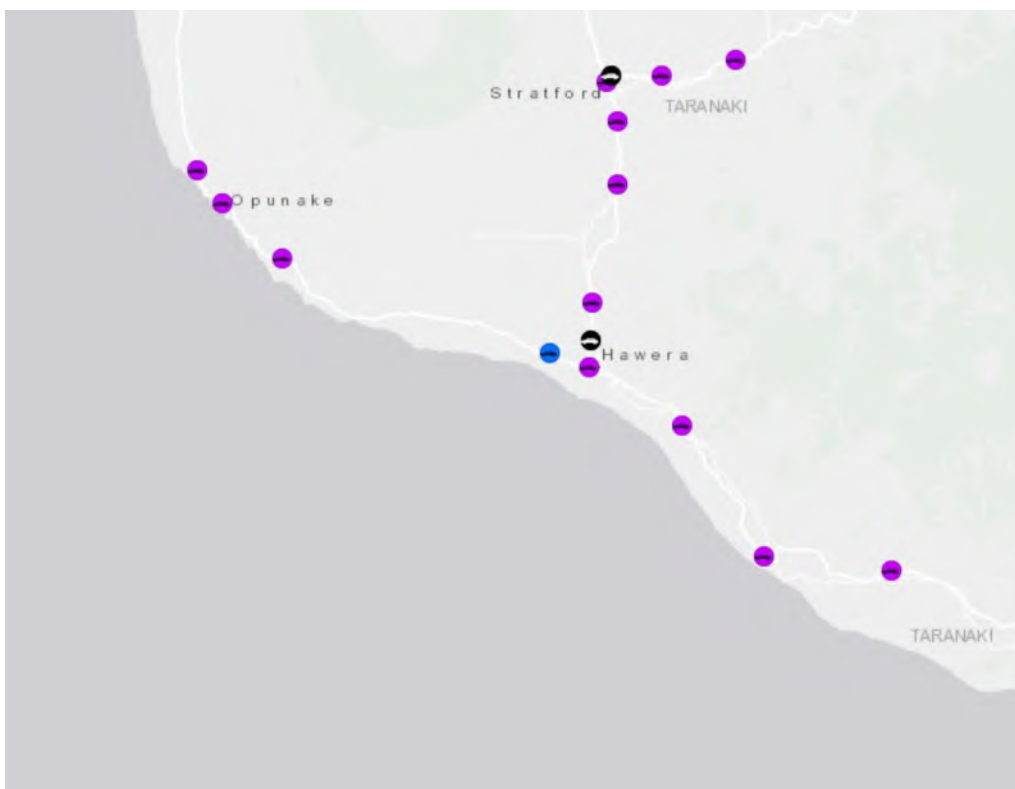


Figure 8 locations of our counting sites in South Taranaki

The table following shows the traffic volume and percentage of heavy commercial vehicles at each South Taranaki site.

State Highway	Location	Average Annual Daily Total (AADT)	Percentage heavy Vehicles
SH3	Eltham	7,994vpd	10.10%
SH3	Normanby	6,844vpd	12.10%
SH3	North end Hāwera	9,986vpd	9.90%
SH45	West of Hāwera	4,008vpd	11.00%
SH45	Pihama	1,152vpd	9.90%
SH45	Opunake	2,717vpd	4.10%
SH45	Opua Road	1,505vpd	8.40%
SH3	Mid Hāwera	5,633vpd	6.70%
SH3	Manawapou River	4,064vpd	16.20%
SH3	Patea	4,751vpd	10.60%
SH3	Waverley	3,673vpd	24.90%

The traffic volumes are what would be expected in a rural region such as South Taranaki.

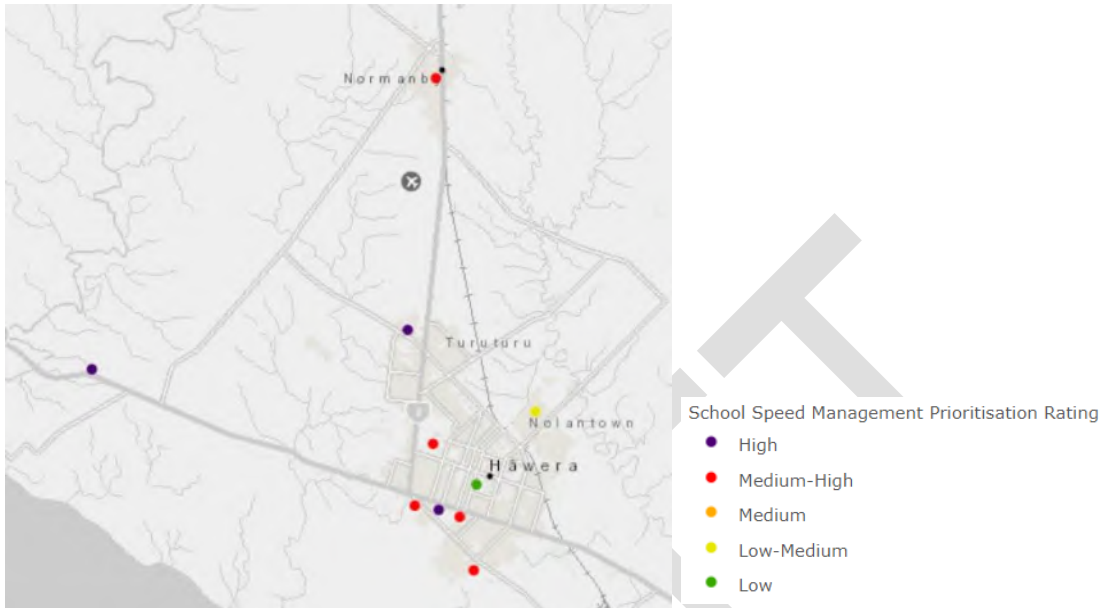
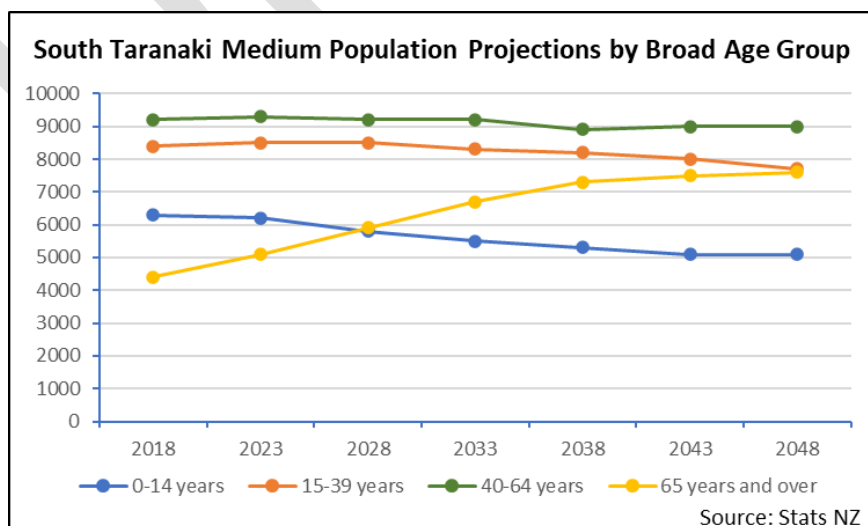


Figure 9 School speed management prioritisation

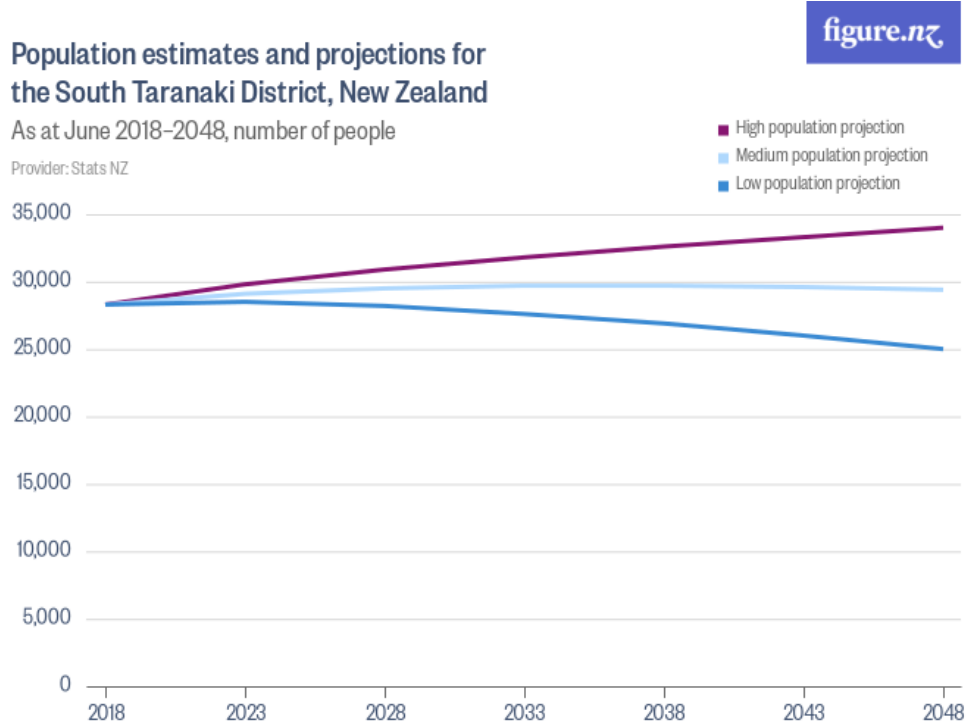
Since many of the schools in Hāwera are in the urban environment, there is an opportunity to shift students to active modes with appropriate infrastructure improvements, behaviour change, and information provision.

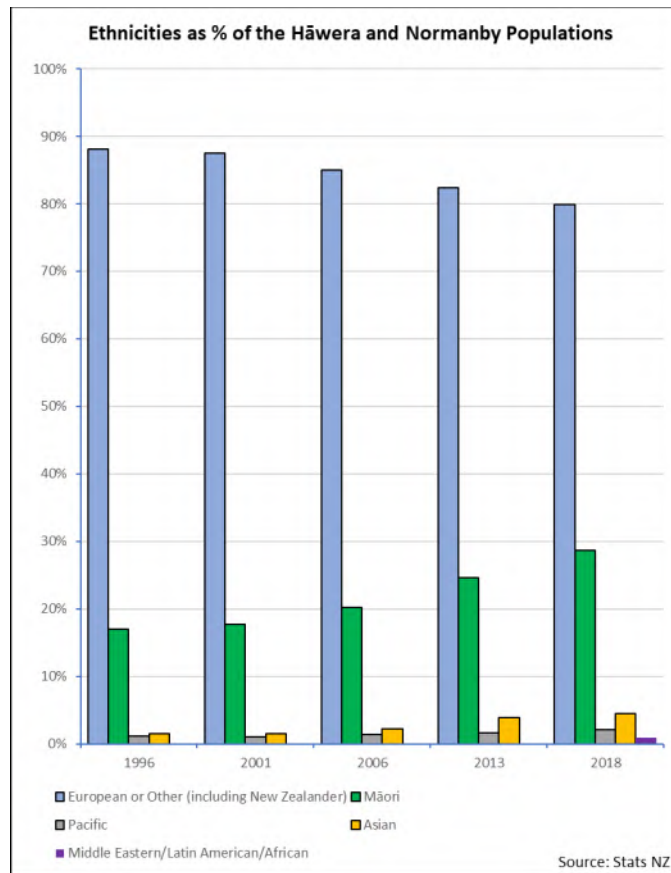
65.2 Demographics

Ageing population



Population projections indicate that the population in South Taranaki is ageing and by 2048 it is expected that those aged 65 and over will nearly double. This will result in an increase in the portion of the population with mobility issues, which requires STDC to consider a more comprehensive walking and cycling network and an increase in the use of universal and step-free design. Taking an all ages and abilities approach to walking and cycling connectivity would support children travelling to school by active modes as well as provide the mobility impaired with the ability to age in place and remain a vital part of the social fabric of the community by encouraging exercise and social interaction.





Living Options

Hāwera North (Business Park) consists of 67Ha (plus) of mixed commercial and industrial zones. Hāwera is experiencing rapid urban growth and is currently home to approximately 10,170 people. It has the biggest population in South Taranaki and is the biggest town between New Plymouth (population of 75,000) and Whanganui (population of 41,000).

Council has recently conducted an assessment on urban growth by calculating the amount of infill subdivisions that could happen across the residential zones of Hāwera. Based on this assessment, there could be approximately 10,518 new residential allotments due to the current property sizes and the minimum lot size of 400m² set by the District Plan. This statistic could be higher due to intensification and the ability to create smaller lot sizes in the Residential – Intensification zone. This statistic does not include any proposed or future subdivisions that may occur on the outskirts of the residential zone.

5.3 Current travel behaviour

Travel to work

Most trips made in the Hāwera-Normanby area are by driving private vehicles and company vehicles, even though 84 percent of people living in this area also travel in this area for work. Of those travelling outside the Hāwera-Normanby area, Eltham is the top destination.

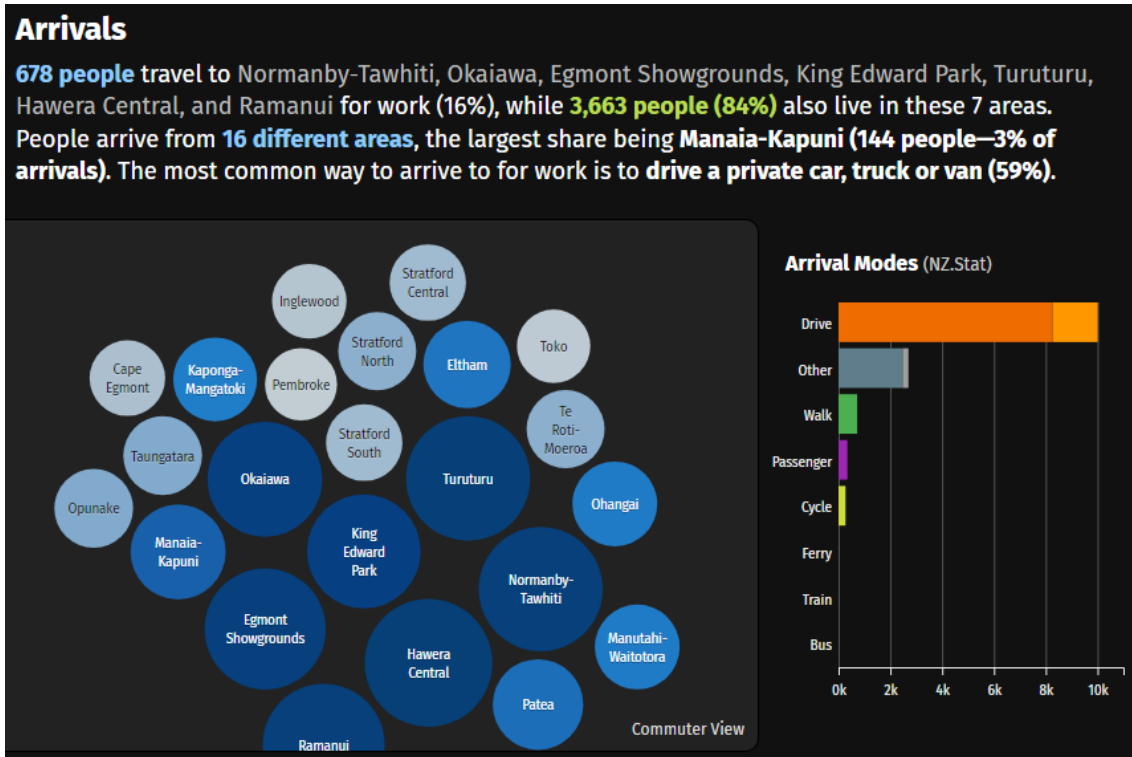


Figure 10 Commuter Waka data

It should be noted that nearly 6 percent travel to work by walking, which is above the national average. This is a good indication that walking is seen as a viable mode of travel to work, which could be a solid foundation for increasing walking trips.

Cycling to work is below the national average which is already quite low and indicates an area for improved connectivity and levels of service to improve real and perceived safety.

Additional travel to work data can be found in the [Appendix 1 – Workshop Report](#)

[Report - STDC and Waka Kotahi - Hawera to Normanby Corridor Workshop - 2022-06-16.docx \(sharepoint.com\)](#) in the appendix.

Travel to School

Similar to the travel to work data, most students, particularly younger ones, travel to school by car, truck, or van. It should be noted that there appears to be an increase in walking, riding the bus and cycling to school from students as they move from the 5-9 age group to the 10-14 age group. As they move into the 15-29 age range, there is a shift back to travelling to school by vehicle and a significant drop in those cycling to school.

Additional travel to school data can be found in the [Appendix 1 – Workshop Report](#)

[Report - STDC and Waka Kotahi - Hawera to Normanby Corridor Workshop - 2022-06-16.docx \(sharepoint.com\)](#) in the appendix.

Access to vehicles

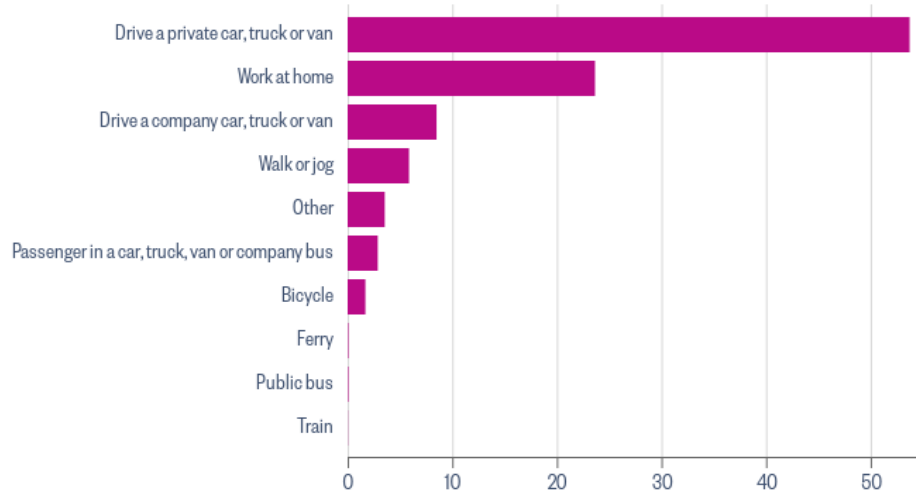
Nearly 6 percent of household have no access to a vehicle in South Taranaki. In a rural community this means there are a number of transport disadvantaged residents with few or no options of making much needed trips. This further supports the need for an all ages and abilities walking and cycling network.

Main means of travel to work for people living in the South Taranaki District, New Zealand

2018 Census, % of employed people aged 15+

Provider: Stats NZ

figure.nz

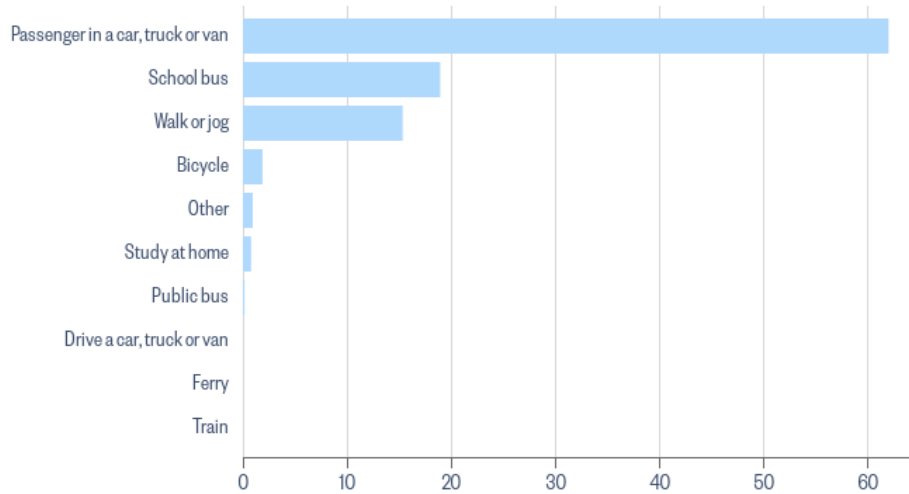




Main means of travel to education for students aged 5-9 in the South Taranaki District, New Zealand

2018 Census, % of people within age group who are studying

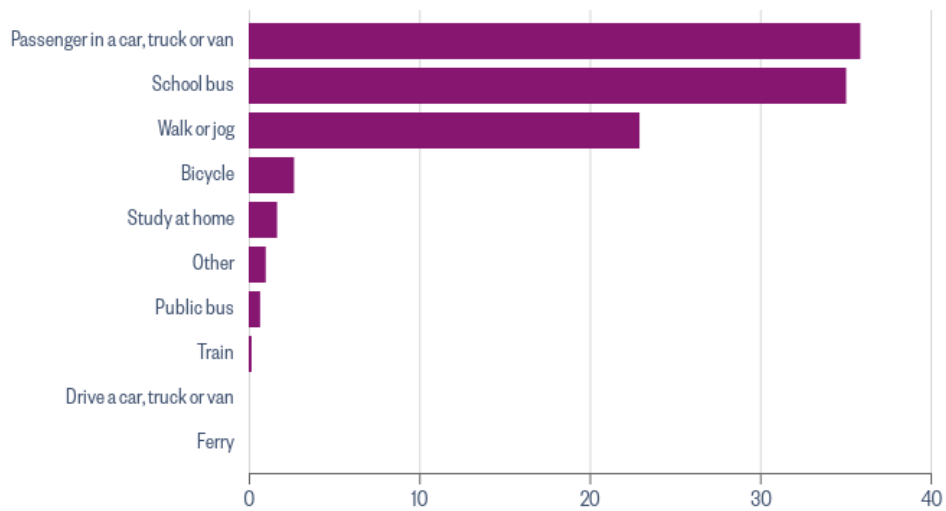
Provider: Stats NZ



Main means of travel to education for students aged 10-14 in the South Taranaki District, New Zealand

2018 Census, % of people within age group who are studying

Provider: Stats NZ

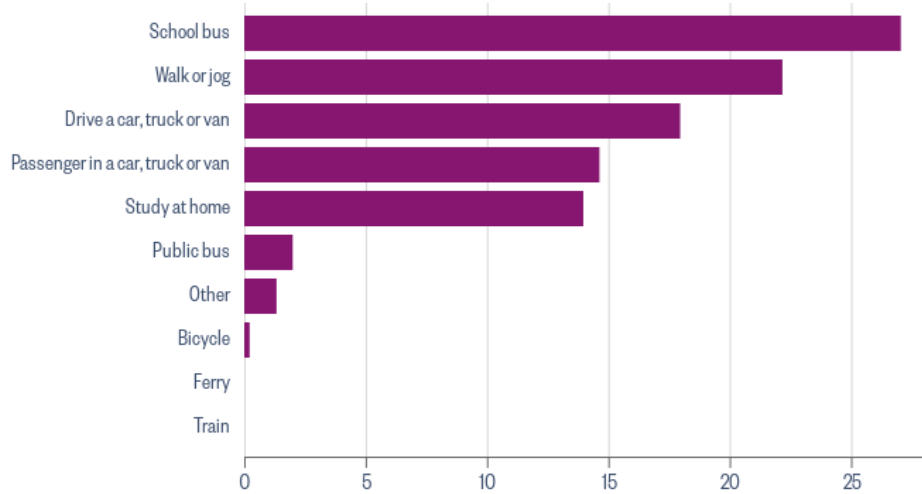




Main means of travel to education for students aged 15-29 in the South Taranaki District, New Zealand

2018 Census, % of people within age group who are studying

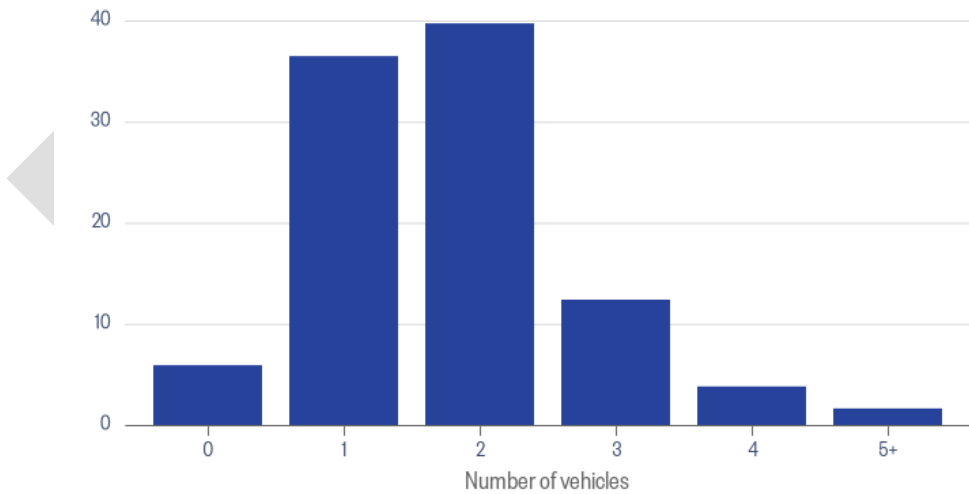
Provider: Stats NZ



Motor vehicles available for use by households in the South Taranaki District, New Zealand

2018 Census, % of households where information available

Provider: Stats NZ



6.0 Opportunities and Challenges

The opportunities and challenges that have been identified as part of this integrated strategy are discussed below.

6.1 Identifies Growth Areas

Council has two areas where growth is enabled through structure plans that sit as par tof the District Plan. The Hāwera West Structure Plan allows for urban growth in Hāwera and has planning controls around how development can look in this area. Structure Plans can create homes for residents, urban growth, job opportunities and sustainable development. This strategy will inform changes to these areas.

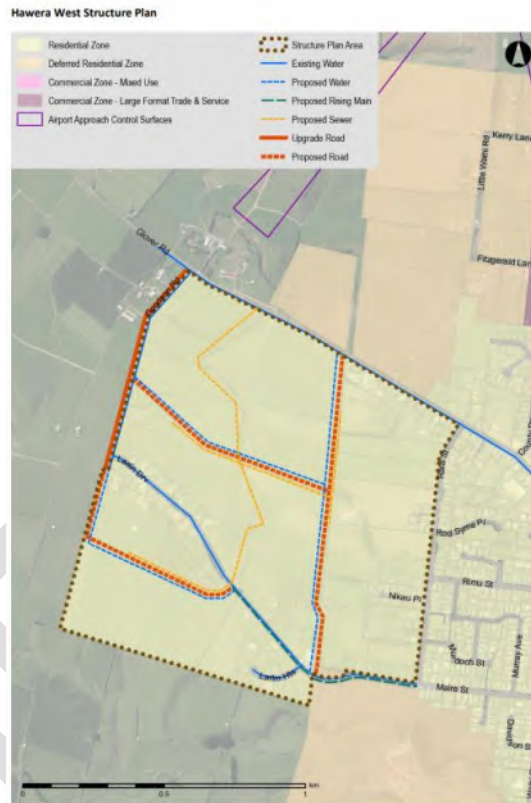


Figure 11 Hāwera West Structure Plan

The Hāwera North Structure Plan allows for commercial and industrial development on the eastern side of Waihi Road (State Highway 3) and both sides of Ohangai Road and extending to Normanby. Rapid growth in both of these structure plan areas has been a key driver in the development of this strategy.

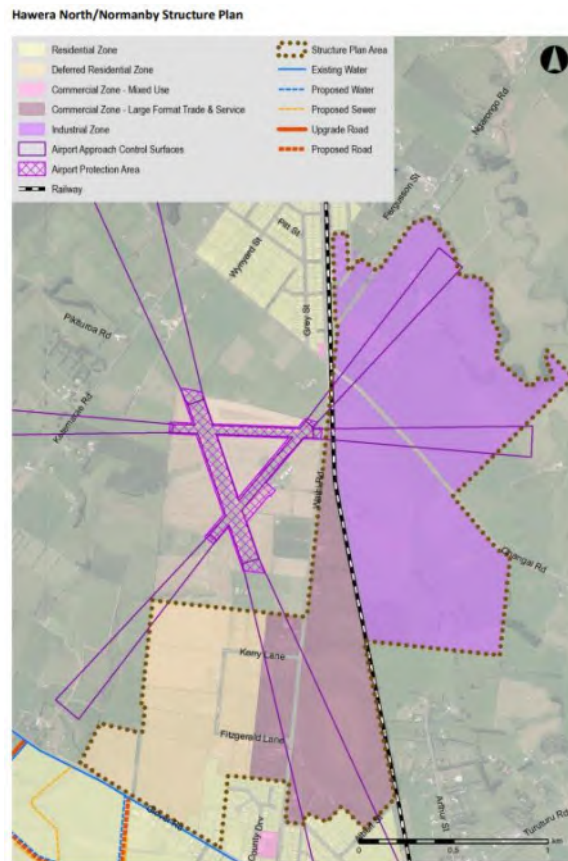


Figure 12 Hāwera North Structure Plan

The strategy will inform and guide sustainable transport, connection links and safety improvements in and around the structure plan areas.

6.2 South Taranaki Business Park

STDC is in the process of establishing the South Taranaki Business Park on the western side of Waihi Road, between Hāwera and Normanby. The Hāwera Business Park will provide jobs, opportunities and bring businesses into the District, which will boost its economic development and attract more people to the area. It has been identified in the feasibility assessment that the Business Park will create 80+ business opportunities for Hāwera.

The South Taranaki Industrial Park Initial Business Case and Feasibility Report¹¹ in 2019 to assess the demand for commercial and industrial zoned land. The report concluded that there was a significant demand for commercial and industrial zoned land, and it also identified the western side of State Highway 3 (Waihi Road) was the most suitable location for this type of development. Council proposes to implement the Business Park in a three-stage approach from 2021 – 2027, with Stage 1 and 2 happening simultaneously. \$15 million has been assigned to the development of the Business Park in the 2021-31 Long-Term Plan to install infrastructure.

¹¹ [South Taranaki Industrial Park - Initial Business Case and Feasibility Report](#)



Figure 13 The proposed stages of the South Taranaki Business Park

STDC aims to protect and promote the surrounding businesses and organisations that operate from the Hāwera to Normanby corridor (Hāwera Aerodrome and Hāwera Racecourse).

The benefits of the South Taranaki Business Park include but are not limited to:

- Creating the opportunity for a high-tech industrial hub
- Creating new employment opportunities
- Attracting new investment to the District
- Create a stronger local focus on business and foster a more collaborative business community
- Allow local people to get work in their local area
- Transportation improvements
- Community importance and connectivity.

As the business park progresses, STDC and Waka Kotahi need to ensure a safe, efficient and sustainable environment is maintained on the state highway, ensure walking, and cycling connections provide a means of travel for staff other than private vehicles, to reduce Vehicle Kilometres Travelled (VKT) and transport emissions.

6.3 Other Opportunities and Challenges

Schools

There are ten schools in Hāwera and Normanby that range from primary to secondary:

- Hāwera Primary School
- Ramanui Primary School
- Tawhiti Primary School
- Turuturu School
- Normanby Primary School
- St Joseph's School Hāwera

- Te Kura Kaupapa Māori o Ngāti Ruanui
- OneSchool Global Hāwera Campus
- Hāwera Intermediate School
- Hāwera High School

In 2023, Hāwera Intermediate will merge with Hāwera High School to become Te Paepae o Aotea and will educate children between years 7 – 15. Safe and practical access to all schools is required to ensure safety for the youth across Hāwera and Normanby. A number of these schools are located on or near State Highway 3 or primary collector roads, which means that alternative transportation may already be available along these routes.

Many of the schools in Hāwera are accessible by walking and cycling for those who live in the urban area; however, safety improvements may be required to improve the real and perceived safety of younger generations using these modes. School travel plans including education, incentives, activities, and information provision would further encourage uptake of active modes for kids travelling to school. There should be safe routes to all local schools to try and limit the need for driving students across Hāwera to attend education. This will allow for sustainable outcomes as well as health, safety, and wellbeing.

There is a OneSchool Global Hāwera Campus located on Fitzgerald Lane, which is within the South Taranaki Business Park. The Hāwera campus is one of 120 campuses across 20 countries and students from all over Taranaki travel to attend the school. It is not a designated site or owned by the Ministry of Education as it is privately owned and operated. The development of the South Taranaki Business Park means extra care will need to be taken when implementing land use planning, spatial planning, and transport planning, to ensure the school can continue to operate in the commercial/industrial area and people can travel to and from work safely.

Homes and residential development

Residential development across the Hāwera and Normanby areas has been occurring rapidly and the South Taranaki District Council is expecting approximately 1400 new residential allotments and 80+ business opportunities through residential development and subdivisions. A recent subdivision granted at the end of 2021 was the Longview Subdivision on Turuturu Road, Hāwera. It will create 266 residential sections with roading connections and a reserve. Larger scale residential subdivisions are becoming increasingly popular in the Hāwera area because of the housing demand and urban growth. STDC has created the Hāwera West Structure Plan to enable residential development and a section of the Hāwera North Structure Plan will also have a residential component.



Figure 14 Longview Subdivision Scheme Plan

Hāwera is the only town in the South Taranaki District to have a residential intensification zone which allows for more compact residential development. The Intensification Zone is shown in the highlighted yellow colour on Figure X which surrounds the heart of the Hāwera township. The Intensification Zone shows the higher population areas in Hāwera which have access to stores, medical centers, and other facilities. Residential Intensification is an aspiration of central government due to residential capacity requirements and the speed urban growth is occurring across the entirety of New Zealand.

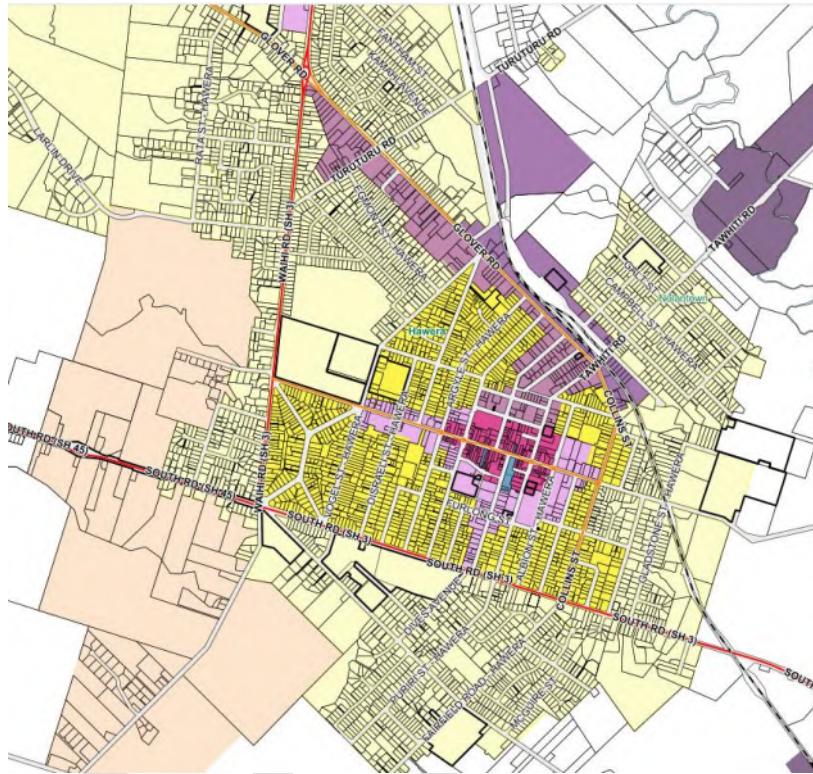


Figure 15 Zoning of Hāwera

As residential development increases in the area STDC and Waka Kotahi should work together to mitigate negative impacts. Examples of negative effects that may occur because of urban growth and development are reverse sensitivity on health from road noise, congestion, safety effects on transport users and effects on hard infrastructure and services. The aspirations of Waka Kotahi and STDC are to promote and provide a safe and practical transportation system to ensure walking and cycling connections are available to provide a means of travel other than private vehicle to reduce Vehicle Kilometres Travelled (VKT) and transport emissions.

Businesses

Hāwera is experiencing rapid amounts of urban growth, which can trigger new employment opportunities and stronger economic communities. There are businesses throughout Hāwera and there is a range of retail, hospitality, commercial and industrial companies across the town. A well-functioning economy contributes to the ‘most livable district’ motto and provides benefits for the residents within Hāwera. STDC and Waka Kotahi should work together to ensure that access to the local businesses is safe, user friendly and accessible by different means of transportation to align with the sustainability goals of this strategy.

The businesses located between Hāwera and Normanby may be affected by the development of the South Taranaki Business Park. Many effects are positive as they will be in a commercial and industrial hub that people can access, and economic development and employment rates will increase. For the new businesses, factors such as access, transport, landscaping, and any other effects can be mitigated

through the imposition of conditions (where resource consent has been triggered) and this allows Council to assess environmental effects and mitigate, remedy, or avoid as appropriate.

STDC and Waka Kotahi need to work together to mitigate negative impacts on the transportation system. Businesses that increase demand on the state highway and roads that connect to the state highway should be discussed. Minimising VKT of light vehicles, providing connectivity and access for sustainable modes of travel, minimising conflict between users and ensuring the safety of all road users will be a priority in working through these processes.

Racecourse

The Hāwera Racecourse is home to the Ōpunakē and Egmont Racing Clubs. It is a popular location for the residents in South Taranaki and has a lot of support from the community. The racecourse is located on State Highway 3 and attracts people from outside of the South Taranaki District. Travel planning for events including bus shuttles to the venue, information provision for attendees who wish to travel by bike, and other interventions should be considered to reduce congestion and safety impacts due to increased vehicle travel during these events.

Aerodrome

The Hāwera Aerodrome is an established privately owned airfield and is the only aerodrome in South Taranaki. It is located on Waihi Road (State Highway 3) and can be accessed on Waihi Road (State Highway 3). This section of Waihi Road has a 100km speed limit and is the entrance to the Hāwera Aerodrome is located where the north-bound passing lane runs between Hāwera and Normanby. Currently, there is not a shoulder that people can use to slow down to access the aerodrome. Maintaining safe access to and from the aerodrome is important to STDC and Waka Kotahi and that alternative means of transportation are available to and from the site. The aerodrome is in the north of Hāwera and nearby Normanby which means that locals can take part in community activities and shows through alternative means of transportation.



Figure 16 Entrance to the Hāwera Aerodrome (Google Maps)

Hāwera Town Centre

The Hāwera Town Centre Strategy was adopted in December 2014 and sets out the objectives and policies to create a town center that is vibrant, economically sustainable and attracts new residents,

businesses, and visitors. Since the document was adopted, there have been improvements on Nelson Street, the Hāwera Countdown, Korimako Lane and Campbell Lane, which have all been completed. Council plan to work in partnership with the goals of the Town Centre Strategy to continuously improve the Hāwera town centre to create a space where residents and visitors want to visit frequently. Working alongside Waka Kotahi can ensure that transportation links, access and signage are available and user friendly for people within the Hāwera community and visitors.

Roading Activity Management Plan 2020

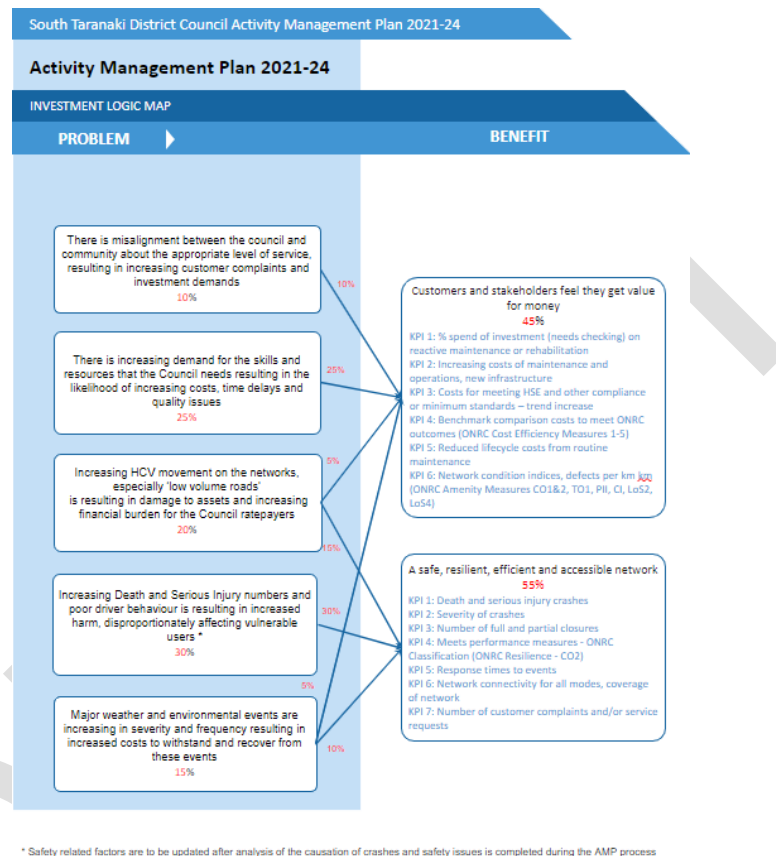


Figure 18: STDC Roding AMP 2020.

The Roding Activity Management Plan is a tool that the STDC roding team use as an investment logic map. This Activity Management Plan was last reviewed in 2020 and identifies roding and problems and benefit.

7.0 Action plan

Improve the internal road network inside the South Taranaki Business Park. Council has programmed work to widen and connection Kerry Lan to Little Waihi Road starting in the simmer of 2022/23.

Council has programmes work to widen and connect Kerry Lane to Little Waihi Roding, starting in the summer of 2022/23. The priority is the highway corridor between Kerry Lane and Fitzgerald Lane to identify any safety hazards and effects that may arise as the South Taranaki Business Park continues to

develop. Council will engage collaboratively with Waka Kotahi to identify the best outcomes for the corridor and all road users.

STDC recommend a staged approach so that realistic and achievable timeframes are put around the development in the corridor. Regular meetings with Waka Kotahi and the Regional Council will be required to keep up to date with the development and actions being undertaken.

Potential quick wins

Consider the location of town boundaries as that will impact form and function, speed, and traffic calming decision-making on SH3 and adjacent local roads

As discussed above, the speed limit reaches 100km between Hāwera and Normanby and this includes a passing lane where overtaking takes place. There are a number of existing businesses, schools, residential homes, and proposed businesses located on this corridor. As part of the upcoming requirement for speed management plans to be undertaken by councils, it is recommended that STDC works with Waka Kotahi to shift the town speed boundaries on SH3 to locations that better suit the form and function. This work will require a staged approach:

1. Speed changes to align with the current built environment.
2. STDC to work with Waka Kotahi to install traffic calming measures in the urban areas to further reduce speeds, potentially Low-Cost Low Risk (LCLR) through Activity Management Plan (AMP);
3. Integrate this work with the East-West connections to create a cohesive speed environment; and
4. Ongoing review and continuous improvement of the corridor to ensure an intuitive speed and built environment that matches the form and function.
5. Review the safety of intersections within the Hāwera to Normanby corridor to ensure they are fit for purpose and safe access to connecting roads is achievable.

Increase East-West connections to reduce the severance of SH3 and increase permeability for all modes

While this will be a short-term piece of work, Waka Kotahi encourage STDC to engage in Point of Entry (PoE) discussion to understand next steps and funding pathways. If this PoE occurs prior to mid-2023, the outcome of the discussion (e.g., business case) could be included in the 2024-27 RLTP/NLTP deliberations for consideration of funding.

Conduct a safety review of the network focusing on intersections and consider improvements where appropriate to increase the safety for all users.

While this will be a short-term piece of work, Waka Kotahi encourage STDC to engage in Point of Entry (PoE) discussion to understand next steps and funding pathways. If this PoE occurs prior to mid-2023, the outcome of the discussion (e.g., business case) could be included in the 2024-27 RLTP/NLTP deliberations for consideration of funding.

As this should include providing additional pedestrian crossings in the urban areas, it is possible this could be merged with the East-West connections work, dependent upon Waka Kotahi Investment Advisor decision making.

As well as these quick wins, the suite of actions proposed, lead agencies and timeframes identified is found within the supporting spreadsheet – *STDC Draft Action Plan*.

Measuring progress

STDC recommends that the upgrade of facilities and infrastructure happens in a staged approach. Waka Kotahi and STDC are required to set a clear plan that identifies what the priorities are, the ideal timeline and budget for the proposed work.

An action plan accompanies this strategy which includes a variety of activities, timing of actions, responsibility, and potential funding options.

High-level potential KPI's have been included in the action plan, however detailed KPI's, baseline measures and targets should be created by STDC.

References

National

- Ministry of Transport: [Transport Outcomes Framework](#) (2020)
- [Government Policy Statement on Land Transport 2021/22-2030/31](#) (2020)
- Waka Kotahi NZ Transport Agency: [Arataki – Our plan for the transport system 2021-31](#) (2020)
- Ministry for the Environment: [Aotearoa New Zealand's First Emissions Reduction Plan](#) (2022)
- [Road to Zero – NZ Road Safety Strategy 2020-2030](#)
- Waka Kotahi NZ Transport Agency: [Keeping Cities Moving – a plan for mode shift](#) (2019)
- Waka Kotahi NZ Transport Agency: [TOITŪ TE TAIAO - Our Sustainability Action Plan](#) (2020)
- Waka Kotahi NZ Transport Agency: Walking & Cycling: National Walking and Cycling Plan

Regional

- [Regional Land Transport Plan for Taranaki](#) (2021)
- [Taranaki Regional Public Transport Plan](#) (2020)
- [Regional Walkways and Cycleways Strategy for Taranaki](#) (2007)
- [Taranaki Regional Council Long Term Plan 2021/2031](#) (2021)

Local

- [STDC Long Term Plan](#) (2021)
- [STDC Environment and Sustainability Strategy](#) (2021)
- [South Taranaki Industrial Park - Initial Business Case and Feasibility Report](#) (2019)
- [Hāwera Town Centre Strategy](#) (2014) and [upgrades](#) (2018-19)

Appendix 1 – Workshop Report

[Report - STDC and Waka Kotahi - Hawera to Normanby Corridor Workshop - 2022-06-16.docx \(sharepoint.com\)](#)

The next 4 pages are excerpts from the 'South Taranaki Industrial Park – Initial Business Case and Feasibility'



4.1 INVESTMENT LOGIC MAP

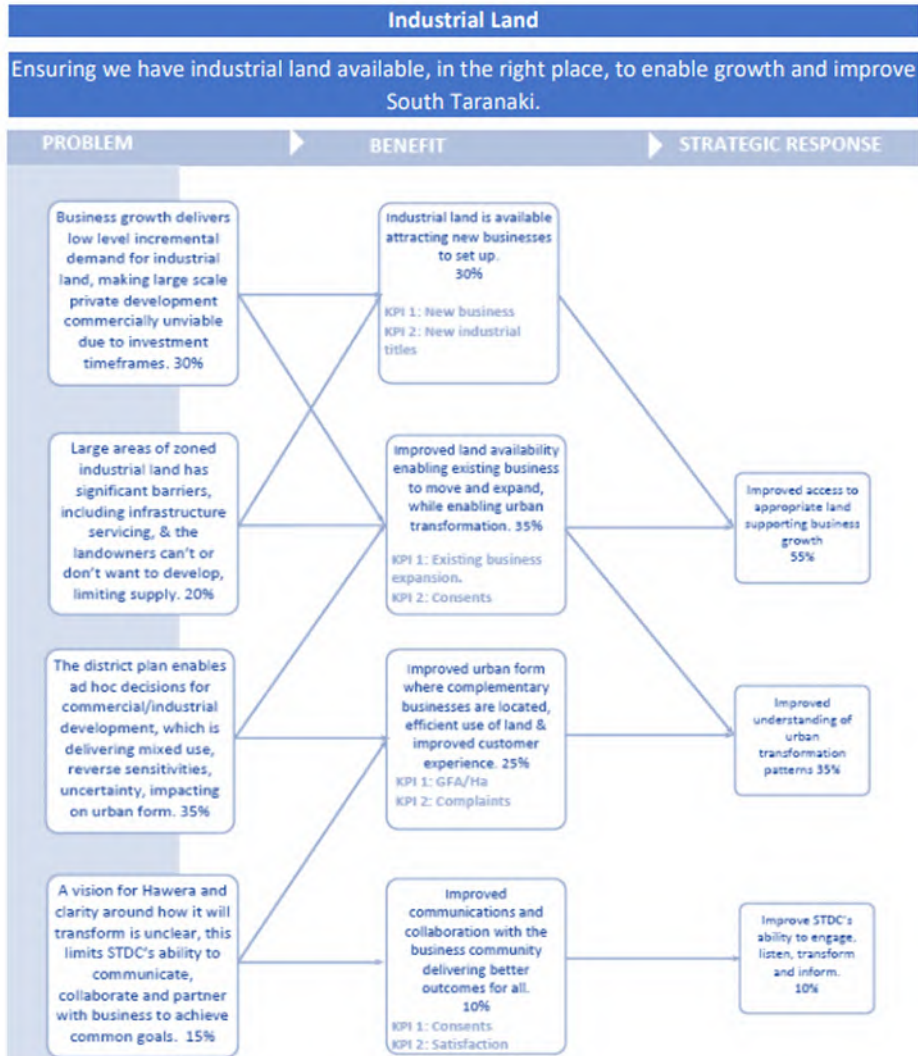
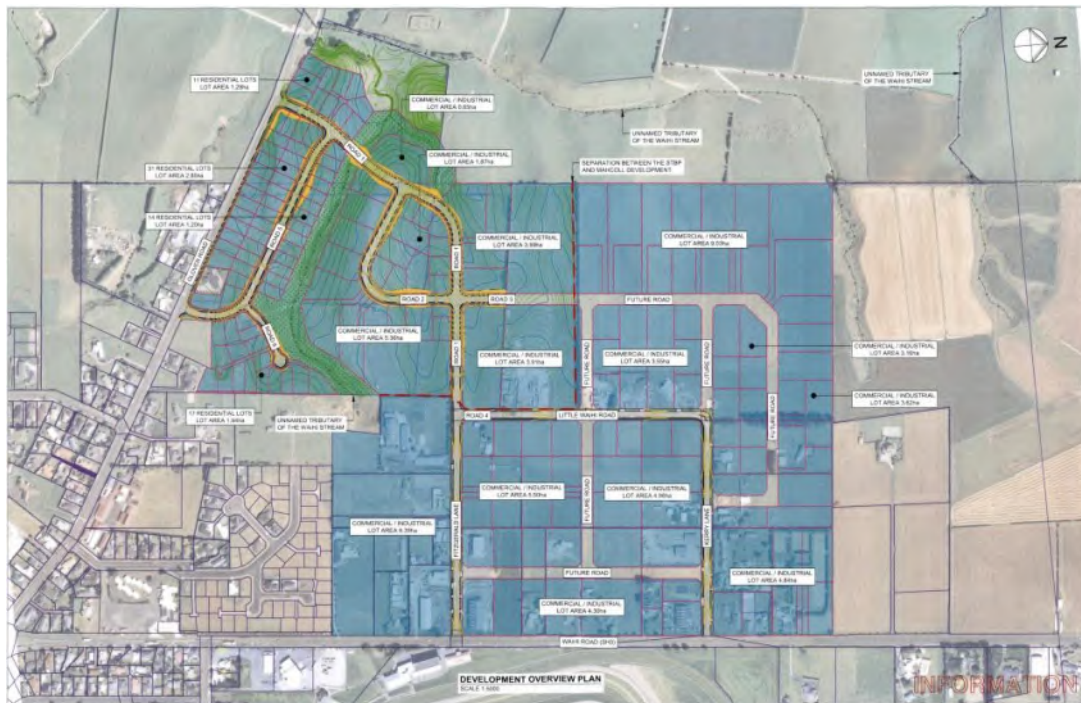


Figure 2: Investment Logic Map

Initial Hypthetical Market-Led Development



Current Market-Led Development



CONCLUSION AND RECOMMENDATIONS

This initial business case has confirmed the strategic case for South Taranaki District Council enabling the development of an industrial business hub in order to increase economic growth and diversify the economy that is heavily reliant on two primary industries, being oil & gas and dairy. This is also strongly supported by key stakeholders, Iwi, business community and the general community.

Our assessment of the current market indicates that there is a limited supply of industrial land to support growth of local businesses and attract new industry to the region. Whilst demand is also low, this is mostly due to an undersupply of suitable industrial land, low confidence in council processes and an unclear long-term vision for land use in the district. Overcoming these barriers to investment is likely to result in increased demand for industrial land.

As outlined within the report, there are indirect and direct interventions that can be undertaken by STDC to facilitate an industrial business hub.

Our recommended interventions include:

Indirect Interventions

- ♣ Administering the District Plan closely, engaging and working more collaboratively with the business community.
- ♣ Creating an economic development and regulatory-solutions focused role dedicated to working with the business community and key stakeholders.
- ♣ Development of a Spatial Plan for Hawera to improve collaboration with the community and provide a clear vision of where the district is heading. Direct Interventions
- ♣ Option 8 – The Waihi Road Mixed Use Area
- ♣ Option 11 – The Racecourse

In this instance, these two options are preferred because they are located next to each other, have the best characteristics for industrial land, and considered to deliver the best outcomes for South Taranaki. These options also provide for various delivery models, allowing STDC the option to participate directly in a development, have partial involvement through a JV / PPP or let the market deliver an industrial development directly.

Whilst the above recommendations are considered to be the best way forward in facilitating an industrial business park within the South Taranaki Region, the level of demand in the region is unlikely to support a viable development when analysed on a traditional commercial basis. Notwithstanding, enabling existing businesses to grow and attracting new businesses to the region will have wider benefits for the economy and community which are not reflected in a traditional commercial feasibility. Further understanding the wider benefits to the regional economy and assessing viability on a more holistic basis will be essential to success of an industrial park for STDC.

In addition to the above, further investigation into reducing capital cost to STDC through avenues such as PGF funding, development contributions for cost recovery from the private market and providing incentives to occupiers increase demand and therefore reducing holding costs will also be key to achieving a successful outcome whilst reducing risk and cost to STDC.

NEXT STEPS

The next steps in delivering the recommended direct interventions is to undertake a Detailed Business Case to further investigate the viability and suitability of these options for redevelopment. A detailed Business Case would include (not limited to):

- ♣ Develop a Spatial Plan for Hawera.
- ♣ Form an industrial land development working group comprising of key landowners in the Waihi mixed-use area, the racecourse, NZTA, and Venture Taranaki.
- ♣ Analysis into the economic impact an industrial business park will have on the local economy and community. Whilst a development may not be viable on a commercial basis, the wider benefits need to be understood to determine the viability from the overall perspective of STDC.
- ♣ Assess capacity of existing infrastructure to determine scale and scope of upgrades and how these can be staged. Consideration into development contribution policy that will allow the some or all of the cost of infrastructure to be recovered by private developers.
- ♣ Assess regulatory pathway to rezoning Waihi Mixed-use Area and Racecourse to industrial and 74 Turuturu Road to residential.
- ♣ Interrogate options for delivery structure that can including but not limited to:
 - Private market led development
 - Partial Council involvement – JV / PPP
 - Council direct involvement – CCO / CCTO
- ♣ Refine costs and assumptions adopted within the preliminary feasibility based on preferred delivery models. Can involve options to assist with understanding delivery models.
- ♣ Further engagement with stakeholders, Iwi, businesses and community.
- ♣ Feasibility analysis for the preferred options tailored to represent an investment case structure and illustrate investment performance indicators.
- ♣ Recommendations on preferred way forward.
- ♣ Outline development programme and next steps for delivery of an industrial park.



Date: 7 December 2023

Subject: **Government Policy Statement on Land Transport 2024 – Submission and Future Change**

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

Document: 3229427

Purpose

1. The purpose of this memorandum is to:
 - seek formal endorsement from the Committee of the submission on the draft *Government Policy Statement on Land Transport 2024/25-2033/34 (Draft GPS 2024)*;
 - note that the recent change in Government will bring some challenges while new transport priorities are established.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum titled, *Government Policy Statement on Land Transport 2024 – submission and future change*
- b) endorses the submission to Te Manatū Waka Ministry of Transport on the draft *Government Policy Statement on Land Transport 2024/25-2033/34*
- c) notes the recent change in Government means the draft *Government Policy Statement on Land Transport 2024/25-2033/34* will be revised in line with the incoming Government's land transport priorities
- d) supports the drafting of a welcome letter to the incoming Minister of Transport which outlines key matters for consideration as the revised *Government Policy Statement on Land Transport 2024/25-2033/34* is prepared
- e) provides direction to staff as to the contents of the welcoming letter to the incoming Minister of Transport.

Background

2. Item 8 of the 6 September 2023 meeting provided the Committee with information on the Ministry of Transport's consultation on the draft GPS 2024. The previous memorandum and background documents can be accessed [here](#).

3. As agreed at that meeting, a high-level submission was prepared by officers based on guidance received from the Committee, and submitted by the due date of 15 September 2023.
4. This item firstly seeks to formalise endorsement of that submission, and then outlines what the recent change in Government will mean for finalising a GPS 2024.

Issues

5. The Committee needs to determine whether it is prepared to retrospectively approve the submission made on the draft *Government Policy Statement on Land Transport 2024/25-2033/34*.

Discussion

6. A copy of the submission is appended to this memorandum.
7. In brief, the submission:
 - Supported the proposed strategic priorities, and the addition of specific reference to regional development.
 - Supported the priority of reducing emissions, and outlined specific submission points to assist that goal.
 - Welcomed the structure of Activity Classes remaining largely consistent from GPS 2021; along with the one new addition of a specific Activity Class for Inter-regional Public Transport.
 - Submitted that both the Coastal Shipping and Rail Network Activity Classes need greater investment in order to achieve the stated strategic priorities.
 - Supported the renewed emphasis on maintaining assets and services and enhancing resilience, recognising recent flood and weather-related recovery efforts. Strong support too for 'building back better' rather than the previous funding policy constraint of 'replace like with like'.
 - Strongly supported the significant increase in funding, particularly for road maintenance and public transport infrastructure. However, noted strong concern that this increased funding will be inadequate given that surging costs already being experienced will absorb much of the funding increase.
 - Noted that insufficient funding for maintaining adequate levels of service on the region's base road network is a significant and ongoing concern to the Committee. Stressed that local authorities are not being sufficiently resourced to meet base maintenance, and certainly not the new challenges posed by climate change.
 - General support for broadening the remit of the GPS and therefore RLTPs to include other Crown funding sources, along with the acknowledgement that NLTF funding alone is insufficient. However, stressed urgent need for the Government to finally complete a comprehensive review of the future of transport funding to smooth NLTF revenue over a longer period.
 - Welcomed the significant other sources of funding being provided from outside the NLTF (e.g. the Climate Emergency Response Fund), but outlined the challenges brought by contestable funding rounds. Noted the need for clear/fair/transparent processes on how these other funds are distributed, along with more realistic and flexible timelines.

- Strong frustration at lack of progress on addressing the broken funding system, outlining points made in the Ministry in April 2022:
 - The RTC submits that the ‘real’ funding questions should not be limited to RUC considerations. Rather questions should relate to the overall funding system for land transport as a whole. The NLTF is not fit for purpose, barely providing enough to cover what is needed now and is certainly insufficient for covering the transformational change that the Government is proposing. The NLTF needs more funding to achieve the country’s ambitions. RUC is only one part of this revenue system, and the RTC questions why there is no visibility of Waka Kotahi’s wider and long-running review of long term funding for transport.
 - The RTC would like to see analysis and reporting into the amount of RUC and FED collected in the region (that is, from vehicles using public roads within Taranaki) relative to the amount spent in the region through the NLTF. The RTC believes there may be merit in an operational system where the collection of RUC revenue is able to be better assigned to the region that was impacted on by the travel, but there is currently insufficient information available to determine this.
 - Funding for the land transport system overall requires substantive change.
- The Committee noted concern about massively increased costs for traffic management around roadworks. While the original intent of such national requirements was to improve safety, an imbalance has unfortunately resulted - to the extent that higher project costs and process inefficiencies are prohibiting completion of planned works.

Change in Government will bring change to GPS also

8. The recent change in Government will almost certainly result in a new GPS for the 2024-27 period.
9. The large amount of work required to revise documents such as the GPS to the changed priorities of a new government direction is challenging, and a new GPS is unlikely until April 2024 at the earliest.
10. Development of draft RLTPs is well underway around the country, with most planned for consultation in the first quarter of 2024 in order to meet the national deadline. These incompatible timeframes mean that RLTPs will struggle to be fully consistent with a new GPS that is only in development. This is not a new situation for the Committee, and preparing the RLTP will proceed as planned with the best efforts of officers navigating this uncertainty.
11. Ministerial announcements on 24 November 2024, saw Simeon Brown announced as the new Minister of Transport. Of note, he holds Local Government among his other ministerial portfolios.
12. At the Committee’s meeting of 6 September 2023 it was agreed to send a letter to the (then) Minister of Transport. The intent being to formally endorse the additional sources of funding being provided, but also outline challenges with processes/expectations of contestable funding such as Transport Choices. Competing workloads and the nearness of the General Election meant it was considered more appropriate to draft a letter for the incoming Minister.

13. It is therefore recommended to draft a welcome letter to the incoming Minister of Transport, to outline those points above and other key matters for consideration as the revised *Government Policy Statement on Land Transport 2024/25-2033/34* is prepared.
14. Guidance is sought from the Committee on the matters to include in this first letter from the Committee to the new Minister of Transport.

Options

15. The options are:
 - (a) Provide retrospective endorsement of the submission prepared and submitted to the Government on the 15 September 2023. The preparation of the submission is in line with the contents overview endorsed by the Committee at the 6 September 2023 meeting.
 - (b) Amend the submission and request staff to submit an updated submission to the Government.
16. Option (a) is recommended. The contents of the submission align with the recommendation endorsed by the Committee on 6 September 2023. If Option (b) is endorsed staff will provide an updated submission that includes any agreed amendments.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

19. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.
20. Involvement of Māori in transport planning matters remains limited, though officers are constantly seeking ways to improve this situation.

Community considerations

21. 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

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

Appendices/Attachments

Document 3206133: [Submission on Draft GPS 2024](#)



15 September 2023
Document: 3206133

Draft GPS2024 consultation
Ministry of Transport
PO Box 3175
WELLINGTON 6140

Via email to GPS@transport.govt.nz

Tēnā koutou katoa

Submission on Draft GPS 2024

Introduction

The Taranaki Regional Transport Committee (RTC) appreciates the opportunity to provide Te Manatū Waka Ministry of Transport (the Ministry) with feedback during its consultation on the draft *Government Policy Statement on Land Transport 2024/25-2033/34* (Draft GPS 2024).

The Committee makes this submission in recognition of:

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

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

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

Strategic priorities

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- Builds on the strategic priorities of GPS 2021, including supporting improved transport choices, improving safety, improving freight connections and reducing the impact of transport on our environment.
- The six strategic priorities are equally weighted, so will not have the overarching Climate Change focus originally presented through early engagement at the start of 2023.
- Regional development has been elevated, so that the GPS no longer focuses solely on urban development.

Specific submission points:

- Supports the strategic priorities outlined in Draft GPS 2024, noting that these align well with Taranaki's current RLTP 2021, and its draft mid-term review for 2024
- Strongly supports the addition of specific reference to regional development so that this important area is not forgotten with so much focus on Tier 1 and 2 urban centres.
- Specifically supports the priority of reducing emissions, which aligns with and supports the second of three headline targets in the RLTP 2021 (for increasing mode shift), and note that the Taranaki Regional Council will shortly be consulting on Better Travel Choices for Taranaki which aims to support a step change in mode shift in the region away from private vehicle use, where possible.

Activity Class structure and funding allocation

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- The Activity Class structure remains largely consistent from GPS2021, other than the addition of the Inter-regional Public Transport Activity Class, and how Safety is incorporated.
- The new Inter-regional Public Transport Activity Class is essentially setting aside funding for long-distance public transport (dominantly Te Huia and the Capital Connection) which will be key to reducing emissions in the long term. It is expected that this Activity Class will also provide seed funding (mainly for business case development) for potential new services to come forward, be they extensions to existing services or new ones. The RTC notes that Taranaki has signalled investigations into inter-regional public transport (particularly with the Horizons region) within its draft Regional Public Transport Plan which goes out for consultation shortly.
- Significant additional Crown funding and financing will be injected into the NLTF over 2024/25–2026/27. Broadly facing a \$5b funding gap, which is being addressed in a variety of ways including hypothecation from funds and a loan.
- Proposes a 41% increase in the Road Maintenance Activity Class ranges, and a 50% increase in the Public Transport Services Activity Class ranges. Noting that the percentage changes given for the funding of Activity Classes are based on midpoints of the bands – not on the actual spend.

- The funding increase in the NLTF appears short-term. As increasing maintenance costs continue to affect the delivery of transport projects in the region, an increased share of road maintenance expenditure is needed to support our territorial authorities to deliver the roading improvements that are necessary for the resilience and connectivity of our region.

Specific submission points:

- Welcomes the structure of Activity Classes remaining largely consistent from GPS 2021. Such restructuring tends to add unhelpful layers of complexity to forward planning and monitoring/comparisons.
- Supports the addition of a specific Activity Class for Inter-regional Public Transport. Having a specific framework for signalling/exploring new interregional services is positive. The RTC notes that Taranaki has signalled investigations into inter-regional public transport (particularly with the Horizons region) within its draft Regional Public Transport Plan 2024 which goes out for consultation shortly.
- Strong concerns about the relatively small funding allocation to coastal shipping and rail, which must be adequately funded to secure the national mode shift required of long-distance freight movement to achieve emissions reduction targets. The historic imbalance across freight modes is overdue to be addressed, and this must be part of the urgent actions from the Ministry's recently released Aotearoa New Zealand Freight and Supply Chain Strategy.
- Submits that both the Coastal Shipping and Rail Network Activity Classes need far greater investment in order to achieve the stated strategic priorities 'Reducing emissions' and an 'Integrated freight system'. Freight must logistically be transported via the most carbon-effective mode wherever possible.
- Acknowledgement and support of the proposed record investment in our transport network. Strongly supports the significant increase in funding, particularly for road maintenance and public transport infrastructure. Insufficient funding for maintaining adequate levels of service on the region's base road network is a significant and ongoing concern to the RTC.
- Strong concern that this increased funding will be inadequate particularly since the surging costs already being experienced will absorb much of the increase. And therefore continue to restrict the ability to address ongoing and increasing need.
- Supports the renewed emphasis on maintaining assets and services and enhancing resilience, recognising recent flood and weather-related recovery efforts. Improved maintenance is essential to increase general route resilience and support community connectivity; and securing greater resilience across a number of routes is more effective than 'gold-plating' just a few routes – nature does not allow us to adequately predict exactly where severe weather impacts will be felt next.
- Strong support for 'building back better' rather than the previous funding policy constraint of 'replace like with like' which is illogical when faced with the multifaceted challenges of climate change.
- Our transport system must be resilient enough to endure the challenges of natural hazards and extreme weather events and ensure that both people and goods can continue to move

easily in and through our region. Local authorities are not being sufficiently resourced to meet these challenges.

Funding sources now and in future

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- The Draft openly broadens the remit of the GPS and therefore RLTPs to include other Crown funding sources, along with the acknowledgement that NLTF funding alone is insufficient.
- Rising costs, insufficient maintenance, and inadequate funds are recurrent and increasingly strident themes throughout RTC meetings, RTAG meetings and community feedback.
- Ability to raise the local share continues to be an issue in Taranaki, as throughout the country.
- Significant and ongoing concern at the widening funding gap between available revenue in the traditional NLTF and what is required just to keep the base transport system going, especially road maintenance.
- Remains a need to draw alternative sources of funding for the foreseeable future, particularly while supporting a decarbonised transition.

Specific submission points:

- General support for broadening the remit of the GPS and therefore RLTPs to include other Crown funding sources, along with the acknowledgement that NLTF funding alone is insufficient.
- While the increases in funding are supported, strong concern remains on why the system itself has not been addressed to properly operate without needing such high debt-loading to 'plug gaps'.
- Concern about the need for debt funding, the levels of debt proposed over the next three years, and question how that debt will be serviced, especially given the limited revenue streams for the NLTF.
- We emphasise the urgency for the Government to complete a comprehensive review of the future of transport funding to smooth NLTF revenue over a longer period of time.
- Concern that the level of debt incurred may lead to increased pressure on local and regional councils to increase their funding shares for public transport services, new and improved local roading projects, improving resiliency of local transport networks and maintaining existing local roads – further overextending the already constrained financial environments in which territorial authorities are operating.
- Welcome and endorse the significant other sources of funding being provided from outside the NLTF (e.g. the Climate Emergency Response Fund), but need clear/fair/transparent processes on how these other funds are distributed, with more realistic timelines. Contestable funding rounds, which may be short-term in nature and rushed in process, place unnecessary pressure on already stretched staff resourcing. They can also add complexity and overtaking of project prioritisations, which is at direct odds with the intent

of the strategic regional long-term planning sought through RLTP processes. They also often require additional public consultations which are outside of usual planning cycles – leading to community confusion and engagement fatigue.

- Timing constraints around contestable funding rounds, such as Transport Choices, provide significant additional challenges. The substantial additional funding is needed and strongly supported. However the project designs must be right, and it takes time to do this with the community. There should be flexibility around implementation deadlines, so optimal use is made of such funds to achieve the long-term outcomes sought.
- In considering the current constrained funding environment and as the uptake of electric vehicles increases, we endorse a future where all road users – including electric vehicle users – are paying their fair share to use the road. We support road user charges (RUC) for all car users, and encourage moving towards universal road pricing schemes that are implemented through a lens of equity and fair use to avoid exacerbating existing social inequalities. In addition to increasing the spending power of the NLTF, such a move would also support RLTP objectives to reduce vehicle kilometres travelled and encourage mode shift in the region.

Frustration at lack of progress on addressing broken funding system

- The RTC notes its submission to the Ministry in April 2022 on the discussion document *Driving Change: Reviewing the Road User Charges System*. It is disappointing that key submission points made then apparently remain unanswered 17 months later. These submission points remain core matters so are noted again below:
 - The RTC submits that the ‘real’ funding questions should not be limited to RUC considerations. Rather questions should relate to the overall funding system for land transport as a whole. The NLTF is not fit for purpose, barely providing enough to cover what is needed now and is certainly insufficient for covering the transformational change that the Government is proposing. The NLTF needs more funding to achieve the country’s ambitions. RUC is only one part of this revenue system, and the RTC questions why there is no visibility of Waka Kotahi’s wider and long-running review of long term funding for transport.
 - The RTC would like to see analysis and reporting into the amount of RUC and FED collected in the region (that is, from vehicles using public roads within Taranaki) relative to the amount spent in the region through the NLTF. The RTC believes there may be merit in an operational system where the collection of RUC revenue is able to be better assigned to the region that was impacted on by the travel, but there is currently insufficient information available to determine this.
 - Funding for the land transport system overall requires substantive change.

Strategic Investment Programme

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- The Strategic Investment Programme (reflecting Roads of National Significance by another name) is new, and has a primary focus on roading and state highways.

- It sets out a series of projects the Government has identified as strategically important to Aotearoa New Zealand's transport system in the coming decades.
- This Strategic Investment Programme sits inside the NLTf, so the funding for those projects is already within the Activity Class bands of the GPS (though it is not clear what years the implementation are assigned to). These projects have been recommended by the Government to Waka Kotahi for inclusion in the State Highway Investment Proposal. There is not a requirement / directive that these are included, but a clear steer as to what Government think should be. So, while funding has been assigned in the draft GPS against these suggestions, any decisions rest with the Waka Kotahi Board.

Specific submission points:

- Given the strategic priority of reducing emissions and the importance of reducing VKT to achieve national and sub-national emissions reduction targets, the RTC suggests that the Strategic Investment Programme should consider how the strategic projects identified could affect transport emissions and VKT on completion, and (where applicable) comment on how any projected increase in emissions or VKT would be mitigated. Furthermore, the RTC submits that the Strategic Investment Programme should give more consideration to projects that are of strategic importance to emissions reduction and mode shift away from private vehicle use.

Emissions reduction

Specific submission points:

- Concern that the Draft GPS 2024 does not reflect the level of urgency and ambition that is necessary to set land transport on the trajectory to achieving national and sub-national emissions reduction targets.
- Welcome the increased NTLF funding towards public transport, but submit that investment in active modes and public transport needs to be boosted further – and consistently over the full period of the NTLF programme – to enable regions to take stronger action that encourages mode shift away from private vehicle use. More investment is needed to provide alternatives to private vehicle use that are safe, convenient, and reliable, with capacity that meets demand.
- There are a suite of travel demand management (TDM) tools that can reduce VKT and emissions, and that greater emissions reduction impacts will be achieved when multiple TDM tools are leveraged together. The RTC recommends that the Draft GPS 2024 signal the essential role that travel demand management initiatives will play in supporting the nation to achieve emissions **reduction targets**. By comparison, the GPS 2021 included a more detailed discussion of the importance of TDM, and the variety of interventions that can be used to manage travel demand. We recommend that the GPS 2024 emphasise that more TDM initiatives are needed to support lasting behaviour change nationwide and regionally, to ensure that the move towards lower-emissions travel choices continues to gain momentum over the long term.
- Emissions from heavy vehicles account for nearly a quarter of the nation's total transport emissions. Inter-regionally, we identify the need for a coordinated strategic approach that accelerates the progress of the future of freight – both to reduce emissions in the freight sector, and to ensure that that modes of freight transport are efficiently integrated and delivered.

Other matters

- The RTC congratulates the Ministry on the format of the Draft GPS 2024 document, which is excellent in terms of clarity of structure, content and readability. We appreciate the efforts that the Ministry has taken to improve the accessibility of the GPS document.
- The RTC takes the opportunity to note concern about massively increased costs for traffic management around roadworks. While the original intent of such national requirements was to improve safety, an imbalance has unfortunately resulted - to the extent that higher project costs and process inefficiencies are prohibiting completion of planned works.

Closing remarks

In summary, the RTC once again thanks Te Manatū Waka Ministry of Transport for the opportunity to provide feedback on the Draft GPS 2024.

We welcome further discussion of this submission should the opportunity arise.

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

Yours faithfully

Cr Alan Jamieson
Chair Regional Transport Committee
Taranaki Regional Council



Date: 7 December 2023

Subject: **Regional Speed Management Plan Development Update**

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

Document: 3229112

Purpose

1. The purpose of this memorandum is to provide an update on speed management planning in the region.

Executive summary

2. Public consultation on the three draft local speed management plans (SMPs) closed on 29 October 2023, with the district councils now undertaking their own consideration processes. The current process timeline is for the final SMPs to be provided to the TRC by 30 April 2024, to be collated regionally for subsequent submission to the Director of Land Transport.
3. However, the recent change in Government brings uncertainty for the future of the new speed management planning framework and related requirements, with the possibility of repeal. On that basis, some organisations have paused or deferred their speed related work programmes until there is greater clarity nationally. An update will therefore be brought to the Committee when more information is available.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum titled, *Regional Speed Management Plan development update*
- b) notes the update provided on speed management planning in the region
- c) notes the new Government may change or repeal the current national requirements around speed management planning, with further information being brought to the Committee when available.

Background

4. The *Land Transport Rule: Setting of Speed Limits 2022* (the Rule), which came into force on 19 May 2022, require each Road Controlling Authority (RCA) to develop a Speed

Management Plan (SMP) that sets a ten-year vision and three-year implementation plan for applying safe and appropriate speed limits throughout their road network. This replaces the previous bylaw process and assigns entirely new regional responsibilities to support these processes.

5. The Committee is currently required to help facilitate the new requirements around speed management planning at a regional level, including providing a platform for regional online consultation, and collating the individual SMPs together to submit for national certification as a region. The Committee’s role is procedural, compiling what is provided and checking for any inconsistent approaches to speed limits being taken across the region.
6. At the 6 September 2023 meeting, the Committee supported the draft local speed management plans in the region, known collectively as the Regional Speed Management Plan (RSMP), being released for consultation with the community.
7. There was region-wide public consultation over a six-week period, from 18 September to 29 October 2023. The TRC facilitated this through a central online platform, while each RCA undertook their own usual community engagement processes during this time.
8. The community were able to engage on all three local draft SMPs at the same time (along with the draft Better Travel Choices for Taranaki) rather than being faced with multiple separate consultations.

Discussion

Current timeline

9. The district councils are now at the stage of considering the submissions received and undertaking their own council consideration and approval processes including hearings and deliberations, and then making any subsequent changes to their draft SMP.
10. The current process timeline (shown below) is for the districts’ to provide their finalised SMPs to the TRC by 30 April 2024, to be collated into a RSMP for subsequent submission to the Director of Land Transport.

Timeline	Step	Summary	Responsibility
by 30Mar2024	Update	RCA's update their draft SMPs.	RCA's 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 30Apr2024	Finalise	SMPs finalised and approved, then provided for RSMP	RCA's 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.
on 13 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
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Potential changes to speed management requirements

11. However, the recent change in Government brings uncertainty for the future of the new speed management planning framework and related requirements, including the possibility of the Rule being repealed.
12. On that basis, a few councils around the country have paused or deferred their speed related work programmes until there is greater clarity nationally. However many other councils are continuing with finalising their SMPs, particularly those proposed speed limit changes that have good community support. The effort and engagement that has already been undertaken in preparing draft SMPs nationally, and regionally, is significant, and regardless of any change brought about from the new government a progressive approach to speed limit reductions is important to achieve a variety of transport outcomes including safety and modal shift.
13. We understand at this stage that all Taranaki Councils are continuing with their SMP work programme, but are briefing their elected members on potential government updates.
14. Given the level of uncertainty, it is helpful that Taranaki already has an approved extension to 30 June 2024, from the nationally prescribed submission deadline of March 2024. The region therefore has some flexibility in awaiting national guidance in this area from the new Government.
15. An update will be brought to the Committee in the New Year when more information is available.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

19. Specific engagement with iwi has been initiated regionally in respect of transport matters, including speed management, though with limited success. At the local level, RCAs are in direct communication with hapū and Marae Trusts regarding specific speed management proposals around marae, kura and kōhanga reo.

Community considerations

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

Legal considerations

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



Date: 7 December 2023

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

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

Document: 3228534

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 the updates and presentation provided by Waka Kotahi New Zealand Transport Agency.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Attachment 1: [Detailed updates - Waka Kotahi](#)

Attachment 2: [Presentation - Waka Kotahi](#)

Taranaki - Regional Updates

7 December 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.

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)	27 Nov - Court hearing regarding Public Works Act and intention to take remaining land (northern property) required for project June 2024 -Tunnel construction commences		<ul style="list-style-type: none"> Project has now inducted almost 800 workers 109,000m3 or 10% of earthworks completed at end of September 2023 2,373 bait stations deployed by pest management team 723 number 1 scores received by regional council for erosion and sediment control Now into second construction season preparing for starts to tunnel and bridge construction next year.
Te Ara Tūtohu: Waitara to Bell Block	\$84m	August 2024- Princess Street roundabout and underpass completion Waitara Road start March 2024		<ul style="list-style-type: none"> Work on Princess Street roundabout and pedestrian and cyclist underpass progressing well. Construction starting on northbound lane, median barrier and stormwater outfall in December. On track for completion mid-2024 Waitara Road roundabout construction due to start March 2024.
Tongapōrutu Intersection Improvements	\$1.6m	Construction complete		<ul style="list-style-type: none"> Defect period finished in May but there are still outstanding defects for contractor to amend. A walk over with the NOC undertaken Oct 2023 Downer will seal the road in Dec 2023.

Taranaki Large Capital Project Updates continued

Activity	2021 – 24 NLTP (\$)	Key date(s)	Status	Commentary
Rapanui Passing Lane	\$8.8m	Construction complete		<ul style="list-style-type: none"> Defect period finished in May but there are still outstanding defects for contractor to amend. Sealing and line marking completed 15 Nov A walk over with the NOC is planned for 27 November Completion anticipated to be awarded 29 November
SH3 New Plymouth To Hāwera	\$190m	Junction St, New Plymouth – started September 2023		<ul style="list-style-type: none"> Works underway at SH3 intersection with Junction St, New Plymouth – including removal of passing lane and installation of median barrier. Work on a roundabout at Mangorei Road will begin early next year, along with installation of flexible median barriers between the SH3 Junction St and Mangorei Road intersections and at sites between Inglewood and Hāwera. Stakeholder engagement underway on roundabout at Egmont Village.

SH3 Te Ara o Te Ata - Mt Messenger Bypass

Project update

- Riparian planting programme is underway immediately to south of project area.
- Now into its second construction season, the project is busy with preparation activities ahead of starting construction on the tunnel in mid 2024.
- The project continues to host a variety of visitors to site, including freight representatives, Ngāti Tama whanau and local media.
- An aerial pest control operation was successfully completed to complement ground-based activities. On the ground, the project's pest management team had deployed 2,373 bait stations by end of September.
- Almost 800 workers have now been inducted onto the project. This includes a cultural induction delivered by the project's iwi partner Ngāti Tama.



SH3/3A New Plymouth to Hāwera safety improvements

Project update

Detailed design

- Detailed design of Egmont Village roundabout to start in December 2023. Stakeholder engagement is underway.
- A procurement strategy is being drafted for Egmont Village to Hāwera section. Going to market for professional services in Jan/Feb 2024 to begin detail design.

Physical works

- Work is underway at the SH3 intersection with Junction St, including removal of southbound passing lane.
- Work on a roundabout at the SH3 intersection with Mangorei Road will commence in early 2024 subject to regulatory approvals and land acquisition.
- Installation of flexible median barriers on SH3 between Junction St and Mangorei Rd will start later this year. Median barrier will be installed at further sites between Inglewood and Hāwera from early 2024.
- We will continue to engage with councils, community and stakeholders about the locations of median barriers and turnaround facilities as we progress detail design.



Works underway

Te Ara Tūtohu: SH3 Waitara to Bell Block

Project update

Princess Street roundabout and underpass

- The retaining walls for the underpass are complete, and work has started on fences and guardrails and the pavement for the path.
- On the southbound lane, the team are close to finishing stormwater works and have started work on the pavement and traffic islands.
- Construction on the northbound lane, median barrier and stormwater outfall will start in early December.
- We are proposing to close SH3 between Nelson Street and Bayly Street and detour traffic through Waitara for two months. This will enable the work to be completed quickly and safely, reducing the amount of time traffic is impacted on this section of highway.

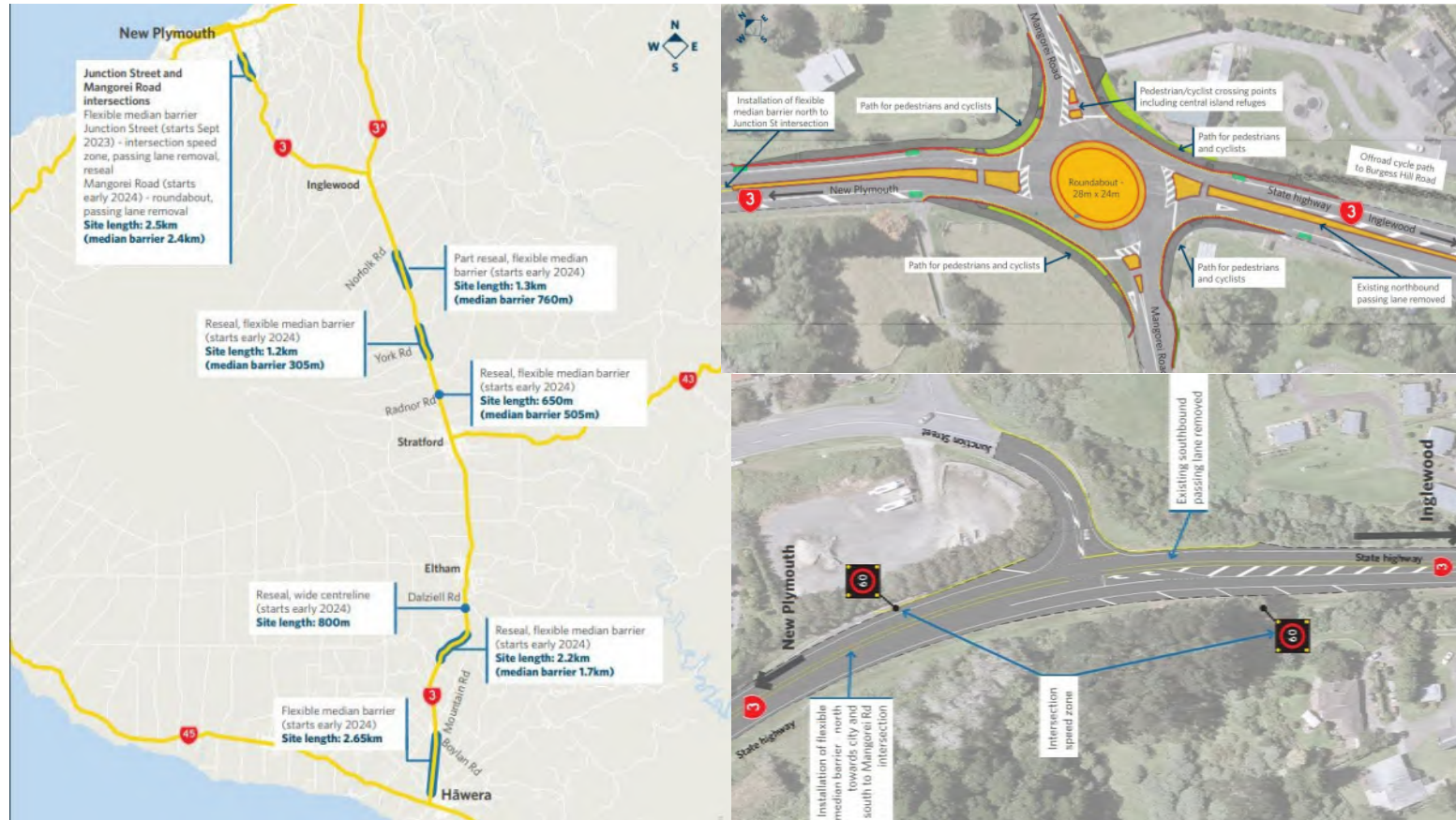
Waitara Road Roundabout

- Construction is due to start in March 2024.



Work underway at Princess Street intersection

SH3/3A New Plymouth to Hāwera safety improvements



Six locations of median barrier - installation to begin Nov/Dec 2024

Mangorei Road roundabout design and Junction Street ISZ extents

SH43 Forgotten World Highway Improvements

Project updates

Sealing of the Tangarākau Gorge

- Work to seal the remaining 10 km section of the unsealed road through the Tangarākau Gorge got underway in October 2023 and is progressing well.
- Drainage and retaining wall works are currently being completed with sealing scheduled to start Jan 2024.
- Target completion date Dec 2024.
- The work is being completed under full road closures between 9am-12pm and 1-3pm Monday to Friday.



Work underway in the Tangarākau Gorge

SH43 Forgotten World Highway Improvements

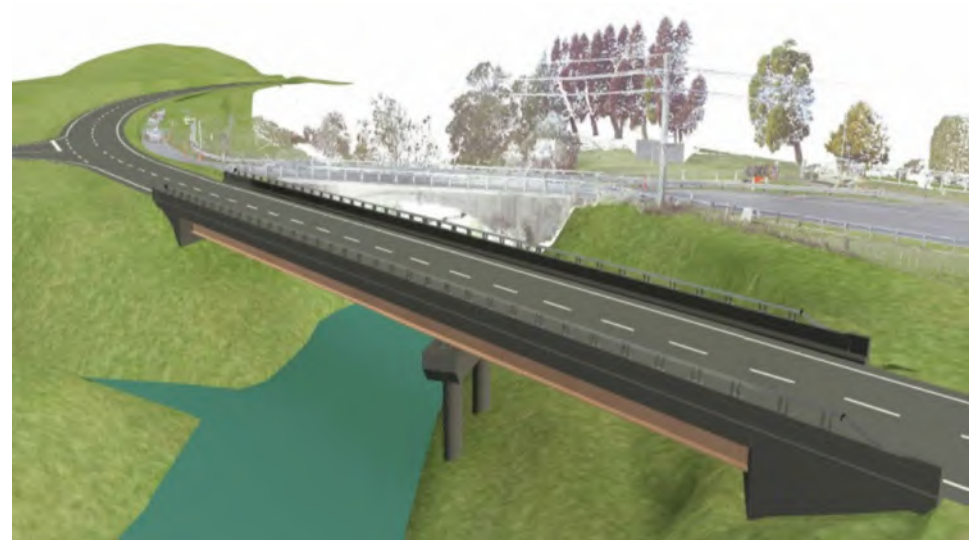
Project updates

Kahouri Stream Bridge replacement

- Work is on track for completion mid-2024
- All bridge foundations are now complete
- Eastern abutment has been poured
- Steel bridge beams are expected on site 26 November with installation scheduled to start prior to Christmas.

Safety improvements

- Guardrails have been installed at eight sites
- Aiming to install guardrail at an additional four to six sites before April 2024.



Artist's impression of Kahouri Stream bridge

SH43 Projects progress

Safety improvement project



Newly installed barrier near Roto Rd in Aukopae



Barrier site near Te Wera



Kahouri Stream Bridge replacement



Completed pier



Reinforcing cages for piles and columns



Abutment - concrete pour completed



View of site from abutment

Sealing of Tāngarākau Gorge



Culvert replacement and shoulder works underway

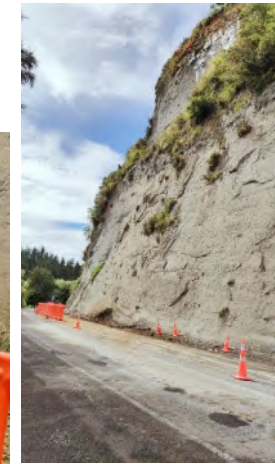
Emergency works update

Activity	2021-24 NLTP
SH3 Awakino underslip	Completed.
SH3 Mangaotaki underslip	Completed.
SH3 North of Tongapōrutu	Pavement repairs completed. Further work such as a tidy up of rest area to follow.
SH3 Uruti slip (Downer's Cut)	Underway.
SH43 Tāngarākau underslip on unsealed section	Option selected and detailed design completed. Application for resource consent submitted.
SH43 Whangamōmona underslip	Repair completed.
SH4 Collapsed culvert Taumarunui - Paroparowhero Stream	Work to replace culvert 32 on SH4 at the Paroparowhero Stream near Taumarunui is scheduled to commence in November 2023. The work involves the construction of a temporary lane to maintain traffic flow under stop/go controls, while crews install the 3.5 x 4 metre box culvert. The work is scheduled to take approximately six months, weather permitting.
SH3 Awakino collapsed culvert	Collapsed culvert required road closure for two days. Culvert replaced and site works completed. Site has been surfaced and open to two lanes. Retrospective Sec330 Resource Consent application has been submitted.

SH3 Uruti (Downer's Cut)

Project update

- Slip repairs to SH3 Uruti, north of Mangamaio Road began 24 October and are progressing well.
- Installation of rock mesh protection to improve the safety and resilience of this slip-prone area of the network.
- Crews onsite 6am to 6pm, Monday to Saturday, using stop/go traffic controls.
- While traffic is being held in both directions, road users are generally understanding, and delays are limited to approximately 20 minutes.
- Due to finish end of December 2023.



Low Cost/Low Risk Projects – Resilience

Type	Activity	2021 – 24 NLTP	Description	Status
Resilience	SH43 Ohura Road	\$369,000	Erosion repair	Investigation
Total Allocation \$3,575,645	SH43 Tāngarākau Gorge no 1	\$918,690	Retaining wall	To be undertaken as part of the sealing project; Consenting underway.
	SH43 Tāngarākau Gorge no 3	\$972,055	Retaining wall	To be undertaken as part of the sealing project. Consenting underway.
	SH43 Paparata Underslip	\$124,268	Underslip	Complete
	SH43 East of Papaoa Road	\$75,000	Underslip	Complete
	SH43 East of Waro Road Scour	\$277,250	Retaining wall	Design and consent
	SH43 East Mangaotuku Road	\$79,200	Underslip	Complete
	SH43 Tahora Saddle	\$47,037	Retaining wall	Construction in Nov/Dec
	SH43 Strathmore Saddle	\$113,500	Underslip	Complete
	SH43 Whangamōmona shoulder	\$36,500	Underslip	Complete
	SH43 Tatu Scenic Reserve Stream	\$46,328	Erosion repair	Complete
	SH3 Mangapepeke Culvert	\$1,500,700	Culvert replacement	Design underway
	SH3 Ahititi stock effluent disposal facility	\$615,517	Stock effluent disposal facility	Complete

SH43 LC/LR resilience projects progress



Paparata Hill dropout repair



Tatu dropout repair



Bridge dropout repair

Low Cost/Low Risk – Safety and Walking and Cycling

Type	Activity	2021 – 24 NLTP	Description	Status
Safety				
Total allocation \$3,569,000	SH3 Inglewood to Hāwera	\$131,000	Rumble strips, side barrier and signs	Design underway
	SH3 Te Kuiti to Hannahs Curve	\$1,555,000	Lines and signs, side barrier and rumble strips	Design underway
	SH3 Urenui to Waitara	\$600,000	Lines and signs, side barrier and rumble strips	Design underway
	SH3 Mt Messenger to Awakino	\$700,000	Lines and signs, side barrier and rumble strips	Design underway
	SH3 Manawapou curve sign improvements	\$50,000	Sign improvements	Completed
	SH45 Spotswood pedestrian crossing	\$533,000	Raised pedestrian crossing – delivered by NPDC	Design complete Construction Feb/March 2024
Walking and cycling				
Total allocation \$2,697,068	SH3 Stratford safe access 1	232,400	Crossing points	Design underway
	SH3 Stratford safe access 2	232,420	Crossing points	Design underway
	SH3 Waverly pedestrian crossing	\$480,565	Pedestrian crossing	Design complete Construction planned early 2024
	SH45 Devon Street West, Belair to Bayly	\$1,834,037	Intersection and walking and cycling improvements	Design complete – being delivered by NPDC

SH4 Whanganui to Raetihi update

Flood damage repairs & Te Oreore slip site

Auraki Stream repair

- Project is complete
- Two lane traffic restored, line marking, guardrail, fencing in place, and final chip seal laid
- Following August planting day success, next steps are to restore the stream to its natural pathway, and close out the project with iwi and marae leaders - November

Te Ore Ore slip site

- Temporary road remains in place at Te Oreore slip site
- Ongoing dewatering from existing groundwater bores and two new wells
- Construction of three additional retaining walls north of the main slip area now underway, with the team now progressing with Wall #2
- Co-design workshop planned in November and December with mana whenua on the permanent road project (focus on cultural and environmental effects)
- Aiming for construction start of permanent road project early 2024.



Above – a fallen tree damaged newly installed barriers at Auraki Stream road retreat project. After it was cleared and the barrier replaced, further tree felling has been carried out. Below: new section of road



Hei konā mai



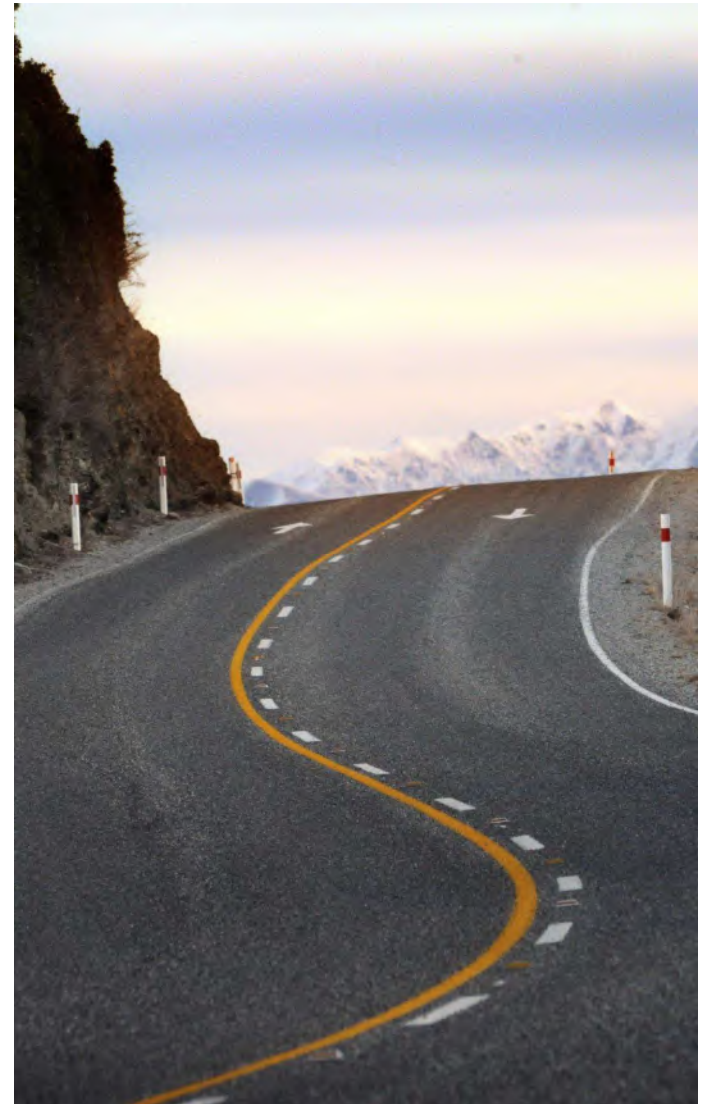
Regional Transport Committee

Taranaki
7 December 2023



2024-27 NLTP Development Update

- Feedback on the draft Government Policy Statement on land transport 2024 (GPS) has closed.
- MoT will use this feedback to provide advice to the Minister of Transport on the final GPS 2024.
- The final GPS comes into effect on 1 July 2024.
- Feedback on the draft Investment Prioritisation Method (IPM) has also closed.
- Final IPM will be released mid-2024, following the release of the final GPS 2024.
- We've released the State Highway Investment Proposal (SHIP) - a proposed \$4.45bn investment programme.
- You're encouraged to keep developing your RLTPs to capture all the activities you need to do in your region – regardless of funding source.



State Highway Investment Proposal priorities

- State highway maintenance, operations and renewals
- Integrated freight system
- Increasing resilience
- Reducing emissions
- Sustainable urban and regional development
- Safety



State Highway Investment Proposal - Proposed state highway activities

Committed improvement activities:

1. SH3 Te Ara o Te Ata - Mt Messenger Bypass
2. SH43 Forgotten World Highway - Tāngarākau Gorge Seal

Proposed improvement activities

3. SH3/3A and Inglewood Commercial Vehicle Regional Safety Centres
4. New Plymouth Integrated Transport Plan

Committed speed and infrastructure programme activities

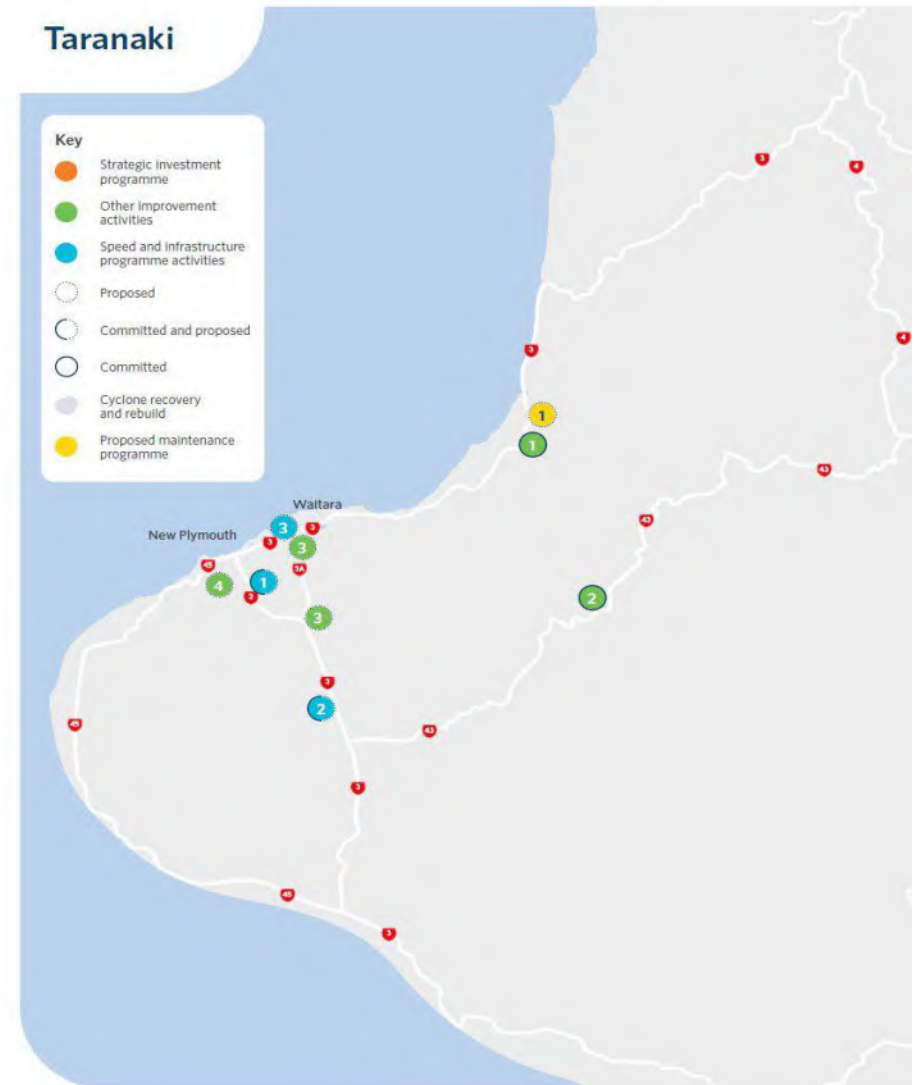
1. SH3 - New Plymouth to Egmont Village
2. 2 SH3/3A New Plymouth to Hāwera
3. SH3 Te Ara Tūtohu - Waitara to Bell Block

Proposed speed and infrastructure programme activities

1. SH3 to New Plymouth to Egmont Village Tranche 2
2. SH3/3A New Plymouth to Hāwera Tranche 2

Proposed maintenance programme

1. SH3 Mangapepeki No. 2 Culvert EOL Replacement



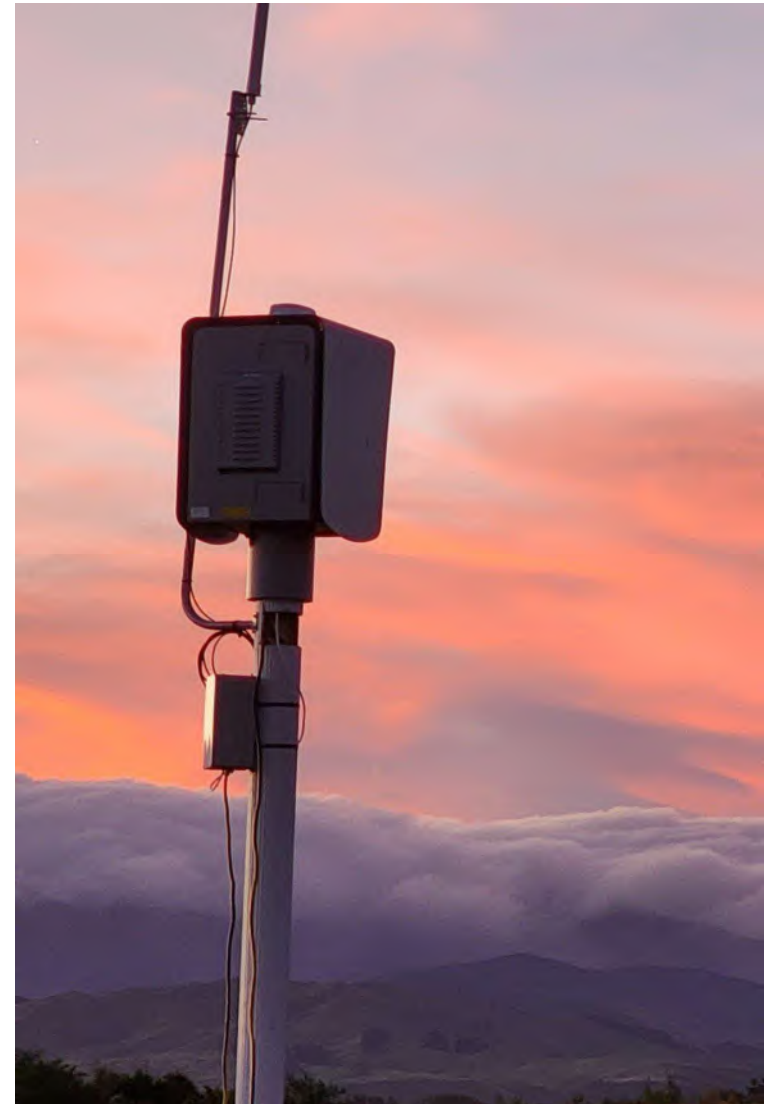
Interim State Highway Speed Management Plan 2023-24

- The Interim State Highway Speed Management Plan has been reviewed by the Speed Management Committee (the independent group that reviews state highway plans) and is currently with the Director of Land Transport for certification.
- If the plan is certified by the Director of Land Transport, it will be published on the Waka Kotahi website.



Safety cameras

- Safety cameras are proved to reduce the number of people being killed and seriously injured on roads
- NZ has the lowest number of safety cameras per capita and is in the bottom third of the OECD for road deaths.
- Waka Kotahi is taking over safety camera operation from Police and increasing both the number and type of safety cameras. We'll also signpost them.
- Police officers will still have an enforcement role - radar/laser detection
- Alongside safe speed limits, safe vehicles and infrastructure improvements, safety cameras will contribute to a transport system that protects us all.



Safety programmes updates

- Preparations continue for the announcement of the Interim Speed Management Plan (consulted on in late 2022), which is with the Director of Land Transport for certification.
- Launch of a [new series of videos](#) on [rightcar.govt.nz](#) aimed at informing people about the key vehicle crash avoidance features to look for.
- Supported ACC to promote Motorcycling Awareness Month (September), which was aimed at getting riders to stay safe by getting 'ride-ready'.
- Planning for comprehensive marketing and communications for the summer period is underway and includes messaging covering roadworker safety, journey planning, and regular road safety reminders addressing restraints, impairment, distraction and speed.



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	Princess Street roundabout and underpass on track for completion mid-2024 Designs for the Waitara Road roundabout are complete with construction due to start March 2024.	
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.	Construction underway at SH3 intersection with Junction Street. Mangorei roundabout construction and median barrier installation set to start early 2024.	
Integrated Transport Framework	New Plymouth District Council Programme Business Case to set out transport priorities for the next 30 years.	Expected to go to the Waka Kotahi Board for endorsement prior to Christmas.	
Coastal Pathway extension to Waitara	Coastal Walkway extension from Waitara to Mangati (Bell Block) to be completed in three stages.	Funding has been approved by NPDC and Waka Kotahi.	
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.	

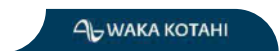


State Highway Network Operations 2023/24

- Nine full rehab sites were delivered last season (approximately 10 lane km). Plus, 84 reseal sites (75 lane km), 14 asphalt sites (approximately 10 lane km)
- Now in final year of NLTP, 2023/24 renewal programmes have had to be sized to fit the remaining allocation.
- Transition to the new National Integrated Delivery Model will commence in 2024 which will help us achieve better outcomes. It is unlikely Taranaki will make the transition to the new model until other contracts that are at the end of their terms have been dealt with as Taranaki currently operates under the latest version of the Network Outcomes Contract with several years to run.

2023/2024 Season Overview

Activity	Number of sites	Lane kms
Granular rehabs	6	6.1
Asphalt sites	4	3.6
Reseals	98	90.4



State Highway - Taranaki Network Operations Rehabilitations 2023/24

State Highway	Location	Timing
SH3	Hutiwai Road (Tongapōrutu)	Completed main body of work. To return to site for ancillary works on guardrail and in rest area.
SH3	Crawler lane north of Surrey Rd	Underway
SH3	Mountain Rd north of Croydon	TBC
SH3	Rangikura Rd (Whenuakura Bridge)	TBC
SH3	Whenuakura Hill	TBC
SH3A	Osflo	Completed. To return to site late season to apply a second seal coat.



Work underway on SH3A Osflo

State Highway - Taranaki Network Operations Asphalt sites 2023/24

State Highway	Location	Timing
SH3	Piopio CBD - Fat Pigeon cafe to Superette	TBC
SH3	Bell Block secondary access – Mangaiti Road intersection	Complete
SH4	Taumarunui CBD – Short St to Turaki Street	TBC
SH4	Taumarunui Rail Bridge	TBC



Work underway at Bell Block Mangaiti Road

Hei konā mai



New Zealand Government



Date 7 December 2023

Subject: **Territorial Authorities Update**

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

Document: 3228599

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

Background

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

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

South Taranaki District Council (STDC)	Vincent Lim, Rooding Team Leader
Stratford District Council (SDC)	Steve Bowden, Rooding Asset Manager
New Plymouth District Council (NPDC)	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: [Update to the Regional Transport Committee - STDC](#)

Document: [Update to the Regional Transport Committee - SDC](#)

Document: [Update to the Regional Transport Committee - NPDC](#)

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	7 November 2023

1. ROAD MAINTENANCE, OPERATIONS AND RENEWALS

Maintenance –

Our road maintenance contracts are separated into Northern and Southern. Both contracts have been awarded to Fulton Hogan Ltd. We are in the third year of a 3 years + 2years + 2years contract. We will be negotiating with Fulton Hogan to determine whether to extend the contract for another 2 years.

The initial approved budget from Waka Kotahi for this financial year was \$14 million. However, we have managed to obtain another \$2.85 million from Waka Kotahi which enables us to carry out what we have programmed to do for this financial year.

In the first quarter, the road maintenance contractor has been focusing on carrying out pre-seal repair and drainage work. We are on track to carry out the required road maintenance work with the increased budget.

2. Renewals –

Reseals

This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.

- HEB will be starting the annual resealing programme for 2023/2024 in November this year. We are targeting 6% of the network for resealing, however this percentage may reduce if the price of bitumen dramatically increases with the current international situation.
- There are 61 individual reseal sites planned (totalling 458,062m² in area)

3. Rehabilitation work.

The following pavement rehabilitation works are planned for the 2023-24 construction season.

5214 - Pavement Rehabilitation	Estimate	Comments
Collingwood Street Eltham	\$239,721.50	95% complete
Clifford-Collingwood corner	\$750,000	Going to Tender
King Edward St Eltham	\$550,000	Tender now closed
Kohiti Rd	\$150,000 (STC share)	Construction Nov 2023
Ngawhini Rd	\$500,000 (STDC share)	Tender Nov-Dec 2023
Rowan Rd	\$800,000	Under negotiation
Skeet-Lower Duthie Intersection	\$100,000	Constriction Feb 2023
Skeet-Rowan Intersection	\$200,000	Construction Feb 2023

4. Footpath work.

The Footpath Renewal Contract

The Footpath Replacements 2023/24 Contract was an open tender process that was publicly advertised and closed on 12 September 2023. The contract is for the replacement of old footpaths in eight different locations spanning across Eltham, Hawera, Patea and Waverley.

The engineers estimate for the works was \$740,000 and the winning tender was awarded to PDX Limited at a price of \$648,788.53 (excluding GST). In total, eight tender prices were received, which ranged from \$648,788.53 to \$1,185,475.00.

To date, PDX Limited and their subcontractors have completed one site entirely and are part way through a second site, putting them at 20% of total works completed.

5. EMERGENCY WORKS / RESILIENCE– IF APPLICABLE

We have not had any flood event for this financial year. The last event which was in May 2023 had been carried over to this year to be completed.

Current road damage that maybe forwarded to Waka Kotahi as resilience work.

- i) Bridge 273 – Abutment erosion. There has not been any major flood event to date. However, there is work pending for abutment erosion work for bridge 273 – Weraweraonga Road. The estimated cost is \$300,000. An application will be submitted to Waka Kotahi soon.



- ii) Another damaged site is the bank erosion on Severn Street. The damage area is about 55m long and 14m high. The estimated cost is \$285,000.



6. LOW COST LOW RISK

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

We are currently programming to carry out the work for road to zero project, bridge upgrade and walking and cycling. It is expected that majority of the work will be done by end of the next financial year.

Low Cost Low Risk R2Z Projects	Estimate	Comments
Ahipaipa Rd Speed management	\$250,000	To Tender November 2023
Eltham-Rowan Intersection	\$250,000	To Tender November 2023
Eltham Rd Speed management	N/A	Signage replacement
Glover Rd Speed Management	No estimate yet	Guardrail installation
Mawhitiwhiti Rd Speed management	\$200,000	To Tender November 2023
Rawhitiroa Rd Speed management	N/A	Signage replacement
Upper Ball Rd - Maben Rd Speed Management	N/A	Signage replacement

Bridge Maintenance

Bridge Maintenance Projects	Estimate	Comments
Gregory Rd Culverts – Large Culvert replacements	\$200,000	To tender Jan 2024
LCLR Bridge designs	\$1,000,000	To tender Jan to Feb 2024
Maben Rd Ford - Ford repairs	\$25,000	Concrete repairs
Moeawatea Rd Ford - Ford repairs	\$25,000	Concrete repairs
Piranui Rd Bridge No.316 - abutment repairs	\$75,000	To tender Jan to Feb 2024
Werewereonga Rd Bridge No.273 - abutment repairs	\$300,000	Emergency works
Upper Manutahi Rd Bridge	\$10,000	Bridge rail replacement
Upper Parihaka Rd Bridge	\$25,000	Beam repairs and rails

7. TRANSPORT PLANNING

Speed Management Plan. We have engaged GHD consultants to assist us with the preparation of the Speed Management Plan.

We are now implementing the ISMP and creating new speed area for certification in the National Speed Limit register and correspondingly our road maintenance contractor is busy installing the speed limit signs. Most of the urban signs have been installed. We have put off the rural ones until we have confirmation that the rule will remain from the yet to form government.

Consultation of the main SMP was closed on the 28th September 2023. We received up to 176 submissions on marae speed limit proposal and from 122 to 210 submissions for 70km/h and 30km/h CBD proposals respectively. Hearing of the submissions on the Speed Management Plan was held on the 6th November 2023. The deliberations will be held next year pending what the new government may be proposed.

We are reviewing our Activity Management Plan and budgeting for the 2024-2027 Long Term Plan. We are planning to increase our road maintenance and renewal expenditures by an overall increase of 20% to cover inflation and construction cost increase. Other increases expenditure includes increase requirement for traffic management plan, resource consent, and larger culvert with fish passage required when replacing old culverts to meet the Freshwater and Fish Passage plans.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	Stratford District Council
RTAG representative:	Steve Bowden
RTC representative:	Mayor Neil Volzke
Date:	December 2023

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 remainder of 2022/23 year is \$5,482,201. Of this total we have spent \$1,893,752 up to the end of September. A considerable sum of \$531,558 has been expended on strengthening three roads used predominantly by the forestry industry, these being Puniwhakau Rd, Mangaoapa Rd and Junction Rd.

During the period July 2023 to October 2023, 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;
- Clearing slips;
- Inspecting and clearing culverts;
- Grading;
- Cleaning water tables;
- Metalling and repairing soft spots on Puniwhakau Rd, Mangaoapa Rd and Junction Rd.
- Pavement repairs to the bridge approaches at the Kapuni Stream on Opunake Road.

Renewals.

Footpaths – Footpath replacements. We completed the replacement of footpaths on:

- Cordelia St.
- SH3 Broadway – Seyton St to Northern Dairy.
- Juliet St – Pembroke Rd to Seyton St – these were localised repairs.
- SH3 Broadway outside the old railway station, again localised repairs.

Kerb and Channel Replacement – No work has been undertaken this quarter replacing kerb and channels. Our drainage renewals budget has been reduced due to the overspend in the 2022/23 year, therefore limited kerb and channel replacement will be undertaken this year.

Pavement Rehabilitation.

We are currently planning to strengthen Flint Rd East outside the A&P Stratford Showground in January 2024. The repair includes for a 475mm dig-out with a cement stabilised layer 200mm thick and a 125mm layer of structural asphaltic concrete as a top surface.

As the cement stabilized layer requires 4-6 days curing time, we are working with the showground to find a solution to provide an alternative access to the old tannery site, which is now an animal feed mill.

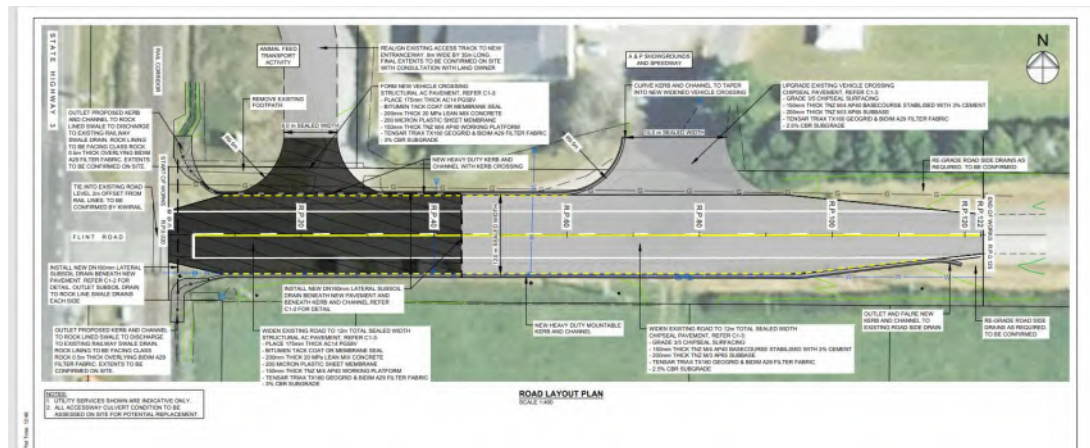


Figure 1 – Flint Rd East – Plan showing the extent of the road rehab.

Structures and Bridge Renewals.

The contract documents to repair and replace two retaining walls are being finalised. We intend to let the contract before Christmas.

EMERGENCY WORKS – IF APPLICABLE

No significant events occurred during this period, however we have undertaken some bank retreats on Douglas North Rd and Whitianga Rd where events from previous years have caused a few underslips.

2. ROAD IMPROVEMENTS

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

General Roding Improvements

No activity has been undertaken for general roding improvements for this quarter. However, we are programming the following:

- Beaconsfield Rd – Hick’s corner road realignment.
- Beaconsfield Rd – road realignment near Salisbury Rd intersection.
- Cardiff Rd – Bridge approach to bridge over the Patea River by the water treatment plant.
- Opunake Rd – Bank trimming at 923 Opunake Rd.
- Shoulder widening at two locations on Mangaotuku Rd – Dog Trail Corner and Tututawa Hall.

ACTIVE MODES – WALKING AND CYCLING

Connecting our Communities Strategy

Connecting Our Communities Strategy was adopted by Council in September. This will be the basis of the development of our walking and cycling network over the next 30 years.

Transport Choices.

Stratford District Council sought the feedback from the community during August and September 2023. There was a mixed reaction to the proposed cycleways, following three drop-in sessions at Stratford Primary School, St Joseph's Primary School, and the TET Stadium. A further five drop-in sessions were held in the library for the public to view our proposals and make comments. The feedback from this engagement was reported to council on the 10th October, where options for all 15 individual projects were presented and discussed. This meeting finalised our scope for the project going forward.

On 26 October we received an e-mail from Waka Kotahi informing SDC that all unsigned or unconfirmed Schedule 2 (Implementation/Construction) Funding Agreements have been put on hold pending a direction from the new Government.

3. ROAD SAFETY

Activated Warning Signs.

Due to the vandalism to an AWS sign at the Cardiff Walkway, we will not be installing these signs in rural areas in the future.

Roadside Barrier – Opunake Road.

Another site located at and 957 Opunake Road has been installed during the quarter.



Figure 2 – The new barrier installed at Mangatoki Stream on Opunake Road.

Interim Speed Management Plan - Speed Limit Reviews outside Schools

The interim Speed Management Plan for the Stratford District was adopted by council on 11 July 2023. The iSMP has been sent to Waka Kotahi for certification. The next step is to include the 30km/h and 60km/h speed limits in the National Speed Limits Register before any signage can be installed.

District Wide Speed Management Plan.

SDC's six-year speed management plan was publicly advertised for comment via the Taranaki Regional Council's website on the 18 September. The community had until the 29 October to submit their comments on our proposal. The table below is a summary of the feedback that we have received during this six-week period.

	Number of submissions				
	Stratford CBD	Midhirst / Whangamomona	80km/h for Rural Roads	60km/h for Manaia Rd & Pembroke Rd	Timeframe for changes
Supportive	20	12	12	13	11
Unsupportive	25	29	31	30	18
Neutral / No response	4	8	6	6	20
TOTAL	49	49	49	49	49

4. 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 prepare a business case for the Brecon Road Extension. Some of the Tranche 1 funding will be used to pay for this business case.

As part of the Regional Land Transport Plan, we have been asked to provide a “wish list” of projects to be included in the RLTP for future government funding streams as they become available. The projects nominated are:

- Brecon Road Extension
- Oberon Street Extension to Flint Road
- Upgrade to Monmouth Road East
- Upgrades to local roads used by Waka Kotahi as alternative routes for planned works or un-planned road closures (crashes), eg Salisbury Road.
- Replacement of the footbridge over the Patea River behind the old TSB pool. The bridge is currently 1.2m to be replaced with a 2.5m wide bridge.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	New Plymouth District Council
RTAG representative:	Rui Leitao
RTC representative:	Councillor Harry Duynhoven
Date:	November 2023

1. MAINTENANCE, OPERATIONS AND RENEWALS

1.1 Maintenance, Operations and Renewals (MOR)

New Plymouth District Council (NPDC) maintenance, operations, and renewals for 2023/24 are in the order of \$27M, where only \$15M will receive 51% Waka Kotahi co-investment (FAR), that means an effective 28.9% FAR for 2023/24. Our greatest risk area for the year ahead and the next 10-years is the impact of forestry haulage on our network, in particular Tarata Road.

NPDC have started strongly with \$9M spent in Q1. The resurfacing programme is expect to be 90% completed by Christmas. NPDC have also started the urban structural pavement rehabilitations and completed the section of Devon St East between Clemow Road and Normanby St, Fitzroy. The reason our contractors have started so strongly is to enable for the delivery of the Transport Choices programme without affecting core MOR delivery.

1.2 Inflation

The high inflation in construction has seriously impacted the value of an already reduced Waka Kotahi allocation to NPDC on maintenance, operations and renewals. Our plan will be to keep to the NPDC approved allocation for 2021-24, through risk-based holding and/or deferral strategies. This rate of investment is not sustainable and deferred work will eventually catch up with us.

1.3 Innovation – Bio Bind

A low-carbon replacement for bitumen, largely derived from tree oils and a process similar to paper pulping, was trialled on Smart Road, New Plymouth.

NPDC partnered up with Downer to trial Bio Bind - a revolutionary product that eliminates the need for petroleum oil-based products being used when hotmixing our roads. More than 70 per cent of Bio Bind comes from renewable resources with a primary component coming from trees. The use of tree-derived oil ensures it's a renewable and sustainable alternative to conventional bitumen.



2. EMERGENCY WORKS

In August 2022 the New Plymouth was hit by a weather event, where the planned reinstatement of 15 sites in the network estimated at **\$4.86M**. There are still 4 sites from this event in the process of being reinstated.

Cyclone Gabrielle in February 2023 was less impactful on NPDC than in other areas in the north island, with only approximately \$175K in damages. All reinstatement work has been completed.

Early May was again very wet, and resulted in flooding, slips and washouts, and required road closures. Only 1 urban site required major works and that work along Ngamotu Rd is now complete.

These events are yet to be approved by Waka Kotahi.

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:

- Mangorei Rd NPGHS Improvements (Pedestrian Crossing - Northgate) – Construction is complete.
- Mangorei Rd Shared Pathway (Tupuhi Pl to Mangorei School) – Construction is complete.
- Parklands Ave/Mangati Rd Intersection RAB – Construction is completed.
- Windsor Walkway – A pre-commencement planning in progress, with work planned for commencement in October.
- Coastal Pathway extension (Waitara – Mangati/Bell Block) – Physical works is planned to start from the Waitara end in February 2024.
- Patterson Rd Improvements – Construction for 2023/24
- Ainslee St Walkway – Construction for 2023/24
- AhuAhu Rd Bridge Replacement – Construction for 2023/24
- Weld Rd Pathway – Construction for 2023/24
- Speed Management Programme – This Road to Zero programme of posting lower speeds around schools is complete and NPDC will soon introduce traffic calming to enhance the need to drive slowly around schools.
- Brois St/Govett Ave Intersection – Speed cushions will be implemented to lower approach speeds at this intersection.

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 cycling, that aligns with our strategic visions and aspirations. This funding can only be used to support initiatives that help reduce emissions.

NPDC have called for feedback on three revised designs to upgrade cycling and walking facilities on South Road / Devon Street West (SH45), making it safer for all road users.

The revamped designs for South Road / Devon Street West (SH45) were asked for by our Mayor and Councillors in response to public feedback on the first round of consultation in August, which attracted just over 1500 submissions.

While NPDC was granted a 12-month extension to deliver a project, it only has until 7 December to present a preferred design to Waka Kotahi NZTA for funding consideration.

Feedback closes midday Monday 13 November 2023.



5. ACTIVE MODES – WALKING AND CYCLING

5.1 Events

The Let's Go Summer Series of events begins this month and runs till March. Ten events will be delivered with the purpose of providing positive experiences and develop skill and confidence in active and public transport. [Let's Go Summer Events \(npdc.govt.nz\)](https://npdc.govt.nz/lets-go). The events are targeted at a range of audiences.



The annual Fresh Air Challenge campaign targeted at workplaces and schools was successfully delivered in September with 62 workplaces and 18 schools participating.

5.2 Schools

The school cycle and scooter skills continues to deliver, with the training calendar fully booked for term one in 2024. It is anticipated that and EOI for the 2024-2027 contract for delivery of the programme will be released shortly.

The annual monitoring of school student participation in active travel is occurring in November, and will be used to assess the effectiveness of the programme.

5.3 Road Safety

Share the road messaging continues to be rolled out on bus backs and via radio. This summer, radio messaging will be delivered on Te Korimako o Taranaki.

6. TRANSPORT PLANNING

NPDC are in the process of preparing its Integrated Transport Framework, in order to feed future LTPs and NLTPs. The draft programme business case has been completed and an independent review is in progress. The early view of the modelling output highlights massive congestion issues ahead and very poor levels of service (F), all along SH3 between Mangorei Rd and De Havilland Drive.

Even though not mandatory, NPDC's next LTP will have a KPI to align with the Government's 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 improved public transport will help us in that direction.

Adoption of the Integrated Transport Framework should be adopted by NPDC and Waka Kotahi early in 2024.

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Thursday 7 December 2023.

Approved:



30 Nov, 2023 11:40:53 AM GMT+13

M J Nield
Director Corporate Services

Approved:



30 Nov, 2023 1:00:15 PM GMT+13

S J Ruru
Chief Executive