



# **AGENDA**

# Regional Transport

Thursday 5 December 2024, 1.00pm

# Regional Transport Committee Copy

05 December 2024 01:00 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 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!



**Date:** 5 December 2024

**Subject:** Confirmation of Regional Transport Committee Minutes – 12 September 2024

**Author:** M Jones, Governance Administrator

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-113

### Recommendations

That Taranaki Regional Council:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on 12 September 2024 at 1.00pm
- b) notes that the unconfirmed minutes of the Taranaki Regional Council Transport Committee meetings held at 47 Cloten road, Stratford on 12 September 2024 and 18 April 2024 have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

### Appendices/Attachments

TRCID-1492626864-91: [Unconfirmed Minutes Taranaki Regional Transport Committee – 12 September 2024](#)



**Date:** 12 September 2024

**Venue:** Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford

**Document:** TRCID-1492626864-91

**Present:**

A Jamieson	Taranaki Regional Council (Chairperson)
T Cloke	Taranaki Regional Council
N Volzke	Stratford District Council
P Nixon	South Taranaki District Council
H Duynhoven	New Plymouth District Council
L Stewart	Waka Kotahi

**Attending:**

M Nield	Taranaki Regional Council
L Hawkins	Taranaki Regional Council
F Ritson	Taranaki Regional Council
C Gazley	Taranaki Regional Council
L Davidson	Taranaki Regional Council
A Harris	Stratford District Council
S Knarsten	New Plymouth District Council
L Beck	New Plymouth District Council
V Lim	South Taranaki District Council
S Craddock	Port Taranaki Limited
R O'Keefe	NZ Police
P Ward	NZ Police

**Zoom:** Julia McLean – New Zealand equestrian community

**Apologies:** There were no apologies.

## 1. Deputation

- 1.1 J McLean, New Zealand equestrian community, provided a deputation seeking support from the Committee to have horse riders recognised as vulnerable road users by Land Transport New Zealand/Waka Kotahi.
- 1.2 It was requested that Officers prepare a paper in support of recognising horse riders as a vulnerable road user.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) requested officers prepare a paper in considering recognising horse riders as vulnerable road users.

Cloke/Duynhoven

## 2. Confirmation of Minutes Regional Transport Committee – 13 June 2024

- 2.1 It was noted that Amanda Harris was an apology for the meeting held Thursday 13 June and was not in attendance.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) took as read and confirmed the minutes of the Taranaki Regional Transport committee held at 47 Cloten Road, Stratford 13 June 2024 at 1.00pm
- b) noted the unconfirmed minutes of the Taranaki Regional Transport Committee meetings held at 47 Cloten Street, Stratford on 8 February 2024 at 1.00pm and 18 April 2024 at 10.00am, 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. Receipt of Minutes Regional Transport Advisory Group – 15 August 2024

- 3.1 L Stewart confirmed that there will be no new centre barriers installed between Normanby and Hāwera. This is due to the change in funding of the GPS.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the unconfirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Road, Stratford on 15 August 2024.

Cloke/Nixon

#### 4. Port Taranaki Limited Presentation

4.1 S Craddock provided a presentation and update on Port Taranaki Limited.

##### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the presentation from Port Taranaki Limited.

Volzke/Nixon

#### 5. Regional Land Transport Plan 2024

5.1 F Ritson provided an update on the Regional Land Transport Plan 2024.

##### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled, Regional Land Transport Plan 2024
- b) noted that the Regional Land Transport Plan for Taranaki 2024/25-2026/27 has been lodged with Waka Kotahi NZ Transport Agency and made publically available
- c) noted that the Government Policy Statement on Land Transport 2024 has been finalised and is now in effect.

Nixon/Cloke

#### 6. Emergency Works Funding Policies Update

6.1 F Ritson provided an update requesting that the Committee's submission on Waka Kotahi's "Emergency Works investment policies" consultation be approved retrospectively.

6.2 Concerns were raised around the short timeframes for consultation. It was requested that a letter be sent to the minister outlining these concerns.

##### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Emergency Works funding policies update
- b) retrospectively endorsed the submission to Waka Kotahi NZ Transport Agency on the Emergency Works investment policies consultation
- c) noted that a number of the proposed policy changes have already been put into effect while others will be considered by the Waka Kotahi Board later in 2024
- 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/Volzke

## 7. Speed Management Update

7.1 F Ritson gave an update on national speed management policies.

### Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Speed Management update
- b) noted the release of the draft Land Transport Rule: Setting of Speed Limits 2024 for which consultation closed on 11 July 2024, and noted that some of the changes proposed are of concern to Road Controlling Authorities
- c) noted the copies of submissions made on the draft Land Transport Rule: Setting of Speed Limits 2024 including from the Inglewood, Kaitake, and Clifton Community Boards
- d) noted that further information will be brought back to the Committee once the Land Transport Rule: Setting of Speed Limits 2024 is finalised.

Cloke/Nixon

## 8. Request to Vary the Regional Land Transport Plan 2024

8.1 L Beck provided an update in order to request acceptance of a request to amend Taranaki's 2024–2025 Regional Land Transport Plan (RLTP).

### Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Request to vary the Regional Land Transport Plan for Taranaki 2024/25-2026/27
- b) agreed to the requested variation to the Regional Land Transport Plan for Taranaki 2024/25–2026/27, made by New Plymouth District Council and Waka Kotahi NZ Transport Agency, to add a project (South Road/Devon St West SH45 safety improvements).
- c) noted this variation to the Regional Land Transport Plan for Taranaki 2024/25-2026/27 and forwards it on to Waka Kotahi NZ Transport Agency.
- 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.

Volzke/Duynhoven



## 9. Territorial Updates (RLTP Implementation Updates)

- 9.1 S Knarston, New Plymouth District Council provided an update on transport activities within the New Plymouth District.
- 9.2 V Lim, South Taranaki District Council provided an update on transport activities within the South Taranaki District.
- 9.3 N Volzke, Stratford District Council provided an update on transport activities within the Stratford District.
- 9.4 C Gazley, Taranaki Regional Council provided an update on public transport activities.

### Resolved

That the Taranaki Regional Transport Committee:

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

Cloke/Nixon

## 10. Waka Kotahi New Zealand Transport Agency Update

- 10.1 L Stewart - Waka Kotahi provided an update on 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.

Duynhoven/Cloke

## 11. 2024-27 National Land Transport Programme – Final Decision notification

- 11.1 M Nield notified members of the correspondence received from the New Zealand Transport Agency Waka Kotahi.

### Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled 2024-27 National Land Transport Programme – Final decision notification
- b) noted the content of the attached letter titled 2024-27 National Land Transport Programme – Final Decisions from the New Zealand Transport Agency | Waka Kotahi.

Cloke/Volzke

There being no further business the Committee Chairperson, Councillor A L Jamieson declared the Regional Transport Committee meeting closed with Karakia at 3.10pm.

**Regional Transport**

**Committee Chairperson:** \_\_\_\_\_

**A L Jamieson**



21 November 2024  
Document: TRCID-875616856-48

Honourable Simeon Brown  
Minister of Transport  
Private Bag 18888  
Parliament Buildings  
Wellington 6160

Tēnā koe Simeon

### Concerns over national consultation processes

We wish to express concern about consultation processes that have been undertaken on national transport matters over the last ten months.

The Taranaki Regional Transport Committee frequently engages with such consultations as part of its responsibilities, and concerns about the processes are becoming increasingly evident. Recent consultations have been disappointing in many or all the following aspects: lack of advanced notice, short submission periods, poor timing of consultation release, and limited time taken to analyse the feedback received before making final decisions. The Land Transport Rule: Setting of Speed Limits 2024 is a case in point.

Such poor practice is giving the strong impression that the knowledge and informed views held both within local government and by our communities are not appropriately valued at the national level. By not enabling stakeholders to engage properly in consultation processes, the outcomes are unlikely to be as robust and enduring as they could and should be.

We seek assurance that future consultations being undertaken by the Ministry of Transport or Waka Kotahi NZ Transport Agency will be based on a genuine desire for real public participation and aligned with the processes that support that intent.

Nāku noa, na

A handwritten signature in blue ink, appearing to read "Alan Jamieson".

Councillor Alan Jamieson  
Chair, Taranaki Regional Transport Committee



**Date:** 5 December 2024

**Subject:** Receipt of Regional Transport Advisory Group Minutes 7 November 2024 and State Highway 3 Working Group minutes 1 October 2024

**Author:** B Clough, Public Transport Engagement Coordinator

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-114

### Recommendations

That Taranaki Regional Council:

- a) receives the unconfirmed minutes of the Regional Transport Advisory Group (RTAG) meeting held at 47 Cloten Road, Stratford on 7 November 2024
- b) receives the unconfirmed minutes of the State Highway 3 Working Group, held at St John's, 41 SH3 Mōkau, on Tuesday 1 October.

### Appendices/Attachments

TRCID-1351577652-19: [RTAG Minutes – 7 November 2024](#)

TRCID-1351577652-33: [SH3 Working Group Minutes](#)

## Taranaki Regional Transport Advisory Group (RTAG) Meeting

### MINUTES

<b>Date</b>	Thursday 7 November 2024, 10:00am	
<b>Venue</b>	Taranaki Regional Council and via Zoom (Z)	
<b>Present</b>	NPDC	Rui Leitao, Stuart Knarston
	NZTA	Adrienne Duffy (Z), Erin Johnson (Z), Jason Shepherd (Z), Nigel Hurley, Richard Ashman (Z), Shawn Scott
	SDC	Steve Bowden
	STDC	Nick Dawe, Vincent Lim
	TRC	Bill Clough Cheryl Gazley (Chair) Fiona Ritson
<b>Apologies</b>	NZTA	Mike Dickson

#### 1. Welcome and apologies

Apologies accepted.

#### 2. Minutes of last meeting 15 August 2024

- Minutes confirmed as accurate  
Moved Shawn Scott  
Seconded Fiona Ritson
- Matters arising  
No matters arising
- Update on Actions underway  
Completed with meeting on culverts to be held directly after this RTAG meeting.

#### 3. Speed management update – FR & RCAs - discussion on the 1 Oct release of the final 2024 Speed Limit Setting Rule and its impacts

- FR requested feedback on the monetary and physical safety implications of the new ruling. Noted that no decision has been received from Government on how they intend to fund the decision.
- RL advised that budgeted cost for electronic replacement of speed signs would be \$1.1 million. NPDC has decided to push the funding decision back to Government. Country wide there is insufficient stock to implement the changes required by the deadline date, only 4 companies in NZ producing the product required, all based in Auckland. Not just schools impacted by the Speed Limit Setting Rule, roads with speed limits changed after 2020 must now go through the reassessment process. This included the roads around Base Hospital.
- VL advised that only schools are impacted in STDC.

- SB advised both schools and some rural roads are impacted by speed limit changes.
- SS suggested to contact him at NZTA if councils were having any issues with implementation of the new ruling.
- FR will update the Executive Audit and Risk Committee on the final Rule and request agreement to rescind the current MOU based on old Rule. An update item will also go to the 5 December 2024 RTC meeting advising that there is no longer a role for the regional council or RTC in speed limit setting.

**4. NLTP 2024 decisions – FR & RCAs** – roundtable discussion on the local impacts of the NLTP 2024 national funding decisions

- FR asked if any members were attending the RCA Forum 'Implementing under the new GPS' being held on 26 Nov. VL is planning to attend.
- RL advised NPDC has planned for a series of Strategy and Operations Committee meetings and workshops. Starting 12 November with a 10am workshop. An invite will be sent to members for those that wish to attend. Outcome of these meeting will be put to Council on 17 Dec for a final decision. RL advised that this would be his last meeting with RTAG as he has resigned from NPDC with his final day being 13 Dec 2024, Matt Richardson will be the interim replacement.
- NH noted that his region of NZTA has also received less funding than applied for by about 1/3<sup>rd</sup>. To maintain a reasonable level of work coverage they have loaded more into year 1 and 2 but will be light in year 3. Also noted that a new contract model was being developed.
- VL advised STDC received about \$1 million less than requested with no funding for safety work. Intent is to use council portion to supplement the road safety portion. STDC have \$1.7 million for projects, council will decide priorities for the use of these funds.
- SB advised SDC reduced their funding request to 80% and received that amount. To be spent across maintenance, operations and renewals. LCLR work moved to resilience, \$3.8 million of funding will be prioritised by council.
- NZTA has received lots of calls regarding the funding cuts and potholes being put as the number 1 priority.
- JS in the project side of NZTA advised their division had been impacted by internal restructuring and that the changes with the GPS has given the direction they have to follow. Now more focus on the larger projects with the smaller projects effectively put on hold.
- AD has been impacted by funding changes but at the long term end, not the pointy end as it has affected others in NZTA.

**5. NZTA Waka Kotahi updates**

- RA needs information from Councils, he will send out an example of the form required. NZTA are still waiting for guidance on how the \$100 million from the Crown Resilience Fund will be distributed and what the process will look like. It is hoped that NZTA will know the path forward by the end of 2024.
- SS advised this will be his last attendance at RTAG as he is moving to Otago next year but will still be working for NZTA. Wayne Wallace will be Shawn's replacement. For councils writing business cases, NZTA are aiming to encourage and support streamlined business cases to reduce costs and enhance decision making.
- AD advised that a new Regional Advisor to replace Vinuka has been appointed. Shaun Harvey, a former member of RTAG, is due to start work back at NZTA in this new role on 18 Nov 2024.
- JS elaborated on the detail contained in the NZTA report regarding work progress in the region. Scaling down the Waitara – Bell Block work to a 'no frills' design has saved approximately \$2.5 million. Design work on De Havilland Drive – Airport Drive is continuing with a combined effort between NPDC and NZTA. SH3 Mt Messenger project now has an estimated completion date of

2030, images of the current progress were shared online and will be sent to TRC for inclusion with these minutes to members.

## 6. Council updates

### NPDC – RL

- The previous Let's Go fund was \$5 million, reduced to \$884,000 and will now only cover grade 1 schools. Funding options to be considered at the Strategy and Operations Committee meetings.
- The high frequency bus trial between NPDC and TRC funded to \$200,000 per annum over 3 years by NPDC is now targeted to cover 12 months. A joint public transport committee is being established with TRC for this project and other matters.

### SDC – SB

- No additional detail to that covered in the report. Report taken as read.

### STDC – VL

- Previous planned intersection work at SH3 for the Business Park will not be progressing as declined NLTP funding. STDC will need to consider an alternative source of funding. Private work within the business park is continuing as planned.

### TRC – CG

- NZTA have produced a safety report regarding the impact on lights for night driving of front mounted bike racks on buses. The current issue is between BCA and NZTA, nationally the use of bike racks on buses will be shut down effective from Monday 11 Nov.

## 8. General Business

- FR noted that a transport policy item was being taken to TRC's Executive, Audit and Risk Committee on 2 December 2024:
  - 2024 Speed Rule - removal of any role for regional authority and request formal halt to MOU.
- RTC meeting on 5 December 2024:
  - FR provided an outline of the anticipated agenda items, specifically requesting guidance from RTAG on input into the items on the impacts of forestry and the NZ Equestrian petition support request.
  - It was noted that KiwiRail have again postponed their update presentation, so is now scheduled for the March 2025 meeting.
  - RL suggested a future item on Traffic Management changes, which NPDC could lead.
- RL advised that NPDC now process TM differently. They now only approve access to site with operators required to self-manage risk on site.
- Special thanks given to Rui Leitao and Shawn Scott for their time served on RTAG, with this being the last meeting for both of them who are leaving the region later this year.
- Meeting closed 12.20pm

## 9. Next RTAG meeting – 10am on Thursday 20 February 2025

### Summary of actions underway

Ref	Responsibility & date requested	Action	Progress

The meeting closed at 12.20 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
CVST	Commercial Vehicle Safety Team
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
ONRC	One Network Roading Classification
POE	Point of Entry (initiation of a business case)
R2Z	Road to Zero – NZ's Road Safety Strategy 2020-2030
RAMM	Road Assessment and Maintenance Management database
RCA	Road Controlling Authority
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
TM	Traffic Management



<b>Acronym</b>	<b>Meaning</b>
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VFM	Value for Money
VKT	Vehicle Kilometres Travelled

UNCONFIRMED

**Minutes of the SH3 Working Group meeting**

held at 10.30am on Tuesday 1 October 2024  
St John's room – 41 SH3 Mokau

**Present:**

Alan Jamieson (Cr)	Taranaki Regional Council
Tom Cloke (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Cheryl Gazley	Taranaki Regional Council
Bill Clough	Taranaki Regional Council
Mich'eal Downard (Cr)	Waikato Regional Council
Phil King	Waikato Regional Council
Nigel King	Waikato Regional Council
Bryan Sherritt	Waikato Regional Council
Harry Duynhoven (Cr)	New Plymouth District Council
Gavin Todd (Cr)	Waitomo District Council
Dave Perry	NZTA Waka Kotahi
Kendra Ludeke	NZTA Waka Kotahi
Rua Pani	NZTA Waka Kotahi
Lisa Malde	NZTA Waka Kotahi
Liesl Dawson	NZTA Waka Kotahi
John Sutton	NZ Automobile Association
Pat Duffy (Sgt)	NZ Police, Taranaki
Donna Potroz	NZ Police, Mokau

**Chair:** Mich'eal Downard (Cr) Waikato Regional Council

**1. Welcome**

Meeting started at 10.45

Karakia by Phil King

The Chair welcomed those present and apologies were given.

A special welcome to new attendees; Liesel Dawson, Lisa Malde, Rua Pani and Donna Potroz. The group did a round table of introductions.

**Apologies:**

Linda Stewart	NZTA Waka Kotahi
Calvin Rorke	NZTA Waka Kotahi
Caleb Perry	NZTA Waka Kotahi
Angela Strange (Cr)	Waikato Regional Council
John Robertson (Mayor)	Waitomo District Council
Robert O'Keefe	NZ Police, Taranaki
Rui Leitao	New Plymouth District Council

Apologies accepted

Moved: Tom Cloke

Seconded: Alan Jamieson

## 2. Minutes from the previous meeting

Minutes from the Working Group meeting of 16 April 2024, previously circulated, were taken as read and confirmed as accurate.

Previous meeting minutes approved

Moved: John Sutton

Seconded: Alan Jamieson

### Matters Arising

No matters arising

## 3. Regional Land Transport Plans 2024 (RLTP 2024)

Mike Nield led the discussion.

The RLTP process was completed and adopted by Council June/July 2024.

The new RLTP now out has significant reductions to expected funding. This will create a step change for Taranaki. Council is still keen to move forward as funding becomes available, but otherwise we are basically holding ground.

The RLTP was written under two GPS's and two governments. Expect a number of variations to the RLTP to arise.

- Lisa Malde – the impact on Taranaki was the same as across the whole country.

- Harry Duynhoven – previous disaster recovery was to cover 1-10 years. This has now been stretched out to 20 years, expect this to have an impact on funding at local government level.

The effective funding rate published of 51% was actually less than that. The choice now for local government; lesser value of work to the funding limit, or spend a higher percentage of funding on roading.

Taranaki has a big problem with logging truck damage to local roads. Stratford District Council has recently increased the forestry targeted rate for local roads.

Phil King followed with a WRC perspective.

WRC is in the same boat as TRC. Waikato did achieve funding for two roads of national significance; SH1 Cambridge to Piarere and SH21/SH3 Hamilton Southern Links

Trade off though is that other funding is lower. Funding for public transport services across the region is confirmed but there is no funding for new services or enhancements in the next three years.

Hamilton City Council received in the region of \$60M less than expected. A package of resilience work in the Coromandel area valued at \$250m received no funding at all.

Regionally, the key is to maintain existing road quality over coming years rather than go backwards.

- Mich'ael Downard – local roading has been massively impacted by heavy industrial vehicles. Smaller communities are reliant on PT, such as the Te Kuiti to Hamilton bus, this could be at risk with lack of additional funding. The recent LTPT application was for a 50% increase in the 10 year plan. This will now need to be rejigged.

#### **4. Update of corridor maintenance and improvement works on SH3 between Hamilton and New Plymouth**

##### Update on Mt Messenger Bypass

Kendra Ludeke advised that the big focus is now on the tunnel. Work started but found that the rock is much softer than expected so has needed more stabilisation. Weather has also caused delays with only 2 days' work able to be done on ground works in the last month.

It is hoped to start the drilling operation within the next 6 weeks and for the tunnel to take 10 months to drill.

The road header will require the highway to be shut for 6 hours to allow it to be unloaded from the road. It is electrically powered so needs to be hooked up to a generator truck to be driven onto the site. The plan is to do this while the road is closed for the northern side maintenance repair work.

The 125 metre long bridge is commencing work from Feb 2025.

Northern Property access is still ongoing.

When the SH3 full closure for repair work starts, emergency vehicles will still be able to get through.

##### Update on safety improvements

Kendra Ludeke advised that work to replace a bridge at SH3 Mangapepeke #2 north of Mt Messenger is planned to start from August 2025. This is part of the national priority bridge programme which will see 9 bridges replaced across the country.

Safety barriers under the Low Cost/Low Risk category have been completed with a number of sites being in the SH3 Northern Corridor. The location of this work was identified by a full corridor review, with most selected from crash statistics and/or off-road risks.

##### Update on Waitara to Bell Block

Kendra Ludeke updated progress on the Waitara Road roundabout. Currently doing pre-works construction with a target completion date for the roundabout of Q2/Q3 2025.

Airport Driver roundabout will require storm water work in advance of construction. Utility services also need to be moved.

All work has been reviewed to meet the GPS.

- Bryan Sherritt – how is safety being accommodated with 'fit for purpose' review?
- Lisa Malde – all projects nationally have gone through the same review. Work needs to be fit for purpose and achieve good value for money.

It has been determined that to construct the roundabout at the SH3/SH3A intersection further funding may be needed. Work to complete investigations and the design for the roundabout, as well as gain consents, is continuing.

**5. Update on Incident(s) and Improving Incident response management – SH3 between 3/3A and Piopio**

Pat Duffy – NZ Police

Current priority is restraints, impaired drivers, distractions and speed. Push for more patrols out on the highways. Also move to get more staff out of the office to assist with check point duties.

Plan for increased use of the booze bus, targeting speed, booze and drugs. NZ Police are hoping for an improvement in statistics with summer coming and improved weather.

Lack of communication access through Awakino Gorge and through to Mt Messenger is a real issue for police and emergency services, as well as the general public. Pat suggested that the SH3WG could advocate for mobile coverage particularly through the gorge region.

Discussion about speeding through roadworks. Especially regarding low speed limits when no road work staff in attendance after hours. Specific mention made of the section of 50 km/hr south of Mt Messenger office. Kendra Ludeke offered to check whether the current speed restriction could be lifted/increased outside of work hours.

Previous discussion had mentioned speed cameras to be setup at site works, now unlikely to happen with budget cuts.

Rua Pani suggested the problem related to driver behaviour around road works and asked if this was something the SG3WG could push to improve. Mike Nield replied that this is an item that every member of the group should push with their respective local entity.

Action	By	Target date	Completed
Request adjustment of speed limit south of Mt Messenger outside of work hours	Kendra Ludeke	31/10/2024	
Advocate for mobile coverage from Awakino Gorge to Mt Messenger	SH3WG		

**6. SH3 Priority Work List**

Current work list update provided by NZTA.

Mich' eal Downard questioned whether the group can advocate for what work is needed as future priority?

Lisa Malde advised that what is being discussed requires a business case as the projects and small pieces of work combined constitutes a programme of work. Currently all funding via the NLTF has already been allocated for the next 3 years so there isn't a rush

to get a Point of Entry pushed through. Lisa asked if any previous business case work had been done in this regard.

Tom Cloke advised in the affirmative. Tom has records of historical projects and will arrange to get relevant detail to the group. Phil King advised he was also able to help to provide previous document information.

Mike Nield stated that the key SH3WG focus needs to be on forward project planning ready for any funding that can be obtained. The two RTC's and NZTA need to pull all threads together into one coherent plan to cover the next 20 – 30 years. NZTA, as asset owner, should take the lead in this work.

Lisa Malde stated she would work with the key SH3WG members towards developing a Point of Entry and project scope.

Rua Pani suggested that regardless of current lack of funds, SH3WG should still advocate for forward work required.

Mich'ael Downard suggested Lisa Malde work with Bill Clough to get information out to the group before Christmas. Lisa said she will aim to get work underway prior to the next meeting in early 2025 as the Regional Advisor role is currently vacant.

Dave Perry said not to forget the small stuff as they can be chipped away at between the bigger infrastructure projects.

Action	By	Target date	Completed
Provide relevant historical records of prior priority work list items to the group	Tom Cloke / Bryan Sherritt / Bill Clough	31/10/2024	
NZTA to work with key SH3WG members towards developing a Point of Entry and project scope	Lisa Malde	20/12/2024	
NZTA Regional Advisor (once appointed), to work with Regional Council staff to get business case work underway for the priority work list	Lisa Malde	28/02/2025	

## 7. General Business

No general business.

8. **Next meeting:** Meeting dates for 2025

Tuesday 4 Mar 2025	10:30am	Mt Messenger
Tuesday 9 Sep 2025	10:30am	Mokau

Meeting appointment emails will be sent out soon.  
Meeting closed 12:15pm

**Attachments:**

Terms of Reference for State Highway 3 Working Group – April 2021.

Includes link to history of the Working Group: SH3WP-Booklet 2014

[www.trc.govt.nz/transport-planning/state-highway-3/](http://www.trc.govt.nz/transport-planning/state-highway-3/)

UNCONFIRMED



**Date:** 5 December 2024

**Subject:** Venture Taranaki Presentation

**Author:** N Chadwick, Executive Assistant to the Chief Executive and Chairperson

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-89

### **Purpose**

1. The purpose of this memorandum is to introduce a presentation from Venture Taranaki

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the presentation from Venture Taranaki
- b) notes the content within the presentation

### **Background**

2. The Regional Transport Committee requested a presentation from Venture Taranaki (VT) to provide members with an update on a range of economic matters, energy nuances and other strategies that VT are currently developing.





**Date:** 5 December 2024

**Subject:** Update from Non-voting advisory members

**Author:** N Chadwick, Executive Assistant to the Chief Executive and Chairperson

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-98

### **Purpose**

1. The purpose of this memorandum is to invite our non-voting advisory members to provide the committee with a verbal update on any important matters that are pertinent to the scope of the Committee's terms of reference.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives this memorandum along with any verbal updates from New Zealand Police and/or KiwiRail.
- b) notes the content of these updates

### **Discussion**

2. From time to time, there may be urgent matters that our non-voting advisory members need to share with the Committee. Due to agenda deadlines and the nature of their work it is not always possible for formal agenda items to be prepared.
3. The content of any updates provided do not require the Committee to make a decision but allow for information to be shared for broad awareness of matters impacting regional transport.



**Date:** 5 December 2024

**Subject:** Consideration of request from the NZ Equestrian Advocacy Network

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-141

## Purpose

1. The purpose of this memorandum is to consider the request from the NZ Equestrian Advocacy Network for the Committee's support of their efforts to improve the safety of horse riders.

## Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Consideration of request from the NZ Equestrian Advocacy Network
- b) approves sending a letter of thanks from the Committee Chair to the NZ Equestrian Advocacy Network noting the points outlined within the memorandum, incorporating any matters requested by Members
- c) notes that there is currently no definition of 'vulnerable road user' in legislation however a broad one is provided within the Regional Land Transport Plan 2024 which remains fit for purpose
- 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

2. At the 12 September 2024 meeting, a public deputation was received from Julia McLean on behalf of the [NZ Equestrian Advocacy Network](#) (NZEAN). NZEAN aim to improve the safety and wellbeing of all recreational horse riders in Aotearoa by ensuring they have access to safe places to ride, specifically through the following:
  - Promote and preserve recreational horse-riding tracks, trails and pathways in New Zealand's public spaces.
  - Include horses in road safety campaigns to improve awareness for all road users.
  - Request changes to legislation to ensure horse riders have safe on and off-road access options.

3. The deputation to the Committee was part of a nationwide campaign by NZEAN to have horse riders officially recognised as vulnerable road users. It was noted that this same presentation was being made to each Regional Transport Committee throughout the country (many of whom had already given their support), and a petition would be going to Parliament on 15 October 2024.
4. The specific petition was, *That the House of Representatives hold an inquiry into road user behaviour towards vulnerable road users, including people riding horses, recognise that horse riders are vulnerable road users, and amend the Land Transport Act and associated Rules to include safe provision for horse riders in legislation.*
5. The NZEAN presented their reason for the petition as – *The European Commission defines a 'vulnerable road user' (VRU) as any 'non-motorised' road user. NZTA told us it does not have a VRU definition. We think this has led to inconsistencies in how local, regional and central government agencies view horse riders in road safety, inclusion and access to off-road pathways. Horse riders are left out of road safety initiatives and shared pathways.*
6. Committee discussions were generally supportive, though the importance of horse riders themselves being more proactive about being easily seen (including increasing hock visibility so their movement was clear to other road users) was noted to NZEAN. The Committee requested that an item be prepared for the next meeting in order to appropriately consider the request for support in this matter.

## Discussion

7. Vulnerable Road Users (VRU) is a term frequently used within transport policy, though there is currently no definition provided either in statute or national strategies – including the NZ Road Safety Strategy, the Land Transport Act 1998 or the Land Transport Management Act 2003.
8. The Taranaki Regional Land Transport Plan 2024 does provide a broad definition on page 42, *'Vulnerable road users' (VRUs) is a term that refers to people who have less crash protection than occupants of motor vehicles and therefore have a higher risk of being injured.* This is deliberately inclusive rather than specifying specific user modes and therefore potentially excluding others.
9. In short, transport legislation does not currently categorise any road user as 'vulnerable' or make provision for such groups.
10. There is merit in ensuring that there is sufficient recognition of horse riders in transport legislation to enable targeted road safety messages around horse riders on suitable rural roadsides. For example, for vehicles to provide a passing space of at least two metres for horses – similarly to the share the road messages for cyclists. Related to such specification and road safety messaging would be better recording of data about road safety incidents involving horses, which would better enable targeting of the issues needing to be addressed.
11. However, should legislation address this matter it must ensure clarity for all modes of transport users. Horse riders would not be the highest priority in transport safety messages, nor should they be encouraged to use roads which are unsuitable for equestrian use due to having high traffic volumes or insufficient roadside width to enable comfortable passing by other users. Horses are primarily used for recreational rather than transportation purposes. Transport funding is highly constrained and is strongly allocated on the basis of transport needs not recreational uses.
12. The petition is now with the Select Committee and they will provide a report to the Minister of Transport in due course. Some legislative protections do currently exist for horse riders through the Land Transport (Road User) Rule 2004, through which road users (which includes drivers, riders, passengers and pedestrians) must exercise due care towards a person riding or driving animals on the road, and toward that person's animal(s). There is a \$55 infringement fee for failing to exercise due care, though there is a commitment in the Government Policy Statement on Land Transport 2024 to review penalties for traffic offences including consideration of indexing the value of infringements to inflation.

### **Next steps**

13. Given that the petition has already been lodged with Government, the specifics of that request is now redundant. However the Committee may still wish to respond to NZEAN.
14. Recommend sending a letter from the Committee Chair to Ms McLean on behalf of the NZEAN noting:
  - Sincere thanks for taking the time to present to the Committee to raise the issue of safety for horse riders.
  - The main concerns set out in the presentation being the lack of acknowledgement of horse riders as vulnerable road users within transport legislation and no public information and education on how to appropriately pass horse riders on public roads.
  - The Committee's appreciation of NZEAN's advocacy on the road safety issues facing horse riders and the need for greater official recognition of this.
  - The Committee members have clearly heard the messages regarding horse rider safety on public roads and will now have an opportunity to consider it in relation to their different roles and responsibilities within their respective organisations.
  - Support NZEAN's desire for action and support their encouragement of Government to engage with the equestrian community to better understand the issues facing them and develop appropriate, nationally consistent safety direction and initiatives.
  - The Committee is committed to improving road safety in the Taranaki region. This has been reflected in the recently approved Taranaki Regional Land Transport Plan 2024-2034
  - The Committee will continue to seek advice from staff on changes that could be made within the region in the context of the issues raised by NZEAN.
15. Advice is sought from the Committee on any changes or additions to the above that they wish raised in the letter to NZEAN, or other further action they may wish to take.

### **Issues**

16. The issue is whether to send a letter of support to NZEAN regarding their advocacy efforts for safe horse riding on public roads.

### **Options**

17. The option for consideration is whether to send a letter in response to the NZEAN's presentation and the detail within such a letter.
18. A letter of support for NZEAN's request could also be sent to the Minister of Transport, though this is not considered necessary given the petition has already been submitted to the government. The higher priority issues that the Committee is already concerned with at national level are also noted in this regard.

### **Significance**

19. The sending of such a letter does not meet the definition of significance within the Councils' Significance and Engagement Policy, therefore no further consideration is required in this matter.

### **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.

### **Climate change considerations**

22. This item is administrative in nature. There are *no* climate change impacts to consider in relation to this item.

### **Iwi considerations**

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

### **Community considerations**

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.



**Date:** 5 December 2024

**Subject:** RLTP implementation update

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-69

## Purpose

1. The purpose of this memorandum is to provide an update on implementing the Regional Land Transport Plan (RLTP). In addition to receiving updates from each of the four councils on their progress with implementation and forward planning of transport activities, an update is also provided on additional aspects of monitoring to be undertaken.

## Recommendations

That the Taranaki Regional Council:

- a) receives the update from the New Plymouth District Council on its transport activities
- b) receives the update from the South Taranaki District Council on its transport activities
- c) receives the update from the Stratford District Council on its transport activities
- d) receives the update from the Taranaki Regional Council on its transport activities
- e) notes that developing a more fulsome monitoring framework for the Regional Land Transport Plan 2024 has commenced as planned
- f) notes that the final Government Policy Statement on Land Transport 2024 included a statement of Ministerial expectations as conditions for receiving funding through the National Land Transport Programme and that more information about these expectations has now been provided
- g) notes the correspondence received by Taranaki Regional Council from Waka Kotahi NZ Transport Agency on funding terms and conditions.

## Background

2. As part of maintaining oversight of land transport activities in the region, including implementation of the Taranaki RLTP, the quarterly Regional Transport Committee meeting receives an update from each of the four councils.
3. Together with the separate update provided by Waka Kotahi NZ Transport Agency (NZTA), this means that each Approved Organisation within the current RLTP (except for the Department of Conservation whose transport activities in the region are too minor to warrant such regular updates) regularly report 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 and answer any queries from Members:

Organisation	RTAG Member
New Plymouth District Council (NPDC)	Rui Leitao, Manager Infrastructure
South Taranaki District Council (STDC)	Vincent Lim, Rooding Team Leader
Stratford District Council (SDC)	Steve Bowden, Rooding Asset Manager
Taranaki Regional Council (TRC)	Cheryl Gazley, Transport Engagement Manager

### RLTP 2024 monitoring framework

5. Section 7.1 of the RLTP 2024 describes how monitoring will be undertaken to assess implementation of the Plan as follows:

*Monitoring of the Plan will primarily involve:*

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

*Waka Kotahi's Benefits Framework and the One Network Framework will be used to help determine an ongoing monitoring framework for the Plan and establish baselines for these indicators.*

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

*The headline targets outlined in Section 4.3, and noted in Table 11 below, will be key parts of this framework, and will be monitored from the outset of the Plan (though the specific data sources used may change as better sources become available). These will be reported annually to the Committee.*

Table 11: Initial Monitoring Framework

<b>Headline targets</b>	<b>Indicator</b>	<b>Data Source/s</b>
<b>Improving safety</b> – A 40% reduction in deaths and serious injuries.	Road related deaths and serious injuries.	Waka Kotahi crash statistics
<b>Increasing mode shift</b> – At least a doubling of trips made by walking, cycling and public transport throughout the region by 2034.	Mode shift to reduced or zero carbon transport options, measured as trips made via public transport, walking or cycling.	Statistics NZ census data TRC bus patronage data NPDC active mode cordon counts
<b>Improving reliable connectivity</b> – Less travel disruption for road traffic.	Reduction in the duration and frequency of unplanned road closures on key routes.	Traffic Road Event Information System (TREIS) data

6. Work is being undertaken to draft a strawman monitoring framework for the Regional Transport Advisory Group to discuss in the first half of 2025.

## NLTP ministerial expectations – terms and conditions of national funding

7. Correspondence from NZTA, 2024-27 National Land Transport Programme – Final decisions, was received at the 12 September 2024 meeting. For ease of reference, below is an excerpt from that letter regarding Ministerial expectations and conditions of funding.

### Ministerial Expectations in GPS 2024

GPS 2024 includes a Statement of Ministerial Expectations for NZTA and the sector in general. This statement recognises the need for active cooperation of all players in the sector to deliver the results for the land transport system that New Zealanders want and deserve.

NZTA is expected to ensure that road controlling authorities and public transport authorities follow the Ministerial expectations where applicable. In particular, it is expected that NZTA will ensure Ministerial expectations are incorporated into the requirements placed on other road controlling and public transport authorities as a condition of inclusion of their projects in the National Land Transport Programme (NLTP).

We've reflected in Attachment 2 how approved organisations can actively support the delivery of the Minister's expectations in GPS 2024. I would also urge you to ensure that you and your staff are familiar with the contents of the GPS including Section 5 where the Minister's expectations are set out.

### Conditions of inclusion in the NLTP and funding

Alongside adoption of the NLTP, the NZTA Board also approved terms and conditions that apply to NLTF funding approvals during this NLTP period for activities of approved organisations or NZTA (for its own activities). These terms and conditions are set out in Attachment 3 and tie in the general requirements and conditions set out on NZTA's website and any other conditions attached by NZTA to funding of any specific activity. They also reflect and support the Ministerial expectations highlighted above.

These terms and conditions provide that NZTA may develop and provide to approved organisations (and NZTA (for its own activities)) other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress), and self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements. We are currently in the process of considering what specific requirements, self-assessment and reporting requirements are needed to achieve the Ministerial expectations. We will provide these to you once they have been developed. Generally, this is likely to include requiring:

- periodic self-evaluation and reporting of your performance against Ministerial expectations, including identifying improvements in practices to enhance performance;
- monitoring alignment with Ministerial expectations by NZTA as part of future investment audits.

We also anticipate that the reconstituted Road Efficiency Group (REG) will support opportunities for benchmarking, sharing of best practice, use of REG tools etc. to assist in meeting these expectations.

8. On 13 November 2024, NZTA sent letters to local government (copy attached for information of the letter sent to Taranaki Regional Council) providing further detail on the requirements to meet the Minister's expectations as set out in the Government Policy Statement on Land Transport 2024.
9. Approved organisations (AOs) must provide NZTA with quantitative information about pothole repairs, temporary traffic management costs and public transport private share, and self-assessment reporting on other Ministerial expectations. Further information on these terms and conditions is available [online](#).
10. Staff are analysing the impact of these new requirements.
11. The reporting deadline for the October to December quarter is 20 January 2025. NZTA have advised that they will use this information to help refine the reporting arrangements and set targets for future reporting.



### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Climate change considerations**

14. This item is administrative in nature. There are *no* climate change impacts to consider in relation to this item.
15. However, provision of appropriate transport networks and services have the potential to provide significant benefits to climate change mitigation through a reduction in carbon emissions and supporting shift to less carbon intensive modes. This is highlighted by the headline target of 'Increasing mode shift' for monitoring the success of the RLTP.

### **Iwi considerations**

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

### **Community considerations**

17. 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**

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

### **Appendices/Attachments**

TRCID-1351577652-34: [NPDC update](#)

TRCID-1351577652-36: [STDC Update](#)

TRCID-1351577652-35: [SDC Update](#)

TRCID-1351577652-37: [TRC Update](#)

TRCID-750612500-10: [NZTA Funding terms and conditions letter to TRC on 2024.11.13](#)

<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<b>New Plymouth District Council</b>
RTAG representative:	<b>Rui Leitao</b>
RTC representative:	<b>Councillor Harry Duynhoven</b>
Date:	<b>November 2024</b>

### **1. MAINTENANCE, OPERATIONS AND RENEWALS (MOR)**

The New Plymouth District Council (NPDC) MOR NZTA approved allocation at \$80.4M for 2024-27 is \$8.5M less than the approved LTP budget for the 2024-27 period. NPDC will now have to consider options going forward this financial year and future annual plans.

Based on the recommended minimum depreciation value of its road assets, NPDC should be spending about \$120M over the 2024-27 period. This indicates that the NPDC approved LTP MOR budget at \$88.4M is already being managed very tightly and with a high degree of risk on network deterioration.

Our greatest risk area for the year ahead and the next 10-years will continue to be the impact of forestry haulage on our network, in particular Tarata Road.



Picture - Okau Road retaining wall

### **2. ROAD IMPROVEMENTS**

NZTA budget allocations for Low Cost/Low Risk improvements is of high impact to NPDC, as the approved NZTA allocation at \$6M for 2024-27 is \$11.5M less than the approved LTP budget for the 2024-27 period.

The three principal areas of requiring improvements are related to crash mitigation at intersections (both urban and rural), network walking and cycling improvements and safety around schools. Although for 2024-27 NPDC had decided on a much-reduced output in safety improvements than they have undertaken in the past, it will now have to reconsider funding options to bridge the gap.

Some of the projects that have not been approved by NZTA will need to go ahead due to their link to growth, land development, and tourism demand.



Picture – Tarata Road, Purangi Saddle visibility improvements

### **3. LET'S GO PROGRAMME – WALKING AND CYCLING PROMOTION**

Work Category 432 Road Safety Promotion has been heavily affected by the reduction of NZTA funding and NPDC will now have to consider funding options for the Let's Go programme.

### **4. TRANSPORT PLANNING**

NPDC's Integrated Transport Framework/Programme Business Case (ITF/PBC) has been reviewed to align better with the draft 2024-34 GPS, provide more detailed information on trigger points for the long-term interventions contained the 30-year Infrastructure Strategy and programme. NPDC should be adopting the ITF in December 2024.

Due to the funding impact on New Plymouth rate payers, NPDC will be doing less physical works improvements in 2024-27 and doing more (business) planning, as future district plans need to take into consideration the strategic output of the ITF.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	<b>South Taranaki District Council</b>
RTAG representative:	<b>Vincent Lim</b>
RTC representative:	<b>Mayor Phil Nixon</b>
Date:	<b>25 October 2024</b>

## Maintenance, operations, and renewals – September 2024

### Maintenance

1. Our road maintenance contracts were expired on 31 July 2024. The contractor Fulton Hogan has declined the contract rollover. Council has decided to unbundle the existing road maintenance contracts into 6 separate contracts. We are writing these separate contracts for tendering with a probable start date of April 2025. A temporary extension of 9 months is being provided to Fulton Hogan to give the roading service while we are completing the unbundled contracts.
2. We have completed documentation of these contracts, and they will be advertised in Government Electronics Tender System (GETS) in November 2024.
3. We have received the indicative funding approval from New Zealand Transport Agency for the continuous programme. The funding is now being split into the following group:
  - Local Road Pothole Prevention. Total local road pothole prevention funding for 2024/25 is \$11,554,224.
  - Local Road Operations. The total local road operations funding for 2024/25 is \$5,694,780.
  - Local Road Improvements. The total amount approved for 2024-27 is \$4,481,805 which was what we have requested.
  - Walking and Cycling. Total walking and cycling funding for 2024/27 is \$1,043,000 which equates to \$347,667 per year.
  - Community Road Safety Programme. The total funding indicated for this is \$742,000 for the Long-Term Plan. This equates to \$247,333 per year which is 65% less than the requested amount of \$690,000. All three Councils have agreed to top this programme by using the residue of the unfunded budget of \$154,933.
4. Renewals. This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.
5. The resurfacing work for the year has been finalised and HEB Construction will be doing the work again as we have extended the contract by 2 years. We are targeting about 4.5% of the total reseal area. HEB is currently designing the type of seal to be done, and actual physical work has already started.

6. All the pavement rehabilitation works for the year have been programmed. The design and documentation are currently with our project team. We are targeting to tender out the first couple of projects in September 2024. The following is the pavement rehabilitation for the year.

<b>5214 - Pavement Rehabilitation</b>	<b>Year to Date</b>	<b>Comments</b>
<i>Ohangai Road RP 2000-3380</i>	\$800,000.00	To be tendered
<i>Kohi Road RP 835-1914</i>	\$800,000.00	Tendering
<i>Rotokare Road RP180-1734</i>	\$1050,000.00	Tendering
<i>Mountain Road RP 6084-6850</i>	\$500,000.00	Tendered
<b>Total</b>	<b>\$3,150,000.00</b>	

7. The footpath renewal work programme will be reduced to match the NZTA (NZ Transport Agency) approved funding of \$257K per year. The balance of footpath renewal identified will be programmed in the next two years. The current year programme is out for tender.

#### **Emergency works – if applicable**

8. There were no events for last year and none for July-September 2024.

#### **Low-cost low risk**

9. 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.
10. No funding has been provided. We are currently considering using the residue of the unfunded budget to carry out minor improvement work as unsubsidised work to the amount of \$1.7 million. Projects priority list is being proposed for Council’s consideration.
11. On the bright side, NZTA has approved two of Council’s resilience projects – one in Waitotara Valley Road and the other in Severn Street, Waitotara. Total amount of both projects is \$780,000 and are funded at 83%.

#### **Transport planning**

12. We are implementing the Asset Management Data Standard (AMDS) project. The total estimated cost for this project is \$170,000 and it will be funded separate from the LTP but at the same FAR (Funding Assistance Rates) of 65%.

<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<b>Stratford District Council</b>
RTAG representative:	<b>Steve Bowden</b>
RTC representative:	<b>Mayor Neil Volzke</b>
Date:	<b>November 2024</b>

## 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 2024/25 year is \$8,506,08. As at 30 September 2024, SDC has spent \$1,511,912 of the approved allocation.

The table below provides an overview of the typical works undertaken each month:

Item	Activity Class	Completed Works
1	Sealed Roads	<ul style="list-style-type: none"> <li>Potholes Sealed Various sites.</li> </ul>
2	Unsealed Roads	<ul style="list-style-type: none"> <li>Grading on Raekohua Road,</li> <li>Potholes filled on Raupuha Road, Mangamaire Road, Raekohua Road,</li> <li>Dig out on Manganui Road</li> </ul>
3	Drainage Repairs	<ul style="list-style-type: none"> <li>Installed new sump on Warwick Road.</li> <li>Cleared Inlet/Outlets on various roads.</li> <li>Clearing of watertables on various roads.</li> <li>Installed new culvert markers on various roads.</li> <li>Sump grates cleared on SH3 (2 Broadway) &amp; Warwick Road West</li> </ul>
4	Signs/Furniture & Structures	<ul style="list-style-type: none"> <li>Replaced street name blades for Elizabeth Grove, Celia Street, Damaged Posts &amp; Signs repaired Mangaoapa Road</li> <li>Signs cleaned: Ruapuha Road, Mangapapa.</li> <li>New sign installations:</li> <li>Posts down/leaning on Ronald Road,</li> <li>Signs reinstated on Beaconsfield Road</li> <li>Sign Straightening done on Cordelia Street, Hills Road, SH3 Broadway, Miranda Street, Page Street</li> </ul>
5	Environment	<ul style="list-style-type: none"> <li>Detritus and litter cleared on various roads across the district.</li> <li>Illegal Dumping picked up on Esk Road, Opunake Road</li> <li>Clearing slips on Kohuratahi Road, Moki Road</li> </ul>
6	Bridges	<ul style="list-style-type: none"> <li>Bridges:</li> </ul>
7	Footpaths	<ul style="list-style-type: none"> <li>Cut back overhanging vegetation on SH3 Broadway</li> </ul>
8	Shoulders	<ul style="list-style-type: none"> <li>Edge breaks filled on Manaia Road (SPR)</li> </ul>
9	Emergency Works	<ul style="list-style-type: none"> <li>Fallen Trees Mangaehu Road RP 2496 &amp; 3327 Brewer Road &amp; Putikituna Road</li> </ul>

Item	Activity Class	Completed Works
		<ul style="list-style-type: none"> <li>Landslips on Standish Road, Wingrove Road, Tuna Road, Manaia Road (SPR), Whanga Road, Mangaoapa Road, Upper Mangaehu Road, Stanley Road, Palmer Road, Whitianga Road, Makuri Road,</li> <li>Snowfall clearing on Pembroke Road (SPR).</li> </ul>
10	Surface Water Channels	<ul style="list-style-type: none"> <li>Cleared Water Channels on Mercade Cl, Surrey Street, SH3 Broadway, Fenton Street</li> </ul>

### Illegal Dumping

In the quarter ending 30 September we have spent \$2,350 collecting illegal dumping.



Figure 1: Dumped bags of rubbish on Finnerty Rd.



Figure 2: Rubbish dumped on various roads in the district.

### Pavement Rehabilitation.

The pavement rehab on Flint Road East outside the A&P Showground began in September. We have constructed a 200mm deep reinforced concrete slab to form the road outside the entrance to the Nutrinza Feed Mill (old Tannery) as the trucks entering

and exiting this facility were damaging the road. Below are some images of the work in progress.



*Figure 3: Flint Road East – Basecourse placed and compacted to form the road foundation.*

*Figure 4: New kerb and channel for drainage and reinforcement for the concrete slab.*

We are aiming to complete the project by the long weekend.

### **Structures and Bridge Renewals.**

We commenced on the replacement of the wooden deck to the bridge located at the road end of Puniwhakau Rd. This bridge deck was damaged by a haulage company carting logs from one of the forestry blocks located beyond the bridge.

From the image below, we have determined that 40% of the cost is attributable to the haulage company. We have been in discussions with the insurance company, however we are waiting for their decision.



*Figure 5: Damage to the bridge located at the end of Puniwhakau Rd.*





Figure 6: New steel beams installed to support the concrete bridge deck.



Figure 7: The completed bridge.

### EMERGENCY WORKS – IF APPLICABLE

During August and September we experienced several heavy rainfall events that resulted in numerous minor slip and three major under slips on Junction Rd, Mangaoapa Rd and Mohakau Road. These have been repaired at a cost in the order of \$200,000 by excavating a bank retreat at each location as shown below.



Figure 8: Bank retreat on Junction Rd.



Figure 9: Bank Retreat on Mangaoapa Rd.



Figure 10: Mohakau Rd - Before and after.

## 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 Roading Improvements

SDC has submitted to NZTA our Low-Cost Low Risk Improvement request totalling \$8,450,000 including \$1.2m for walking a cycling.

At the beginning of September we received notification from NZTA the Board had finalised the National Land Transport Fund, that our Low-Cost Low Risk approved allocation was zero dollars (\$0) for the 2024 -2027 period.

A further announcement on 4 October from NZTA regarding the Crown Resilience Programme Funding (CRP) for Local Roads provided some positive news by approving the following projects:

173142	Stratford DC	Opunake Rd - Opposite Possum Factory RP9.50 - Retaining wall	Submitted	Opunake Rd RP9.50	Construction of a retaining wall to repair an underslip which occurred in July 2022	Local road improvements	Bridges and structures	Length (km)	Safety	Very high
173141	Stratford DC	Stanley Rd RP4.97 - Retaining Wall	Submitted	Stanley Rd RP4.97	Construction of a retaining wall at an historical slip site. The slip is starting to undermine the road.	Local road improvements	Bridges and structures	Length (km)	Safety	High
173140	Stratford DC	Whitianga Rd - Retaining Walls RP0.58, RP0.65 and RP0.92	Submitted	Whitianga Rd at RP0.58, RP0.65 and RP0.92	Construction of three retaining walls following a localised storm event in August 2022.	Local road improvements	Bridges and structures	Length (km)	Safety	High

At a Policy and Services Committee meeting on 22 October 2024, council agreed to fund the 18% (\$270,000 over three years), from our share of the LCLR Improvement budget, in order to construct the projects listed above.

### 3. ACTIVE MODES – WALKING AND CYCLING

#### Connecting our Communities Strategy

As above we have submitted our funding request of \$1,200,000 for the infrastructure upgrades associated with our Connecting Our Communities Strategy. Unfortunately funding for this activity has been declined as it is not a national priority in accordance with the Government Policy Statement for Land Transport.

### 4. ROAD SAFETY

#### Speed Limit Reviews outside Schools

The new Setting of Speed Limits Rule 2024 came into force on 30 October this year.

There are some changes which affect the speed limits outside of the schools. SDC has created permanent 30km/h speed limits for urban schools and permanent 60km/h speed limits for rural schools. Under the new Rule, these speed limits are required to be variable.

NZTA has introduced a new static variable sign that RCA's can use instead of the electronic variable speed limit signage in the order of \$550,000 for SDC (to be fully funded by SDC), we will opt for the static signs instead, due to affordability to the local community.

**Low-Cost Low Risk Improvements.**

Like the 62 other RCA's across the country SDC were not successful in securing NZTA funding for this activity class. At the Policy and Services Committee meeting on 22 October 2024, Council resolved to fund some of the projects from the SDC share of the budget. This amounted to \$1.56m over the three years and included the \$270,000 for the three resilience projects mentioned above.

The amount remaining for LCLR Improvements is \$1,290,000 for the duration of this LTP.

**5. TRANSPORT PLANNING**

At present, Stratford is experiencing a down-turn in local development that effect the local roading network. Whilst development hasn't stopped, many of the application received are for one or two lot subdivisions which have a minimal impact on the roading network.

<b>Transport Engagement Manager Update.</b>
Organisation name: <b>TRC</b>
RTAG representative: <b>Cheryl Gazley</b>
Date: <b>7 November 2024</b>

#### First Quarter Overview

As we wrap up the first quarter, we're pleased to report that passenger numbers are on par with last year. For the 2024/25 period, passenger numbers were 214,130, compared to 209,303 in 2023/24. This year, we're achieving a farebox recovery rate that is similar to last year of 30%. This percentage reflects the portion of our total operating expenditure covered by passenger fares.

#### Private Share

In an effort to boost the private share of public transport expenditure, NZTA will collaborate with Public Transport Authorities (PTAs). This initiative aims to gather data across regions to establish both interim and long-term targets and we'll explore strategies such as growing patronage, optimising our network, refining fares and pricing policies, and developing additional revenue streams. Last financial year, 23/24, Taranaki was tracking at 13% private share of operating expenditure, the first quarter of 24/25 private share is 23%, while the national average is 20.4%. We're moving in a positive direction, the Strategic Business Case (SSBC) is focused on enhancing network efficiency, which should lead to increased ridership, reliability, and customer satisfaction. Although the search for third-party funding is challenging in today's financial climate, we're committed to exploring all opportunities, including expanding our advertising efforts and collaborating with local businesses, as we currently do with Te Whatu Ora Taranaki.

#### Marketing Strategy

Both the TRC Communications and Transport teams, in partnership with Strategy Collective Marketing Consultants, have developed a new public transport marketing strategy. This strategy emerged from workshops aimed at aligning our marketing efforts with operational goals. The key strengths identified include our simple fare zones and strong partnerships, while we noted some weaknesses, such as outdated branding and inconsistent experiences at bus stops. Marketing will focus on sustainability, customer experience, and accessibility, the strategy emphasizes reducing emissions and enhancing customer satisfaction. To improve our service, we'll implement consistent branding, ongoing marketing campaigns, and a dedicated website for public transport information. We're targeting four key audience groups, commuters, school students, tertiary students, and the elderly, with tailored messaging for each. Our phased marketing approach will feature both "Always On" campaigns and seasonal promotions to build visibility and engagement, particularly as we prepare for the launch of a new bus network in April 2026. This marketing strategy is vital for increasing ridership and achieving our long-term transportation goals while effectively serving our community.

## SSBC

Currently, the SSBC is with NZTA for endorsement, and we're gearing up for procurement. This is a rapidly evolving area, so I'll provide further updates at our meeting. The Joint PT Committee is also making progress, terms of reference are being considered and formal invitations are being prepared for Stratford, South Taranaki, and NZTA/Waka Kotahi. Our first meeting is scheduled for December, where we'll address administrative matters like electing a chairperson and clarifying processes.

## Upcoming Events

There are exciting developments underway for the New Plymouth high-frequency service, anticipated to launch in April 2025. We are evaluating three potential routes:

- A loop between the hospital and Fitzroy with three buses.
- A loop between the hospital and Hobson Street with two buses.
- Increasing the frequency on one of our existing urban routes.

Working with Te Matatini, we now have an approved schedule for this event, TRC will offer additional morning and evening services, adjust the route to the TSB Hub in Hāwera for convenient park-and-ride access, and provide free travel for event attendees with a wristband.

We're turning our mind to Christmas and will start with the New Plymouth Christmas Parade on Saturday 30 November, where we'll offer free travel on one return journey for all urban routes.



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13 November 2024

Steve Ruru  
Chief Executive Officer  
Taranaki Regional Council  
[steve.ruru@trc.govt.nz](mailto:steve.ruru@trc.govt.nz)  
cc. Linda Stewart - [Linda.stewart@nzta.govt.nz](mailto:Linda.stewart@nzta.govt.nz)

Dear Steve

#### **Specific requirements relating to Ministerial expectations**

In our September letter regarding decisions on the 2024-27 National Land Transport Programme, we informed you of the relevant Ministerial expectations set out in the Government Policy Statement on land transport 2024 (GPS 2024) that apply to approved organisations and the terms and conditions relating to those expectations.

We are following up with specific requirements in relation to pothole repair, temporary traffic management and private share of public transport expenditure, and reporting. This information is set out in Attachment 1 and on the NZTA website and may be updated from time to time. We will notify your organisation of any changes.

#### **Ministerial expectations in GPS 2024**

The GPS 2024 includes a Statement of Ministerial Expectations for NZTA and the sector in general. NZTA is expected to ensure that Road Controlling Authorities (RCAs) and Public Transport Authorities (PTAs) take appropriate steps to meet the Ministerial expectations, where applicable, and comply with self-assessment and reporting requirements. This is to demonstrate the steps that an approved organisation has taken to meet relevant expectations (including those for which there may be specific requirements).

We have developed specific requirements to achieve particular expectations including measures to assess whether an approved organisation is making appropriate progress. These requirements apply from October 2024 onwards.

We recognise that not all the specific requirements may apply to your organisation: the pothole prevention and temporary traffic management requirements will apply to RCAs; the public transport requirements will apply to PTAs.

#### **Reporting requirements**

We have set out the information requested for the October to December quarterly report in Attachment 2 (Reporting Schedule). This requires your organisation to self-assess in relation to most of the expectations and provide quantitative information relating to pothole repairs, temporary traffic management and private share of public transport. We want to gain an understanding of any gaps or issues and streamline reporting using an appropriate template. Lessons and improvements will be embedded into the January to March reporting period.

**Pothole prevention (repair times)**

This requirement focuses on steps to improve pothole repairs on the road network. We want to understand how RCAs measure response times for fixing potholes on sealed local roads. We have set out a measure that reflects the Minister’s expectation so that there is consistent reporting across RCAs. We want to understand if RCAs use a different measure and when the clock starts in terms of measuring response times. We also want feedback on whether RCAs set different response targets depending on whether the road is a high or low volume road.

**Temporary traffic management**

The information to be reported is set out in guidance on temporary traffic management quarterly reporting on our website. [Temporary traffic management quarterly reporting guidance v1 \(nzta.govt.nz\)](https://www.nzta.govt.nz/assets/Temporary-traffic-management-quarterly-reporting-guidance-v1-nzta.govt.nz). This information will help us understand how each RCA is reducing costs of temporary traffic management while maintaining the safety of workers and road users.

The Road Efficiency Group Te Ringa Maimoa (REG) has developed an online tool called the REG Transport insights web portal which RCAs are asked to use to enter the required information [Transport Insights web portal | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://www.nzta.govt.nz/assets/Transport-Insights-web-portal-NZ-Transport-Agency-Waka-Kotahi-nzta.govt.nz)

**Public Transport (increasing private share of expenditure)**

In August we issued a draft advice note to PTAs which sets out how NZTA intends to work with PTAs to increase the private share of public transport expenditure. This can be found on our website <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/increasing-the-private-share-of-public-transport-expenditure-pta-advice-note-august-2024.pdf>

The note contains a website link to definitions of private share of public transport which will enable a common basis for reporting: [Investment and expenditure | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://www.nzta.govt.nz/assets/Investment-and-expenditure-NZ-Transport-Agency-Waka-Kotahi-nzta.govt.nz).

I encourage you to ensure that your staff are familiar with these specific requirements in relation to your organisation’s activities. To assist with streamlining reporting, it would be helpful if you could nominate to your NZTA Director of Regional Relationships a person from your organisation who will be responsible for quarterly reporting.

If you have any questions, please contact the Director of Regional Relationships for your region.

We look forward to continuing to work closely with you in coming months as we refine what approved organisations are expected to focus and report on from January 2025 onwards.

Yours sincerely



Brett Gliddon  
Acting Chief Executive

## Attachment 1

### Specific Requirements relating to Ministerial expectations: reporting requirements, pothole repairs, costs of temporary traffic management and private share of public transport expenditure.

- 1 **Specific Requirements:** This document sets out other requirements permitted by the existing approval terms and conditions (**General Terms**) that apply to funding from the National Land Transport Fund during the 2024-2027 National Land Transport Programme period (**Specific Requirements**).
- 2 **Description:** These Specific Requirements:
  - 2.1 relate to Ministerial expectations set out in the Government Policy Statement on land transport 2024/25–2033/34 (**GPS**);
  - 2.2 need to be read together with the September 2024 letter from the chief executive of NZTA to each approved organisation with the heading “2024-27 National Land Transport Programme – Final Decisions” which refers to how NZTA will apply the Ministerial expectations to approved organisations;
  - 2.3 apply to all relevant approved activities (and their associated funding approvals) carried out by an approved organisation and NZTA (for its own activities);
  - 2.4 must be complied with as a condition of receiving funding from the NLTF during the 2024-2027 NLTP period for the relevant approved activities; and
  - 2.5 apply from 1 October 2024 (although NZTA will take into account when notice of these requirements was given to a relevant organisation and when the Reporting Schedule (referred to in clause 4.2 below) first became available or included relevant reporting details).
- 3 **Review:** These Specific Requirements reflect that the relevant Ministerial expectations may require approved organisations and NZTA (for its own activities) to add to, or change, existing approaches, and arrangements (including with third party suppliers) and that a reasonable period will be required for this to occur. NZTA intends to monitor progress during FY2024/2025 and may review (and update or add to) these Specific Requirements (and/or the associated reporting) to ensure that they remain appropriate for the relevant Ministerial expectations.
- 4 **Reporting:**
  - 4.1 Approved organisations and NZTA (for its own activities) must:
    - (a) provide reports relating to (and on its level of achievement against) each Specific Requirement and other Ministerial expectations, including as described in Reporting Schedule; and
    - (b) monitor, collect and retain all information (including by reference to relevant time periods) reasonably required to support the reporting required by the Reporting Schedule that relates to the Specific Requirements and other Ministerial expectations.
  - 4.2 NZTA will provide fuller detail about reporting in a separate document to be called the 'Reporting Schedule' (or something similar). The Reporting Schedule will be made available via NZTA's website. The Reporting Schedule may be updated or replaced from time to time and will set out (by reference to each Specific Requirement and other



Ministerial expectation) details about the following, in each case as reasonably provided for by NZTA:

- (a) the date for delivery of the first report, the frequency of that report and the relevant period it needs to cover (e.g. monthly, quarterly or annually);
- (b) the format of the report, how the report is to be delivered (e.g. which reporting tool or process) and the content of the report (e.g. expenditure and revenue; activity volume, type, and location; actual performance against baseline, prior performance and target performance; and reasons for under-performance).

- 4.3 The frequency, format, content, and delivery of reports may differ between Specific Requirements and other Ministerial expectations and may also differ across different time periods.
- 4.4 For convenience, the Reporting Schedule may also be used by NZTA to specify other matters on which NZTA would like approved organisations to report, including so that NZTA can meet other reporting and information requests made of it by the Minister (e.g. monthly reporting on the percentage of the sealed local road network in lane kilometres with resealed and resurfaced pavement and rehabilitated pavement).
- 4.5 NZTA expects that, wherever possible, existing reporting tools and processes will be used for this reporting (e.g. Programme Monitor, Transport Investment Online, end of year achievement returns and via regular reporting to and by the Road Efficiency Group, including via the Transport Insights web portal).

5 These Specific Requirements relate to the following:

Approved Activities relevant to **Pothole Prevention (Repair Times)**

Ministerial Expectation*	Approved Activity and Funding Approval*	Specific Requirement
Increased focus on performance and efficiency (repairs within 24hrs)	<b>Continuous programmes</b> Local Road Pothole Prevention Local Road Operations State Highway Pothole Prevention State Highway Operations	(i) Take steps to improve response times for contractors to log potholes for repair after receipt of reports from road users.  (ii) Take steps to increase the percentage of appropriate pothole repairs being undertaken on sealed roads within 24 hours from being logged by contractors.

Approved Activities involving **Temporary Traffic Management (TTM)**

Ministerial Expectation*	Approved Activity and Funding Approval*	Specific Requirement
A focus on value for money	<b>Continuous programmes</b> Local Road Pothole Prevention Local Road Operations	(i) Take steps to ensure greater granularity and transparency of supplier cost data relevant to TTM (e.g. itemisation of TTM costs in contractor claims).

Ministerial Expectation*	Approved Activity and Funding Approval*	Specific Requirement
Increased focus on performance and efficiency	State Highway Pothole Prevention State Highway Operations  <b>Road Improvements</b> Local Road Improvements State Highway Improvements	(ii) Take steps to reduce expenditure on TTM while maintaining the safety of workers and road users (e.g. by adopting a risk-based approach to TTM and applying NZTA's new TTM national training and competency framework).

Approved Activities relevant to **Public Transport (Share of Expenditure)**

Ministerial Expectation*	Approved Activity and Funding Approval*	Specific Requirement
Specific expectations relating to public transport	Public Transport Services Public Transport Infrastructure	(i) Actively work towards increasing the private share of public transport expenditure on an annual basis (e.g. ensuring passenger fares and third-party revenue covers a greater portion of public transport expenditure).  (ii) Actively engage with NZTA to agree and set interim private share targets for 2024/25 and 2025/26 and indicative targets for 2026/27 by 19 December 2024 and longer-term targets, including reviewing and confirming 2026/27 targets, by 19 December 2025.  (iii) Demonstrate support for the National Ticketing Solution and actively work towards delivering and operating the National Ticketing Solution in partnership with NZTA, including by meeting NZTA fares and pricing requirements set out in the development guidelines for regional public transport plans.

\* The primary relevant Ministerial expectation has been listed. A Specific Requirement may also be relevant to other Ministerial expectations set out in the GPS.

\* A Specific Requirement may also be relevant to other approved activities and funding approvals that include, or relate to, the same content.

- 6 The Specific Requirements apply in addition to the General Terms and do not limit them, or NZTA's powers under them.
- 7 NZTA may at any time impose other specific requirements (and associated reporting) for approved activities and funding approvals (including for other Ministerial expectations set out in the GPS).

**Attachment 2**

**Reporting schedule**

The required content of the quarterly report on Ministerial expectations and specific requirements is set out in the table below. This applies for the quarter 1 October to 31 December 2024. Unless otherwise advised or updated, this applies to subsequent quarter reports. Unless otherwise advised, the quarterly report shall be provided by the 20th of the month after the end of the quarter.

The authorised person from the Approved Organisation should sign-off the report.

If unable to report on a Ministerial expectation, please provide an explanation.

Supporting delivery on the Minister of Transport’s expectations outline in GPS 2024	Specific requirements	What was achieved in the quarter	Method of collection or reporting
<p><i>A focus on delivery</i></p> <p>Approved organisations are expected to:</p> <ul style="list-style-type: none"> <li>• demonstrate contribution of their proposed activities to the GPS strategic priorities and GPS expectations.</li> <li>• actively seek to progress and deliver their funded activities in line with the GPS expectations.</li> <li>• ensure their business cases are focussed on the primary transport objective(s) of their projects, are completed in a timely fashion to control costs and deliver on the strategic priorities of the GPS.</li> <li>• maintain a tight control on the scope and cost of their projects and adopt a “no frills” approach. (GPS 2024 gives examples of “no frills” and NZTA is considering providing further guidance around this approach).</li> </ul>		<p><i>Self-report:</i></p> <p><i>red = unlikely to meet expectation</i></p> <p><i>orange = tracking towards expectation</i></p> <p><i>green = likely to meet expectation</i></p> <p><i>Unable to assess = insufficient information</i></p> <p><i>Narrative comment is required:</i></p> <p><i>One sentence on each bullet point may be sufficient where reporting compliance. An example can be given to demonstrate compliance.</i></p> <p><i>If reporting non-compliance, give explanation.</i></p>	<p>Word document template</p>

<p><i>A focus on core business</i></p> <p>Road controlling authorities are expected to:</p> <ul style="list-style-type: none"> <li>act primarily as delivery agencies (alongside NZTA), recognising that the Ministry of Transport is to lead the oversight and development of policy for New Zealand's transport system.</li> </ul>		<p><i>Self-report red orange green grey.</i></p> <p><i>Narrative comment is required on how the Approved Organisation is focusing on its core delivery role.</i></p>	<p>Word document template</p>
<p><i>A focus on value for money</i></p> <p>Approved organisations are expected to:</p> <ul style="list-style-type: none"> <li>choose the most advantageous combination of whole of life cost and infrastructure quality to meet a “no frills” specification that delivers the primary transport objective of the project in the most cost-effective manner. This requires identifying the project’s primary objectives and will affect option selection. (NZTA is currently revising its guidance in this regard).</li> <li>monitor its operational expenditure to ensure that it is achieving value for money and that it can deliver within approved NLTF funding approvals.</li> <li>focus on providing services that meet the needs and expectations of users.</li> <li>in the case it has approved funding for a road safety promotion programme, will identify the most cost effective and beneficial method for carrying out that programme. This may be supporting national advertising, rather than engaging in regional or local advertising and only engaging in advertising where necessary.</li> </ul>		<p><i>Self-report red orange green grey.</i></p> <p><i>Narrative comment is required on the first, third and fourth bullet points.</i></p> <p><i>One sentence on each bullet point may be sufficient where reporting compliance. An example can be given to demonstrate compliance.</i></p> <p><i>If reporting non-compliance, give explanation.</i></p> <p><i>Report expenditure for the quarter for each activity class in accordance with NTLF investment Claims and Obligations Policy <a href="#">National Land Transport Fund Investment Claims and Obligations Policy   NZ Transport Agency Waka Kotahi (nzta.govt.nz)</a>.</i></p> <p><i>Report forecast expenditure for the rest of the NLTP period for each activity class.</i></p> <p><i>Report on effectiveness of completed road safety promotion activities</i></p>	<p>Word document template</p> <p>Reporting expenditure continues to be via Transport Investment Online.</p> <p>Forecasting future expenditure continues to be via the Programme Monitor.</p> <p>Word document template</p>

<p>Road controlling authorities are expected to:</p> <ul style="list-style-type: none"> <li>• obtain value for money by keeping costs under control and identifying savings that can be reinvested back into maintaining or improving the land transport network.</li> <li>• actively seek to reduce expenditure on temporary traffic management through a risk-based approach while maintaining safety of workers and road users.</li> <li>• report expenditure on temporary traffic management in a way that these costs can be reported by NZTA to the Minister each quarter. This requires requesting contractors to itemise TTM costs in their contract claims.</li> <li>• consider the use of standardising design or delivery of building and maintaining roading infrastructure where appropriate to do so to obtain value for money.</li> <li>• be open to new models of delivery that are likely to result in better and smarter services and/or lower costs.</li> <li>• for proposed investments in walking and cycling, undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.</li> </ul>	<p>(i) Take steps to ensure greater granularity and transparency of supplier cost data relevant to TTM (e.g. itemisation of TTM costs in contractor claims).</p> <p>(ii) Take steps to reduce expenditure on TTM while maintaining the safety of workers and road users (e.g. by adopting a risk-based approach to TTM and applying NZTA's new TTM national training and competency framework)</p>	<p><i>Self-report red orange green grey.</i></p> <p><i>Narrative comment is required on the first, fourth, fifth and sixth bullet points.</i></p> <p><i>One sentence on each bullet point. An example can be given to demonstrate compliance.</i></p> <p><i>If reporting non-compliance, give explanation.</i></p> <p><i>Report how systems are set up (internally and with contractors) to record TTM costs.</i></p> <p><i>Report total TTM costs during the quarter for each of these activity classes: Local road pothole prevention, Local road operations, local road improvements.</i></p> <p><i>Report the percentage of TTM costs to total expenditure incurred during the quarter in those activity classes.</i></p> <p><i>Report your confidence rating in the level of accuracy of TTM costs using the 1 to 5 scale (see REG guidance on TTM cost reporting).</i></p>	<p>Word document template</p> <p>Use the Transport Insight tool to enter TTM costs and confidence ratings.</p> <p>Transport Insight tool will calculate the TTM cost as a percentage of total expenditure in the activity classes during the quarter</p>
<p><i>Consider other revenue sources and other funding and delivery models</i></p> <p>Approved organisations are expected to:</p>		<p><i>Self-report red orange green grey.</i></p>	<p>Word document template</p>

<ul style="list-style-type: none"> <li>consider relevant funding and financing options in relation to each of their projects.</li> <li>consider relevant sources of third-party funding in relation to their projects and actively pursue those deemed suitable and include in each project's funding mix.</li> <li>consider relevant delivery models that represents value for money and balance appropriate levels of risk and timely delivery.</li> </ul>		<p><i>Narrative comment is required.</i></p> <p><i>One sentence on each bullet point may be sufficient where reporting compliance. An example can be given to demonstrate compliance.</i></p> <p><i>If reporting non-compliance, give explanation.</i></p>	
<p><i>Increased focus on performance and efficiency</i></p> <p>Road controlling authorities are expected to:</p> <ul style="list-style-type: none"> <li>comply with requirements in the NZTA Performance and Efficiency Plan that are relevant to an RCA. These relate to management of programmes, asset management practices, price/quality trade-offs for maintenance and operations expenditure, business case and cost estimation, managing overheads and back-office costs, and other GPS requirements and Ministerial expectations.</li> <li>monitor and provide information to NZTA to enable quarterly <del>monthly</del> reporting to the Minister on delivery of the Performance and Efficiency Plan.</li> <li>review their activity management plans in order to improve long-term maintenance outcomes by increasing the percentage of rehabilitation of the local road network towards 2% per annum. RCAs will deliver rehabilitation programmes in 2024-27 in accordance with approved funding for 2024-27. RCAs will work with NZTA to determine an appropriately sized programme and level of</li> </ul>		<p><i>Self-report red orange green grey.</i></p> <p><i>Report lane km of local roads where rehabilitation work was completed during the quarter.</i></p>	<p>Word document template</p>

<p>service within available funding for the 2027-30 period.</p> <ul style="list-style-type: none"> <li>review their activity management plans in order to achieve long-term maintenance outcomes by increasing resurfacing the local road network towards 9% per annum. RCAs will deliver resurfacing programmes in 2024-27 in accordance with approved funding for 2024-27. RCAs will work with NZTA to determine an appropriately sized programme and level of service within available funding for the 2027-30 period.</li> <li>demonstrate progress towards fixing potholes on local roads within 24 hours of inspection. This requires best endeavours where it is value for money to repair potholes within that timeframe. RCAs will report on a quarterly basis the response times for repairing potholes on its local road network.</li> </ul>	<ul style="list-style-type: none"> <li>(i) Take steps to improve response times for contractors to log potholes for repair after receipt of reports from road users.</li> <li>(ii) Take steps to increase the percentage of appropriate pothole repairs being undertaken on sealed roads within 24 hours from being logged by contractors.</li> </ul>	<p><i>Report lane km of local roads where resurfacing work was completed during the quarter.</i></p> <p><i>Report how systems are set up (internally and with contractors) to record repair times for potholes, clarifying when the clock starts.</i></p> <p><i>Report number and percentage of pothole repairs completed during the quarter that were within 24 hours from being logged by contractors.</i></p> <p><i>Report number and percentage of pothole repairs completed during the quarter that were beyond 24 hours from being logged by contractors.</i></p>	
<p><i>Specific expectations relating to public transport</i></p> <p>Public transport authorities are expected to:</p> <ul style="list-style-type: none"> <li>actively work towards increasing farebox recovery public transport private share by 30 June 2027, including setting targets each year. This includes operating within approved funding of public transport continuous programmes, reviewing</li> </ul>	<ul style="list-style-type: none"> <li>(i) Actively work towards increasing the private share of public transport expenditure on an annual basis (e.g. ensuring passenger fares and third-party revenue covers a greater</li> </ul>	<p><i>Report baseline private share of public transport expenditure for 2023/24 for total PT services in accordance with NZTA's advice note to PTAs 'Increasing</i></p>	<p>Word document and Excel template</p>



<p>services that are delivering very low farebox recovery and considering appropriate fares.</p> <ul style="list-style-type: none"> <li>support and actively work towards transition to, delivery of and operation of the National Ticketing Solution in partnership with NZTA. This includes aligning concessionary fare structures with national policy to make the National Ticketing Solution cost effective and value for money for customers.</li> </ul>	<p>portion of public transport expenditure).</p> <p>(ii) Actively engage with NZTA to agree and set interim private share targets for 2024/25 and 2025/26 and indicative targets for 2026/27 by 19 December 2024 and longer-term targets, including reviewing and confirming 2026/27 targets, by 19 December 2025.</p> <p>(iii) Demonstrate support for the National Ticketing Solution and actively work towards delivering and operating the National Ticketing Solution in partnership with NZTA, including by meeting NZTA fares and pricing requirements set out in the development guidelines for regional public transport plans.</p>	<p><i>the private share of public transport expenditure' dated August 2024.</i></p> <p><i>Report private share of public transport expenditure for the quarter. Provide an explanation if there has been a decrease during the quarter.</i></p> <p><i>Identify initiatives taken during the quarter to increase private share.</i></p> <p><i>Narrative comment is required on steps taken by the PTA to support the NTS.</i></p>	<p>Word document and Excel template</p> <p>Word document and Excel template</p>
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**Date:** 5 December 2024  
**Subject:** Speed management changes  
**Author:** F Ritson, Senior Policy Analyst - Transport  
**Approved by:** M J Nield, Director - Corporate Services  
**Document:** TRCID-1492626864-92

## Purpose

1. The purpose of this memorandum is to provide an update on changes to national speed management policies which have removed regional authority involvement.

## Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Speed management changes
- b) notes that the national policy approach for speed management and road safety have shifted significantly with the change in Government
- c) notes the new Land Transport Rule: Setting of Speed Limits 2024 which came into force on 30 October 2024 has removed the regional authority involvement in speed management planning which was assigned by the Land Transport Rule: Setting of Speed Limits 2022.

## Background

2. This item provides an update on changes to the previous requirement for Road Controlling Authorities (RCAs) to develop speed management plans (SMPs) and the Regional Transport Committee to compile and submit a Regional Speed Management Plan (Regional SMP).
3. These requirements have recently been removed by the new Government, meaning that the administrative responsibilities of the Taranaki Regional Council and the approval processes of the Committee are no longer required.

## Discussion

4. Attached for information is a copy of the memorandum to the Executive Audit and Risk Committee meeting on 2 December 2024 which provides further detail and outlines the recommendation to the Executive Audit and Risk Committee to rescind the Memorandum of Understanding that was put in place to develop the Regional SMP.

### **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.

### **Climate change considerations**

7. This item is administrative in nature. There are *no* climate change impacts to consider in relation to this item.

### **Iwi considerations**

8. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted Long-Term Plan and/or Annual Plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.
9. The RCAs in the region (being the three district councils and Waka Kotahi) will be considering the views of Māori in their communities as they work through the impacts of the new 2024 Rule on their roading networks.

### **Community considerations**

10. 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.
11. The RCAs in the region (being the three district councils and Waka Kotahi) will be considering the views of their communities as they work through the impacts of the new 2024 Rule on their roading networks.

### **Legal considerations**

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

### **Appendices/Attachments**

Document TRCID-1492626864-52: [Agenda Memorandum Speed management changes - Item to EARC December 2024](#)



**Date:** 2 December 2024

**Subject:** Speed Management Changes

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-52

## Purpose

1. The purpose of this memorandum is to provide an update on changes to national speed management policies which have removed regional authority involvement and a consequential recommendation to rescind the Memorandum of Understanding previously put in place to prepare a regional speed management plan.

## Executive summary

2. This item provides an update on changes to the previous requirement for Road Controlling Authorities (RCAs) to develop speed management plans (SMPs) and the Regional Transport Committee to compile and submit a Regional Speed Management Plan (Regional SMP). These requirements have recently been removed by the new Government, meaning that the administrative responsibilities of the Council are no longer required. The recommendation is therefore to rescind the Memorandum of Understanding that was initiated to coordinate preparation of the Regional SMP.

## Recommendations

That Taranaki Regional Council:

- a) receives the memorandum speed management changes
- b) notes that the policy approach for speed management and road safety have shifted significantly with the change in Government
- c) notes the release of the final Land Transport Rule: Setting of Speed Limits 2024 which removes the regional authority involvement in speed management planning which was assigned by the Land Transport Rule: Setting of Speed Limits 2022
- d) agrees to formally rescind the Memorandum of Understanding put in place to develop the first Regional Speed Management Plan and to cease associated work
- e) determines that this decision be recognised not significant in terms of section 76 of the Local Government Act 2002
- f) 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.

### **Setting of Speed Limits 2022 (the 2022 Rule)**

3. The previous Government made changes to how speeds are set and enforced. A core part of this, the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule), was enacted under the Land Transport Act 1998 and came into force on 19 May 2022. The Rule sets out what Road Controlling Authorities (RCAs) must do when proposing and setting speed limits on roads under their control.
4. The 2022 Rule required RCAs (territorial authorities and Waka Kotahi) to follow a new speed management planning process to set or change speed limits through speed management plans (SMPs), removing the requirement to set speed limits through bylaws. The 2022 Rule also assigned entirely new responsibilities to regional transport committees and regional councils, to compile and consult on these plans at a regional level on a three-yearly basis.
7. Much work was done throughout 2022 and 2023 to meet these new requirements, as the first Regional SMP for Taranaki needed to be submitted to the Director of Land Transport for certification before July 2024. A sub-group/work stream of the Regional Transport Advisory Group was established to progress this work and assist with ensuring regional consistency throughout the process for the RCAs. A Memorandum of Understanding (attached) was also signed between the parties to ensure clarity of roles, responsibilities and required timeframes throughout what was a new process for all parties.
8. The Council's responsibilities were in an administrative/facilitation role though compiling the information sourced from the RCAs into a combined document. The Council also provided support to the RCAs in relation to facilitating a combined region-wide public consultation on the draft Regional SMP, which took place from 18 September to 29 October 2023. The Council facilitated this through a central online platform, while each RCA undertook their own usual community engagement processes during this time. 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.

### **Setting of Speed Limits Amendment 2023**

9. While the region was on track to complete and submit the required Regional SMP by 30 June 2024, the new Government reversed the direction of speed management. On 13 December 2023, the new Minister of Transport (the Minister) Hon Simon Brown advised RCAs and the Committee of an amendment to the 2022 Rule, the Land Transport Rule: Setting of Speed Limits Amendment 2023, which immediately removed mandatory requirements for SMPs, and advised of the intent to replace the 2022 Rule in its first 100 days.
10. Accordingly, on 19 February 2024, the Committee agreed to pause work on developing a Regional SMP, given that there was no longer any mandatory deadline, and to re-evaluate the Council's position and any further involvement once the new Government's changed Rule became available. It was understood that RCAs may continue local SMPs at their own discretion, though the three district councils all decided to pause their SMP work.

### **Setting of Speed Limits 2024 – DRAFT**

11. On the 13 June 2024, the Ministry of Transport released the draft Land Transport Rule: Setting of Speed Limits 2024 seeking feedback on the Government's new approach to setting speed limits through to 11 July 2024.
12. The timing of the consultation on the draft 2024 Rule limited the ability of councils to respond, given the multiple long-term planning and year-end processes underway during that time and the short consultation period. While it was not possible to make a regional submission, staff did contribute to one from Te Uru Kahika. An item to the Regional Transport Committee's 12 September 2024 meeting

outlined key aspects of the draft Rule and included some local and national submissions for information purposes.

13. One of the key aspects of the draft 2024 Rule relevant to the Council was that Regional SMPs remained optional, rather than mandatory as under the 2022 Rule. This change was generally well supported by the sector.
14. Though only open for four weeks during a highly pressured time for local government, the Ministry of Transport received a substantial number of submissions which are summarised on their website.

### **Setting of Speed Limits 2024 – FINAL (the 2024 Rule)**

15. The final Land Transport Rule: Setting of Speed Limits 2024 was announced by the Minister of Transport on 28 September 2024 and came into force on 30 October 2024. The 2024 Rule sets out criteria, requirements and procedures to be followed by RCAs when reviewing and setting speed limits for roads within their respective jurisdictions. It also revokes and replaces the Land Transport Rule: Setting of Speed Limits 2022.
16. The stated objective of the Rule is “to contribute to an effective, efficient, and safe land transport system by –
  - providing for an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement
  - empowering or requiring road controlling authorities to set speed limits for roads under their control, generally after considering safety, economic impacts and the views of road users and the community
  - setting out requirements road controlling authorities must comply with when setting speed limits.”
17. The rule sets out how Road Controlling Authorities can propose, consult and set speed limits, including how these proposals are developed, shared and certified. The rule also sets out the process sets for reversing previous speed limits, preparing speed management plans, the roles and responsibilities for the process, and the required content of speed management plans.
18. The new 2024 Rule:
  - makes SMPs optional and removes regional SMPs
  - requires speed limit reductions on certain types of roads made since 1 January 2020 (over two years prior to the 2022 Rule coming into force) to be reversed by 1 July 2025, with certain exceptions
  - requires variable speed limits on roads outside school gates during drop-off and pick-up times by 1 July 2026 (with some exceptions) and allows schools with electronic variable speed limit signs to put them on for up to 10 minutes at other times when there’s significant activity outside the school
  - strengthens consultation requirements, with an associated requirement to include a cost-benefit disclosure statement for each proposed speed limit change
  - sets a new binding speed limit classification schedule, specifying speed limits for each road type
  - enables speed limits of 110km/h and 120km/h on expressways built and which will be maintained to safely support this speed.
19. Each RCA will need to consider the details in the new Rule and consider how it applies, with particular attention to the transitional provisions.
20. As regulator, Waka Kotahi NZ Transport Agency released guidance on 1 November 2024 to help RCAs interpret and apply the new Rule.

## Issues

21. Now that the Government's final Land Transport Rule: Setting of Speed Limits 2024 has been released, which removes the regional council involvement in speed management planning that was assigned by the 2022 Rule, there is a need for the Committee to formally end the processes that the Council put in place to meet the requirements of the old Rule.

## Options

22. Given the change in legislation there is only one option available to the Committee, which is to formally rescind the Memorandum of Understanding put in place to develop the first Regional SMP and to instruct staff to cease associated work. This naturally includes formally advising the Council's Regional SMP partners of this decision.

## Significance

23. Under the TRC's Significance and Engagement Policy, the decision to formally cease regional speed management processes is not significant and is simply responding to changes in legislative requirements. Accordingly, it does not require further consideration under the Significance and Engagement Policy.

## Financial considerations—LTP/Annual Plan

24. 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

25. 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

26. 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.
27. The RCAs in the region (being the three district councils and Waka Kotahi) will be considering the views of Māori in their communities as they work through the impacts of the new 2024 Rule on their roading networks.

## Community considerations

28. 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.
29. The RCAs in the region (being the three district councils and Waka Kotahi) will be considering the views of their communities as they work through the impacts of the new 2024 Rule on their roading networks.

**Legal considerations**

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

**Appendices/Attachments**

Document TRCID-1492626864-66: MOU for developing the RSMP2024





**Date:** 5 December 2024

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

**Author:** L Stewart, Waka Kotahi

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-160

### **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 Taranaki Regional Council:

- 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**

TRCID-1492626864-158: [Detailed updates - Waka Kotahi](#)

TRCID-1492626864-159: [Presentation - Waka Kotahi](#)

# Taranaki regional updates

December 2024

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	2024 - 27 NLTP (\$)	Key date(s)	Status	Commentary
Te Ara o Te Ata: Mt Messenger Bypass	\$280m - cost estimate from 2021.  Revised cost estimate to be confirmed.	January 2025 - Tunnel excavation to begin  February 2025 – early works to start for construction of 125m bridge		<ul style="list-style-type: none"> <li>• Preparations for tunnel works continue.</li> <li>• Property acquisition is still in progress.</li> <li>• Earthworks cut volume 212,000m<sup>3</sup> at end of Q3.</li> <li>• The project recently won two industry awards.</li> </ul>
Te Ara Tūtohu: Waitara to Bell Block	\$84m	July 2024 - Princess Street Roundabout and underpass completion  6 May 2024 – Construction on Waitara Road Roundabout and associated improvements started		<ul style="list-style-type: none"> <li>• Waitara Road construction underway – on track for completion by the end of 2025.</li> <li>• Value for money changes have been made to design for Waitara Road.</li> <li>• Detailed design for the De Havilland Drive Roundabout and associated improvements, including realignment of Airport Drive, is underway. Expect to release detailed design in early 2025.</li> </ul>
SH3 New Plymouth To Hāwera	\$60m (approved)  \$130m (NLTP 2024-27 TBC)	November 2024 - Mangorei Road roundabout commenced		<ul style="list-style-type: none"> <li>• 6km of flexible median barrier and 3km of wide centreline has been installed between New Plymouth and Hāwera.</li> <li>• Construction of a roundabout at Mangorei Road, New Plymouth began on 4 November 2024.</li> <li>• Passing lanes at Junction Street and Mangorei Road to be removed and wide centreline installed.</li> </ul>

# SH3 Te Ara o Te Ata - Mt Messenger Bypass

## Project update

- In November, the Mt Messenger Alliance received the award for Excellence in Onsite/Management Innovation (for the Mt Messenger Cableway) at the 2024 CCNZ Technology and Innovation Awards.
- In October, the Alliance won first place in the Environmental Excellence category of the International Erosion Control Association awards (Australasia).
- Excavation of the project's 235m tunnel, starting at the southern entrance point, is due to begin in January 2025.
- Despite some wet weather, good earthworks progress has been made with 212,000m<sup>3</sup> moved by the end of Q3.
- The project's environmental work continues with the recent uplift of 8 kiwi eggs from four nests. After hatching at a burrow in Taupo, the young birds will be returned to the pest-controlled part of Parininihi, when they are large enough to fight off stoats.



# SH3/3A New Plymouth to Hāwera safety improvements

## Project update

- The project has now delivered close to 10km of flexible median barriers and wide centrelines.
- Construction of a 28m by 24m roundabout at the intersection of SH3 and Mangorei Road began on 4 November.
- The first stage of asphalt resealing at the Junction Street intersection was undertaken in late October/early November.
- The Junction St and Mangorei Rd works also include the installation of approximately 2.2km of wide centreline and removal of passing lanes.
- Installation of wide centreline south of Inglewood will begin late November 2024. A right-hand turn bay is being designed for the intersection with Dudley Road, as per a request from Inglewood Community Board.
- Detailed design of a roundabout at the Egmont Village intersection is now complete, while design of wide centreline at sites between Egmont Village and Eltham is underway. No construction funding has been allocated for these improvements to date.



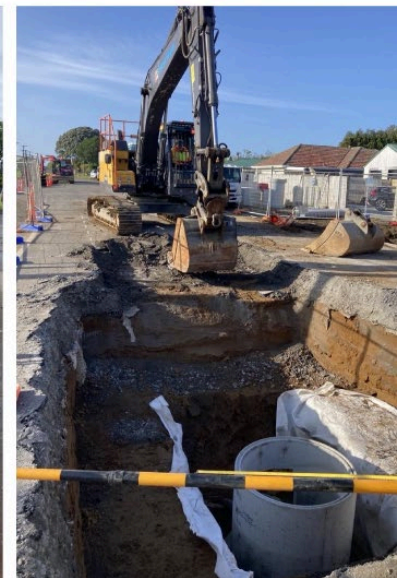
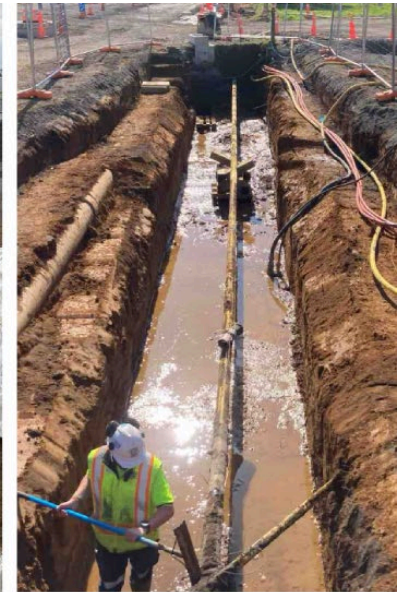
Image: Works underway at Mangorei Road intersection

# Te Ara Tūtohu: SH3 Waitara to Bell Block

## Project update

### Waitara Road roundabout

- Making good progress on Stage 1 which involves completing all of the work that needs to happen before construction on the roundabout itself can take place. This includes:
  - Installing new stormwater drainage infrastructure on SH3, Waitara Road, and Tate Road to handle run-off from the intersection.
  - Relocating utility service cables and pipes (electricity, phone/internet, gas) to allow improvements to the road to be completed safely.
  - Pavement work on Tate Road between the intersection with Raleigh Street through to SH3 following the relocation of underground services and stormwater works.
  - The installation of temporary pavement adjacent to the northbound lane of SH3 (this will be needed during stage 3 to allow traffic to flow in both directions).



# SH43 Forgotten World Highway improvements

## Tāngarākau Gorge sealing

- Sealing of the remaining 5.7km section of road through the gorge is now underway.
- Work is being undertaken under stop/go traffic controls with delays of no more than 15 minutes.
- Crews are working to complete the sealing by December, but this may be pushed out to early next year due to wet weather.

## Cultural narrative works

- The cultural narrative planned for SH43 is progressing well – the sculptures are expected to be erected early 2025.
- In August, the project team and iwi reps visited schools along SH43 and held a community drop in event in Whangamōmona to share the designs for the sculptures.



*Image: Tumu Whakarae (CEO), Te Kāhui Maru Trust Anaru Marshall speaks to students at Huiakama School*



# SH4 Whanganui to Raetihi update

## Te Oreore permanent reinstatement

- Pre-implementation progressing well.
- Design for long-term solution (permanent road reinstatement) now 100% complete following collaboration with project partners and key stakeholders; now undergoing internal reviews.
- Engagement with landowner continues, with discussions regarding land access and future land requirements progressing.
- Consent applications for Te Oreore permanent reinstatement are in final stages of reviews by iwi partners. Affected parties are working on supporting documentation to align with consent application.
- Targeting consent application by the end of the year.
- Procurement for physical works expected to start early 2025.
- Work is subject to funding.



*Image: Iwi, hapū and Waka Kotahi reps at Tuhiariki Marae last year*

# Hei konā mai



Te Kāwanatanga o Aotearoa  
New Zealand Government

# Taranaki Regional Transport Committee

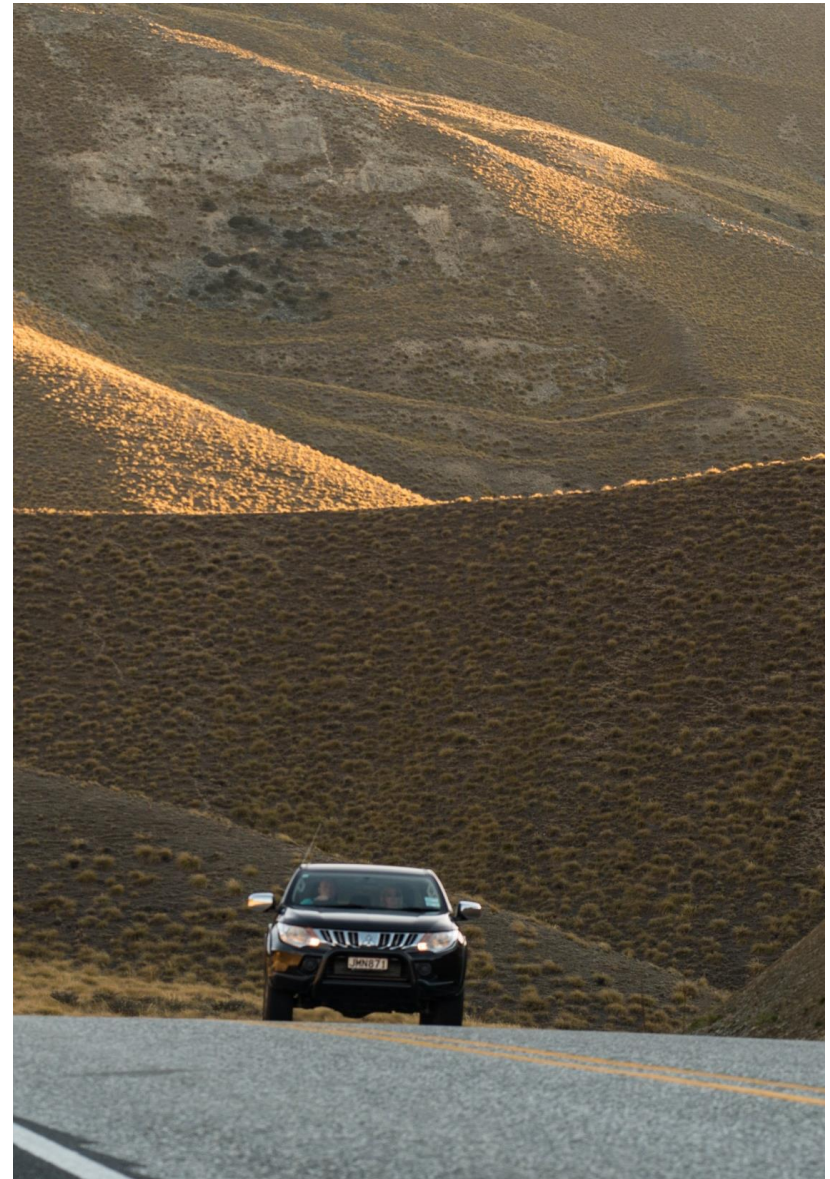
December 2024



Te Kāwanatanga o Aotearoa  
New Zealand Government

# 2024-27 NLTP: Next Moves

- We're gearing up for our biggest summer maintenance season - about 1800kms of lane renewals planned across the country.
- The first NZTA's Temporary Traffic Management (TTM) performance measures, including TTM cost and inspections data, will be included in the NZTA Q1 performance report.
- This will establish a baseline to help NZTA make further improvements to safety, efficiency and effectiveness.
- We have the biggest NLTP ever to deliver - \$32.9b – it's important our teams work together across the country to ensure success.



# Roads of National Significance (RoNS)

- An expanded package was confirmed in November for the State Highway 1 Wellington Improvements Road of National Significance which will include a second parallel Mt Victoria Tunnel, network improvements, and a duplicate Terrace Tunnel and Basin Reserve upgrades.
- Geotechnical work is underway on Warkworth to Te Hana – the most advanced of the three Roads of National Significance that make up the Northland Corridor.
- The NZTA Board has approved funding for the detailed design of the State Highway 1 Belfast to Pegasus Motorway and Woodend Bypass Road project, and a request for tender has been released.



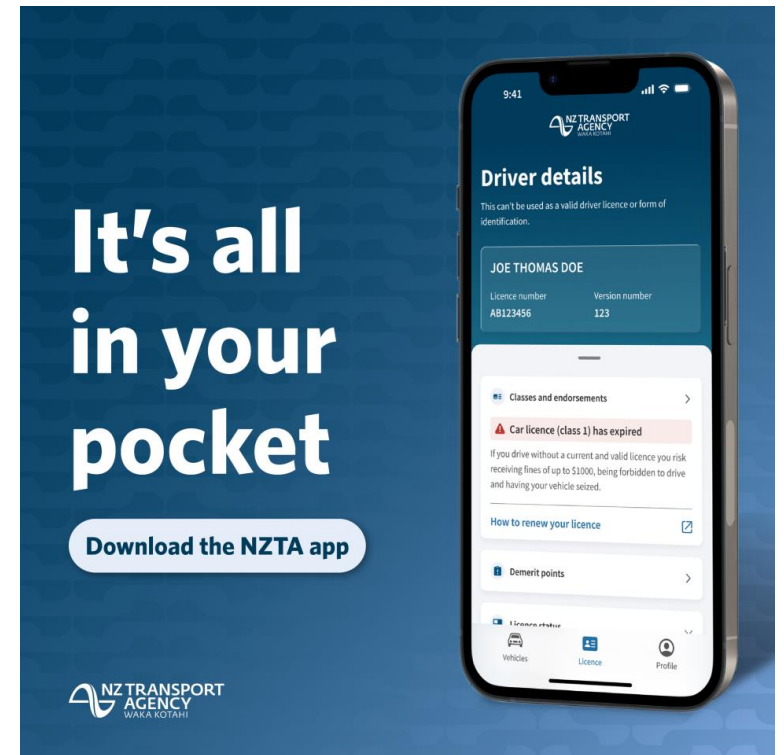
# People update

- Group General Manager Transport Services, Brett Gliddon, has been appointed by the Board as the acting Chief Executive for NZ Transport Agency Waka Kotahi from 30 October.
- Brett brings extensive experience to this role, with 15 years in senior executive level roles within NZTA and more than 25 years' sector experience.
- He is looking forward to continuing to work closely with stakeholders around New Zealand to ensure he understands local issues and transport challenges.
- Vanessa Browne, National Manager Portfolio and Standards, has been appointed as the acting Group General Manager Transport Services.
- The Board have a recruitment process well underway for a new chief executive.



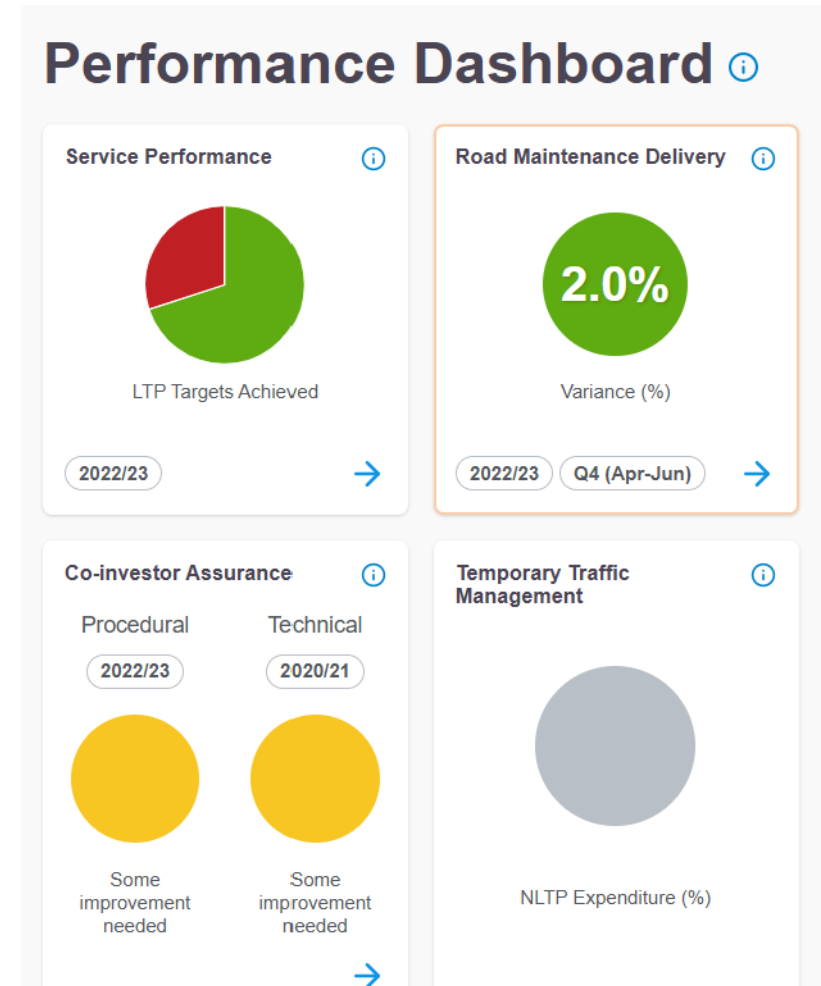
# NZTA App

- Launched in August, the NZTA App is the new, easy way for New Zealanders to engage with us on a secure platform.
- In time, the NZTA App will enable you to manage everything related to your vehicle, from licensing to road user charges and warrant of fitness through to updating your driver's licence and paying tolls.
- Through the NZTA App, you can already view your driver's licence status, conditions and demerit points.
- You can also keep up to date with at least 10 vehicles by seeing registration and WoF expiry dates, Road User Charges end distance with links in app to pay.



# Road Efficiency Group

- The Road Efficiency Group Te Ringa Maimoa (REG) has developed temporary traffic management reporting metrics in the Transport Insights web portal for RCAs to upload TTM financial performance and site effectiveness data.
- TTM data has been uploaded for every RCA for Q1 (July to September 2024). This data will be included in the NZTA Q1 performance report then released in Transport Insights next month. TTM Q2 data is due 20 January 2025.
- In response to GPS 2024, a number of measures are being incorporated into Transport Insights, including efficiency, effectiveness and value for money, as well as quarterly road maintenance delivery and TTM reporting.





# Road Safety Objectives

- The Government has released its new Road Safety Objectives Paper, replacing the Road to Zero strategy, to improve road safety.
- There are 4 key objectives:
  - I. Safer roads: lift the quality of our roading infrastructure
  - II. Safer drivers: ensure road users are alert, unimpaired and comply with the road rules
  - III. Safer vehicles: improve the safety performance of our vehicle fleet
  - IV. Resetting speed: a balanced and targeted approach to speed limits.
- More information, including the Road Safety Objectives paper, is available on the Ministry of Transport's website at <https://www.transport.govt.nz/about-us/news/government-releases-new-zealands-road-safety-objectives>



# Setting of Speed Limits

## Land Transport Rule 2024

- New Rule is now in force and guidance is on the NZTA website. (Search “guidance for RCAs”)
- Key deadlines:
  - 1 May 2025 – list of roads in scope for reversal
  - 1 July 2025 – reversals implemented
  - 1 July 2026 – VSL by school gates implemented
- Questions about implementation?
  - Email [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz) (inc. for help updating National Speed Limit Register with reversals)
  - Attend the RCA Forum
- Update on state highway speed limits pending



# Crown Resilience Programme

- A \$226.2 million package of resilience improvement projects for state highways and local roads has been announced by the Minister of Transport.
- Known as the Crown Resilience Programme (CRP) - previously known as the Transport Resilience Fund.
- The CRP is a 7-year investment package to build climate resilience across the national roading network.
- There will be \$419 million split into the following categories of funding:
  - Low-cost, low risk (LCLR – projects less than \$2 million) resilience projects on state highways.
  - Small to medium resilience projects on state highways.
  - Local road resilience projects.
- The focus of the CRP is on both state highways and local roads, to advance resilience improvements in the near-term to minimise damage caused by future weather events.
- The severe weather events of 2023 highlighted how crucial it is to invest in early preventative works to protect our transport network.



# National Ticketing Solution

- The National Ticketing Solution (NTS) will provide a range of easy-to-use and consistent payment methods for all public transport in New Zealand.
- Easier payments will encourage people to use public transport more often.
- The pilot of Motu Move - as NTS will be known to the public - begins on Christchurch's airport to city bus route in December.
- A Transport, Ticketing and Payments team has been established within NZTA to support day to day operations of the programme on behalf of our public transport authority partners.



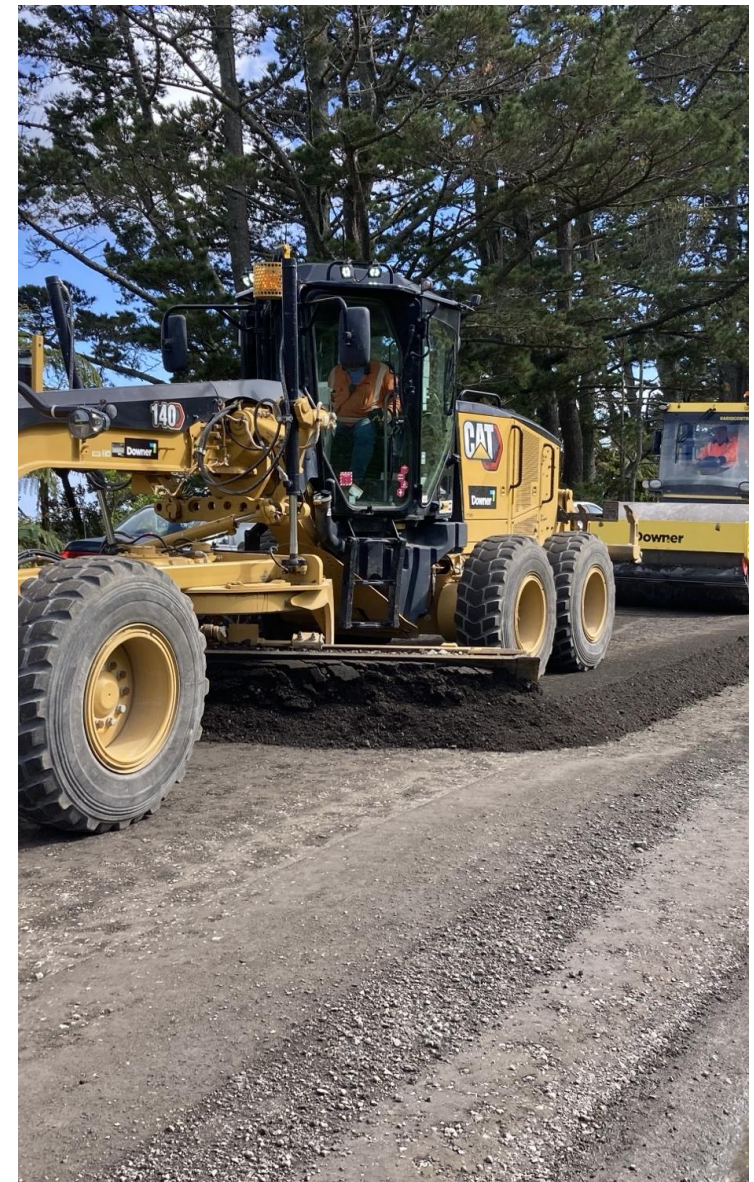
# RLTP: Significant related activities

Activity	Activity description	Status	On track
<b>SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements</b>	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs.	Waitara Road construction underway – on track for completion by the end of 2025. Value for money changes have been made to design for Waitara Road. Detailed design for the De Havilland Drive Roundabout and associated improvements, including realignment of Airport Drive, is underway. Expect to release detailed design in early 2025.	
<b>SH3 Te Ara o Te Ata - Mt Messenger Bypass</b>	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Progress continues in the southern and central areas. Construction access to tunnel portal almost complete. Tunnel excavation will start in January 2025 and is anticipated to take 10 months. Early works for the project's 125m bridge will start in Q1 2025.	
<b>SH3 New Plymouth to Hāwera</b>	Standard safety interventions, including median barrier and intersection improvements.	Mangorei Road Roundabout construction commenced November 2024. Design of Egmont Village Roundabout complete. Close to 10km of median barrier and wide centreline now completed along the corridor. Work will start late November on 1km of wide centreline south of Inglewood.	
<b>SH43 Sealing the Tāngarākau Gorge</b>	Sealing of the 12km unsealed section of highway through the Tāngarākau Gorge	Work to seal the final 5.7km underway Project on track for completion Dec 24 /Jan 25	
<b>New Plymouth Integrated Transport Framework</b>	New Plymouth District Council (NPDC) Programme Business Case to set out a comprehensive and integrated transportation system for the New Plymouth District over the next 30 years.	Awaiting adoption by NPDC.	
<b>Coastal Pathway extension to Waitara</b>	Pathway extension from Waitara to Mangati (Bell Block) to be completed in three stages.	Funding for all phases of project has been approved and is currently being delivered by NPDC.	

# State highway network operations 2024/25 season overview

- On track to complete the full programme of works this season.
- 2 of the largest granular rehabs of the season have already been completed – SH3 north of Midhirst and SH3 Burgess Park.
- Wet weather has meant some delays to reseal programme but still tracking well.

Activity	Number of sites	Sites completed	Lane kms	Lane Km completed
Granular rehabs	17	2	32.15	8.1
Structural asphalt sites	6	2	3.73	0.6
Thin asphalt resurfacing sites	5	2	3.21	1.3
Reseals	44	6	73.91	5.1



# Rehabilitation sites

State Highway	Location	Timing
SH3	Stockmans Hill lookout (Waitomo District)	TBC
SH3	Tongapōrutu - Pilot Road	TBC
SH45	Onaero Hill East and West	Underway
SH45	West of Onaero Beach Road	TBC
SH3	Big Jims overbridge to East of Richmond Road	Dependant on Waitara Road Roundabout progress
SH3	Bell Block – Wills Road to Corbet Road	TBC
SH3	Northgate Westbound from Brindle Street to Darnell Street	TBC
SH3	Northgate Westbound Ngaio Street	TBC
SH3	Eliot Street – Courtenay to Pendraves	TBC
SH3	Hydro Road to NP Crematorium	Completed October 24. Aiming to apply second coat seal in Feb/March 2025.
SH3	North of Midhirst - Rutland to York	Complete

# Rehabilitation sites continued

State Highway	Location	Timing
SH3	Whareroa Intersection	Likely to be constructed in May 25 to align with season downturn in diary movements
SH3	Waverly Township - Gloag to Chester	TBC - Expecting to carry out alternative microsurfacing treatment in lieu of rehab
SH3	Whenuakura - South of O'Reilly Road	Nov 24 – March 25 (South Taranaki tender package)
SH3	Waverley Effluent Site	Nov 24 – March 25 (South Taranaki tender package)
SH3	Waitōtara Hill South (Base)	Nov 24 – March 25 ( South Taranaki tender package )
SH3	Waitōtara Hill South passing lane (Crest)	Nov 24 – March 25 ( South Taranaki tender package )
SH3	Nukumarū Straights	Nov 24 – March 25 ( South Taranaki tender package )
SH4	Hiwi Hill	TBC
SH4	South of Okaihae Road	TBC
SH44	Molesworth St - Eliot to Liardet	TBC
SH45	South Road Spotswood - College to Primary School	Planned for 24/25 school holidays
SH45	Vivian/Liardet Intersection and Vivian Street - Dawson to Morley	Complete



# Thin Asphalt Sites

State Highway	Location	Timing
SH3	Mount Messenger	TBC
SH3	Courtenay St - Eliot to Hobson	TBC
SH45	Devon street West – Lawry to Blagdon	TBC
SH45	Powderham St - Dawson to Robe	Complete
SH45	Vivian St - Liardet to Dawson	Complete

# South Taranaki works package

- Taranaki has one of country's most significant road rebuild programmes over the next three years.
- To ensure the successful delivery of the programme, five rehab sites on SH3 between Nukumarū and Patea, have been tendered separately to the NOC – Fulton Hogan was the successful tenderer.
- The sites are Whenuakura, Waverley, Waitōtara Hill South (Base), Waitōtara Hill South passing lane (Crest), Nukumarū Straights.
- Rebuilds started on SH3 Waitōtara and SH3 Whenuakura on Tuesday 29 October and will be completed in December.
- From 7 November, work is being undertaken on SH3 Nukumarū (north of Pakaraka Road) in preparation for the rebuild that will start there in January 2025.



# Hei konā mai



Te Kāwanatanga o Aotearoa  
New Zealand Government



### **Kia ururu mai**

#### ***Karakia to close meetings***

Kia ururu mai  
Ā hauora  
Ā haukaha  
Ā haumaia  
Ki runga, Ki raro  
Ki roto, Ki waho  
Rire rire hau  
Paimārie

Fill me with  
Vitality  
Strength  
Bravery  
Above, below  
Within, outwards  
Let the wind blow and bind  
Peace upon you

### **Nau mai e ngā hua**

#### ***Karakia for kai***

Nau mai e ngā hua  
o te wao  
o te ngakina  
o te wai tai  
o te wai Māori  
Nā Tāne  
Nā Rongo  
Nā Tangaroa  
Nā Maru  
Ko Ranginui e tū iho nei  
Ko Papatūānuku e takoto ake nei  
Tūturu o whiti whakamaua kia  
tina  
Tina! Hui e! Taiki e!

Welcome the gifts of food  
from the sacred forests  
from the cultivated gardens  
from the sea  
from the fresh waters  
The food of Tāne  
of Rongo  
of Tangaroa  
of Maru  
I acknowledge Ranginui above and Papatūānuku  
below  
Let there be certainty  
Secure it!  
Draw together! Affirm!

## **AGENDA AUTHORISATION**

Agenda for the Regional Transport Committee meeting held on Thursday 5 December 2024.

Approved:

Not Cast

M J Nield  
**Director Corporate Services**

Approved:



27 Nov, 2024 5:10:17 PM GMT+13

S J Ruru  
**Chief Executive**