



AGENDA

Regional Transport

Thursday 12 September 2024, 1.00pm

Regional Transport Committee

12 September 2024 01:00 PM



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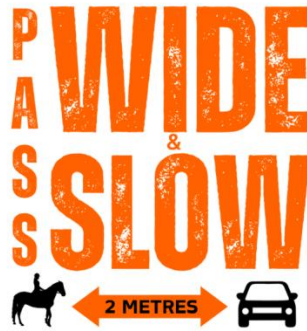


Whakataka te hau

Karakia to open

Whakataka te hau ki te uru
Whakataka te hau ki te tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
Kia hī ake ana te atakura
He tio, he huka, he hauhu
Tūturu o whiti whakamaua kia
tina.
Tina!
Hui ē! Tāiki ē!

Cease the winds from the west
Cease the winds from the south
Let the breeze blow over the land
Let the breeze blow over the ocean
Let the red-tipped dawn come with a
sharpened air
A touch of frost, a promise of glorious day
Let there be certainty
Secure it!
Draw together! Affirm!



WHY WE NEED TO PASS WIDE & SLOW - *Kia Tupato Kia Ata Haere* -

OUR STORIES ON THE ROADS OF AOTEAROA

These are our riders' stories in no particular order of importance or severity. They are illustrative of the common themes in road user behaviour and decision making that are putting lives at risk on New Zealand roads.

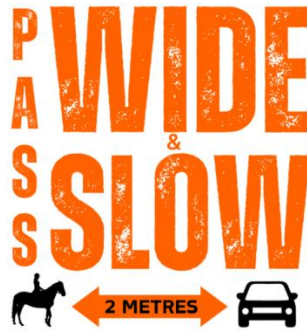
Please remember, for every near miss, there is always the realisation that it could have been a lot worse.

"I had a close call with a truck. It refused to slow down when I was waving frantically at it to do so. The driver finally did when my horse started to bolt onto the road. The end result was me being thrown off onto the road in front of the truck which had finally stopped. I don't ever want to land a couple of metres in front of a truck again. This is why we need education and understanding about horses sharing the road. The driver had at least 150-200m to react, I measured this later in my van. The driver had no clue about horses and what someone frantically waving at him from horseback means. There's about 50-100m where we can't get off the road and I always try to trot there. I didn't have time to dismount safely." June 2024

"My friends and I had another awful experience with a truck this afternoon. This time a XXXX truck. Firstly, he showed no sign of slowing down until he was on top of us. Did not stop at all in spite of being asked to please stop. Then opened his window and abused us saying if our horses couldn't handle traffic they shouldn't be on the road and then called us stupid bi**es by which time all 4 horses were reacting. Mine had turned and tried to bolt downhill, lots of rearing and turning etc. He then beeped his horn as he took off down the road. We called the police straight away. I was shaking all the way to my paddock. He did everything wrong and made it as hard for us as he could. Everyone else today was brilliant and slowed and gave us room." August, 2024

"I was out riding my endurance horse on a quiet rural road. It was the middle of the day in Summer. I saw a car coming towards me at speed. My horse turned as I saw smoke coming from its tyres. Its brakes locked on and my horse was hit from behind. I was thrown 6m onto the middle of the road. My horse died at the scene. He had his leg ripped off. He cried out as he tried to get up, and then died before any services arrived. The 18-yr old driver was charged with careless driving causing injury and death and dangerous driving. His two passengers and himself were uninjured. Police determined the vehicle was travelling at 162km and hit my horse at 116km. I'm sharing my story because since my accident 20-yrns ago, there hasn't been an improvement in road safety for horse riders."

"We were in a small group of 3 horses riding on a 5-metre-wide grass verge. A Ute towing a trailer full of wrapped baleage (the plastic loose and flapping in the wind) whizzed past us, presumably doing



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80km or more. It DID NOT SLOW DOWN. My child's pony got a huge fright, reared and my daughter fell off. The driver continued on his merry way. Didn't stop to see if she was okay".

"My daughter and her pony, along with my friend on her horse with her two children with ponies (on leads) were waiting to cross South Eyre Road to go to the local arena. A truck went past and blasted his horn. My daughter's pony jumped sideways. She was bowled over. My friend was able to grab the pony before things got really bad".

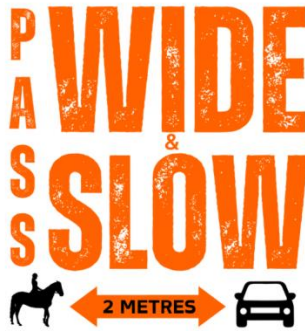
"I was out riding with my friend and our two children on ponies. The local hay contractor was in his tractor, with his big hay rakes swaying around and he was not slowing down for us. My friend decided she'd move into the middle of the road so he was completely aware that we were there, but he ignored us. He went on the road verge around us tanking along without a second thought to us and the kids. Following behind him were about 3 of the local volunteer fire fighters going nice and slow and just shaking their heads at the insanity".

"Road riding on rural roads and I have been verbally abused by motorists when I've signalled for them to slow down."

"We were out riding and had a 400m stretch along the state highway to get from one farm gate to the next. The same company (who surely should have learned by now) were coming at us, there was shade down our side of the road so I stepped my horse out on the road and waved my arms so they could see us. They initially slowed, but then the leading truck sped up again about 100m out, got alongside us and sat on his horn! The horse at the back leapt into the scrub. Luckily the second truck driver had their wits about them and slowed to a crawl. I filed a complaint with Police. Police have informed me no charges will be laid because the driver interpreted my hand signals as waving, not slowing down ..." July, 2024

"I have had my leg brushed by a car twice in the last 20 years, and had numerous close calls with other trucks and motorists. I have rung the trucking companies and made complaints and have been given the standard apology from the front men, but as far as I can see, nothing has ever been done about the behaviour."

"I've been overtaken at speed on unsealed roads and on one occasion I was riding with a friend and we could hear this car approaching at speed. We were in a dip and knew we needed to get out of the way (there was no verge). But before we could he came screaming over the brow of the hill, we were at the bottom. Instead of slowing down and passing widely he tried to speed past us at, at least 80kms. My horse started to back up which made him brake sharply and then tell me I shouldn't be on the road! The sad thing was he had push bikes strapped to the back of his car and his kid in the front seat".



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"In general, I experience drivers who are unwilling to slow down and pass wide on a daily basis when riding from my own home in Albury. I wear Hi-Vis because I totally believe we riders need to be doing what we can to keep ourselves seen and safe and my horse is very good in traffic."

"I have had a number of encounters from people playing chicken and seeing how close they can get to the horse. I also have had people making their cars backfire to deliberately scare the horses."

"Vehicles going too close and too fast past horses causing the horses to spook violently."

"e-bikers racing past and ringing their bell as they got level with the horses!"

"My husband's horse was spooked by a car going too fast on a gravel road causing his horse to bolt. The woman driving the car continued to follow the bolting horse at speed and then overtook again. After about 800m my husband got to a road junction and his choices were to bolt through a cattle grid or turn sharply, which he did, causing the horse to fall. He did not ride again for 6 years and the horse was rehomed as a paddock mate."

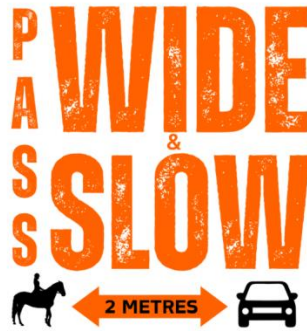
"I have had a car speed past me so closely that their wing mirror clipped my foot and the wing mirror fell off."

"I left my place for a 2km road ride down to the river. The road was typically not that busy so I felt it was an appropriate route with a lovely river ride at the end of it. Part of the route included going down a gradient on the side of an escarpment with a right turn at the bottom. As I was coming down, I heard a truck coming up the other way. He slowed down and went at an appropriate speed up towards me. As he was approaching, I heard a car come from behind and never for one moment did I think they would try to pass me while the truck was coming up the other way as there was not enough room. You can imagine my surprise when the driver squeezed her car between me and the truck clipping my stirrup with her wing mirror. My heart went in my mouth and I waited for the pony's reaction which didn't come. I was amazed she just kept plodding down. It would have taken the car driver 6 or 7 seconds to slow down and go round us safely. Poor driving decision right there."

"Rosie was my 10-year old daughter's pony. She was white and adored by my daughter. In June 2020 we were walking our ponies down the road from a paddock they were grazing at to the neighbours. My daughter was leading Rosie and I had my pony - an old pig hunting pony. It was later than I would have liked (probably about 5.30pm) and getting dark. We didn't have hi viz gear on (something we do now). Rosie however was a bright white colour! The section of road that we walk is about 50-metres and has a clear vision to the North of about 500 metres. There is a good two-metre verge on the side we walked on.



NEW ZEALAND EQUESTRIAN
ADVOCACY NETWORK



WHY WE NEED TO PASS WIDE & SLOW - *Kia Tupato Kia Ata Haere* -

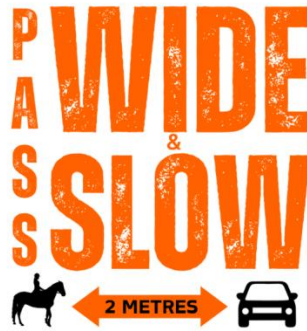
OUR STORIES ON THE ROADS OF AOTEAROA

On this day we were walking the ponies back and could see a large truck coming behind us (from the North). It wasn't slowing down. My daughter said "it's not slowing down" and was panicking, so I tried to take her pony as well and run both of them into a nearby driveway to get out of the way. But both ponies were panicking by this stage. I got twisted in the ropes as the first truck went past us at 100km and fell over. The ponies bolted. Unfortunately there was a second truck from the same trucking company following close behind and as Rosie tried to bolt home, she crossed the road and got hit by the second truck and flung in the air. She didn't die immediately, rather it took 20-mins whilst I sat with her and tried not to think of how my 10-year daughter was doing just having seen her pony tossed through the air and killed.

I didn't report it as I hoped it was just an accident and I know that we did things wrong too (late at night, no hi viz). However, in the limited times I have ridden on the road since, I have seen trucks not slow down for horses (including my own) quite a few times. I would really like truck drivers to understand that horses can be really scared of trucks and as they are travelling past they have no idea if the horse is going to be scared or not. They also have no idea if there is an experienced person leading / riding the horse, and I always think back to that day and if I hadn't taken the ponies lead rope would the pony have dragged my 10 year old daughter onto the road as well in front of the second truck? What would have happened if we were riding them?

I have heard it said that any horse that is on the road should be tolerant of trucks, but you can't get tolerance if the horses haven't had good experiences with trucks and generally horse people stay off the roads unless they really have to. The woosh of a truck going past at 100km an hour is frightening enough when you are just standing by the road, let alone if you are an animal."

I live on the outskirts of New Plymouth in a rural area that is close to urban streets. I regularly ride a circuit on the road. The roads are 50km. I am regularly abused and tooted at. And when I say regularly, it's nearly every ride. The demographic is young males in cars and involves passengers and drivers. They are new faces each time, not regulars. They say things like "get off the f***ing road". I'm 54-years old and it doesn't make me feel good and especially when I am doing nothing wrong. My



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horse is quiet and well behaved. I have a disability which means travelling in a float to ride elsewhere isn't an option.

PRESS RELEASE: VULNERABLE ROAD USER PASS WIDE AND SLOW AWARENESS RIDES

Taking place across Aotearoa and the world - 14 & 15 September 2024



PASS WIDE AND SLOW - KIA TŪPATO KIA ATA HAERE

It's the behaviour we want all drivers across Aotearoa New Zealand to follow when they see a horse and rider on the road.

For two days only, horse riders and carriage drivers from over [40 locations](#) around Aotearoa will come together to promote a message they know will **SAVE LIVES**.

It's a Worldwide message led by the [United Kingdom](#) and riders in Ireland, America, Canada, South Africa and Australia, and New Zealand for the first time, will ride on the same weekend on 14 and 15 of September. [Connect to see the worldwide map of rides.](#)

Why are we riding?

Because the frequency of incidents and near misses is too great to ignore.

Currently equestrians sit on the fringe of transport legislation with little to no targeted road safety education. The driver licensing system is an area of concern too, with no theory or practical testing on how to approach and pass a horse and rider.

In Equestrian advocate's eyes, that makes horse riders the MOST vulnerable group on the road.

Over 30 equestrian organisations are backing a **Petition to the Government for horse riders to be formally recognised as a Vulnerable Road User in transport legislation**. The entire horse-riding community is united for improved status in road safety and inclusion in offroad pathways. Here is the [Petition to Government](#)

Lives are at stake and horse riders are leading the change they require. **PASS WIDE AND SLOW** high vis vests are being rolled out across the country with support of the road safety message coming from New Zealand Police, the trucking transport sector and the Automotive Association. The national transport authority – Waka

www.nzean.org. Julia McLean NZEAN lead for the PWASNZ campaign and Vulnerable Road User Petition to Government of New Zealand..



PRESS RELEASE: VULNERABLE ROAD USER PASS WIDE AND SLOW AWARENESS RIDES

Taking place across Aotearoa and the world - 14 & 15 September 2024

Kotahi NZTA, has recently responded to an offer made by the PWASNZ team to provide targeted road safety messaging to address the current gap. A very exciting and important start to the long term collaboration we need.



EVERYBODY has a role to play in preventing trauma, injury and death on the road. We want those in charge to look after us. After all, we are your preschool teachers, social workers, psychologists, firefighters, Police, Journalists - this country's mum's, dad's and children.

Join us on our journey of saving lives on our roads over at on PWASNZ social [Facebook](#) and [TikTok](#)

For further information about the Vulnerable Road User campaign and Pass Wide and Slow New Zealand rides, contact Julia McLean 0272765791, email. horseridersvru@gmail.com

For marketing material or to understand how this grass roots campaign is receiving the respect it deserves, contact our brand and campaign strategist Eve Leniston-Howell 0212338838 email evemarketingstrategist@gmail.com

PASS WIDE AND SLOW - KIA TŪPATO KIA ATA HAERE

www.nzean.org. Julia McLean NZEAN lead for the PWASNZ campaign and Vulnerable Road User Petition to Government of New Zealand..





Date: 12 September 2024

Subject: Confirmation of Regional Transport Committee Minutes – 13 June 2024

Author: M Jones, Governance Administrator

Approved by: M J Nield, Director - Corporate Services

Document: 3304606

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 13 June 2024 at 1.00pm
- b) notes that the unconfirmed minutes of the Taranaki Regional Council Transport Committee meeting held at 47 Cloten road, Stratford on 13 June 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

Document 3245608: [Unconfirmed Minutes Taranaki Regional Transport Committee – 13 June 2024](#)



Date: 13 June 2024

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

Document: 3282955

Present:

A Jamieson	Taranaki Regional Council (Chairperson)
T Cloke	Taranaki Regional Council
N Volzke	Stratford District Council
R Northcott	South Taranaki District Council
M Chong	New Plymouth District Council
L Stewart	Waka Kotahi

Attending:

M Nield	Taranaki Regional Council
A Harris	Stratford District Council
L Hawkins	Taranaki Regional Council
F Ritson	Taranaki Regional Council
C Gazley	Taranaki Regional Council
R Broad	Automobile Association (joined meeting at 1.05pm)
S Bowden	Stratford District Council
S Knarsten	New Plymouth District Council
R Devine	WSP
R Broad	Automobile Association
M Jones	Taranaki Regional Council
N Chadwick	Taranaki Regional Council
Lisa	Waka Kotahi
M Sorenson	Bulklines
V Lim	South Taranaki District Council (joined meeting at 1.14pm)

Apologies:: Were received and sustained from C Littlewood - Taranaki Regional Council, P Nixon – South Taranaki District Council, H Duynhoven – New Plymouth District Council and R O’Keefe, NZ Police,

Cloke/Jamieson

1. Confirmation of Minutes Regional Transport Committee – 8 February 2024 and 18 April 2024

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 on 8 February 2024 at 1.00pm
- b) took as read and confirmed the minutes of the Taranaki Regional Transport committee held at 47 Cloten Road, Stratford on 18 April 2024 at 10.00am
- c) 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/Jamieson

2. Receipt of Minutes Regional Transport Advisory Group – 4 April 2024 and 16 May 2024

Resolved

That the Taranaki Regional Transport Committee:

- a) received the confirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Road, Stratford on 4 April 2024
- b) received the unconfirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Road, Stratford on 16 May 2024.

Jamieson/Cloke

3. Receipt of Minutes State Highway 3 Working Group – 16 April 2024

Resolved

That the Taranaki Regional Transport Committee:

- a) received the unconfirmed minutes of the State Highway 3 Working Group meeting held at the Te Ara o Te Ata site office – Mt Messenger Bypass at 10.30am, on 16 April 2024.

Cloke/Jamieson

4. Finalising the Regional Land Transport Plan 2024

- 4.1 F Ritson provided an update on the Regional Land Transport Plan 2024, including clarification of the ranking of regionally significant improvement projects due to the activities proposed for state highways having been changed by Waka Kotahi to give effect to the revised draft GPS 2024.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum Finalising the Regional Land Transport Plan 2024
- b) noted the changes made to the draft Regional Land Transport Plan 2024 as a result of deliberations on submissions

- c) noted the changes to proposed state highway activities within the Plan as a result of the change in Government policy direction
- d) endorsed the amended Regional Land Transport Plan 2024 and confirms the ranking of regionally significant improvement projects
- e) noted the finalised Plan will then be forwarded to the Taranaki Regional Council for consideration and adoption at their 25 June 2024 Ordinary meeting
- f) noted that the adopted Plan will then be submitted to Waka Kotahi before 1 August 2024
- g) noted the evolutionary nature of the activities included in the programme component of the Plan
- h) determined that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- i) determined that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Cloke/Northcott

5. Rail Utilisation Discussion

- 5.1 L Hawkins provided an update on the consideration of further work on advocating for improved rail utilisation.

Resolved

That the Taranaki Regional Transport Committee:

- a) received this memorandum Rail utilisation discussion
- b) extended an invitation to KiwiRail, Venture Taranaki and Port Taranaki to present to the next Committee meeting, noting the specific topics to be covered and give guidance
- c) determined that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- d) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Cloke/Volzke

6. Review of Emergency Works Investment Policy

- 6.1 F Ritson gave an update on the emergency works investment policies that have been reviewed by Waka Kotahi.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum on the NZTA Emergency Works policy review consultation
- b) agreed to a regional submission being prepared by Taranaki RTAG, on behalf of the Committee, based on the discussion points outlined and being submitted prior to the submission closing date of 19 June 2024

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

Cloke/Chong

7. RLTP Implementation Updates from Councils

- 7.1 S Knarston, New Plymouth District Council provided an update on transport activities within the New Plymouth District.
- 7.2 V Lim, South Taranaki District Council provided an update on transport activities within the South Taranaki District
- 7.3 S Bowden, Stratford District Council provided an update on transport activities within the Stratford District
- 7.4 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

Chong/Northcott

8. Waka Kotahi New Zealand Transport Agency Update

- 8.1 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.

Cloke/Jamieson

9. Regional Road Safety Update

9.1 R Devine gave a presentation on road safety activities within the region

Resolved

That the Taranaki Regional Transport Committee:

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

Jamieson/Chong

There being no further business the Committee Chairperson, Councillor A L Jamieson declared the Regional Transport Committee meeting closed with Karakia at 1.42pm

Regional Transport

Committee Chairperson: _____

A L Jamieson

Unconfirmed



Date: 12 September 2024

Subject: Regional Transport Advisory Group Minutes 15 August 2024

Author: B Clough, Public Transport Engagement Coordinator

Approved by: M J Nield, Director - Corporate Services

Document: 3304620

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 15 August 2024

Appendices/Attachments

Document 3303415: [RTAG Minutes – 15 August 2024](#)

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Thursday 15 August 2024, 10:00am

Venue Taranaki Regional Council and via Zoom

Present

NPDC	Stuart Knarston Liz Beck (online - for Item 4 only)
SDC	Steve Bowden
STDC	Nick Dawe
TRC	Bill Clough Cheryl Gazley (Chair) Fiona Ritson
NZTA	Shawn Scott

Apologies

NPDC	Rui Leitao
STDC	Vincent Lim
NZTA	Adrienne Duffy Nigel Hurley Richard Ashman

1. Welcome and apologies

Apologies accepted.

2. Minutes of last meeting 16 May 2024

- Minutes confirmed as accurate
Moved Stuart Knarston
Seconded Steve Bowden
- Matters arising
No matters arising
- Update on Actions underway
Update from FR on streamlining processes for updating roading culverts / fish passage. An officer workshop with representatives from a range of TRC teams will be arranged alongside next RTAG meeting.

3. Finalising of Regional Land Transport Plan 2024 - FR

- Provided an update on the RTC's final decisions. Most of the Group's recommendations were accepted by the RTC, though they ranked the SH VFM Safety project the highest.
- Submission and publication steps have been completed:

- Final content approved by RTC on 13 June
- Content endorsed by full TRC on 25 June 2024
- Presentation improvements made
- Lodged with Waka Kotahi on 31 July 2024 via TIO and email
- Made available on TRC website (associated online commentary/structure being updated)
- Thank you emails with link to Plan sent to submitters
- Letters with PDF and link sent to required key stakeholders
- Public notices going in papers 17-22 August 2024
- An updated 'Request to vary the RLTP 2024-2027' form will be emailed out to RTAG members after this meeting.
- A PDF of the final RLTP will be emailed out to members at the same time.
- Potential improvements to monitoring RLTP implementation discussed. Agreed that FR will bring a strawman back to the Group for discussion on the most suitable indicators and data sources for a monitoring framework.

4. Request to vary the RLTP2024 – NPDC/NZTA safety work

- SK led off discussion, with LB joining shortly after via Zoom. Reason for the variation request is NPDC funding shortfall due to Transport Choices funding being removed by the new Government. No further consultation is needed and it has already been signed off by NPDC.
- The safety work is a NPDC led project so deliverance of the project sits with them, but with NZTA support as this is on the state highway. This is a \$2m project with construction due to start in September this year.
- FR will compile the request for the RTC meeting, requesting the addition of a simple map of the proposed works.

5. Waka Kotahi updates

- NLTP expected by the end of August, sitting with Board currently.
- No update on a replacement person for Vinuka, though Lisa Malde has undertaken interviews.
- Area Programme Manager roles around the country have been disestablished, hence Aydan Chatterton is no longer attending RTAG.
- Confirmation from Sree Harsha Nutulapati, Senior Project Manager at Waka Kotahi, that there will be no new centre median barriers between Hāwera and Normanby.
- No NZTA representative was available to speak to SH improvement projects or maintenance programmes. It is important that this is suitably covered at the RTAG and SS will raise internally.
- SB provided an update on NZTA planned work impacting SDC region. Includes tricky sites which may need full closures and detours due to sections of road concerned.

6. Council updates

NPDC – SK

- Maintenance renewal work for 2023/24 completed 100%.
- The Let's Go team is now part of the Sustainability and Behaviour change group.
- Beca have now proposed a core ITF programme. SK to sit with FR to work through it and steps for TRC to consider it.

SDC – SB

- Maintenance budget overspent by \$400k. Challenge with not being able to accurately reflect activities completed in TIO, as only able to put in up to the maximum claimable amount. TIO does not have capacity to show overspend and subsequently totals will not meet up with RAMM and Transport Insights.
- Council is experiencing a lot of problem with ‘fly tipping’. Issue with enforcement of fines.
- Next year’s budget for footpaths has been slashed by 64%. Footpaths used to be managed under Maintenance, but now required to be under Walking & Cycling activity class.
- Waiting for final decision regarding speed limit changes. SDC speed changes around schools are permanent signage. If NZTA change to variable then they will need to install 27 new signs at a budgeted cost of between \$15-20k per sign, a total of \$405k - \$540k. Council has no budget for this so will need 100% FAR if change is mandated.

STDC – ND

- Big change for Council is the unbundling of existing maintenance contracts into 7 separate contracts. These will be put to tender near the end of 2024.
- Resurfacing work is proceeding to plan except for an issue sourcing bitumen.

TRC – CG

- Taranaki PT Review draft SSBC is completed and going for peer review. Target of 9 September to TRC’s Executive Audit and Risk Committee, then present formally to NZTA.
- Work is ongoing with NPDC to form a joint committee that will oversee implementation of PT improvements. This Committee will also discuss the \$200k funding available from NPDC for trialling a hi-frequency bus route within the city.

7. Other transport policy matters - FR

Updates and discussions on:

- Release of Final GPS 2024.
- Setting of Speed Limits 2024.
- Better Travel Choices development and aligning with new RPTP guidelines.
- Emergency Works funding changes.

8. General Business

- RTC 12 September meeting – FR provided an outline of expected agenda items.
- Draft 2025 meeting calendar was presented to members by FR. Request to advise any issues with dates back to TRC as soon as possible so that the dates can be locked in and room bookings made.
- Update RTAG member list. TRC will update the list once NZTA advise which staff will be attending RTAG meetings going forward.

9. Next RTAG meeting – 10am on Thursday 7 November 2024

Summary of actions underway

Ref	Responsibility & date requested	Action	Progress
1	Fiona R – Meeting 9Dec’22	Organise meeting re culvert/fish passage upgrade processes	Deferred by agreement to later in 2024

The meeting closed at 12.00 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 Rooding Classification
POE	Point of Entry (initiation of a business case)
R2Z	Road to Zero – NZ's Road Safety Strategy 2020-2030
RAMM	Road Assessment and Maintenance Management database
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RPTP	Regional Public Transport Plan
RSMP	Regional Speed Management Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group (regional sector of LGNZ)
SIP	Speed and Infrastructure Programme
SMP	Speed Management Plan
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
SSBC	Single Stage Business Case
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VFM	Value for Money
VKT	Vehicle Kilometres Travelled



Date: 12 September 2024

Subject: Port Taranaki Limited Presentation

Author: L Davidson, Executive Assistant

Approved by: M J Nield, Director - Corporate Services

Document: 3305914

Purpose

1. The purpose of this memorandum is to provide the Committee with an update from Port Taranaki Limited.
2. Within this update Port Taranaki will provide:
 - A recap of the 2023/24 year
 - A look ahead to the 2024/25 year
 - Discuss impacts on Port of freight via rail vs road
 - Port forecast of freight movements with and without Blue Highway on-streaming
 - Proposed developments and any current constraints
 - Cruise ship impacts and opportunities

Recommendations

That Taranaki Regional Council:

- a) receives the presentation from Port Taranaki Limited.

Financial considerations—LTP/Annual Plan

3. 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

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

Iwi considerations

5. 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

6. 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

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



Date: 12 September 2024

Subject: Regional Land Transport Plan 2024

Author: F Ritson, Senior Policy Analyst - Transport

Approved by: M J Nield, Director - Corporate Services

Document: 3302198

Purpose

1. The purpose of this memorandum is to advise that the Regional Land Transport Plan for Taranaki 2024/25-2026/27 (RLTP 2024) is now in effect, as is the final Government Policy Statement for Land Transport for the same period (GPS 2024).

Executive summary

2. The final RLTP 2024 is now in effect, has been lodged with Waka Kotahi for consideration of funding from the National Land Transport Fund, and released publically. The Government's final GPS 2024 has also been finalised and is now in effect. The publication of Waka Kotahi's National Land Transport Programme is due on 30 August 2024, with announcements as to the success of funding requests then being available.

Recommendations

That Taranaki Regional Council:

- a) receives the memorandum titled, Regional Land Transport Plan 2024 now in effect
- b) notes 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) notes that the Government Policy Statement on Land Transport 2024 has been finalised and is now in effect
- d) notes that the announcement of funding decisions from the National Land Transport Fund are expected on 30 August 2024 through the publishing of Waka Kotahi's National Land Transport Programme.

Background

3. Pursuant to the Land Transport Management Act 2003 (LTMA), the Committee prepared a new RLTP for the three financial years from 1 July 2024, known as the RLTP 2024. The Committee approved the final content of the RLTP 2024 at their last meeting on 13 June 2024. This was subsequently adopted by the Taranaki Regional Council on 25 June 2024.

4. Following endorsement of the final content, a number of steps to complete the RLTP finalisation process have been undertaken:
 - Prepared for publication by refining layout and readability through adding photos and similar.
 - Lodged with Waka Kotahi on 31 July 2024 via email and Transport Investment Online.
 - Acknowledgement emails with a web-link to the final document were sent to all submitters.
 - Letters with both a PDF and web-link were sent to the stakeholders required by the LTMA.
 - Public notices were placed in newspapers in the region.
 - Hardcopies have been made available on request.
5. The RLTP 2024 is available online on the Taranaki Regional Council website and a copy is attached to this memorandum.

Final GPS 2024 released

6. The LTMA requires the Minister of Transport to issue the GPS every three years, matching the cycles of the National Land Transport Programme. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. RLTPs must be consistent with the GPS, and Waka Kotahi must give effect to it with regard to land transport planning and funding.
7. The Committee made one of the over 2,000 submissions received during the consultation period from 6 March to 2 April 2024. The final GPS 2024 was released by the Ministry of Transport on 27 June and came into effect on 1 July 2024.

Changes made to the final GPS

The GPS 2024 document has several key changes. These include:

- signalling a programme of investment in regionally important corridors through the Roads of Regional Significance programme, including two more Roads of National Significance. The final GPS 2024 now details 17 Roads of National Significance and 11 Roads of Regional Significance.
- additional funding announced through Budget 2024 for the North Island Weather Event rebuild, investments in rail, and \$1 billion of funding tagged to accelerate the Roads of National Significance and the Northwest Rapid Transit project.
- clarifying that investment in walking and cycling can be made where there is either existing demand, or demand that can be reliably forecast, and that 25 percent of funding from the Walking and Cycling activity class will be spent on footpaths and other walking projects.
- clarifying that multi-modal transport projects, for example projects that include walking and cycling components, that are already consented, can continue to be funded from their primary activity class, so that these projects can be progressed and delivered.
- updating the safety strategic priority to refer to the work underway on setting speed limits, outline proposed work by NZTA on third party investment in safety, and to note the work underway on the new road safety objectives document.
- further strengthening the requirements that the NZTA's Performance and Efficiency Plan will need to meet, by requiring NZTA to outline how it will respond to the Ministerial Expectations in GPS 2024 and how it will meet the outcomes the Government expects to achieve in GPS 2024.
- funding for coastal shipping activities through a new \$30 million Coastal Shipping Resilience Fund over three years.

8. Key changes from the draft are provided in Figure 1 below, while two summary documents released by the Ministry are attached for further information – 'At a Glance' and 'Frequently Asked Questions'.

Figure 1 – excerpt from Waka Kotahi's NLTP Bulletin 27 June 2024

Alignment between RLTP 2024 and GPS 2024

9. As Members are aware, draft RLTPs around the country were of necessity (timing requirements) prepared under GPS 2021, as a 2024 version was not in place. While an initial draft GPS 2024 was consulted on in 2023, this was subsequently overturned by the new Government. A revised draft GPS 2024 was released when the draft RLTP 2024 for Taranaki was already out for consultation.
10. While the draft RLTP was prepared without the revised draft GPS 2024 being available, it is certainly still well aligned with what has since been released.
11. The general narrative of ensuring all road controlling authorities focus on core road maintenance in the first instance is well-supported, as is the streamlining of business case processes to be more fit-for-purpose and agile. Improving resilience and safety, supporting economic productivity, and ensuring value for money are regular aspects of transport planning, reconfirmed in the RLTP.
12. While the GPS is silent on some aspects of transport that are of stated importance to the RLTP such as supporting mode shift to improve accessibility, equity, health and emission reduction outcomes; the reality is that the GPS provides the three-year funding priorities from Wellington, and it should not alter longer-term regional priorities. It remains the role of the RLTP and the Committee to take a long-term strategic approach and advocate for what is important for Taranaki.

Release of the National Land Transport Programme 2024-2027

13. The adopted RLTPs around the country must be taken into account by Waka Kotahi when determining what activities it will include and fund through its National Land Transport Programme. The programme component of the RLTP, which is essentially a funding bid, will be 'nationally moderated' alongside those from all other regions for inclusion in the National Land Transport Programme 2024-2027. In essence, this means that Taranaki's priorities for requested funding support may not be reflected in the national programme.
14. The announcement of funding decisions from the National Land Transport Fund is expected on 30 August 2024 through the publishing of Waka Kotahi's National Land Transport Programme 2024-2027.
15. Given the timing, it is anticipated that Waka Kotahi will be a position to provide some updates at the Committee meeting on 12 September 2024.

The activities proposed in the RLTP are evolutionary

16. The Committee is reminded that the proposed activities included in an RLTP may be varied or withdrawn by the relevant organisation at any time, both during the development of the RLTP and subsequent to its release. Given the complex nature of the activities involved, the tables within the programme and funding component (sections 5 and 6) of the RLTP are considered to be a snapshot in time that continue to evolve, particularly the cost and time estimates attributed to the projects. Transport Investment Online is considered the source for updated information on applications for national funding support.
17. Indeed changes are almost inevitable - while the majority will be minor, a few are likely to require a formal variation to the Plan. It is anticipated that there will be more variations required to the RLTP 2024 than the RLTP 2021 due primarily to the significant change in national policies that has occurred in the last year. The first such formal variation request for the RLTP 2024 is provided in a separate agenda item for this meeting.

Financial considerations—LTP/Annual Plan

18. 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

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

Iwi considerations

20. 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

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

Legal considerations

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

Appendices/Attachments

Document 3298777: [Final GPS 2024 at a glance June 2024](#)

Document 3298778: [GPS on Land Transport 2024 FAQ June 2024](#)



Government Policy Statement on land transport 2024-34

Summary at a Glance – Strategic Priorities

June 2024

What is the GPS?

The GPS sets out the Government’s priorities for expenditure from the National Land Transport Fund (NLTF) and how Crown funding complements that investment.

It also provides direction to local government, KiwiRail and NZTA on the type of activities that should be included in Regional Land Transport Plans (RLTP), the Rail Network Investment Programme (RNIP) and the National Land Transport Programme (NLTP) respectively.

GPS 2024 strategic priorities

The results the Government wishes to achieve from NLTF investment are expressed via a set of strategic priorities. GPS 2024 includes an overarching strategic priority of Economic Growth and Productivity, supported by three priorities of Increased Maintenance and Resilience, Safety, and Value for Money

Economic Growth and Productivity		
Connecting people and freight quickly and safely, supporting economic growth and creating social and economic opportunities.		
Increased Maintenance and Resilience Increasing access to markets and resilience on our state highway, local and rural roads.	Safety A focus on safer roads, safer drivers and safer vehicles.	Value for Money Investment in transport must deliver better outcomes for present and future generations of New Zealand.

Outcomes expected through the GPS 2024

Economic Growth and Productivity	Increased Maintenance and Resilience	Safety	Value for Money
<ul style="list-style-type: none"> Reduced journey times and increased travel time reliability. Less congestion and increased patronage on public transport. Improved access to markets, employment and areas that contribute to economic growth. More efficient supply chains for freight. Unlocked access to greenfield land for housing development and supporting greater intensification. 	<ul style="list-style-type: none"> More kilometers of the road network resealed and rehabilitated each year. Fewer potholes. A more resilient road and rail network. 	<ul style="list-style-type: none"> Reduction in deaths and serious injuries. Increased enforcement. 	<ul style="list-style-type: none"> Better use of existing capacity. Less expenditure on temporary traffic management.

Transport plan for unlocking New Zealand’s economic potential

A focus on delivery	A focus on core business	A focus on value for money
<ul style="list-style-type: none"> Ensure activities promote GPS delivery. Maximise use of new funding and financing and delivery models. More efficient business case process. Tight control on scope and cost. 	<ul style="list-style-type: none"> NZTA to focus on core roles – ie build and maintain the SH network. Stop programmes not aligned with GPS. 	<ul style="list-style-type: none"> Cost control and identify savings. Ensure projects maximise benefits and align with govt priorities. Focus on services and users. New delivery models. Efficiencies in managing road tolling.
Consideration of other revenue sources and other funding and delivery models	Increased focus on performance and efficiency	NZTA to ensure that RCAs are following the Ministerial expectations in GPS 2024
<ul style="list-style-type: none"> Maximising NLTF revenue Consider tolling for all new roads Future revenue system 10-year investment plan Regional deals 	<ul style="list-style-type: none"> Performance and Efficiency plan Improve management of benefits & costs Improve asset management, business case and cost estimation Refocussed REG Group Drive accountability, delivery and value for money 	<ul style="list-style-type: none"> Ensure GPS expectations are applied to road controlling authorities and public transport authorities to the extent applicable re the NLTF/ NLTP.

Major Transport Projects



Government Policy Statement on land transport 2024-34

Summary at a Glance – Funding Ranges

June 2024



Investment in land transport

NLTF revenue will increase to \$22 billion over 2024/25-2026/27, an increase of over 30 percent.

The GPS 2024 proposes funding this increase through:

- two \$25 increases to Motor Vehicle Registration charges in January 2025 and 2026.
- a return to regular increases in Fuel Excise Duty (and equivalent increase in Road User Charges) from January 2027
- additional Crown funding and financing - the Government expects public private partnerships, and other opportunities to use private expertise and finance, will be considered for all major projects.

Activity Classes – focus on pothole prevention

Funding for pothole prevention on state highways and local roads will be separated out from other road maintenance funding. This will ensure a greater focus is placed on resealing, rehabilitation, and drainage maintenance works to achieve long term maintenance outcomes.

A renewed focus on delivery

The Government is looking to the NZTA to deliver on its priorities at pace. This will require a tight focus on its core statutory roles. All NLTP-related activities need to be judged against the benchmark of whether the activity promotes delivery of this GPS.

The Government is also signalling a number of system reforms that will be implemented in parallel with the delivery of this GPS. These reforms will provide more sustainable revenue, help contain costs and make it easier for delivery agencies to do their jobs

How does it work?

The GPS is reviewed every three years and guides investment in transport by providing a 10-year outlook of how spending is prioritised for the transport network.

Guided by the GPS strategic priorities, NZTA supports local government to create quality Regional Land Transport Plans (RLTPs). After community engagement, NZTA uses these RLTPs to create the National Land Transport Programme (NLTP).

As the largest co-funder of NLTP projects, local government has an essential role in building strong, evidence-based projects and programmes for investment.

This work is supported by the role of regional councils, territorial authorities and unitary councils in leading long-term planning for their area.

Activity Class		GPS 2024 funding ranges (\$m)						Forecast funding ranges (\$m)			
		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
State Highway Maintenance											
State highway pothole prevention	Upper	700	790	790	820	920	980	1,050	1,070	1,080	1,100
	Lower	420	460	490	540	630	690	750	760	780	790
State highway operations	Upper	760	850	960	1,050	1,130	1,150	1,170	1,200	1,220	1,240
	Lower	560	640	690	730	780	800	820	830	850	870
Local Road Maintenance											
Local road pothole prevention	Upper	780	850	900	1,170	1,230	1,260	1,280	1,300	1,320	1,340
	Lower	570	610	640	840	890	900	920	930	950	970
Local road operations	Upper	450	480	590	420	450	460	470	480	490	500
	Lower	240	260	280	290	320	320	330	340	340	350
Other continuing programmes											
Public transport services	Upper	750	770	790	810	830	850	870	890	910	930
	Lower	400	420	440	460	480	500	520	540	560	580
Investment management	Upper	85	90	90	90	95	95	100	100	105	110
	Lower	65	70	70	70	75	75	80	80	85	90
Safety	Upper	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Improvements											
Public transport Infrastructure	Upper	680	1,030	1,480	830	880	930	950	970	990	1,010
	Lower	240	290	340	390	430	480	500	520	540	560
State highway Improvements	Upper	1,950	2,350	2,950	2,300	2,350	2,400	2,400	2,400	2,400	2,400
	Lower	1,150	1,250	1,350	1,400	1,450	1,500	1,500	1,500	1,500	1,500
Local road Improvements	Upper	400	400	410	410	420	420	420	430	430	430
	Lower	150	150	160	160	170	170	170	180	180	180
Walking and cycling improvements	Upper	230	110	110	110	110	110	110	110	110	110
	Lower	135	70	70	70	70	70	70	70	70	70
Rail Network											
Rail network	Upper	630	560	560	570	570	570	580	580	580	580
	Lower	360	360	20	20	20	20	20	20	20	20

Government Policy Statement on land transport (GPS) 2024

Frequently asked questions

About the GPS

What is the GPS?

The GPS is the Government Policy Statement on land transport. It outlines what the Government wants to achieve in land transport, and how it expects to see funding allocated between types of activities (for example, roading, public transport and road safety) across New Zealand's land transport system.

Each GPS sets out the priorities for a 10-year period and is updated every three years.

What is the NLTF?

The National Land Transport Fund (NLTF) is a transport fund made up of fuel excise duty, road user charges, road tolls, vehicle and driver licensing and registration, and income from the sale and lease of state highway property.

The NLTF is administered by the NZ Transport Agency (NZTA) and all the revenue that goes into the fund is spent on our land transport system through the National Land Transport Programme (NLTP).

What is in the GPS?

The GPS guides the NZTA, KiwiRail and local authorities on land transport investment.

The GPS outlines:

- What the Government expects to be achieved from its investment in land transport through the NLTF over the next 10 years.
- How much funding will be provided and how the funding will be raised.
- How the Government will achieve its priorities through investment in certain areas known as activity classes (for example State Highway Pothole Prevention, Public Transport Services, and Safety).

GPS 2024 also references system reforms the Government is looking to undertake in the transport and infrastructure sectors to aid in the delivery of GPS priorities.

How does the GPS guide how projects are funded?

NZTA has responsibility for which projects or investments receive funding through the development of the NLTP, which gives effect to the GPS.

To be considered for funding from the NLTF, an activity or project needs to be referenced in a Regional Land Transport Plan (RLTP). RLTPs are developed by local authorities, they identify regional investment priorities and must be consistent with the GPS.

Why is the GPS needed?

Transport investments have long lead times, high costs and leave long legacies. Transport planning and investment need to be guided by a long-term strategic approach, with a clear understanding of

what outcomes the Government wants.

The GPS influences decisions on how money will be invested and guides local government and NZTA on the type of activities that should be considered for inclusion in RLTPs and the NLTP.

Where does the money come from?

In general, revenue to cover expenditure comes from the NLTF, which is made up of taxes or fees people pay through Fuel Excise Duty (FED), Road User Charges (RUC), vehicle registration and licensing fees and tolls.

The NLTF is also topped up by direct funding from the Crown in the form of grants and loans.

About GPS 2024

When will GPS 2024 take effect?

GPS 2024 will take effect from 1 July 2024, at which point it replaces GPS 2021. It covers the ten-year period from 2024/25 to 2033/34.

What are the strategic priorities in GPS 2024?

The outcomes the Government wants to achieve from NLTF investment are outlined via a set of strategic priorities. These are:

- Economic Growth and Productivity (this is the overarching strategic priority for GPS 2024)
- Increased Maintenance and Resilience
- Safety
- Value for Money.

When did consultation on the draft GPS occur?

The Government consulted on the draft GPS 2024 between 4 March and 2 April 2024. Over 2,000 submitters provided a range of views which were reviewed to inform the final document.

What changes were made to the final GPS following consultation?

The final GPS 2024 has several key changes, including:

- Signalling a programme of investment in regionally significant corridors through the Roads of Regional Significance programme and includes two more Roads of National Significance. The final GPS 2024 now sets out 17 Roads of National Significance and 11 Roads of Regional Significance.
- Including the additional funding amounts announced through Budget 2024 for the North Island Weather Event rebuild, investments in rail, and the additional \$1 billion of funding tagged to accelerate Roads of National Significance and the Northwest Rapid Transit project.
- Clarifying that investment in walking and cycling can be made where there is either existing demand, or demand that can be reliably forecast, and requiring that 25 percent of funding on new improvements from the Walking and Cycling Activity Class will be spent on footpaths and other walking projects.
- Clarifying that multi-modal transport projects (for example, projects that include walking and cycling components) that are already consented can continue to be funded from their primary activity class, so that these projects can continue to make progress and be

delivered.

- Updating the safety strategic priority to refer to the work underway on setting speed limits, outline proposed work by the NZTA on third party investment in safety, and to note the work underway on the new road safety objectives document.
- Further strengthening the requirements that the NZTA's Performance and Efficiency Plan will need to meet.
- Including funding for coastal shipping activities through a new Coastal Shipping Resilience Fund totalling \$30 million over three years.

What are the Roads of National Significance?

The Government will reintroduce the Roads of National Significance programme to achieve its strategic priorities. By highlighting these projects, the Government expects their strategic importance will be focused on during the development of the NLTP.

The Roads of National Significance include the following strategic corridors:

Whangarei to Auckland, with the following stages prioritised:

- Alternative to Brynderwyns
- Whangarei to Port Marsden
- Warkworth to Wellsford.

- Hamilton Southern Links
- Petone to Grenada Link Road and the Cross Valley Link
- the North West Alternative State Highway (SH 16).

Tauranga to Auckland, with the following two stages prioritised:

- Cambridge to Piarere
- Tauriko West State Highway 29.

Other major routes:

- Takitimu Northern Link Stage 1 *
- Takitimu Northern Link Stage 2
- Hawkes Bay Expressway
- Ōtaki to North of Levin *
- Second Mt Victoria Tunnel and Basin Reserve upgrade
- the Hope Bypass
- The Belfast to Pegasus Motorway and Woodend Bypass.

Auckland roads:

- Mill Road
- the East West Link.

Roads to unlock housing growth:

*These projects are Crown funded.

What are the Roads of Regional Significance?

The Government is committed to investment in a number of Roads of Regional Significance, which represent a region's most essential corridors.

The Roads of Regional Significance include:

- O Mahurangi – Penlink*
- Waihoehoe Road*
- State Highway 1 Papakura to Drury Improvements*
- State Highway 1 / 29 Intersection*
- State Highway 58 Improvements Stage 2*
- State Highway 2 Melling Transport Improvements*
- Canterbury Package – Rural Intersections*
- Canterbury Package – Rolleston Upgrade*
- Canterbury Package – Halswell*

- Second Ashburton Bridge
- Queenstown Package*

*These projects are Crown funded.

How will the Government fund the investments outlined in GPS 2024?

Investments in GPS 2024 will be funded from the NLTF, Crown grants, a Crown loan and private finance.

The Government recognises increasing pressure on the NLTF and the need to increase revenue. GPS 2024 proposes to do this from a range of sources, including:

- Increasing the annual licensing fee component of Motor Vehicle Registration (MVR) by \$25 in January 2025 and a further \$25 in January 2026.
- Returning to the previous practice of regular FED/RUC increases from January 2027. an increase of 12 cents per litre in January 2027, a further six cents in January 2028, followed by a four cent per litre annual increase starting in January 2029.
- A Crown grant of \$3.144 billion and Crown loan of \$3.08 billion.
- The final GPS 2024 also now includes an additional \$1 billion in Budget 2024 for accelerating key transport projects over the coming years – including Roads of National Significance and the Northwest Rapid Transit public transport project.

The Government is aware of the cost-of-living crisis experienced by New Zealanders and is delivering on its commitment to not increase fuel taxes this term.

How will the Government fund the major transport projects outlined in GPS 2024?

Delivering the Roads of National Significance and major public transport projects will require the use of alternative delivery models, and a broader range of funding options and financing models. The Government expects Public Private Partnerships (PPPs), and other new and innovative funding and financing options will be considered for all major projects.

Strategic priorities

What outcomes are expected to be achieved by the GPS 2024?

The 2024-27 NLTP and corresponding RLTPs are expected to prioritise projects and activities that progress the GPS 2024 priorities. It is expected that NZTA and local authorities focus on achieving the following outcomes:

Economic Growth and Productivity:

- reduced journey times and increased travel time reliability
- less congestion and increased patronage on public transport
- improved access to markets, employment and areas that contribute to economic growth
- more efficient supply chains for freight
- unlocked access to greenfield land for housing development and supporting greater intensification.

Increased Maintenance and Resilience

- more kilometres of the road network resealed and rehabilitated each year
- fewer potholes

- a more resilient road and rail network

Safety

- reduction in deaths and serious injuries
- increased enforcement

Value for Money

- better use of existing capacity
- less expenditure on temporary traffic management

How will the GPS 2024 support economic growth and productivity?

GPS 2024 is a blueprint to build and maintain a transport system that supports New Zealand's long-term economic growth and productivity. A reliable and well-maintained transport network ensures people and goods can move efficiently, quickly and safely and connects people and businesses with economic opportunities.

Investments in Roads of National Significance and Roads of Regional Significance will increase the efficiency of how people and freight move around. Increased spending on pothole prevention is also expected to improve safety and resilience for the movement of freight.

What does the GPS 2024 mean for investment in rail?

The GPS 2024 focuses rail investment on the highest value parts of the network to support the efficient movement of freight, notably on the connections between Auckland, Hamilton, and Tauranga. This will complement investment in the state highway network to deliver a productive and efficient supply chain.

Investment in metro rail networks will support the efficient movement of people in Auckland and Wellington.

Budget 2024 includes \$200 million for development of the Rail Network Investment Programme (RNIP). This funding is reflected in GPS 2024.

The Crown has made a large contribution to rail over the past six years and will continue to provide direct Crown funding for rail in addition to the RNIP. GPS 2024 outlines the range of rail projects the Crown has committed to funding (refer to Table 6 in the GPS 2024).

How does the GPS 2024 direct investment in public transport?

The Government will invest in major public transport projects alongside local government to deliver more travel choices and reduced congestion in our main centers of Auckland and Wellington.

The major public transport projects in Auckland include:

- completion of the City Rail Link
- completion of the Eastern Busway
- Northwest Rapid Transit corridor
- Airport to Botany Busway

In Wellington, the major public transport investments include:

- upgrades to rail network substations through Lower North Island Rail Integrated Mobility (LNIRIM) project
- replacement rolling stock for the Wairarapa and Manawatu lines.

How will the Government ensure our roads are better maintained?

Maintaining the road network is a priority in GPS 2024. To fix the growing number of potholes on our roads, and to prevent further deterioration in roading quality, the GPS 2024 increases road maintenance funding by \$640 million compared to the draft GPS released in 2023 by the previous Government.

GPS 2024 establishes a new Pothole Prevention Fund through two new activity classes to ensure that maintenance funds are prioritised and ringfenced towards resealing, rehabilitation, and drainage maintenance works to fix and prevent potholes on state highways and local roads.

How does GPS 2024 ensure a more resilient transport system?

GPS 2024 includes significant investment in maintenance and resilience to ensure that transport networks are not only maintained to high standards but are also more resilient to the impacts of extreme weather or natural disasters.

A new Coastal Shipping Resilience Fund is included in GPS 2024. Through this fund, the Government will invest in measures that support the resilience of coastal shipping for freight. Coastal shipping plays an important role in wider network resilience by providing alternative connections to move goods when road and rail links are damaged or inoperable. Decisions on how this funding is used to improve coastal shipping resilience will be made in due course.

How does the GPS improve safety on our roads?

Road safety is a responsibility we all share, and improving road safety is a priority in GPS 2024.

Road safety investment will be directed toward road policing and enforcement, alongside investment in building safer roading infrastructure.

The Government will publish a new set of road safety objectives later this year, which will target the highest contributing factors in fatal road crashes, such as alcohol and drugs. Blanket speed limit reductions are being reversed, with speed limit reductions focused on areas with high safety concerns.

How will the Government ensure value for money?

The draft GPS 2024 includes value for money as a strategic priority. To ensure value for money, the following changes will be made:

- reducing NZTA head office overhead expenditure by 7.5 percent and reinvesting these savings into delivering against the GPS 2024 objectives
- increasing farebox recovery and third-party revenue (e.g. advertising) on public transport services
- reducing expenditure on temporary traffic management, while maintaining the safety of workers and drivers
- focussing on outcomes in road maintenance and safety investment
- reviewing road safety investment to ensure investment is focused on efficient changes, which make improvements to the roading network at the lowest cost
- making better use of existing assets by allowing time of use charging or the use of dynamic lanes in main cities to manage demand
- a focus on whole of life costs to maximise long-run value
- making better use of existing digital infrastructure and information systems

- investigating opportunities for NZTA to run collaborative and/or centralized procurement with local government.

A performance and Efficiency Plan, developed by the NZTA, will support lifting value for money from investment in transport. See accountability below for more information.

Funding

How much funding is forecast under the GPS 2024?

The GPS 2024 signals the Government's transport priorities and guides investment in land transport of \$7 billion from the NLTF per year. The GPS 2024 will also guide around \$1.5 billion per year from local government.

What is the increase in the licensing fee?

The Government will be increasing the Motor Vehicle Licencing Fee by \$25 on 1 January 2025 and a further \$25 on 1 January 2026.

This fee hasn't been increased since 1994 and inflation has reduced the real value of this NLTF contribution by half. The change will return MVR to the 1994 level, in real terms.

Is the Government raising fuel taxes?

The Government is aware of the cost-of-living crisis experienced by New Zealanders and is delivering on its commitment to not increase fuel taxes this term. Instead, it is providing additional Crown funding and financing to the draft GPS.

However, the cost pressures in the NLTF mean that we will have to return to the previous practice of regular increases in fuel excise duty (FED) and road user charges (RUC) from January 2027. This means FED and RUC will be increased by:

- 12 cents per litre in January 2027
- 6 cents per litre in January 2028
- and an annual 4 cents per litre starting in 2029.

These increases will raise \$11.5 billion by 2034/35. These increases mean that the average driver of a petrol vehicle in 2027 would expect to pay an additional \$2.06 per week (including GST, \$1.80 GST exclusive).¹

What changes are proposed to funding for the land transport system?

The land transport funding system is facing significant pressure due to rising demands and costs. This includes historic deferral of maintenance, increasing severity and frequency of extreme weather events, workforce pressures, and a period of heightened inflation.

The Government has provided additional funding to meet these pressures in the short term. Longer term, a programme is already underway to look at the future of revenue in the transport system and consider how to make the system more sustainable.

The first step of this is already underway, with light electric vehicles required to pay Road User Charges from April 2024. The next steps include requiring all road vehicles to move from Fuel

¹ This figure is based on a driver travelling an average distance of 10,500 kilometres per year with an average fuel efficiency of 7.4 litres per 100km in 2027.

Excise Duty to Road User Charges as part of the National-ACT coalition agreement.

The Government also expects NZTA and the Ministry of Transport will work together to examine how alternative funding and financing arrangements could be used for all new major transport infrastructure projects – such as tolling, time of use charging, equity finance and value capture.

Are there any new activity classes in the GPS 2024?

A Pothole Prevention Fund has been established through two new activity classes that are ringfenced to resealing, rehabilitation, and drainage maintenance works on our state highways and local roads. The new activity classes are State Highway Pothole Prevention and Local Road Pothole Prevention Activity Classes.

The new maintenance activity classes will ensure NZTA, and councils, focus a defined proportion of their maintenance funding on fixing and preventing potholes, improving our roads and enhancing their resilience.

Performance and delivery

How will the Government ensure that NZTA is delivering value for money for taxpayers and road users?

With the GPS 2024 investing \$22 billion into the transport network over the next three years there needs to be a focus on value for money and achieving better outcomes for New Zealanders. Value for Money is a strategic priority and GPS 2024 includes clear expectations that the NZTA focuses on delivery, value for money, and considers other funding sources and revenue models.

The Minister expects NZTA to develop a Performance and Efficiency Plan that will:

- improve the management of benefits, costs, risk and uncertainty at the programme and activity class level
- increase the capability and capacity of the transport sector
- improve asset management practices across the sector
- provide analysis to inform price/quality trade-offs for maintenance and operations expenditure
- ensure business case and cost estimation reflect best practice
- manage overheads and back-office costs
- outline how the wider Ministerial expectations and outcomes in GPS 2024 will be met.

System reforms

What transport reforms are being signalled in GPS 2024?

GPS 2024 signals a number of critical reforms to how land transport activities are planned, funded and delivered. These include:

- Development of a 30-year plan for transport infrastructure in New Zealand
- Progressing legislation to enable fast-track consenting approvals
- Making it easier to sell land no longer required for transport purposes
- Advancing reforms to the NLTF revenue system
- Amending the Land Transport Management Act 2003 to require future GPSs to adopt a 10-year investment plan



Date: 12 September 2024

Subject: Emergency Works Funding Policies Update

Author: F Ritson, Senior Policy Analyst – Transport

Approved by: M J Nield, Director - Corporate Services

Document: 3302445

Purpose

1. The purpose of this memorandum is to seek retrospective endorsement of the Committee's submission on Waka Kotahi's 'Emergency Works investment policies' consultation and to advise that Waka Kotahi have already implemented some decisions from the consultation.

Executive summary

2. At the June meeting the Committee decided to make a submission on the Waka Kotahi's 'Emergency Works investment policies' consultation given the significant impact that the proposals could have on Road Controlling Authorities in the region. Submissions were due by 19 June 2024. Retrospective approval of that submission is now required to complete that process.
3. Initial decisions from the review have already been put into effect by Waka Kotahi, with an outline of those and impending decision set out in this Memorandum.

Recommendations

That Taranaki Regional Council:

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

4. At the Committee's 13 June 2024 meeting, an item was received about Waka Kotahi's review of their Emergency Works investment policies. Significant concerns were outlined, including how the proposed changes would increase the responsibility for local share to fund a larger portion of the cost in response to an emergency event, such as storm, flooding or land slips. These proposals were also made when Long-Term Plans had already been prepared, so the national changes proposed to be put into effect were unbudgeted.
5. The Committee agreed that a regional submission should be prepared by the Regional Transport Advisory Group (RTAG) on behalf of the Committee and lodged by the consultation closing date.
6. A submission was therefore drafted and circulated to Members via email for feedback, prior to being submitted to Waka Kotahi by the due date of 19 June 2024.
7. This item firstly seeks to formalise endorsement of that final submission, as attached; and then briefly outlines what has occurred since the consultation.

Issues

8. The Committee needs to decide whether to retrospectively approve the submission made on Waka Kotahi's Emergency Works funding policies review.

Consultation outcomes

9. On 4 July 2024, two weeks after consultation closed, Waka Kotahi advised that a number of changes had been put into effect from 1 July 2024, and that a webinar on 11 July 2024 was being held to explain the decisions made.
10. A range of information, including the slide deck from the webinar, was subsequently made available on Waka Kotahi's website. This includes a summary of consultation feedback and any consequential changes proposed, which is attached for Members' information. The Committee's attention is specifically referred to Table 3 [Feedback on proposed FAR and eligibility changes] of the summary, as these were aspects of particular concern.
11. The attached summary outlines in further detail the following two phases of implementation:
 - Phase 1 – Changes to definitions, processes and operational policies, which became operative from 1 July 2024. This includes:
 - Updated definitions of like for like, resilience and response.
 - Amendments to work categories 140 and 141 to add fire as a qualifying event and to remove drought.
 - Provide a 3 year lead in time, to 1 July 2027, to consideration of how planning future events are detailed in an Asset Management Plan.
 - Clarification of processes and planning, including making it easier to apply for resilience improvements after emergency events.
 - Encourage Councils to include provision for emergency response and recovery in RLTPs to ensure they are ready if events occur.
 - Publishing the Uneconomic Transport Infrastructure Policy to enable better consideration of non-monetised benefits (including social and cultural impacts) alongside a benefit cost ratio, alternative modes of access, different levels of service an access to sites of significance for iwi/Māori.
 - Phase 2 – Proposed changes to FAR and eligibility, which the NZTA Board is yet to consider and any decisions would not take effect until 1 July 2025. These include:

- Changing the qualifying trigger for an emergency event attracting an enhanced FAR to a minimum frequency 1 in 20 year event from the current 1 in 10 year event.
- Reduce the enhanced FAR from normal FAR +20% to normal FAR +10%.
- Retain the current trigger for enhanced FAR as costs exceeding 10% of annual maintenance spend.
- Restrict provision of a bespoke FAR, to only those extreme events for which Crown funding is made available.
- Inclusion of conditions tying in a requirement that you must consider how you will plan for future events in your Asset Management Plan.

Next steps

12. Further information regarding the decisions and outcomes from the Emergency Works review, and implementation of phase 2, will be brought to the Committee when it becomes available.

Options

13. The main option available to the Committee, is to endorse the submission as prepared and lodged. Members were provided with the opportunity to comment on the draft submission, with feedback being incorporated prior to it being lodged. Further, the consultation period has closed and initial decisions already implemented.
14. Should the Committee not wish to endorse the submission, staff will write to Waka Kotahi to retrospectively retract the submission.

Significance

15. Under the TRC's Significance and Engagement Policy, the decision to make a regional submission is not significant. Accordingly, it does not require further consideration under the Significance and Engagement Policy.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3281008: [Submission to Waka Kotahi on Emergency Works funding review](#)

Document 3303320: [Waka Kotahi Emergency Works feedback summary July 2024](#)



19 June 2024

Document: 3281008

Emergency Works Review consultation
Waka Kotahi NZ Transport Agency
Private Bag 6995
Wellington 6141

Via email to emergencyworksreview@nzta.govt.nz

Submission on Emergency Works funding review

Introduction

The Taranaki Regional Transport Committee (RTC) appreciates the opportunity to provide Waka Kotahi NZ Transport Agency (NZTA) with feedback during its consultation on the review of emergency works investment policies (the EW Review).

The Committee makes this submission in recognition of:

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

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

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

General comments on EW Review

The following points are noted by the RTC as part of their consideration of the EW Review:

- The National Land Transport Fund (NLTF) helps fund emergency works at a normal Funding Assistance Rate (FAR) or enhanced FAR to ensure:
 - an immediate response for public safety or to provide vital access
 - reinstatement of customer levels of service.
- NZTA's emergency works investment policies comprise three funding categories:
 - [Work category 141 – Emergency works](#)
 - Work category [140 – Minor works](#)
 - [Uneconomic transport infrastructure policy](#).

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- In recent years, the intensity, scale, and number of significant emergency events, including major weather events in the North Island and top of the South Island, have meant the three-year NLTF provision for emergency works has been exceeded over multiple years. This has triggered NZTA's current review of the emergency works policies and FARs.
- The stated aim of the EW Review is to ensure that these policies remain fit for purpose, considering the likelihood of continued increases in the frequency and intensity of emergency events, such as storms and flooding. The proposed changes are largely aimed at reducing the pressure on the NLTF with proposals including:
 - reductions in NLTF funding by increasing the threshold for funding emergency events in local council districts;
 - reducing the enhanced FAR funding for local councils when that higher threshold is reached;
 - not providing NLTF funding when a local council cannot afford local share; and
 - potentially not co-investing, in part or at all, in transport infrastructure deemed uneconomic.
- The changes in policy are proposed to take effect on 1 July 2024, while the proposed FAR funding changes would take effect on 1 July 2025.
- Overall, these changes would increase the responsibility for local share to fund a larger portion of the cost in response to an emergency event, such as storm, flooding or land slips.
- The proposed changes signal a significant shift in how emergency works are treated and has substantial impact on local government. However, this review has come without warning and with no time for councils to plan for what is a significant change to available funding.

The Taranaki context

A high-level outline of the Taranaki context for considering the EW Review proposals include:

- The National Resilience Programme Business Case (released by NZTA in June 2020) highlighted that Taranaki has 12 sites on the State Highway network (refer map) considered of extreme risk up to 2050, due to the increased severity of storms and rising sea levels. The types of risks include:
 - Coastal erosion on sections of SH3 which are low lying, subject to coastal or river erosion.
 - Landslip risk to the state highway network (south of Piopio) and lack of viable alternative.
 - Flooding around Midhirst rail overbridge, detours not ideal for HPMV.
 - Bridge realignment or strengthening required on SH45.



- Similar climate change risks are expected on the local road network and are highlighted in respective district council AMPs. Networks in the north and east of the region are coming under increased pressure from storm intensity combined with relatively unstable terrain.

- The harvesting of forestry blocks is forecast to peak over the next decade, increasing freight movements to Port Taranaki and placing more pressure on the maintenance of road networks in the south and east of the region. Storm events over this part of the network will likely increase its vulnerability to disruption.
- Councils are already facing significant financial pressures and lack adequate funding mechanisms to meet current requirements and respond to the long terms effects of climate change and increasing severe weather events. This is particularly true in districts with large areas where the potential rating base is limited due to their small population, such as Stratford and South Taranaki districts.
- The costs of responding to emergency events can be significant. For example, In August 2022, New Plymouth district was hit by a severe weather event, where the planned reinstatement of 15 sites in the network estimated at \$4.86M. There are still four sites from this event in the process of being reinstated. This event's planned repairs are yet to be approved by NZTA, so Council is currently having to loan fund NZTA's FAR contribution. This raises a question around approval processes for emergency works and the need for building better understanding in this area by all parties.
- It is difficult for a local council to prioritise an investment to protect against an event that might happen at some stage in the future in the face of other funding pressures and the need to keep rates down. The consequence of this is that when an event does occur, preventative or mitigating measures are not in place, and yet more pressure is put on emergency funding.

Emergency event frequency threshold changes

The following points are noted by the RTC as part of their consideration of the EW Review:

- NZTA proposes to increase the local share threshold for funding emergency events from a 1 in 10-year event to 1 in 20-year event.
- Reasons given for the change are that 1 in 10-year events are now more frequent, NZTA believe these smaller events should be managed by Approved Organisations (AOs), and the change better aligns to the original principle that FAR enhancements are available for 'severe' events. Predicts a \$20-25m annual 'saving' to NLTF.
- Most of the country's infrastructure has not been designed to withstand a 1 in 20-year event, particularly drainage infrastructure. It is unreasonable for the threshold to significantly exceed the capacity of the majority of the country's infrastructure.
- NZTA has identified extreme risks for parts of Taranaki's state highway network due to increased severity of storms and sea level rise. Local councils' AMPs also identify local network vulnerability due to storm intensity, unstable terrain and the impact of increasing heavy vehicles on the road network.
- This change in policy settings is likely to cause a move away from proactive maintenance to more reactive as councils will have to divert funds planned for resilience improvements to cover the reduction in funding support for emergency events.
- The overall impact of the proposed funding change would depend on the frequency and intensity of storm events in the 3-year funding cycle. This impact could have a flow-on effect on the rest of the transport programme.

Specific submission points:

- a) Recommend NZTA retain the current 1 in 10-year threshold, which ensures alignment with existing design standards and district plans.
- b) If changes are made to threshold levels, councils need to be provided with adequate time and funding to incorporate increased design requirements into district plans, to align with this proposed threshold. In addition, NZTA should provide councils with adequate time and funding to improve the capacity of existing infrastructure to meet a new threshold.

Reducing the FAR for emergency events

The following points are noted by the RTC as part of their consideration of the EW Review:

- The proposal seeks to reduce the enhanced FAR for funding emergency works from normal FAR +20% to normal FAR +10%. Reasons given for the proposed change are that it constrains cost escalation with greater local share and helps manage the sustainability of the NLTF. It could also incentivise the shift to more proactive asset maintenance.
- This proposed reduction in enhanced FAR represents a substantial increase in costs for councils, as is clear from the predicted annual 'saving' to the NLTF of \$15-20m since this cost is simply being shifted to local government.
- The bespoke FAR will only apply if matched by Crown top-up to NLTF. This change would remove NZTA's role as funder when the AO cannot afford local share, limits expectations and application for the bespoke FAR (except if Crown funding enable a higher FAR). AOs can still engage directly with Government to seek Crown funding for extremely large events. Predicts a \$35-50m 'saving' for the NLTF for a severe event over a three-year recovery period.
- In the event of more frequent emergency work requirements as predicted, the options facing local councils would be to either reduce expenditure in another part of the approved transport programme, or to loan fund it. The result will be the opposite of the stated priority of productivity and growth in the Government's draft GPS 2024, as councils will not be able to undertake any planned improvements if they are continually forced to divert limited funds to keep base service functioning.
- For example, if Stratford District has an emergency weather event costing \$4.75M, under the proposed reduction in enhanced FAR this would cost the council an additional \$400k (requiring an effective rates increase of 2.5%). The situation is clearly exacerbated if the event does not meet the increased 1 in 20-year threshold for any EW funding.

Specific submission points:

- c) Recommend NZTA retain the current enhanced FAR rate of normal FAR +20%, until such a time as a more fulsome and integrated review of funding sustainability has been undertaken.

Removing FAR for 'uneconomic' infrastructure

It is not clear how transport infrastructure will be determined to be 'uneconomic' and by who. Nor what role/say the relevant RCA will have in such decisions. Yet the RCA is both responsible for, and co-funder of, their network and will be faced with the challenging community conversations for any such decisions.

Specific submission points:

- d) Clarify how transport infrastructure will be determined to be 'uneconomic' and by who.
- e) Ensure that the RCA responsible for the transport infrastructure being evaluated has an integral part in such discussions and decisions.

Timing of proposal in relation to councils' planning processes

The following points are noted by the RTC as part of their consideration of the EW Review:

- The poor timing and lack of advance notice. These proposed changes were released after the three-year Long-Term Plan budget rounds had been completed and NLTP funding bids had closed. The proposals will have financial impact on RCAs, yet the timing will not allow it to be factored into council budgets.

- Any change to these investment policies will require a significant overhaul of transport budgets for the majority of local councils. This requires appropriate advance notice, time and support to transition.
- A significant change in policy that has the potential to cause financial difficulties for TAs in the coming three years needs to be signalled at the beginning of the AMP, RLTP, and LTP planning period not the end. That means some two years at least ahead of implementation. Meaningful discussion can then take place between the parties and a more reasoned policy and implementation approach developed.
- The costs of responding to emergency events can be significant and difficult to predict. The additional cost from the proposed changes to investment policies would be unbudgeted in the current LTP cycle phase and may be required to be loan funded.
- Insufficient and seemingly insincere consideration time. It is unrealistic to announce a consultation on 5 May and expect a considered response by 19 June during the peak time for local government Long-Term Plan and Regional Land Transport Plan processes. And to then be able to give those submissions due consideration before such changes to policy become operative just six working days later on 1 July. We believe that such 'consultation' can really only be a considered a 'tick-box exercise', rather than true consultation with real consideration of the feedback received to ensure a more robust final product.
- The ad hoc nature of this change. There needs to be a stronger alignment between integrated planning and funding, with time/ability to transition rather than piecemeal changes like this.

Specific submission points:

- f) **Do not proceed** with the proposed changes to Emergency Works investment policies at this time.
- g) Implementation of the proposed changes be put on hold until the full implications for the Local Government sector can be quantified along with their ability to take on the additional risk and fund it. The earliest date for implementation of any changes must be delayed until 2027/28 at the earliest.
- h) Review, alongside local government, the processes in which Emergency Works occur across the country, with a focus on how overall public expenditure (C, N and L funds) could be reduced through better supporting **proactive** resilience improvements to roading networks.
- i) NZTA undertake to make future policy changes sufficiently far in advance of the TA planning cycle to allow the implications to be incorporated into their AMPs and LTPs.

The wider context for this review

The following points are noted by the RTC as part of their consideration of the EW Review:

- The proposed change to the emergency works investment policies need to be seen in the wider context of the Government's strategic priorities and funding challenges discussed in the draft GPS 2024. It is well-known that the current overall funding and financing for land transport is not sufficient to meet the infrastructure or service needs over the longer term. The operating and maintenance costs for land transport are making an increasing share of transport spending, due to a growing network, increasing traffic volumes, as well as inflationary pressures and responding to adverse weather events.
- The Draft GPS 2024 signals an intent to reform the NLTF revenue system, which the RTC strongly supports and has long advocated for. As per its submission on the draft GPS 2024, the RTC strongly supports the intention to reform the planning and funding mechanisms for the NLTF.
- It appears that the primary outcome sought through this review is reducing expenditure from the NLTF. The reduction in spending of N Funds is to effectively be offset by requiring increased local share from councils. The RTC support a focus on improving the long-term financial sustainability of the NLTF, but not at the expense of councils who are experiencing financial challenges of their own.

- It is disappointing that this policy review signals a piecemeal and cost-shifting approach rather than an integrated and considered view on the funding issues facing transport infrastructure in a changing climate. It is also concerning that the review considers moving costs from the NLTF to councils as a 'saving'. This approach will result in poor outcomes for New Zealand's transport network and its users.
- Some councils may be able to absorb the costs of responding to more frequent severe weather events for a short time but eventually funding for rebuilding the roads and other infrastructure will have to increase significantly. If not, then communities will be increasingly impacted, coping with partially washed-out roads or closed roads, drawn out repairs and the significant economic losses this will entail. Such impacts include access to vital health services.
- The Government's strategic priorities in the draft GPS place significant priority on pot-hole prevention and establishment of the RONS programme but is vague on the level of funding for what could be significant resilience work required for climate adaptation. The work on improving resilience may require options to realign roads or bridges, retaining works, extensive rehabilitation on some parts of the road network or managed retreat in coastal areas. There is a clear need for greater clarity from the draft GPS and NZTA on the level of funding and cost share likely to be available for resilience/climate adaptation projects in the future. This clarification should be done in parallel to considering changes to the emergency work categories.

Specific submission points:

- j) The RTC do not agree with the proposed solution to the increased demands to the emergency work funds of simply shifting the risk and financial burden to councils. This action will not result in better value for money, more resilient networks, or more predictable and sustainable funding – it will likely have the reverse outcomes.
- k) The Government should focus on completing the long-awaited integrated Future of Funding review, alongside local government, to determine integrated and sustainable long-term planning and funding for land transport.
- l) The draft GPS needs to provide clarity on how projects that improve resilience and climate adaptation will be funded in the future. This will provide more certainty for local councils to be proactive in pursuing business cases for climate mitigation/adaptation projects and to improve resilience.

Closing remarks

In summary, the RTC once again thanks Waka Kotahi for the opportunity to provide feedback on their Emergency Works Review.

We welcome further discussion of this submission should the opportunity arise, and hope that the matters raised in this submission are appropriately considered and responded to.

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

Yours faithfully

A Jamieson
Chairperson
Taranaki Regional Transport Committee

Emergency Works Investment Policies Review

Consultation feedback summary 2024

July 2024

Version 1.0

Executive summary

NZ Transport Agency Waka Kotahi (NZTA) sought feedback from key stakeholders and users to evaluate the effect of proposed changes to our emergency works investment policies.

Background

- NZTA's current emergency works investment policies are set out on our website:
 - work categories: [WC 141: Emergency works](#), [WC 140: Minor works](#) which set out eligibility criteria for emergency works funding, funding assistance rates (FAR) and processes
 - [general Funding Assistance Rates FAR policy](#) which provides for enhanced FARs for emergency works
 - [uneconomic transport infrastructure policy](#).
- These emergency works investment policies were reviewed by NZTA from September 2023 to April 2024.
- This was primarily an internal review, with some representation from Local Government NZ, two Approved Organisations (AOs) and the Ministry of Transport.
- Consultation material on proposed changes was made available on the NZ Transport Agency Waka Kotahi website: [Emergency-works-policies-review-and-consultation](#)
- Consultation material was supplemented via a webinar on the proposed changes
- The consultation period ran from 1 May 2024 to 19 June 2024
- Feedback could be submitted via the review email address
- In total 69 submissions were received: 65 external (61 councils and 4 organisations) and 4 internal.

Proposed changes to policies for consultation

The changes proposed through the review for consultation are provided below.

Phase 1: Changes to definitions, processes, and operational policies

Proposed changes for consultation

- Updates to work categories 140 and 141 to apply in the 2024-27 period. This includes adding fire to the list of qualifying events and removing drought.
- Embed definitions of response, recovery, rebuild, resilience, readiness into policy and templates.
- Include definition of 'like for like' to clarify the distinction between costs of recovery and costs of improvement.
- Clarify processes including making it easier to apply for response funding and resilience improvements after an emergency event.

Uneconomic Transport Infrastructure Policy

The Uneconomic Transport Infrastructure Policy is applied to transport infrastructure that is determined to be uneconomic under the policy. NZTA may decide not to co-invest, in part or at all.

Clear actions identified to identify that a wider range of levels of service and solutions can be considered including community led retreat, while ensuring that information requirements do not add disproportionate time and resourcing burden to AOs. These include

- better consideration of value for money alongside wider outcomes, including considering non monetised benefits (for example social and cultural impacts) alongside a benefit cost ratio or Net Present Value in a funding decision
- a requirement that alternative funding sources are explored (for example Regional Infrastructure Fund, insurance, Tourism Infrastructure Fund, etc.)
- requirement for consideration of different levels of service (lower level of service or improving resilience) or different options for access
- consideration of community led retreat proposals, where relevant, in line with wider government policy
- consideration of iwi/Māori access to ancestral lands, marae, papakāinga and other sites of significance.

Phase 2: Proposed changes to FAR and eligibility

Proposed changes for consultation: For Board consideration late 2024 - if endorsed would become operative 1 July 2025

- Change the qualifying trigger for an emergency event attracting an enhanced FAR to a minimum frequency 1 in 20-year event from the current 1 in 10-year event.
- Reduce the enhanced FAR from normal FAR +20% to normal FAR +10%.
- Retain the current trigger for enhanced FAR as costs exceeding 10% of annual maintenance spend.
- Restrict provision of a bespoke FAR (i.e., greater than an enhanced FAR) to only those extreme events for which Crown funding is made available.
- Clarify that the enhanced FAR applies to response and recovery costs and is conditional upon the following:
 - The AO's activity management plan has considered, in advance of an emergency event, which parts of the network are prioritised to restore levels of service and which parts of the network may require consideration of a different level of service or alternatives to recovery; and
 - After an emergency event, genuine discussions with funders and affected communities occur for those parts of the network where consideration of a different level of service or alternatives to recovery is appropriateⁱ.

Summary of consultation themes and NZTA changes

Phase 1: Changes to definitions, processes, and operational policies

The focus of this summary report is to provide an update on consultation feedback on the proposed definitions, processes, and operational policies that will become operative from 1 July 2024 and will be in place for councils for the 24/27 National Land Transport Programme (NLTP) period.

The table below provides a summary of key feedback themes and changes we are making in response to the feedback.

Table 1: Feedback on definitions, processes, and operational policies and changes

Feedback theme	Change
<p>1 Updated definitions of like for like, resilience and response.</p> <p>Feedback was generally supportive. General acknowledgement it could assist with interpretation. However, there were some concerns the definition was not appropriately enabling of improvement.</p>	<ul style="list-style-type: none"> • Retain definitions for response, recovery and like for like as proposed in Work categories 140 and 141. • Update the Planning and Investment Knowledge Base (PIKB) Glossary.

<p>2 Amendments to work categories 140 and 141: to add fire as a qualifying event and remove drought. Adding fire as a qualifying event was supported, whilst removing drought was not.</p>	<ul style="list-style-type: none"> • No change to exclusion of drought as an identified qualifying activity because it does not fit with legislative criteria as it is not sudden. • Retain fire as a qualifying event.
<p>3 Inclusion of conditions tying in a requirement that you must consider how you will plan for future events in your Asset Management Plan (AMP). This was not supported by councils with many citing difficulties of changing AMPs at this time and potential resourcing / costs e.g., additional staff hours or if a consultant is required.</p>	<ul style="list-style-type: none"> • Amend conditions and extend date for when councils must comply to 1 July 2027 which allows a 3-year lead in time.
<p>4 Clarification of processes and planning, including making it easier to apply for resilience improvements after an emergency event. Generally supported. Some general concerns about lack of funding for resilience. Guidance requested.</p>	<ul style="list-style-type: none"> • Update guidance to identify clear steps, to enable clearer distinction between response/recovery and resilience improvement phases. <ul style="list-style-type: none"> ○ Includes ensuring application for funding of within 4 to 6 weeks. ○ Allowing more time for funding application for recovery and response. • Include reference to network resilience readiness planning in work category 151 for readiness planning. • Update funding obligations policy to clarify retrospective costs for response can be funded but there will be no retrospective funding for recovery works. • Easier process to apply for associated resilience improvements after an event • Updated AO guidance published.
<p>5 Encourage councils to include provision for emergency response and recovery in RLTPs to ensure they are ready if events occur. Few submissions on this issue however it was evident that not all councils were currently as prepared as what they could be.</p>	<ul style="list-style-type: none"> • Action for next RLTPs.
<p>6 Uneconomic Infrastructure Policy: changes proposed to enable better consideration of non-monetised benefits (including social and cultural impacts) alongside a benefit cost ratio, alternative modes of access, different levels of service, access to sites of significance for iwi/Māori. Generally supported. Request for guidance / exemplars and some concerns about potential for increased costs.</p>	<ul style="list-style-type: none"> • Minor amendments in response to feedback. • Policy published. • Development of guidance including exemplars as they become available.

You can view the policies that have been updated to reflect these changes through these links:

- [WC 141: Emergency works 2024-27](#)
- [WC 140: Minor events 2024-27](#)
- [Uneconomic Transport Infrastructure Policy](#)

Additional feedback / suggestions

In addition to the proposed changes, feedback and suggestions were provided on additional matters – these are shown in table 2 below.

Table 2: Other feedback / suggestions and changes

Feedback theme	Changes
<p>1 Look for new funding models: Small number of submissions. The scale and frequency of events are unprecedented. There was strong support for NZTA to continue to work with Government and lead discussions about funding from a national perspective.</p>	<p>We will work internally and with the Ministry of Transport and Ministers to ensure ongoing discussion on this issue.</p>
<p>2 Need for ongoing learning / development and guidance: Small number of submissions. Learning, development and provision of guidance identified as key in supporting changes to emergency works policies.</p>	<p>We will develop a new learning programme to improve understanding of emergency works funding processes and guides.</p> <p>We will publish an emergency works funding guide and wider guidance and exemplars.</p>
<p>3 Application and approval processes take too long / too complex: Small number of submissions.</p>	<p>Updates made to application, approvals and decision-making processes to enable simpler / faster processes with the necessary scrutiny (see also <i>Clarification of processes and planning, including making it easier to apply for resilience improvements after an event</i>)</p>
<p>4 Concerns about the status of existing approvals if the FAR proposals are proceeded with. Small number of submissions.</p>	<p>We have adopted the principle that the funding rules in place at the time of the funding approval will prevail. This means that past funding approvals and any made between now and 30 June 2025, will use the existing FAR criteria.</p>

Phase 2: Proposed changes to FAR and eligibility

Important: Please note that the NZTA Board has yet to consider and make decisions regarding these proposed changes. Any decisions would not take effect until 1 July 2025.

NZTA also intends to have further discussions with NZ Treasury about the circumstances in which Crown funding will be available for events that overwhelm the National Land Transport Fund.

Table 3: Feedback on proposed FAR and eligibility changes

Feedback theme	Changes
<p>1 Change the qualifying trigger for an emergency event attracting an enhanced FAR to a minimum frequency 1 in 20-year event from the current 1 in 10-year event. Almost universally against. Feedback highlighted budget pressures for councils, measurement challenges and impacts on wider projects and programmes, impacts on social and economic outcomes.</p>	To be determined through Board decision in late 2024.
<p>2 Reduce the enhanced FAR from normal FAR +20% to normal FAR +10%. Almost universally against. Main issue is affordability and timing (AOs would prefer that the policy change is either not adopted or if adopted that the timeframe when it becomes operative is deferred e.g., until the start of the next NLTP period.</p>	To be determined through Board decision in late 2024.
<p>3 Retain the current trigger for enhanced FAR as costs exceeding 10% of annual maintenance spend. Generally supported.</p>	<p>No change.</p> <p><i>Note updates to work categories upon which the 10% of annual maintenance spend is calculated to align with the updated Activity classes confirmed through the Government Policy Statement on Land Transport 2024: This 10% annual maintenance amount will be based on 10% of an AO's total cost of its local road pothole prevention and local road operations programme for the year (as approved when the National Land Transport Programme (NLTP) was adopted).</i></p>
<p>4 Restrict provision of a bespoke FAR (i.e., greater than an enhanced FAR) to only those extreme events for which Crown funding is made available. High number of submissions against this proposal due to potential for lower financial support for events.</p>	NZTA will not consider a bespoke FAR arrangement unless additional Crown funding becomes available that enables NZTA to provide financial assistance to an AO.
<p>5 Inclusion of conditions tying in a requirement that you must consider how you will plan for future events in your Asset Management Plan.</p>	Adjusted conditions of funding approval enable an extension of time for amending activity management plans to 30 June 2027.

Next steps

Timeline	
Phase 1: Planning, process and policy wording changes	
Policy and process changes take effect - updated on NZTA's website in the Planning and Investment Knowledge Base	1 July 2024
External webinar – Registration via NLTP Bulletin	11 July 2024
Consultation feedback summary available on the Emergency works policies review webpage	11 July 2024
Phase 2: Proposed FAR and eligibility changes	
Further consideration of feedback from consultation and discussions with NZ Treasury	June to November 2024
NZTA Board decision on changes to emergency works FAR	Late 2024
Any confirmed changes to emergency works FAR and eligibility become operative	1 July 2025



Date: 12 September 2024

Subject: Speed Management Update

Author: F Ritson, Senior Policy Analyst - Transport

Approved by: M J Nield, Director - Corporate Services

Document: 3302437

Purpose

1. The purpose of this memorandum is to provide an update on national speed management policies.

Executive summary

2. The Ministry of Transport released the draft Land Transport Rule: Setting of Speed Limits 2024 (the 2024 Rule) for consultation from 13 June to 11 July 2024. This item provides an outline of the proposals, along with copies of some submissions made, noting that any decisions on related regional processes will await the release of the final Rule. It is prudent to note that the policy approach for speed management and road safety have shifted significantly with the change in Government. Acknowledging the concerns associated with the 2022 processes and responsibilities for setting of speed limits, different concerns have been expressed by the local government transport sector on those proposed to replace them.

Recommendations

That Taranaki Regional Council:

- a) receives the memorandum, Speed Management update
- b) notes the release of the draft Land Transport Rule: Setting of Speed Limits 2024 for which consultation closed on 11 July 2024, and notes that some of the changes proposed are of concern to Road Controlling Authorities
- c) notes 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) notes that further information will be brought back to the Committee once the Land Transport Rule: Setting of Speed Limits 2024 is finalised.

Background

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

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

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 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 was also signed between the parties to ensure clarity of roles, responsibilities and required timeframes throughout what was a new process for all involved.
5. The Committee was required to help facilitate the new requirements around speed management planning at a regional level, including providing a platform for regional online consultation, and collating the individual SMPs together to submit for national certification as a region. At the 6 September 2023 meeting, the Committee supported the draft local SMPs in the region, known collectively as the Regional SMP, being released for consultation with the community. There was region-wide public consultation over a six-week period, from 18 September to 29 October 2023. The TRC facilitated this through a central online platform, while each RCA undertook their own usual community engagement processes during this time. 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.
8. While the region was on track to complete and submit the required RSMP by 30 June 2024, on 12 December 2023 the new Government made major changes to speed management processes. A letter was received from the new Minister of Transport, noting the change in direction, the intent to replace the Rule in its first 100 days, and the passing of the Land Transport Rule: Setting of Speed Limits Amendment 2023, which immediately removed mandatory requirements for SMPs.
6. Accordingly, in February 2024, the Taranaki Regional Council agreed to pause work on developing a Regional SMP given that there was no longer any mandatory deadline. Also to re-evaluate the Council's position and any further involvement once the new Government's changed Rule became available.

Land Transport Rule: Setting of Speed Limits 2024

7. On the 13 June, the Ministry of Transport released the [draft Land Transport Rule: Setting of Speed Limits 2024](#) (the 2024 Rule) for consultation through to 11 July 2024. The summary provided by the Ministry within its Frequently Asked Questions released as part of consultation follows:
 - **Why is the Government making a new Rule for setting speed limits?**

The Government is committed to reversing the previous government's blanket speed limit reductions.

The Government will ensure that economic impacts, and the views of road users and communities, are considered alongside safety implications when speed limits are being reviewed.
 - **What is significantly different between the 2022 Rule and the draft 2024 Rule?**
 - RCAs are required to undertake cost-benefit analysis on proposed speed limit changes.
 - Roads outside school gates will need variable speed limits during drop-off and pickup times by 31 December 2027.

- *The consultation requirements are strengthened, while acknowledging local authorities are also bound by the principles in the Local Government Act. The draft Rule includes a requirement for RCAs to use reasonable efforts to consult specified groups, including persons that use the roads for which speed limit changes are proposed.*
- *Speed limit ranges for different types of roads are included the draft Rule.*
- *Making it easier to set speed limits of 110km/h on certain expressways.*
- *The draft Rule requires speed limit reductions on certain types of roads to reverse by 1 July 2025.*
- **Is there funding available for RCAs to implement the draft 2024 Rule?**
RCAs will be able to seek funding for implementing these changes through the processes for seeking funding from the National Land Transport Fund.
- **What happens to SMPs that are currently under development?**
SMPs developed under the current Rule will need to be revisited to meet the requirements of the draft Rule. This is to ensure the proposed speed limits align with the new classifications schedule, that economic and safety impacts are considered, and that the views of the local community are carefully considered before final decisions are made on speed limit changes.
- **How does the draft 2024 rule support safety around schools?**
The draft Rule promotes a consistent approach to speed limits around schools. By the end of 2027, all roads outside school gates will need to have variable speed limits in place during standard school travel times (8-9.30am and 2.30-4pm). This is designed to keep students safe as they enter and leave schools while allowing traffic flow at other times.
- **How does the new 2024 rule fit within the Minister's focus on road safety?**
Safety is a key priority in the draft Government Policy Statement on Land Transport 2024. The Government is focused on improving road safety by targeting the highest contributing factors in fatal road crashes, such as alcohol and drugs, and directing investment toward road policing and enforcement, which is one of the most important tools for improving road safety.
The Government will rebalance the Safe System approach, particularly around resetting the approach to speed to ensure a more targeted approach that considers economic impacts and the views of local communities.

Submissions and key issues

8. The timing of the consultation on the 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, which is attached for information as it provides a useful outline of concerns across the regional sector.
9. Also attached are submissions prepared by the Inglewood, Kaitake and Clifton Community Boards, which the New Plymouth District Council resolved to share with the Committee for information – these were previously circulated to Members via email.
10. One of the key aspects of the proposed 2024 Rule as revised is that Regional SMPs remain optional, rather than mandatory as under the 2022 Rule. This change is generally well supported by the sector.
11. Others key points include the increased challenge for any RCA to change a speed limit on their road, as the additional costs involved in undertaking the new expectations are prohibitive. Points to note when considering a speed limit change:
 - Mandatory considerations included:
 - regard to Ministerial Speed Objective and road safety aspects of the GPS;

- consider a range of speed management interventions;
 - undertake a cost benefit analysis of the speed limit changes proposed.
 - Requirements for Cost Benefit Analyses:
 - safety impacts including the number and severity of crashes;
 - travel time impacts including changes in the mean operating speed;
 - implementation costs.
12. Key issues for local RCAs is that the proposals effectively reverse previous decisions, over-step into local decisions and create unbudgeted costs. The transitional provisions in the final 2024 Rule will be of intent interest.

Next steps

13. Further information will be brought back to the Committee following the release of the final 2024 Rule. The Taranaki Regional Council Executive, Audit and Risk Committee will need to consider the Council's position and any further involvement in speed management processes once the details of the new Rule are known. The Committee will then be updated on those decisions.

Financial considerations—LTP/Annual Plan

14. 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

15. 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

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.

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

Document 3302959: [Copies of Community Board speed submissions Jul 2024 for RTC information](#)

Document 3299230: [2024.07.09 – TSIG Submission – Speed Limit Setting Rule 2024](#)

Draft Land Transport Rule: Setting of Speed Limits 2024 - Inglewood Community Board.

9 July 2024

Ministry of Transport
PO Box 3175
Wellington 6140

Dear Minister

RE: SUBMISSION TO THE DRAFT LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2024.

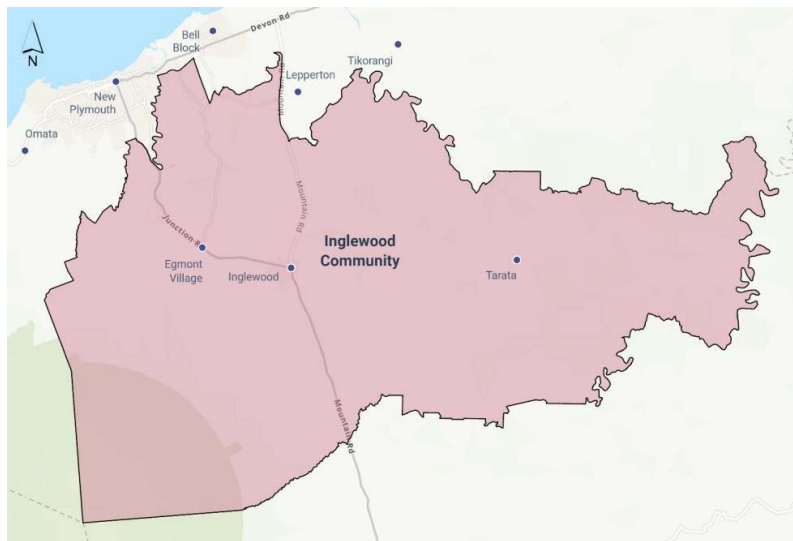
From: Inglewood Community Board, representing Kohanga Moa ward.

Introduction

Thank you for the opportunity to submit our feedback on the Setting of Speed Limits.

Inglewood Community Board represents over 11,000 residents in the Kohanga Moa Ward of the New Plymouth District Council. We encompass the town of Inglewood, as well as the communities of Egmont Village, Tariki and Tarata. We also reach into the urban edges of New Plymouth and Bell Block and encompass the National Park.

Please see map below:



Our rohe contains two major state highway systems that converge inside Inglewood Township. SH3 and SH3A are the two most significant arterial routes in the Taranaki region, connecting North and South Taranaki for much of our commerce and freight/commodity movements and a large proportion of the region's access to recreation, education and work opportunities. SH3/3A are also critical inter-regional routes connecting regions from Whanganui south to the northern regions of King Country and Waikato. The meeting of these two state highways within the Inglewood township is the most significant 'node' joining two highways between Bulls and Hamilton, and one of the most significant on the west coast of the North Island, accommodating approximately 20k traffic movements

per day and very high peak traffic loads. It is a poorly managed transport junction inside a small town, having considerable effect on the town's livability and safety.

Speed limits and how they can influence our communities.

Inglewood

The major issues facing our area, are the speeds through the middle of Inglewood Township and Egmont Village. We are aware that the speed through Inglewood's CBD is meant to be dropping, in fact by June 30th 2024. We are disappointed that this hasn't occurred. The drop in speed was from 50km/hr to a recommended 30km/hr. We have up to 22,000 traffic movements through our town every day. Over the years, this community board, and other organisations such as Inglewood First have undertaken many initiatives to make the town center vibrant - a place of economic and social wellbeing. As a Board we have strongly advocated for better, safer more visible crossings, signage, and traffic calming. We have the beginning of an ONF process initiated through the NPDC. As part of that we were greatly anticipating the reduction in speed. To see this reduction overturned through a more prescriptive agenda, rather than targeted decision making based on robust community consultation, along with expert engineering views, would be a great disappointment to us. We implore that we are listened to on this - communities are the experts in their own design - and the community want a 30km/hr limit through the CBD. There are obvious social, economic, cultural, and environmental benefits to this - mostly creating safety for our most vulnerable whilst enabling businesses to thrive in a safer, quieter, more livable town center.

If this speed reduction is not implemented as campaigned, consulted, planned and anticipated, we would be very disappointed.

Egmont Village

Egmont Village residents, along with the school have for many years been campaigning on speed reduction through the Village. We strongly implore the decisions makers to make this happen. For all of the reasons above, locals know what needs to happen.

Above that, the school has a real issue with noise - the current 70km/hr is disturbing learning in the classrooms, and doors cannot be open in the summer months due to the noise - even in winter there is a constant vibration of up to 12,500 movements every day. The Board request that the current speed restricted area is extended, is reduced to 50km/hr, and investigations undertaken into road surfacing to reduce noise and vibration.

In Egmont Village, the community has constantly lobbied for change within the village area to no avail.

Improving safety

Inglewood Community Board strongly supports the 40% reduction in deaths and serious injury.

Our rohe contains some of the most dangerous intersections in Taranaki, including those of Durham and Dudley Roads, Lepper Road and Upland Road - some of the only turn offs along the SH3 Corridor lacking turning bays. All approaches to Inglewood lack 70km zones and gated signage - again an outlier in the Taranaki roading landscape. The Board has asked for attention to this previously and Waka Kotahi staff are aware of the deficiency.

Draft Land Transport Rule: Setting of Speed Limits 2024 - Inglewood Community Board.

The impact of a serious injury or death is felt exponentially in a small community with the ripple effect having more impact socially and economically. Inglewood and other rural areas rely on volunteer emergency response to a great degree and SI and deaths have a serious and ongoing impact on the mental wellbeing of our people. Being rural, and having more exposure to 100 km limit roads, and many rural roads, also puts our residents at a greater risk of serious injury or death.

The move to implement this speed rule contradicts what the coalition parties campaigned on, the theme of less big government and more local decision-making. Government would be advised to listen to, and support local leaders, who live close by and use their local communities.

There is strong evidence that higher speeds lead to more traffic crashes, injuries and deaths. A [summary](#) of 20 high-quality studies found the risk of pedestrian death increases tenfold when vehicle speeds rise from 30kph (5 percent mortality) to 60kph (when impact is associated with only a 50:50 chance of survival).

ONF interventions

The Inglewood Community Board also strongly supports the ONF process for placemaking across the region, in particular, in Inglewood where NPDC and Waka Kotahi have already identified many designs that would promote a shift towards a main street culture that cultivates economic and social wellbeing. We see a need for increased funding for ONF's and timebound implementation through LTP's.

The Proposals

Proposal 1 – Require cost benefit analysis for speed limit changes.

We do not support this - economic considerations cast a siloed and single lens over a complex and social issue. What is the economic cost of increased serious injuries and deaths? Has the government included these costings in this review?

Proposal 2 – Strengthen consultation requirements

We support this. Ironically, this draft rule contradicts all the current consultation to date.

Proposal 3 – Require variable speed limits outside school gates

Councils understand their communities - this rule should be left to councils to decide, even regarding State Highways.

Proposal 4 – Introduce a Ministerial Speed Objective

We do not support this. It is impossible for the Minister to know and understand every local community. It would be wise to utilise expert advice to guide local elected members who understand their own communities.

Draft Land Transport Rule: Setting of Speed Limits 2024 - Inglewood Community Board.

Proposal 5 – Changes to speed limits classifications

We do not support this. Highway speed limits were reduced in the 1970s where the speed limit on the open road was lowered in November 1973 from 60mph (96 kph) to 50mph (80kph). [The following year](#) the number of fatal road crashes on the open road fell by 37 percent. The draft Land Transport Rule amounts to forcing communities, against their wishes, to accept more deaths and serious injuries on neighborhood streets and around schools. It's this law change that should be reversed, not our safe speed zones.

Proposal 6 - Update the Director's criteria for assessing speed management plans for certification

We do not support as highlighted above.

Proposal 7 – Reverse recent speed limit reductions

We definitely do not support this. We strongly urge the Government and Minister Browne to listen to local communities and make evidence-based decisions.

Other comments

We wish to press upon Minister Browne, that local decisions regarding speeds need to be made by local communities.

We appreciate the opportunity to submit on the draft rule and look forward to working together to achieve a great outcome for Kōhanga Moa.

We would welcome the opportunity to speak at the hearing or select committee.

Yours sincerely,

Inglewood Community Board.

Clifton Community Board
4th July 2024

To NZTA
SH3 Onaerō to Urenui speed limit deduction submission

The Clifton Community Board requests a speed limit change from 100 to 80km/hr on SH3 from Pukemiro, south of Onaerō river to the Urenui township.

This 1km length of road is of old design and has several significant hazards including

- Access to the Onaerō Reserve campground just south of the bridge with no slip access or turning bay
- A narrow, curved bridge with recommended speed of 85km/hr
- Intersection onto Onaerō River Rd just north of the bridge with no turning bay
- A north bound passing lane up the hill north of the river
- Major intersection of Kaipikari Rd prior to Urenui

Over recent time safety improvements have been carried out including widening the cutting up the hill and restricting all uncontrolled passing.

Over the past 2 years there has been 3 tragic deaths on this 1km stretch of road, all from differing causes. Recognising that there is no foreseeable budget for a major redesign of this section of road bringing it up to modern standards the community is faced with this road being unchanged for decades ahead.

Many years ago, the road speed limit from Waitara to New Plymouth was reduced to 80km/hr and without any other changes the death toll was dramatically reduced.

Therefore, the evidence is clear. Reducing the open road speed limit on sections of the State Highway network that has many hazards saves lives and thereby societal costs, whereas the length of time added to the journey over this 1km length will only be seconds.

The Clifton Community Board submits to NZTA that the speed limit on SH3 from Pukemiro, south of Onaerō river through to the Urenui township be reduced to 80km/hr

Clifton Community Board

Clifton Community Board
4th July 2024

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Clifton Community Board

1 July 2024

To: Te Manatū Waka Ministry of Transport
From: Elected members of the Kaitake Community Board

Land Transport Rule: Setting of Speed Limits Rule 2024 (the draft Speed Rule)

The Kaitake Community Board (Kaitake-Ngāmotu Ward) thank you for the opportunity to make a submission in respect of the Land Transport Rule: Setting of Speed Limits 2024 (the Draft Rule), and we further encourage Te Manatū Waka Ministry of Transport to consider enacting broader safety measures along state highway corridors.

In writing this submission, the elected representatives of the Kaitake Community Board have gathered feedback from local community members.

We have considered the draft speed rule and would like to comment, as follows:

Proposal 1 – Require cost benefit analysis for speed limit changes.

We have no objection to having the economic impact to speed limit changes, however we feel that evidence-based safety considerations and local community views relating to the speed of traffic in their areas needs to be given a significantly stronger weighting.

Proposal 2- Strengthen consultation requirements.

We are particularly supportive of the need to ensure transparency in the decision-making process with any recommendations made by RCAs

Proposal 3 – Require variable speed limits outside school gates.

For speed limits to be accepted and adhered to by the public why they have been implemented, and what their benefits are, need to be clearly recognisable. Speeds should be lower around schools therefore only at those times when children and other pedestrians are transiting through those locations, not at **all** times – as has been introduced on roads around many schools in recent times.

Proposal 4 – Introduce a Ministerial Speed Objective.

This proposal needs to allow for the provision of a measure of localised agility and immediacy in the speed management process to rectify significant issues that may arise from changes in the factors impacting on safety on particular stretches of road.

Proposal 5 - Changes to speed limits classifications.

A standardised, one-size-fits-all approach is all very well, as long as the layout, construction, environmental surroundings, and of condition of each the classes of road have also been "standardised".

Proposal 6 – Update the Director’s criteria for assessing speed management plans for certification.

As with Proposal 4, we would like to see the ability to implement one off, changes of urgency permitted, where necessary, on particular sections of the highway.

Proposal 7 – Reverse recent speed limit reductions.

We have concerns with the capacity of the various agencies involved in the process to, manage the number of speeds limits that may require recertification before 3 March 2025.

Regional speed management plans.

We are supportive of the ONF whole-of-network approach to speed limits, however the essential agility to rectify one-off significant traffic issues (that could be easily and economically rectified through a speed limit change) needs to be catered for.

Higher speed limits on certain roads.

The Kaitake rohe, and the Taranaki region as a whole, has not been provided with any roads of a standard where this proposal would be applicable. That said, we are aware of stretches of the road network in other districts where a higher speed limit could be safely accommodated, and we would be supportive of the speed limits on those roads being lifted.

Other comments.

The Kaitake Community Board has identified several locations within our area of responsibility along State Highway 45 that present significant safety risks, and we have proposed safety improvements, involving changes to speed limits in and around those areas, for many years.

These include:

1. SH 45 - Move the Southern Ōkato 50kph speed restriction around the corner to the South Taranaki side of the Kaihihi Bridge.

Rationale

The current southern SH45 100kph speed restriction transition at Ōkato is a short distance from a new subdivision exit road which has been the site of numerous near misses and some minor accidents, and from a sharp, left hand, heavily cambered bend that has been the location of many motor vehicle accidents. Access to Hampton Road across this corner requires crossing into the path of 100kph traffic across what is essentially a blind corner. Reducing the speed at this corner will significantly mitigate the multiple traffic risks that currently exist at this corner.

Further south of this corner is a narrow bridge (the Kaihihi Bridge) without any safe pedestrian passage, and this stretch of road forms part of walking loop that is used by large numbers of Ōkato residents on a regular basis. Reducing the speed at this bridge to 50kph will provide a higher level of safety and protect to pedestrians on, and round, this bridge.

Community Feedback

- a) There have been numerous crashes and near misses on this corner.
- b) It is incredibly dangerous moving from Carthew Street on to Hampton Road with oncoming 100kph traffic coming around a blind corner.
- c) Slow speed before entering town from the south to 50km.
- d) I am forever pulling cars out of the ditch around that corner with my tractor. It's bloody dangerous.
- e) Beyond the current 50km sign coming into the village from the south there is now a new subdivision on this corner with many young children. This 50km zone needs to be moved back around the corner by the Kaihihi River Bridge.
- f) Mahuru lane sits on the 100km part of this road, right after an almost 90degree turn. Often coming up to this turning point into the lane from the south, if cars are not focussing and seeing that a driver may be interested in turning into the lane, near misses of car accidents have occurred. Also with this corner now being residential, there is a lot traffic around this corner. Drivers tend to increase their speed as they come out of the bend.

- g) Extend 50k out past Hampton Road and do a gated entranceway treatment at both ends of village to indicate "Entering Ōkato, Don't drive like a dick" kind of thing.
- h) Speed limit lowered on this stretch of road, from the Hampton Road corner right up to and after the Stony River Bridge.

In addition to the community comments the Kaitake Community Board in its 2018/2028 Draft Long Term Plan Submission requested - *At the intersection of State Highway 45 and Hampton Road in Ōkato initiate, through the New Zealand Transport Authority with staff assistance, a review of the speed limit to implement traffic calming measures, provide safer pedestrian movement opportunities and upgrade and extend the Ōkato footpath network.*

2. SH 45 - Reduce the speed limit to 40kph in the Ōkato "CBD" area, from 20 metres on the New Plymouth side of the roundabout to the Gosling Street/Carthew Street intersection.

Rationale

Traffic entering Ōkato from New Plymouth routinely approaches the SH45 roundabout well above the 50kph speed limit, and this traffic speed moving through a growing and busy CBD strip between the roundabout and Gosling Street has resulted in a significant accident risk to both vehicles moving in and out of parking spaces, and to pedestrians moving around this area. The risk to pedestrians along this strip is particularly evident when children are crossing the road on their way to or from school, and when parents are taking their children to the Play Centre on the corner of Carthew and Gosling Streets. The installation of a pedestrian crossing is considered cost prohibitive and the minimal cost of lowering the speed limit on that short stretch of SH45 is considered an effective compromise to provide the necessary pedestrian safety.

Community Feedback

- a) Crossing Carthew Street to get to the Takeaway Shop or to the Childcare Centre is dangerous with the speed of the traffic.
- b) Roundabout very busy with cars and trucks and must cross to get to playground, school etc. People also speed in and out of town.
- c) Backing out of carparks is risky with cars accelerating out the roundabout.

3. SH 45 - Move the northern Ōākura 50kph to 100kph speed restriction transition to north of the Victoria Road/SH45 intersection.

Rationale

This stretch of SH45 has long been recognised as area where significant road safety concerns need to be addressed. Traffic moving onto, or across the highway from Victoria Road, Corbett Park, and from Ōākura Pā – Okorotua Marae has resulted in numerous major and minor accidents, and an immeasurable number of near misses.



Community Feedback

- a) The 50kph signs need to be shifted further to the east. There is only 90 metres from the signs to the intersection and the incoming drivers views are restricted by the rising highway grade that limits their view.
- b) This 100Km sign needs to be moved further North.
- c) This should remain a 50 km/h zone until past the entrance to Corbett Park.
- d) Reduce the speed limited to 50 km on the road leading up to the turning to Corbett Park and then increase it to 100 km after this point. The 100 km limit makes it very dangerous to turn into and pull out of Corbett Park.
- e) Too fast with a bridge and a turn off to the park and a turn off to a road of houses.
- f) 50 km speed sign should be moved north of Corbett Park on 45 Surf Highway. Very dangerous intersection with traffic leaving the park and cars zooming by and 100 km. The speed limit changes to 50 km to hundred meters past the park as they enter Ōākura but I feel that the 50 km sign should be prior to reaching Corbett Park. Many children walking along road in Summer to go to park and the river.
- g) Entry to Corbett Park still dangerous in spite of the passing lane being removed. Entering and exiting Victoria Road also dangerous. The open highway speed at this spot is too high.

- h) Turning right out of Corbett Park is tricky. Traffic is travelling fast and you can't see far. Reducing the speed limit around Corbett Park would be safer.
- i) Even though a lot of money was spent on correcting this dangerous turn turning in to Corbett Park is still quite dangerous and I have seen a few near misses. With this ground been used more frequently for sports, in particularly football this needs to be addressed.
- j) This is a known crash location. By promoting Corbett Park as a rate payer funded sports ground the probability of more crashes occurring here significantly increases.
- k) Traffic turning into Corbett Park from either direction are concerned about being hit by following traffic. I am aware that taking away the passing lane helped a little but it still seems to be an issue especially given the speed on the hill coming into Ōākura and the sharp angle of entry from Ōākura. I believe that after the 50km leaving Ōākura it should be 80km to the top of the hill towards Koru road in both directions.
- l) Death trap.. Needs to be 50km here and then 80km to top of hill.. Better turning lane travelling north would be great too. Too fast.
- m) 100km/hr speed limit too high for this road/side roads. Improvements made have helped but still dangerous. Suggest lowering speed limit to 80 at top of hill. We used to live on Victoria Rd, and I still think it's a dangerous intersection.

In addition to the community comments the Kaitake Community Board has made numerous submissions in relation to this stretch of SH45, including;

2006 ŌĀKURA STRUCTURE PLAN - Residents have had a long running battle with various bureaucracies over a number of issues caused by the already increased traffic flows. Placement of the 50km signage in the village, the CBD footpath and carriageway width, Ōākura Bridge and turning points to Corbett Park, and placement of 50km and 70km signage on Wairau and Surrey Hill roads are examples of this.

2013/14 BUDGET SUBMISSION - Initiate an Ōākura traffic study to identify future highway, road and street network issues as a matter of urgency investigate the impacts of increasing traffic flows to and around the Ōākura environs.

2013/14 BUDGET SUBMISSION FOLLOWUP - *As there was no action a meeting was called with General Manager Infrastructure, Manager Roading and Manager Corporate Strategy and Policy in December 2013. The outcome was that a major review was unnecessary, and the requirements could be covered through different methods. A report to this effect was to be written but as yet has not surfaced.*

2016/17 ANNUAL PLAN SUBMISSION - *Corbett Park entry/exit safety investigations Staff time NZTA to fund improvements to \$200,000 Corbett Park entrance/exit from Highway 45 - Keep communicating with Transit NZ to find a safety solution. This busy entrance/exit is one of the most dangerous on the highway from New Plymouth to Opunake.*

APPENDIX 6: COMMUNITY BOARD REQUEST FOR VARIATIONS TO ANNUAL PLAN 2016/2017 - *Corbett Park in Ōākura has entry and exit points to South Road, State Highway 45. There are known safety issues as South Road has a 100kph speed limit. Officers have brought this issue to the attention of NZTA, and will continue to do so as the opportunity arises. Should any solutions requiring Council budget be determined through the investigations then these items could be considered at the time of the Annual Plan 2017/18 or LTP 2018-2028.*

2012/22 LONG TERM PLAN SUBMISSION - *Initiate an Ōākura traffic study to identify future highway, road and street network issues. As a matter of urgency investigate the impacts of increasing traffic flows to and around the Ōākura environs with particular emphasis on impacts arising from the extension of opportunities for rural and village subdivision and the increase in beachfront usage.*

4. SH 45 - Reduce the speed limit to 40kph in the Ōākura “CBD” area, between the Donnelly Street/The Outlook/SH45 intersection and the Dixon Street-Butlers Lane/SH45 intersection.

Rationale

The current road layout, with its wide median marking and the proximity of parking to the driving lanes, coupled with the growth in new businesses in the Ōākura town centre has, exacerbated the risk to both pedestrians and to vehicles created by the speed of the traffic through this short stretch of SH45. The most cost-effective solution to the majority of the issues is to reduce traffic speed to 40kph.



Community Feedback

- a) Lower the speed limit
- b) Traffic coming and going to the BP at peak times is a risk to drivers and pedestrians with the speed of the traffic on the road! Car parks obstruct line of sight.
- c) Liquor store car park is a bad place to pull out onto the road.
- d) Busy CBD, parked vehicle's obscure view when exiting businesses etc.
- e) Through traffic not slowing down enough, many pedestrians crossing - more passive traffic calming might help.
- f) Traffic must be slowed at the entry point of the Town....a small round a bout should be considered.
- g) The Main Street has increasing got busier and as cars come into the township not long after being in 100 km zone it is extremely hazardous for vehicles turning/crossing, pedestrians crossing, pulling out from parking areas etc. Moving the 100km zone closer to Koru Rd, (away from Corbett Park/ Halls Tce) would be the first thing towards making it safer. Addressing parking and increase traffic will need to be addressed.
- h) Most of the Drivers coming up the hill (from NP) are speeding even though it's a 50km/hr zone. It's a major danger zone.
- i) There is so much traffic turning in different directions for the current speed limit.
- j) Small islands on road where people spot to crossroad poor placing. Vehicles travelling to New Plymouth are starting to speed up to 100km sign coming up.

- k) Busy intersection with cars coming in fast from the 100 kph area and people trying to cross the road here. Foot traffic treats this part of the road like it's a pedestrian crossing and children are often loitering in the middle of the road.
- l) Not easy to cross the main road, cars coming in fast from a 100km zone.
- m) Poor vision for drivers often restricted by parked vehicles. Cars entering Ōākura on SH45 travel to fast and don't slow down soon enough.
- n) Vehicles travelling east on the highway invariably have increased speed here as they anticipate leaving the speed restriction zone another 90m further on. Drivers wanting to turn out of Dixon Street in either direction must nose out past the yellow stop line so they can see oncoming traffic from the west. If there is a vehicle from the west stopped and reading to turn into Butlers Lane, then the western incoming vehicles have to veer to the left towards Dixon Street to avoid them. This puts them very close to a collision course with any vehicle stopped at the Dixon St intersection. It is difficult for vehicles exiting Butlers Lane to have a clear view of traffic arriving at the intersection from the east. This intersection is a particularly busy pedestrian crossing. The island in the middle of the highway offers no protection from oncoming traffic in either direction.
- o) The first intersection in Ōākura coming from New Plymouth is a danger to all users. Speed of people coming up the hill with a 50 only just at the top means cars are going too fast when they hit the town central.
- p) Poor vision for drivers often restricted by parked vehicles. Cars entering Ōākura on SH45 travel to fast and don't slow down soon enough.
- q) Difficult to get onto South Rd. Parked cars outside chemist blocks your view, and traffic coming into the village from the north are often speeding.
- r) Traffic is too fast coming both ways, well over the limit. The speed through the village I feel should be 30 KPH. Also, the non-parking spot in front of the chemist is still used by bad people for "just a minute me people" and is unsafe moving out of Dixon Street to the 4 square due to the traffic going too fast.
- s) 50km is too fast through village. The intersection at Butlers land, Dixon Street, Hau Lane and SH45 is dangerous. Navigating heavy vehicles, trucks, cars, cyclist, and pedestrians is hazardous at 50kms.
- t) Vehicles and pedestrians merge from 5 different directions (Hau Lane, Dixon/SH45 intersection). Slow down traffic entering Ōākura from both directions earlier (move 50/km signage).

- u) Cars not slowing for the 50 km zone, lots of pedestrian traffic and cars turning for the shops.
 - v) The speed of highway traffic heading east. The amount of pedestrian passage across the highway. How far vehicles exiting Dixon Street have to nose out onto the highway to see oncoming traffic. The closeness of the western 50kph sign to the intersection.
 - w) Traffic coming into village and people turning into the 4 square causes accidents. Plus there is a pedestrian cross over where kids cross constantly. Roundabout or pedestrian bridge or another way to slow traffic.
 - x) Low visibility because of parked cars, cars travelling fast from both directions.
 - y) Same as the road heading south. Speed change from 100km to 70km before you reach the 50km. Too many vehicles doing well over 70km through the village.
 - z) Busy intersection. Often cars coming from New Plymouth are going faster than the 50km/h speed limit.
 - aa) The cars coming from 100km zone (New Plymouth) make pedestrian crossing here with kids unsafe.
 - bb) Speed of approaching vehicles. Needs to be 80 from top of hill 50 from Corbett Park.
 - cc) This intersection is very busy with children and families crossing but it's so close to the 100k sign that some drivers are still travelling 70kph at the intersection. In addition to the community comments the Kaitake Community Board presented the following 2018/2028 LONG TERM PLAN SUBMISSION - *Highway 45 intersects Ōākura. Vehicles speeding through the village are a continuing, and escalating problem. Many drivers treat the section between the 50kph restricted area as part of a line that just connects the beginning and end points of their journey. Slowing down is a hindrance for them.*
- 5. SH 45 - Introduce a 60kph speed restriction at the Tataraimaka bends on SH45, between 20 metres south of the Tataraimaka bridge and 40 metres south of the Weld Road/SH45 intersection.**

Rationale

There have been two recent major accidents on the Tataraimaka Bridge that caused significant damage to the bridge, a number of vehicles that have driven off the road on various corners on this section of SH45, and a number of trucks that have rolled at different points on this stretch of road. Additionally, there has been a number of minor accidents and/or near misses involving vehicles pulling into, or out of, the businesses at Tataraimaka. These have all been as a result of excessive speed through this tricky section of the highway.



Community Feedback

- a) A lot of accidents through Tataraimaka area, narrow bridge.
- b) Permanent speed reduction needed on this known crash hot spot (Tataraimaka Bridge)
- c) Narrow bridge, people cut corners and drive it too fast.
- d) Improved signage (Tataraimaka) to increase awareness of this high accident zone.
- e) Multiple spots around the bends but particularly on the north side of the cheese factory. Cyclists on the shoulder can't be seen until late sometimes.
- f) Blind corner with low visibility when pulling in/out of building car parks. (Tataraimaka)
- g) Poor visibility as you come out of Tataraimaka dip and the Weld Road intersection.

In addition to the community comments the Kaitake Community Board presented the following roading safety concerns in their submission to the 2012-2022 DRAFT LONG TERM PLAN - *Address traffic safety issues within the Ōmata, Ōākura and Ōkato communities, in partnership with the New Zealand Transport Authority, by implementing interventions that make the highway and adjacent streets safer by reducing opportunities for speeding, aggressive driving and enhancing pedestrian and cyclist safety, comfort and flow.*

Council resolution to this submission was as follows - *Progress on the implementation will occur during the 2013/14 year.*

Conclusion

The Kaitake Community Board, as community leaders with an understanding of a local context, strongly urge Te Manatū Waka Ministry of Transport to ensure that changes that are implemented with the Land Transport Rule: Setting of Speed Limits 2024 (the Draft Rule) will enable Waka Kotahi NZ Transport Agency and/or the New Plymouth District Council, acting as the Territorial Authority, to readily consider and implement locally raised concerns and suggested safety improvements, such as the ones we have provided as part of this submission.

We strongly support the vision of making the entire state highway network safer, with reduced numbers of accidents, serious injuries, and deaths, and we applaud any considered and well considered programmes that can facilitate this.

The Kaitake Community Board request the opportunity to make a verbal presentation to support the issues discussed in this submission.

We consent to our comments being published.

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Chairman
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New Plymouth District Council

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TE MANATŪ WAKA MINISTRY OF TRANSPORT
PO BOX 3175
WELLINGTON 6011

VIA EMAIL TO: speedrule@transport.govt.nz
10 JULY 2024

Tēnā koutou,

**TSIG SUBMISSION ON THE DRAFT LAND TRANSPORT RULE: SETTING OF SPEED LIMITS
RULE 2024**

1. Thank you for the opportunity to provide comment on the draft Speed Rule.
2. The Transport Special Interest Group (TSIG) represents local and regional council officers' transport interests, and is a part of the Te Uru Kahika | Regional and Unitary Councils Aotearoa network.
3. Our members are responsible for regional transport planning, identifying regional transport investment priorities, and provision of public transport services. TSIG is a key stakeholder for central government agencies in relation to issues affecting New Zealand's transport system.
4. The TSIG Network wishes to assist and collaborate with the Ministry of Transport and the New Zealand Transport Agency (NZTA) on guidance which is to be developed to support the final Land Transport Setting of Speed Limits Rule. TSIG trust that this guidance will be applicable to Road Controlling Authorities (RCAs) at various stages of the speed management planning process and include call outs of where regional councils can support a RCA, should a regional council have capacity and choose to do so.
5. We note that the term RCA and Council are used interchangeably throughout the document. For continuity it would be best to ensure the use of RCA is only for Road Controlling Authorities and Council where Regional Councils are being referred to.
6. The below is TSIG's submission on the draft Land Transport Setting of Speed Limits 2024 (the draft Speed Rule) which considers the proposed new Rule implementation issues, costs associated and unintended impacts perspective.

STRATEGIC RELEVANCE TO TSIG

7. The regional sector is in the process of finalising their 2024 – 2034 Regional Land Transport Plans (RLTPs) which must be consistent with the Government Policy Statement and any road safety direction or objectives. The lateness of this draft Speed Rule and subsequent release of any Ministerial speed objectives or guidance increases the difficulty of continually adapting timelines to try to incorporate Central Government and NZTA priorities.
8. The National Land Transport Programme (NLTP) is expected to be finalised in September 2024. The full financial extent that will fall to RCAs to transition/reverse speed limits and carry out requirements indicated in the draft Speed Rule is unknown. There is a risk that funding ranges from the NLTP will be the ultimate dictator of how quickly RCAs are able to respond overall, which creates significant inconvenience in ensuring the availability of resources and time.
9. We trust that the decision to rescind many speed limit reductions that have community support is not a step away from having safety as a prime driver of focus and investment in the country's road transport network. Many local road speed limit reductions have been made or proposed as a result of community consultation and with full community input. The direction to rescind these

puts the local authority in a no-win situation and has the real possibility of undermining the core of the various Regions Regional Land Transport Plans.

10. We support a gradual transition to the requirement of implementing variable speed limits outside school gates. Centralized procurement of speed management infrastructure would be positively received, given that obtaining variable electronic speed signs is costly.

BACKGROUND

11. While acknowledging many aspects of the existing framework remain, there are concerns the draft Speed Rule removes critical aspects to creating a safer and more efficient land transport network and are likely to impact Councils, local communities, and road users negatively.

12. It is well known that speed management is a key component of road safety and, when aligned with other safety measures, can work towards the goal of ensuring safe and efficient movement of people. We encourage the Draft Speed Rule to be comprehensively aligned with a safe system approach and infrastructure to ensure positive road safety outcomes across our regional transport networks.

13. Global consensus indicates that a small reduction in mean travel speed results in large reductions of harm, but small increases in actual travel times. Modest speed reductions have significant potential to reduce deaths and serious injuries resulting from crashes with other positive consequences such as healthier streets and cities¹.

14. Since the previous 2022 Setting of Speed Limit Rule, evidence has continued to be gathered on the positive reduction of deaths and reduction of all injury crashes around urban and rural New Zealand, this has particularly been captured in the Auckland region².

Specific feedback on the new Rule is split into each area where changes are proposed.

PROPOSAL 1 – REQUIRE COST BENEFIT ANALYSIS FOR SPEED LIMIT CHANGES

15. While acknowledging the need for a balanced approach to the setting of speed limits, the new requirement to undertake a cost benefit analysis (CBA) for each road will be complex and problematic, as well as posing an additional cost for local Councils as the RCA. Local Councils already operate under constrained financial and personnel resourcing. The development of material for inclusion in the CBA places additional burdens on RCAs.

16. As outlined in the Transport Ministry's supporting consultation information, there is uncertainty around quantifying benefits associated with speed limit changes as many factors need to be considered. Getting robust and quantifiable evidence to factor into a CBA will be difficult, time consuming and expensive for RCAs. This is particularly so in an urban situation where accurately the assessing travel time changes is almost impossible.

17. The impact could see RCAs choosing to delay or avoid making necessary speed management changes due to a lack of resources in staff, time and funding. It would seem the introduction of compulsory CBA and uncertainty around the sensitivity analysis of these, is a way to limit the number of speed changes while promoting economic development above safety outcomes, improving access and mobility, protecting, and promoting public health and improved environmental sustainability.

18. We do not support the introduction of a separate and significantly different CBA used only for the setting of speed limits.

¹ <https://who.int/news-room/commentaries/detail/reducing-speed-to-save-lives>

² <https://at.govt.nz/about-us/news-events/evidence-shows-safe-speeds-are-saving-lives>

19. This creates inconsistencies across transport projects and perception of bias with different criteria applied. The selective inclusion of requirements, and a CBA not being applied to speed limits outside school gates raises a perception of a double standard to the setting of speeds.

20. To overcome this perception of bias we recommend that if a cost benefit analysis is to be used for the setting of speeds, then this should be consistent with the Benefit Cost Ratio (BCR) estimated using the Monetised Benefits and Costs Manual already in use by NZTA and industry. Currently the BCR is the primary tool used to measure the efficiency of improvement programmes and activities other than minor improvements.

21. In addition, we seek specific funding is made available to RCAs through the NLTF to cover any increased costs associated with CBA processes, noting this added requirement for CBAs was not signalled earlier and thus has not been factored into council Long Term Plans (LTPs).

22. We request consideration be given to the nature and level of support provided to RCAs as they embark on this new requirement regardless of the CBA process decided on and that economic analyses be consistent with BCRs estimated using NZTA's Monetised Benefit Cost Manual.

23. It is important to understand that time savings are more significant over long distances. In urban areas savings from higher speed limits are hard to achieve due to stop start nature of the journey. On arterial roads within urban environments, reduced speed limits would have no appreciable effect during times of congestion. In this case, safer speeds for the environment should be prioritised over perceived, but difficult to quantify travel time savings.

24. We trust that should the majority of submitting organisations believe the currently proposed process is not robust and appropriate that the rule will be changed to reflect this.

PROPOSAL 2 – STRENGTHEN CONSULTATION REQUIREMENTS

25. We agree that RCAs must follow the same consultation process and requirements, and that state highway and local road speed change consultation should be treated consistently. The draft Speed Rule introduces additional consultation requirements. Any further requirements of councils present not only as an additional cost but also make the process more cumbersome for both staff resourcing and the community.

26. A requirement to separate out each individual road will add further costs, complexities and extend times to review speeds, typically RCAs have consulted on an individual road basis as communities are often only interested in the road outside their door.

27. Whilst we support section 3.10 (7) and consultation alongside Māori partners is critical, this section should also take into consideration that increased speeds have an impact on public road users from compromised safety outcomes - particularly Māori population who are over-represented in crash statistics.

28. We support the inclusion of the wording from the previous Rule that RCAs must make reasonable effort to establish and maintain processes to provide opportunities for Māori to contribute to the preparation of a speed management plan.

29. Consultation requirements set out in Section 3.5 for a regional Council remain unclear, we expect this to be clarified in the final Speed Rule or guidance from NZTA. Refer also to comments on Regional Speed Management Plans under the heading Other Matters below.

PROPOSAL 3 – REQUIRE VARIABLE SPEED LIMITS OUTSIDE SCHOOL GATES

30. We support this proposal in principle however there are significant elements to this change. TSIG strongly encourages the Ministry of Transport consult directly with schools before finalising this proposal. Considerations should extend to school timings i.e. 8-9:30am and 2:30-4pm and

national consistency vs allowing for individual differences in school operating times and factoring in difficulties in behaviour change for the public to adapt to variable speeds.

31. The need for clear cues for drivers to reduce speed as well as education and police enforcement is key to a successful implementation. Education will need to be applied widely to communities as inclusion in the NZ Road Code has a very limited reach.

32. The application of traffic calming infrastructure should align with variable signage where appropriate. The high cost and maintenance of electronic variable signs and the sheer number of schools in some areas should be considered in the context of land mass, population size and related rates base. Some councils have no budget 2024-27 for speed management in either Long Term Plans or Regional Land Transport Plans.

33. Prescriptive implementation requirements about the type and extent of speed limit reductions around school gates may lead to unintended outcomes. There are a range of environments surrounding schools and a mixture of roads serving different purposes.

34. While we support lowering speeds around schools, we advocate for RCAs to have flexibility to determine how this is implemented.

35. We recommend allowing RCAs to consider the environment surrounding each school and tailor speed management applications appropriately.

36. We advocate for changes to the Traffic Control Devices 2004 manual to allow static variable signs, to allow for more flexibility and avoid duplication of signage particularly in areas that include multiple schools.

PROPOSAL 4 – INTRODUCE A MINISTERIAL SPEED OBJECTIVE

37. This proposal is not supported - the inclusion of a Ministerial Speed Objective with no limits around timings or frequency of application provides unnecessary uncertainty for RCAs on future changes and potentially opens up the Rule to political interference or at least the perception of interference in what should be decisions made with local community input.

38. The draft Speed Rule should not be politicised and instead empower Councils and local communities to continue with the collaborative efforts to determining specific speeds in communities and neighbourhoods.

39. We recommend the removal of Section 3.13 from the draft Speed Rule. If Section 3.13 remains, we recommend that Ministerial Speed Objectives be included in the GPS.

PROPOSAL 5 - CHANGES TO SPEED LIMITS CLASSIFICATIONS

40. We encourage where possible, corridors to be considered in their entirety when addressing speed limits to reduce situations where there are fluctuations in speed due to fragmented decision making. This will ensure a consistent approach for road users across the region and limit inconsistencies within and between districts.

41. 'Local Road' under Section 12 of the draft Speed Rule should be further defined as unless the One Network Framework (ONF) applies, this section would require some RCAs to reverse almost all permanent speed limit changes as the ONF and guidance was so heavily relied on.

42. Schedule 4 should be altered if it has community support, street classifications should remain consistent with the ONF which is largely imbedded into sector practices. Consideration should always be given to range of speeds, multiple 10km variances becomes problematic for road users and step backwards and away from previous direction to simplify setting of speeds and give consistency.

PROPOSAL 7 – REVERSE RECENT SPEED LIMIT REDUCTIONS

43. This change and proposal appear to not include state highway speeds to be reversed, only rural state highways where economic and safety analysis is not mandatory, clarification needs to be provided to this.

44. There are significant risks to reversing speed limit reductions, these include:

- a. The significant costs associated with these reversals, this does not align with the value for money or efficiency values set out in the GPS 2024.
- b. loss of community and public confidence as speed limits change after public acceptance has already been gained and community desires have been heard.
- c. Undermining of the Regional Land Transport Plans prepared by each Regional Transport Committee and their focus on safety outcomes that include safe speeds.

45. The blanket date of 3 March 2025 for submissions of roads to be reversed to the Director may be difficult for a lot of RCAs to adhere to depending on when guidance and Ministerial Speed Objectives are released and does not consider bylaw changes captured in the 2020 timeframes. It is unclear what the legalities are of these changes.

OTHER MATTERS

Regional speed management plans

46. The TSIG network support retaining an option for Regional Councils being able to facilitate and compile a Regional Speed Management Plan if that is the favoured direction of the RTC and local RCAs. Phrases such as “may assist with” and “choose to” prepare a regional speed management plan are extremely ambiguous and could be misconstrued, we suggest rephrasing section 3.1.

47. Section 3.5(1) is ambiguous and does not provide clarity about if only those regional councils who fit into (a) or (b) are able to prepare a regional speed management plan or if it all types of regional councils including those set out in (a) and (b) for the avoidance of doubt. For the sake of clarity, we suggest rephrasing this section.

Higher speed limit on certain roads

48. We support enabling the setting of a 110km/h speed limit on roads only where it is safe and appropriate to do so. We note that before this increase can be applied, a number of criteria must be met, and we support this approach. We caution that the raising of speed limits on RONS may lead to increasing mean speeds on adjoining or neighbouring local roads and could lead to increased harm. If speed limits are increased, enforcement policing needs to be increased in the proximity of the RONS.

Cost Benefit Analysis Examples

49. To highlight the differences in CBR using the proposed method and the current NZTA method based on the Monetised Benefits Manual the following real examples are provided.

50. The economic assessment was prepared for proposed speed limit changes from 100km/h to 80km/h on a group of rural roads with high crash rates in Tasman. The crash reduction estimates were based on actual reductions in crash rates on rural roads following speed limit reductions. Values for all parameters were taken from NZTA's Monetised Benefit Cost Manual (MBCM).

	Road 1	Road 2
Crash savings	\$960k to \$1,440k	\$3,000k to \$4,500k
Travel Time changes	-\$185k to -\$320k	-\$650k to -\$750k
Vehicle Operating Costs	\$30k to \$50k	\$100k to \$115k
Emission changes	\$1k to \$2k	\$3k to \$4k
Combined Benefits	\$800k to \$1,200k	\$2,400k to \$3,900k
Sign Install Cost	\$8k	\$20k
Benefit Cost Ratio (MBCM)	100 to 150	125 to 200
Cost Benefit Ratio (SLSR)	4 to 5	5 to 6

51. The MBCM Benefit Cost Ratio uses the methodology in NZTA's Monetised Benefits and Costs Manual. The SLSR ratio uses the methodology in the draft Speed Limit Setting Rule. The difference between the two methodologies is as follows:

- a. **MBCM:** Divides the total of the benefits & disbenefits (negative benefits) by the cost.
- b. **SLSR:** Divides the total benefits by the cost plus the disbenefits.

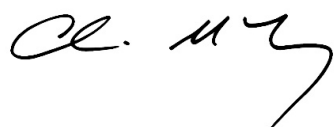
SUMMARY

52. Thank you again for the opportunity to submit on the draft Speed Rule. The TSIG requests that consideration is given to the matters raised in this submission and where requested additional clarification provided. We do not wish to be heard in support of this submission, however welcome any feedback or questions of clarification.

53. On any matters arising from this submission, contact should in the first instance be made with:

Russell Hawkes
Lead Transport Planner and TSIG Policy Lead
Email: Russell.Hawkes@es.govt.nz

Nāku iti noa, nā



CHRIS MCLAY
TRANSPORT SPECIAL INTEREST GROUP SPONSOR
CHIEF EXECUTIVE, WAIKATO REGIONAL COUNCIL



Date: 12 September 2024

Subject: Request to vary the Regional Land Transport Plan 2024

Author: F Ritson, Senior Policy Analyst – Transport

Approved by: M J Nield, Director - Corporate Services

Document: 3301552

Purpose

1. The purpose of this memorandum is to seek approval of a request to vary the Regional Land Transport Plan for Taranaki 2024/25-2026/27 (RLTP).

Executive summary

2. A request has been received from New Plymouth District Council (NPDC), to vary the RLTP by adding a new project – South Road/Devon St West SH45 safety improvements. The proposed works, as part of 'Transport Choices' have already been consulted on with the community and approved by NPDC. This request is supported by Waka Kotahi NZ Transport Agency (NZTA) as the road controlling authority for SH45.

Recommendations

That Taranaki Regional Council:

- a) receives the memorandum, Request to vary the Regional Land Transport Plan for Taranaki 2024/25-2026/27
- b) agrees 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) notes 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) determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- e) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

3. The current Regional Land Transport Plan for Taranaki 2024/25-2026/27 (RLTP 2024) which covers the three-year period from July 2024 to June 2027, was adopted in June 2024.
4. Over the duration of the RLTP, activities or projects can change, be abandoned or be added. Under section 18D of the Land Transport Management Act 2003 (LTMA), a Regional Transport Committee may therefore prepare a variation to its RLTP during the years to which it applies — either at the request of an approved organisation, the NZTA, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.
5. In accordance with the RLTP 2024 Variation Policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to Waka Kotahi for consideration of inclusion within the National Land Transport Programme.
6. An activity can only be considered for national funding support from the National Land Transport Fund if it is first included within the relevant RLTP.

Issues

7. The issue being addressed is consideration of the adding of a project to the RLTP 2024 to enable national funding support to be sought from the National Land Transport Fund to undertake the project.

South Road/Devon St West SH45 safety improvements

8. The Committee may recall that the previous Government made some funding from the Climate Emergency Response Fund available through a contestable 'Transport Choices Programme'. Both the New Plymouth and Stratford District Councils were selected for allocations for flagship projects from this Programme in late 2022 – being assigned approximately \$16m and \$8m respectively. The June 2023 meeting of the Committee received an item on this along with presentations from each of the councils on their plans for this funding.
9. The change in Government at the end of 2023 brought with it a change in policy and the Transport Choices programme was effectively halted. A significant amount of work had already been undertaken by the councils involved however, including community consultation.
10. The NPDC, supported by Waka Kotahi as the Road Controlling Authority of the state highway involved, are seeking funding support to complete some of the intended work.
11. Details of the request are provided in the attached request form. Liz Beck, Senior Project Manager - Transport Choices, NPDC, will speak to this item.

Support of the Regional Transport Advisory Group

12. The RTAG considered this variation request at its meeting on 15 August 2024. The RTAG supported this request being brought to the Committee for consideration, noting that it aligns well with the objectives sought by the RLTP 2024.

Options

13. There are two options available to the Committee:
 - (i) To agree to this request to vary the RLTP 2024, which will have no impact on other activities already contained within the RLTP.
 - (ii) To decline this request to vary the RLTP 2024, which would mean that funding could not be requested from the NLTF to undertake this project.
14. Staff recommend Option (i) as the project put forward is well-aligned with the strategic framework and headline targets of the RLTP 2024, and will also help achieve balance within the programme with the broad outcomes sought.

Significance

15. Members will recall that when developing the RLTP, the Committee adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require further public consultation. Section 7.4 'Significant variations to the Plan' is available on pages 70-73.
16. This variation request is significant enough to require this formal variation process, but is not considered to trigger the significance policy in terms of requiring a new public consultation process to be undertaken. The project has been consulted on previously by the NPDC and subsequently approved for implementation by that body.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

19. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the Local Government Act 2002) as outlined in the adopted Long-Term Plan and/or Annual Plan.
20. NPDC have engaged with local hapū Ngāti te Whiti, who are in support of what has been proposed to improve safety for the community.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3296457: [2024.08 NPDC request to vary the RLTP 2024 – Transport Choices NP](#)

Document 3301415: [Map of location for safety improvements for RLTP variation request](#)

Request to vary the Regional Land Transport Plan for Taranaki 2024-2027	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2024/25-2026/27</i> (RLTP).
Requesting organisation(s):	NZTA/NPDC
Key contact person:	Lisa Malde and Liz Beck
Variation request:	South Road/Devon St West SH45 safety improvements
Background to variation request	
<p>In 2022 NPDC received funding from the Climate Emergency Response Fund to deliver safety improvements along SH45 from Spotswood into the central city. Once the design was completed, consulted on and resolution received from NPDC to deliver, changes in priorities with the new coalition government meant the remainder of the funding, \$6.9million, was not released.</p> <p>The design included 3.9km of protected cycleways, 1km of shared path, 11 side road safety improvements, 3 raised crossings, 1 SH crossing and 11 in-lane bus stops. It provides improved safety connections to the six schools along the corridor along with access into the Central Business Area of New Plymouth.</p> <p>The Government Policy Statement on Land Transport has meant that there have been some changes to the design, resulting in a reduction in cost to deliver some safety improvements along the corridor. NPDC currently have \$3.85 million and will maximise what can be delivered from Barrett Road to just east of Morley Street, however it is not enough to complete the amended design which includes:</p> <ul style="list-style-type: none"> 2.8km of protected cycle lanes 1km of shared pathway 11 side street intersection treatments 4 crossing upgrades 	
Details of variation request	
<p>NZTA and NPDC are jointly requesting that an activity be added to the RLTP so the on-road protected cycle lanes from Barrett Road to just east of Morley Street, at a cost of an additional \$2million (TBC) to complete.</p> <p>The available budget of \$3.85m will deliver 2.8km of painted buffered cycle lanes, the 1km of shared path, 11 side street intersection treatments and the 4 crossing upgrades with physical separation at key pinch points. The buffered cycle lanes will deliver on the resolution already provided by NPDC, and allow for the physical separators to be installed when funding is available. No additional community consultation or Council decisions are required for this variation request.</p> <p>This will complete the corridor from Spotswood into the central city, providing improved safety protection for people cycling; passing 6 schools and on a key commuter route into the Central Business Area.</p> <p>The designs will need a little further detail, but concept designs and consultation are complete. The remaining construction work requires paint and install of the physical separators and some isolated road milling to address camber issues to complete the corridor.</p>	

Location:	SH45: South Road/Devon St West
Scope and duration:	Completion of detailed design, purchase and install of physical separators in the painted buffers along South Road/Devon St West. 3-month delivery approx.
Estimated cost/s:	Approx \$2million
Funding source/s:	Walking and Cycling Activity Class
Contribution to RLTP Objectives & Policies: <i>Refer to Table 3 on p.35 of the Plan</i>	This work will contribute towards making walking, cycling and public transport a safe and attractive choice for more trips across the region – S1 and S2. Along with supporting sustainable growth with supporting a less carbon intensive transport network – E1 and E2. Completing the protected cycle lane corridor from Barrett Road to just east of Morley Street along SH45 will demonstrate to our community how protected cycle lanes operate. It aligns strongly with objectives of the plan: Objective 3 ‘protecting people from transport-related deaths and serious injuries, and making active travel and attractive option.’ And Objective 4 ‘A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.’ And finally Objective 6 ‘An energy efficient and environmentally sustainable land transport system with less reliance on private vehicles’.
Contribution to ten-year investment priorities: <i>Refer to Section 4 of the Plan including Table 4 (p.52) which is provided over page for ease of reference</i>	Correctly designed and implemented protected cycle ways are evidenced to significantly increase growth in use. A cycling demand model suggested that this particular corridor if completed as per the original design would see an increase of 260-520 cyclists per day. Current numbers are 70 per day. This project will directly contribute to investment priorities IP1 and IP3 (refer to table over page).
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity of the Plan.
Relationship to the RLTP’s Significance Policy on variations: <i>Refer to Section 7.4 from page 70 of the Plan</i>	Adding this activity to the RLTP requires a formal variation process to be undertaken given its size, however it is not considered to trigger the significance policy for public consultation. The proposed activity has been previously consulted on with the affected community, and it has a high alignment to the priorities and objectives of the RLTP.
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in June 2024 and any significant new capital works that need to be included require a variation to the programme of activities component (Section 5) of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund, which Waka Kotahi (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. Waka Kotahi is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>	

Timeframes for consideration of variation request

The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.

Consideration by RTAG	15 August 2024	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	12 September 2024	
Consideration by TRC	29 October 2024	
Forward to NZTA	31 October 2024	

Supporting attachments

Map of location for safety improvements

- For ease of reference the following is reproduced from p.53 of the RLTP –

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

Table 4: Taranaki’s transport investment priorities for 2024 to 2034

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

South Road/Devon Street West safety improvements from Barrett Road to just east of Morley Street



Provided by NPDC 19 August 2024

@BCL@3C12D57C



Date: 12 September 2024

Subject: RLTP implementation update

Author: F Ritson, Senior Policy Analyst - Transport

Approved by: M J Nield, Director - Corporate Services

Document: 3301440

Purpose

1. The purpose of this memorandum is to receive updates on the transport activities from each of the four councils as part of monitoring implementation of the current Regional Land Transport Plan (RLTP).

Recommendations

That 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.

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, this means that each Approved Organisation within the current RLTP (with the exception of 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	Staff member
New Plymouth District Council (NPDC)	Rui Leitao, Manager Transportation
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

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 Resource Management Act 1991 and the Local Government Official Information and Meetings Act 1987.

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3299638: [NPDC AO update to RTC](#)

Document 3298617: [STDC AO update to RTC](#)

Document 3298467: [SDC AO update to RTC](#)

Document 3296273: [TRC Transport Engagement Manager Update to RTC](#)

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

1. MAINTENANCE, OPERATIONS AND RENEWALS (MOR)

New Plymouth District Council (NPDC) MOR cost for 2023/24 was under budget and in the order of \$27M, but only \$15M will receive 51% NZTA Waka Kotahi (NZTA) co-investment (FAR), that means an effective 29% FAR for 2023/24. At the end of the financial year, NPDC completed 100% of its MOR 2023/24 works programme.

The indicative MOR budget for 2024/25 in the order of \$26M, with a high emphasis on the local road pothole protection (LRPP) activity class. This excludes footpath maintenance and renewals which are yet to go through the NZTA board.

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. EMERGENCY WORKS

In August 2022 the New Plymouth was hit by a weather event, where the planned reinstatement of 15 sites in the network estimated at **\$4.86M**. There are still 2 sites from this event in the process of being reinstated. Funding was approved for these by NZTA in June 2024.

3. ROAD IMPROVEMENTS

NZTA budget allocations for Low Cost/Low Risk improvements has yet to be indicated to NPDC. The three principal areas of requiring improvements are related to crash mitigation at intersections (both

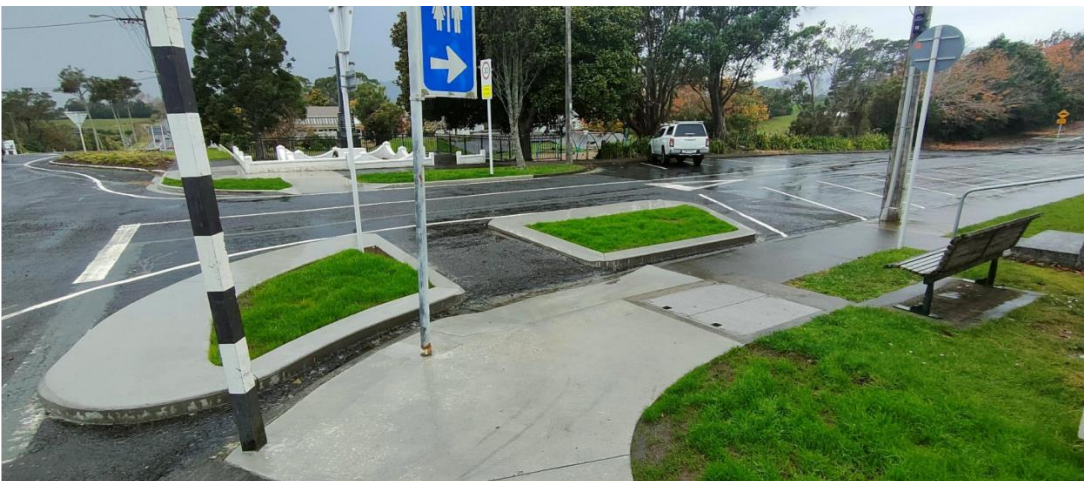
urban and rural), network walking and cycling improvements and safety around schools. For 2024-27 NPDC have decided for much reduced output in safety improvements.



Picture – Tarata Road, Purangi Saddle visibility improvements

4. ACTIVE MODES – WALKING AND CYCLING

4.1 Infrastructure



The Transport Choices programme work has been completed on SH45/Devon St West outside of Spotswood College and through Blagdon from Belair Ave to Bayly Rd. Due to the shortfall in CERF funding created by Coalition Government decisions, NZTA and NPDC have jointly requested a variation to the RLTP to enable the completion of the on-road protected cycle lanes from Barrett Road to just east of Morley Street. The estimated cost is approximately \$2million (TBC). This will be considered at the next RTC meeting.

4.2 WC432 Road Safety Promotion

The NZTA indicative 2024-27 allocation for this category, at \$884K, is only approximately 30% of the budgeted allocation. The allocation that normally was provided for this category will be going to Police

enforcement. Consequently, road safety and sustainability education output will be greatly decreased.

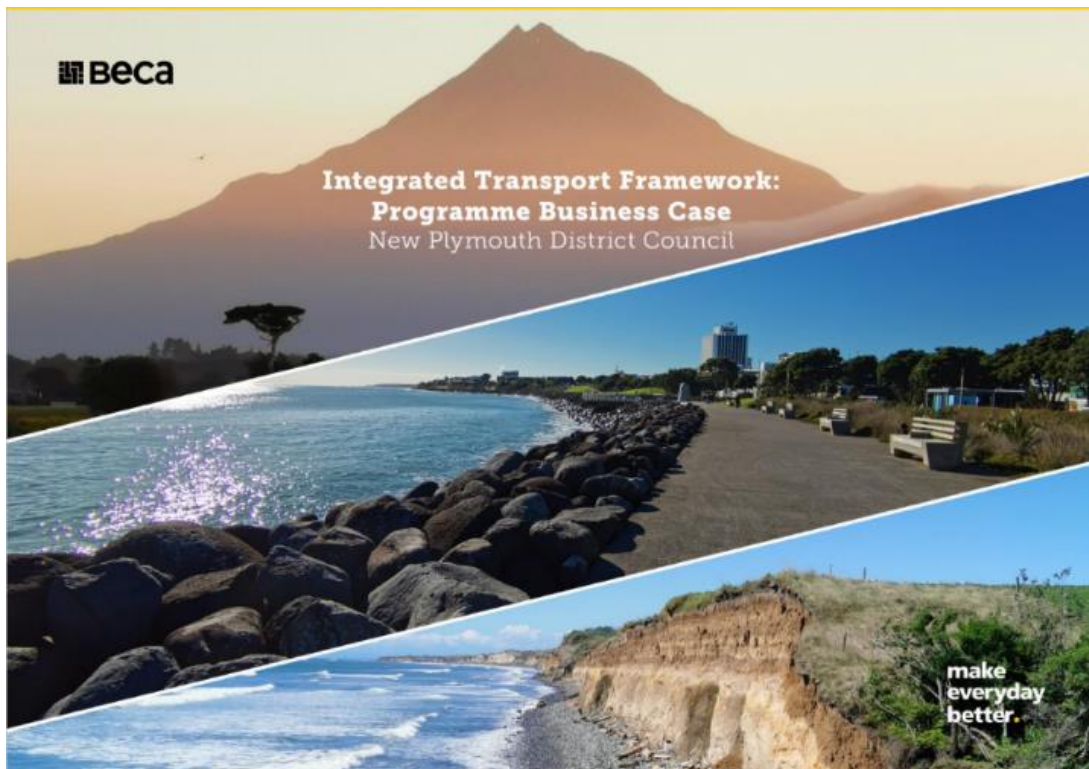
4.3 Schools

The school cycle and scooter skills continued to be delivered. Although with high demand by schools, this will be reduced to grade 1 cycle skills at schools due to budget constraints. No school travel planning programme will occur in 2024-27.

5. TRANSPORT PLANNING

NPDC's Integrated Transport Framework/Programme Business Case (ITF/PBC) is being reviewed to align better with the draft 2024-34 GPS and provide more detailed information on trigger points and funding/cost splits for the larger, long-term interventions contained in the 30-year Infrastructure Strategy and programme. Later in the year, the ITF/PBC will be brought to TRC (as a key lead agency) for consideration and endorsement.

Following advice from NZTA, we have updated project information in TIO, which simply moves projects from the 'Programme/Strategies' category to the 'Projects' category. This ensures that all work on projects flow out from the ITF/PBC.



Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	07 August 2024

Maintenance, operations and renewals – August 2024

Maintenance

- 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.
- 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. This group consists of sealed pavement maintenance, unsealed pavement maintenance and metalling, drainage maintenance, resurfacing, pavement rehabilitation and drainage renewal. Total local road pothole prevention funding for 2024/25 is \$11,554,224. This is about \$210,000 less than what we have requested.
 - Local Road Operations. This group consists of structures maintenance and renewal, environmental maintenance and renewal, network service maintenance and renewal, rail level crossing, minor events, network and asset management. The total local road operations funding for 2024/25 is \$5,694,780. This is about \$50,000 less than what we have requested.
 - Local Road Improvements. This is for bridge and structures renewals. The total amount approved for 2024-27 is \$4,481,805 which was what we have requested.
 - Walking and Cycling. This group consists of cycle path maintenance and renewal and footpath maintenance and renewal. Total walking and cycling funding for 2024/27 is \$1,043,000 which equates to \$347,667 per year. This is about \$210,000 (65% less) less than what we have requested 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. Unless the Taranaki Council's all agree to top this programme by using the net balance of the combined unfunded budget of \$154,933, then it is not worthwhile to have this programme proceeding.
 - Renewals. This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage and structures.

3. 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 6% of the total reseal area. HEB is currently designing the type of seal to be done and actual physical work will start in November 2024.
4. 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.

5214 - Pavement Rehabilitation	Year to Date	Comments
<i>Ohangai Road RP 2000-3380</i>	\$600,000.00	Document & Scheduling
<i>Kohi Road RP 835-1914</i>	\$600,000.00	Document & Scheduling
<i>Rotokare Road RP180-1734</i>	\$850,000.00	Document & Scheduling
<i>Mountain Road RP 6084-6850</i>	\$350,000.00	Document & Scheduling
Total	\$2,400,000.00	

5. 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.

Emergency works – if applicable

6. There were no events for last year and none for July 2024.

Low-cost low risk

7. 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.
8. No indicative funding has been provided. It is likely the requested fund of \$5.5 million will be reduced like walking and cycling projects. We will wait until we have received the funding confirmation before programming any work in this cluster.

Transport planning

9. 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%.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	Stratford District Council
RTAG representative:	Steve Bowden
RTC representative:	Mayor Neil Volzke
Date:	August 2024

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 2023/24 year is \$5,482,201. As at 30 June 2024, SDC fully expended the Maintenance, Operations and Renewals budget. In fact we overspent our allocation by \$403,320. This is primarily due to the expenditure on roads affected by forestry traffic.

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"> Potholes Sealed Various sites. AWPT – Granular Road marking completed on Cardiff Road Level – Depression on Pembroke Road (Special Purpose Road) AWPT – Granular completed on Beaconsfield Road Level – Uneven Surface on Junction Road
2	Unsealed Roads	<ul style="list-style-type: none"> Potholes filled with shell rock – Putikituna Road, Kohuratahi Road, Mauku Road, Marco Road, Mangaowata Road, Douglas North Road – completed minor dig outs, metal reshaping as well as spot spreading AP65 Minor Slip cleared on Huiakama Road Tawhiwhi Road – full re-sheet of road after bank retreats and realignment Putikituna Road – Aggregate loss spot spreading Dig outs – Junction Road, Mangaoapa Road, Mangamaire Road Grading completed on Puniwhakau & Mangaehu Road
3	Drainage Repairs	<ul style="list-style-type: none"> Blocked outlets cleared on Taihore Road Cleared Debris on Regan Street (West) Swansea Road. Cleared Inlet/Outlets on Bird Road, Bredow Road, Croydon Road, Gordon Road, Hartnet Road, Kahouri Road, Kent Terrace, Kohuratahi Road, Mangaowata Road, Mohakau Road, Putikituna Road, Salisbury Road, Sole Road, Taihore Road, Tuna Road, Waihapa Road, Wingrove Road. Clearing of watertables done on Douglas North Road, Favier Road, Huiakama Road, Manaia Road (Special Purpose) Mohakau Road, Putikituna Road, Whitianga Road Inspection and Culvert removed from system on Mangapapa Road Sump – Grates cleared on Fenton Street & Regan Street New/Upgraded Culverts on Douglas North Rd, Manaia Rd (Special Purpose)
4	Signs/Furniture & Structures	<ul style="list-style-type: none"> Damaged Posts & Signs repaired Regan Street (West) Opunake Road, Toko Road Signs cleaned: Lower Kohuratahi Road, Kohuratahi Road, Bird Road, Lombard Street, Taihore Road, Wingrove Road & Flint Road (East) Graffiti removed from signs on Opunake Road, Seyton Street, Pembroke Road (West) & Croydon Road

Item	Activity Class	Completed Works
		<ul style="list-style-type: none"> • New sign installations: Skinner Road, Monmouth Road (West) Manaia Road (North) Pembroke Road (West) Puniwhakau Road • Posts down/leaning repaired on Bird Road, Skinner Road, Cordelia Street (North) Monmouth Road (West) Hastings Road (South) • Signs reinstated on Manaia Road (South) & Salisbury Road • Sign Straightening done on Eastern Service Lane (South) Beaconsfield Road, Cheal Road, Pembroke Road (East) Manaia Road (South) Swansea Road
5	Environment	<ul style="list-style-type: none"> • Celia Street (East) Excess vegetation carted away, topsoil spread and grass seeding. • General Debris cleared: Miranda Street (North) Fenton Street. • Graffiti removed Juliet Street, SH3 (2 Broadway) • Illegal Dumping removed: Skinner Road, Juliet Street, Finnerty Road, Pembroke Road (West) Croydon Road, Swansea Road, Miranda Street (North) SH43 (1 Regan Street East) Portia Street (Central) • Minor Slips cleared Mangaotuku Road, Matau Road, Mangaoapa Road
6	Bridges	<ul style="list-style-type: none"> • Bridges cleared – Cheal Road, Croydon Road, Kohuratahi Road, Lower Kohuratahi Road, Mangaowata Road, Marco Road, Mauku Road, Raupuha Road, Skinner Road, Toko Road, Wingrove Road • Bridge damage repaired on Puniwhakau Road
7	Footpaths	<ul style="list-style-type: none"> • Flooding Issues dealt with on Celia Street
8	Shoulders	<ul style="list-style-type: none"> • Edge breaks filled Brecon Road (South) Cheal Road, Cornwall Road, Croydon Road, Denbigh Road, Douglas Road, Mangaoapa Road, Oru Road, Radnor Road & Salisbury Road • Prep and Seal 200 – 400mm - Completed Seal widenings and pull over areas in several locations on Manaia Road (Special Purpose Road)
9	Vegetation	<ul style="list-style-type: none"> • Urban kerb and channel spraying completed • Urban area berm mowing completed • Hazardous tree/limb removed on Matau Road & Puniwhakau Road
10	Railings	<ul style="list-style-type: none"> • Sight Rails repaired & painted on Manaia Road (Special Purpose Road)
11	Emergency Works	<ul style="list-style-type: none"> • Road Closed Whangamomona Road (North) - Road closed signs artuohu station there 5 signs - date 10/05 • Road Closed Pembroke Road (Special Purpose Road) 26/06/24 Loaded up road closed signs and drove up to the top carpark of the mountain, directed anyone up there down and locked the gates. checked in with Pete to make sure his key works for the lock. • Road Drop outs completed on Mangaoapa Road, Pembroke Road (Special Purpose Road) Tawhiwhi Road, Junction Road, Arnold Road
12	Inspections	<ul style="list-style-type: none"> •
13	Markings	<ul style="list-style-type: none"> • New work – Brewer Road – Solid Centreline 5100m. Lane arrows x 4, One lane bridge x 2 • Lines – Urban – Miranda Street (North) 5m - V2 Black out, 1 Painted traffic island, 10m Continuity lines • Lines Rural Salisbury Road: 240m - Centreline dashed, 30m - Edge lines. Beaconsfield Road: 275m Centre line dashed, 100m edge lines. Mangaotuku Road: 120m Centre line dashed, 495m Edge lines
14	Complaints/ Compliment	<ul style="list-style-type: none"> •

Illegal Dumping

Throughout the year we have spent \$3575 collecting illegal dumping. On average the cost to dispose of this “fly tipping” is in the order of \$200. Below are some examples of the rubbish we have collected.



Figure 1: Dumped Nappies in Portia St



Figure 2: Rubbish dumped on Finnerty Road. This is a common location for fly tipping.



Figure 3: Portia St – An assortment of rubbish being dumped.



Figure 4: Skinner Rd – Another hotspot for dumping.

Pavement Rehabilitation.

The pavement rehab on Cardiff Road approaching the Patea River has been completed. Our focus for next year is to rebuild the road outside the entrance to the old tannery site on Flint Road East.

During June Fulton Hogan undertook the minor re-alignment of a 45km/h bend on Beaconsfield Rd, locally known as “Hick’s Corner”. An armco barrier is to be installed around the outside of the curve to protect a nearby property from further vehicular damage.



Figure 5: Work to re-shape the 45km/h corner known as “Hick’s Corner” on Beaconsfield Road.

Structures and Bridge Renewals.

We completed the repairs to three retaining walls towards the end of the financial year. These were located on Mangaotuku Road, Croydon Rd and Junction Rd.



Figure 6: Repairs to the wall on Junction Rd located at RP12.60.



Figure 7: Replacement retaining wall on Croydon Rd at RP11.86



Figure 8: Replacement wall on Mangaotuku Rd at RP5.00

Forestry Damage.

Further to my June 2024 report, we have been contacted by a haulage company's insurance broker offering to pay a contribution towards the cost of repairing the bridge located at the end of Puniwhakau Rd. From the image below, we have determined that 40% of the cost is attributable to the haulage company.



Figure 9: Damage to the bridge located at the end of Puniwhakau Rd.

In regard to the damage to the road and retaining wall shown below on Matau Rd, we have forwarded two quotes to the logging company's loss adjuster for consideration. The quotes were in the order of \$105,000 and \$110,000.



Figure 10: Damage to a retaining wall and road surface on Matau Road.

EMERGENCY WORKS – IF APPLICABLE

No significant events occurred during this period.

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 Rooding Improvements

SDC has submitted to NZTA our Low-Cost Low Risk Improvement request totalling \$7,210,000 for the next three years. Our Investment Advisor has indicated that we will not know what projects or funding level has been approved until the end of August.

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. Again, we will not know the outcome of NZTA's board decision on this activity until the end of August.

ROAD SAFETY

Speed Limit Reviews outside Schools

The *Draft* Setting of Speed Limits Rule 2024 indicates that all speed limits outside schools should be variable and not permanent. The inference from the discussions with NZTA colleagues, is these variable signs should be electronic.

Within the Stratford district we would require 27 signs at \$15,000 - \$20,000 per sign installed. This would equate to \$405,000 - \$540,000 to replace the current permanent signage. We have not budgeted to undertake this change, and I dare say, nor have many other TLA's. Therefore if this requirement is adopted when the Rule becomes law, then we would seek a 100% subsidy from the Government.

3. TRANSPORT PLANNING

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

A draft "Point of Entry" discussion paper has been sent to SDC for comment before it is to be submitted to the New Zealand Transport Agency. We are aware that submissions to the Agency for large scale projects such as this have closed for the current NLTP period. This does not prevent SDC seeking a view on the merits of the project for successive NLTP's for National or Crown funding opportunities.

Transport Engagement Manager Update.
Organisation name: TRC
RTAG representative: Cheryl Gazley
Date: 15 August 2024

SINGLE STAGE BUSINESS CASE

The emerging preferred network option was presented to the Taranaki Regional Council’s Executive Audit and Risk committee on Monday 29 July 2024 for endorsement, the option having gone through considerable stakeholder and community consultation processes. By learning from outcomes of Horizons Regional Council, who had recently gone through the network refresh process, and by involving stakeholders and the community, we had a strong understanding of what is feasible and what the community would support.

From a functionality and cost perspective, the team considered budget constraints and fare box recovery, and current and future operating budgets. Due to funding constraints at this time, the emerging preferred option has three levels of intervention, bronze, silver and gold that can be staged as funding becomes available. The bronze option does more with less than the existing network and is in line with current budgets (at a high-level assessment). Silver and gold options increase frequencies that can be staged over time as funding, ridership and farebox recovery increases.

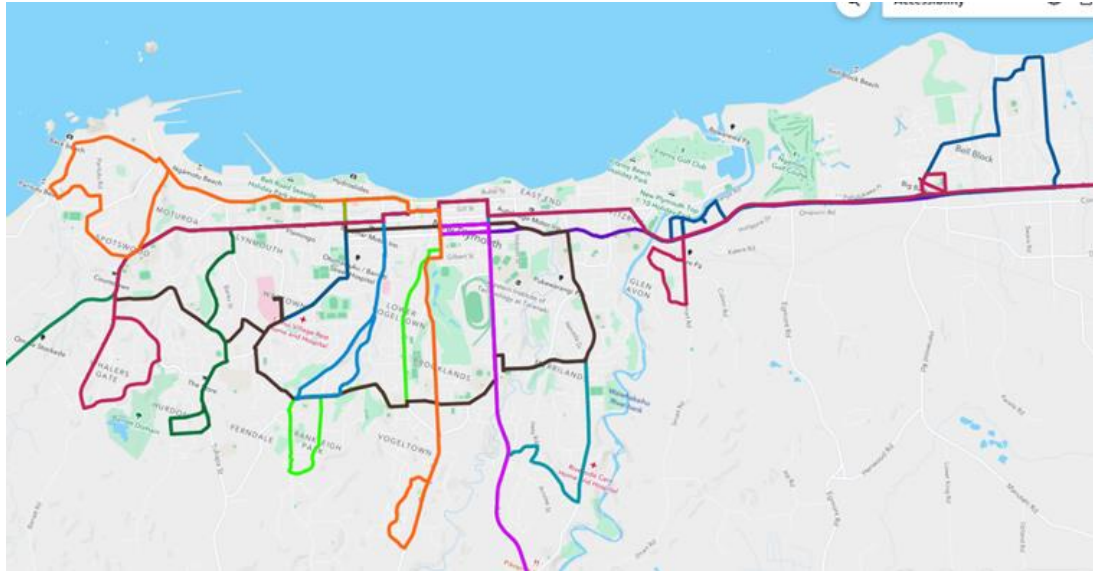
The network within the emerging preferred option considers both current and future land use and has been developed in the most effective way to provide for residents now and into the future, all while minimizing kilometres travelled – which equates to value for money for the Taranaki community.

The emerging preferred was endorsed by the Executive, Audit and Risk committee, the SSBC now moves on to next steps which include:

- Aligning with TRC procurement strategy development
- Clarify infrastructure requirements to feedback into PBC
- Develop KPIs and triggers to enable staged implementation of services if necessary.

Through the SSBC consultation process, NPDC has requested a new partnership-based governance model, a commitment to advocating alongside TRC for funding, noting the infrastructure requirements to support delivery. Principles to support a new partnership-based governance model are being developed.

Preferred option.



Promotions and events

Pukeiti Pre-Garden Festival sneak peek – Buses to Gardens: The transport team is working with Regional Gardens and Tranzit to provide a super gold card bus trip to Pukeiti Garden for residents of Summerset Retirement Village. The trip is prior to the Garden Festival and will give residents an opportunity to marvel in the colourful rhododendron displays on a free guided walking tour. There will be discounts on any menu item at the Rainforest Eatery. If this event is successful it will be extended to other retirement villages around the region.

Car free day Sunday 22 September: The Transport Team will support car free day on Friday 20 September 2024 by providing free bus transport across the region. The communication plan to support this event is currently underway.

Free coffee being given away to passengers over the next two months when travelling on the region's buses.

Quarterly bus bulletin

<https://mailchi.mp/trc/transport-news-july>



Date: 12 September 2024

Subject: Waka Kotahi New Zealand Transport Agency Update

Author: L Stewart, Waka Kotahi

Approved by: M J Nield, Director - Corporate Services

Document: 3304697

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

Document 3304698: [Detailed updates - Waka Kotahi](#)

Document 3304700: [Presentation - Waka Kotahi](#)

Taranaki regional updates

September 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	2021 - 24 NLTP (\$)	Key date(s)	Status	Commentary
Te Ara o Te Ata: Mt Messenger Bypass	\$280m (2018-21 and 2021-24 NLTPs)	Q3 2024 -Tunnel construction due to begin		<ul style="list-style-type: none"> • Preparations for tunnel works continue. • Property acquisition is still in progress. • Across the whole project, earthworks are now at 16% complete and vegetation clearing is at 59% cleared.
Te Ara Tūtohu: Waitara to Bell Block	\$84m	July 2024 - Princess Street Roundabout and underpass completion 6 May 2024 - Waitara Road Roundabout start		<ul style="list-style-type: none"> • The Princess Street roundabout and pedestrian underpass were completed in July. • Waitara Road Roundabout construction got underway 6 May 2024. • Value for money changes are being made to the design.

Taranaki large capital project updates continued

Activity	2021 – 24 NLTP (\$)	Key date(s)	Status	Commentary
Tongapōrutu Intersection improvements	\$1.6m	Construction complete		<ul style="list-style-type: none"> Project complete
Rapanui Passing Lane	\$8.8m	Construction complete		<ul style="list-style-type: none"> Project complete
SH3 New Plymouth To Hāwera	\$60m (approved) \$130m (NLTP 2024-27)(TBC)	Mangorei Road roundabout construction to begin October 2024		<ul style="list-style-type: none"> 6km of flexible median barrier and 3km of wide centreline has been installed between New Plymouth and Hāwera. Work on a roundabout at Mangorei Road, New Plymouth, is scheduled to begin in October 2024, along with the creation of a wide centreline. Passing lanes at Junction street and Mangorei Road to be removed as part of the intersection improvements .

SH3 Te Ara o Te Ata - Mt Messenger Bypass

Project update

- Work is underway on the portal face at the northern entrance of the future 235-metre tunnel.
- A ramp is being built south of the cableway tower to bring in heavy tunnelling equipment and crews are preparing a site base for the specialist crew that will start tunnel excavations later this year.
- At the southern base of Mt Messenger crews are undertaking ground improvement work with the help of a 43m tall, 280-tonne crane.
- A new disposal site/laydown area has recently been established at the southern end of the project. Equipment and supplies for the tunnel operation will be temporarily stockpiled here, while excess soil and material will find a more permanent home.

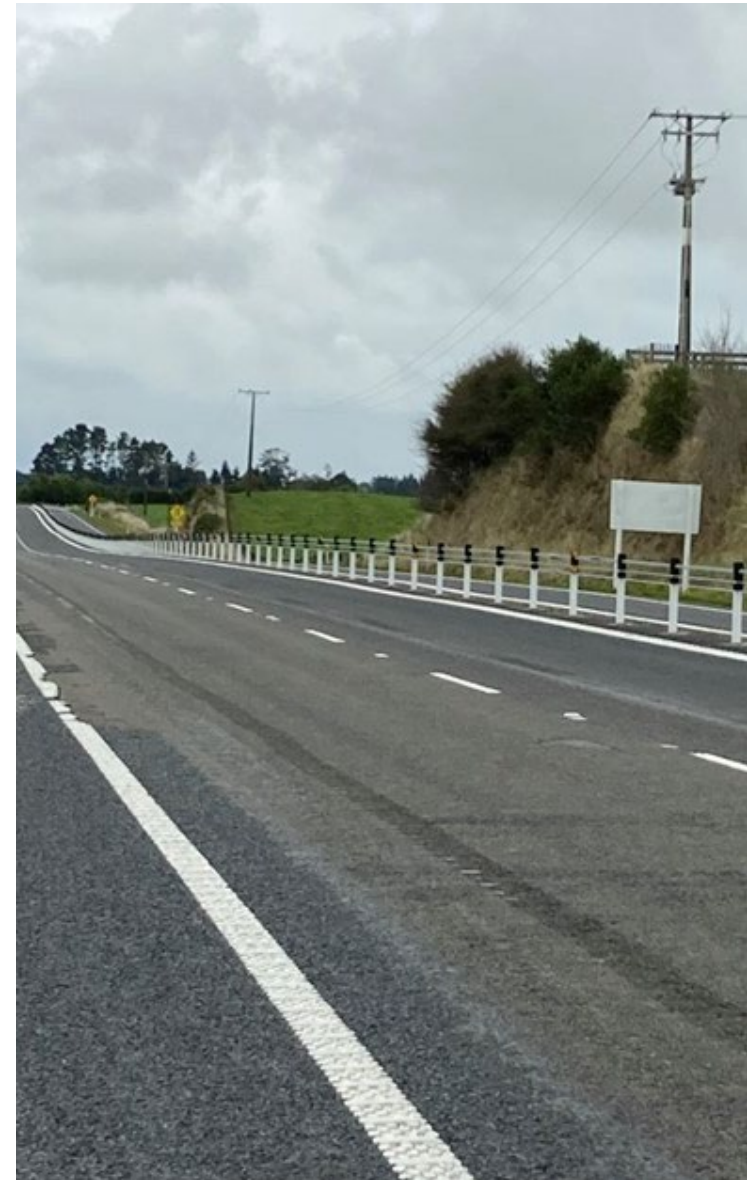
Image: Crane at the southern base



SH3/3A New Plymouth to Hāwera safety improvements

Project update

- Construction of the Mangorei Road Roundabout is scheduled to start October 2024 and is expected to take 12 months to complete. This project will be a pilot for implementation under NZGTTM.
- Installation of an intersection speed zone at Junction St, along with a wide centreline will restart in October 2024.
- Detailed design and landowner engagement for a potential roundabout at Egmont Village continues. Subject to land availability, consenting and funding, this roundabout would cater for large vehicles and farm equipment.
- 3.5km of wide centreline is currently being installed between Inglewood and Hāwera.



Te Ara Tūtohu: SH3 Waitara to Bell Block

Project update

Princess Street Roundabout and underpass progress

- The Princess Street Roundabout and pedestrian underpass were completed in July.

Waitara Road Roundabout

- Stormwater and utility works are progressing well.
- Stormwater drainage works on Tate Road are complete and work on SH3 is nearing completion.



Image top: Completed roundabout

Image bottom: Blessing of roundabout and underpass

Te Ara Tūtohu: SH3 Waitara to Bell Block

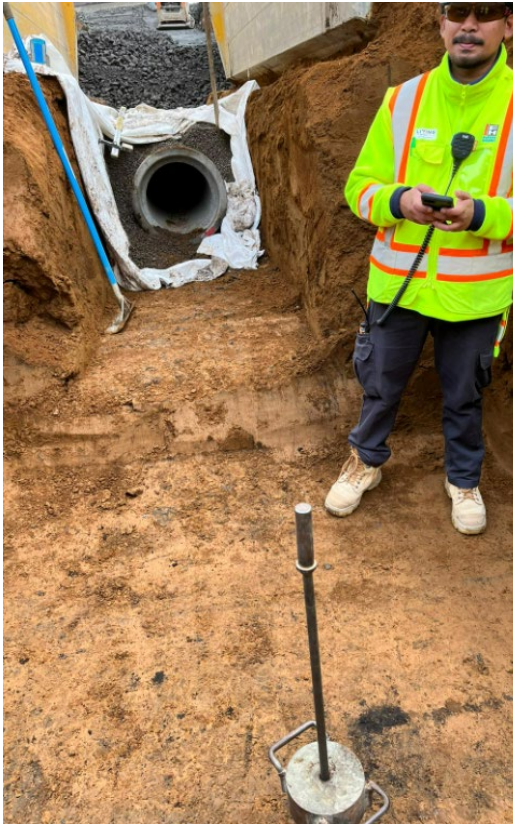
Project update

Value for money changes

- Since the budget for this project was allocated in 2021, construction costs have increased industry wide. Alongside this, NZTA is taking a programme-wide look at all our projects to ensure they're aligned with government priorities and are being delivered as efficiently as possible.
- Delivering value for money while making improvements is at the core of our work and we are committed to increasing value for money of the public funds invested into our work.
- As a result, we are making changes to the remainder of the planned improvements to ensure they are delivered within budget, achieve good value for money, and are aligned with the Government Policy Statement on land transport 2024. We are working through these changes now and will provide an update on the changes once they are confirmed.
- Quality safety improvements will still be achieved on this section of SH3 that benefit the local community and other road users, as well as ensuring we stay within budget and provide value for money.

Te Ara Tūtohu: SH3 Waitara to Bell Block

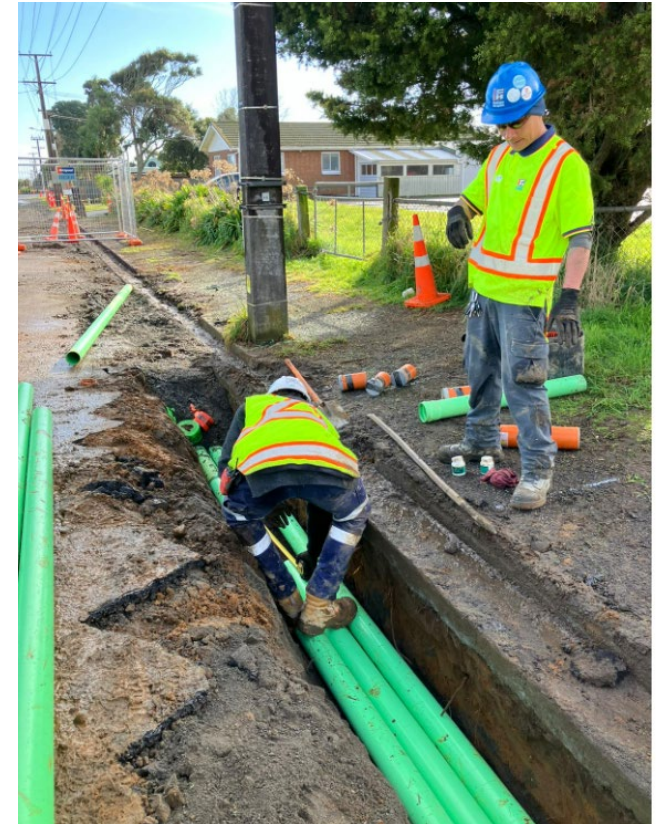
Waitara Road Roundabout progress



Crews carry out Scala testing to sub grade for storm water manhole installation



Pavement and sub soil drainage works.



Utilities ducting installations

Te Ara Tūtohu: SH3 Waitara to Bell Block

Princess Street Roundabout



SH43 Forgotten World Highway improvements

Project update

Sealing of the Tāngarākau Gorge

- Seven culverts were installed in late July in preparation for sealing the remaining 5.7km section of road in the summer.
- Aiming to start sealing in October and complete the project in full by December but this is highly dependent on weather.
- The project team is working through options for traffic management while sealing the final section.

Kahouri Stream Bridge

- New bridge and road realignment is complete and open to traffic.
- Work on the pedestrian/cycle path to link the old bridge to the eastern approach commenced 22 July. Expected to be open mid-September.
- Planting of site programmed for August/September.

Image: Kahouri Stream Bridge



SH43 Forgotten World Highway improvements

Project update

Safety improvements and wayfinding

- All safety improvements are now complete. 1200m of roadside barrier has been installed across 11 sites. The barrier has been fitted with an additional rail to help protect motorcyclists. 230 safety signs have been installed and 20 trees that were blocking sight lines or posing a roadside hazard have been removed. Rest and stopping areas have been sealed to provide safe places for motorists to stop.
- A series of sculptures developed by Ngāti Ruanui, Ngāti Maru and Ngāti Hāua Iwi will be erected along the route by the end of the year. The sculptures will enrich the journey for visitors and locals by providing insight into the cultural significance and history of the area.
- They are expected to become a key attraction, resulting in more visitors to the Forgotten World Highway. They will also improve safety by encouraging visitors to take breaks on their journey.
- A community drop-in session was held on 29 August to share the cultural sculptures with the community and get feedback on traffic management for sealing the remaining 5.7km section of road through the gorge this summer. Iwi reps and members of the project team also visited local schools to share the stories of the sculptures with students.



Image: The sculptures tell the story of legendary traveler Tamatea-Pokai-Whenua's journey up the Whanganui River and in areas of East Taranaki. Together they form his waka

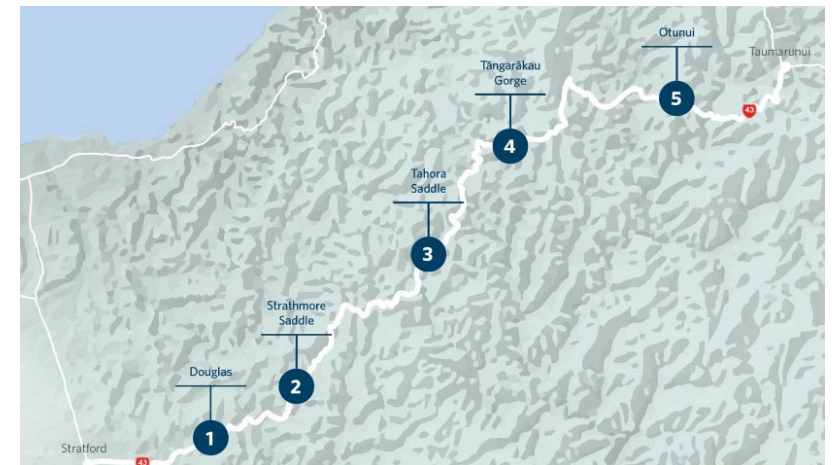


Image: the locations where the sculptures will be erected

Emergency works update

Activity	2021-24 NLTP
SH3 Awakino underslip	Complete.
SH3 Mangaotaki underslip	Complete.
SH3 North of Tongapōrutu	Complete.
SH3 Uruti slip (Downer's Cut)	Complete.
SH43 Tāngarākau underslip on unsealed section	Complete.
SH43 Whangamōmona underslip	Complete.
SH4 Collapsed culvert Taumarunui - Paroparowhero Stream	Complete
SH3 Awakino collapsed culvert	Complete.

Low cost/low risk resilience projects 23/24

Type	Activity	2021 – 24 NLTP	Description	Status
Resilience	SH43 Ohura Road	\$369,000	Erosion repair	Complete
Total Allocation \$3,575,645	SH43 Tāngarākau Gorge no 1	\$918,690	Retaining wall	Complete
	SH43 Tāngarākau Gorge no 3	\$972,055	Retaining wall	Complete
	SH43 Paparata Underslip	\$124,268	Underslip	Complete
	SH43 East of Papaoa Road	\$75,000	Underslip	Complete
	SH43 East of Waro Road Scour	\$277,250	Retaining wall	Complete
	SH43 East Mangaotuku Road	\$79,200	Underslip	Complete
	SH43 Tahora Saddle	\$47,037	Retaining wall	Complete
	SH43 Strathmore Saddle	\$113,500	Underslip	Complete
	SH43 Whangamōmona shoulder	\$36,500	Underslip	Complete
	SH43 Tatu Scenic Reserve Stream	\$46,328	Erosion repair	Complete
	SH3 Mangapepeke Culvert	\$200,000	Culvert replacement	To be delivered through the Priority Bridges programme
	SH3 Ahititi stock effluent disposal facility	\$615,517	Stock effluent disposal facility	Complete

Low cost/low risk safety and walking and cycling projects

Type	Activity	2021 – 24 NLTP	Description	Status
Safety				
Total allocation \$3,569,000	SH3 Inglewood to Hāwera	\$131,000	Rumble strips, side barrier and signs	Complete
	SH3 Te Kuiti to Hannahs Curve	\$1,555,000	Lines and signs, side barrier and rumble strips	Complete
	SH3 Urenui to Waitara	\$600,000	Lines and signs, side barrier and rumble strips	Complete
	SH3 Mt Messenger to Awakino	\$700,000	Lines and signs, side barrier and rumble strips	Complete
	SH3 Manawapou curve sign improvements	\$50,000	Sign improvements	Complete
	SH45 Spotswood pedestrian crossing	\$300,000	Minor safety improvements	Complete
Walking and cycling				
Total allocation \$2,697,068	SH3 Stratford safe access 1	232,400	Crossing points	Complete
	SH3 Stratford safe access 2	232,420	Crossing points	Complete
	SH3 Waverly pedestrian crossing	\$480,565	Pedestrian refuge	Complete
	SH45 Devon Street West, Belair to Bayly	\$1,834,037	Intersection and walking and cycling improvements	Complete

Roadside barrier installed on SH3 North

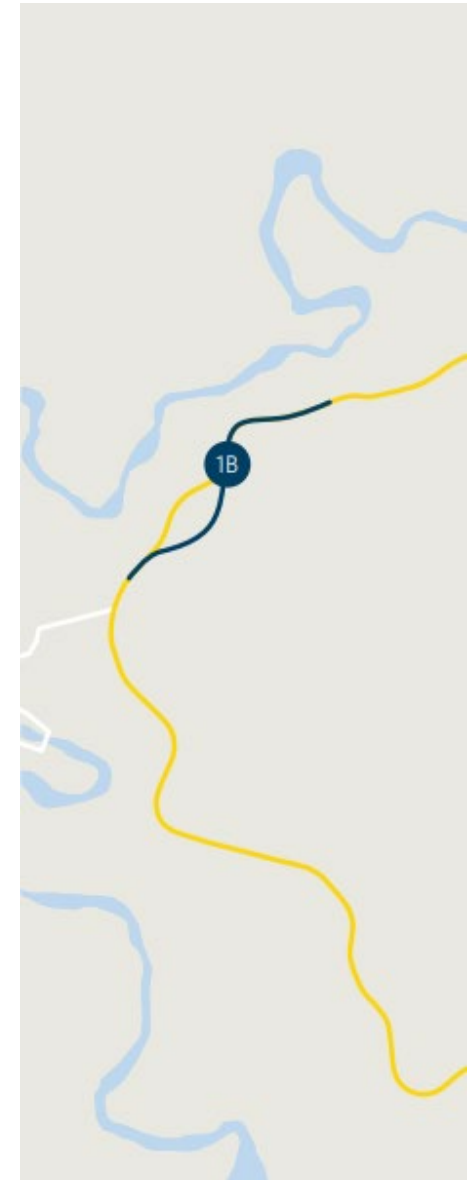
Low cost/low risk



SH4 Whanganui to Raetihi update

Te Oreore permanent reinstatement

- Consent applications for Te Oreore permanent reinstatement have been drafted and are with all parties for review.
- Positive relationship with hapu and iwi following completion of urgent enabling works.
- Design for long-term solution (permanent road reinstatement) going through reviews.
- Following engagement with hapu, iwi and landowner, we are taking forward 'Option 1B4' which runs through Te Oreore slip, maintaining the current path across the landscape while making resilience improvements.
- Constructed expected to start early 2025.
- Work is subject to funding.



Hei konā mai



Te Kāwanatanga o Aotearoa
New Zealand Government

Taranaki Regional Transport Committee

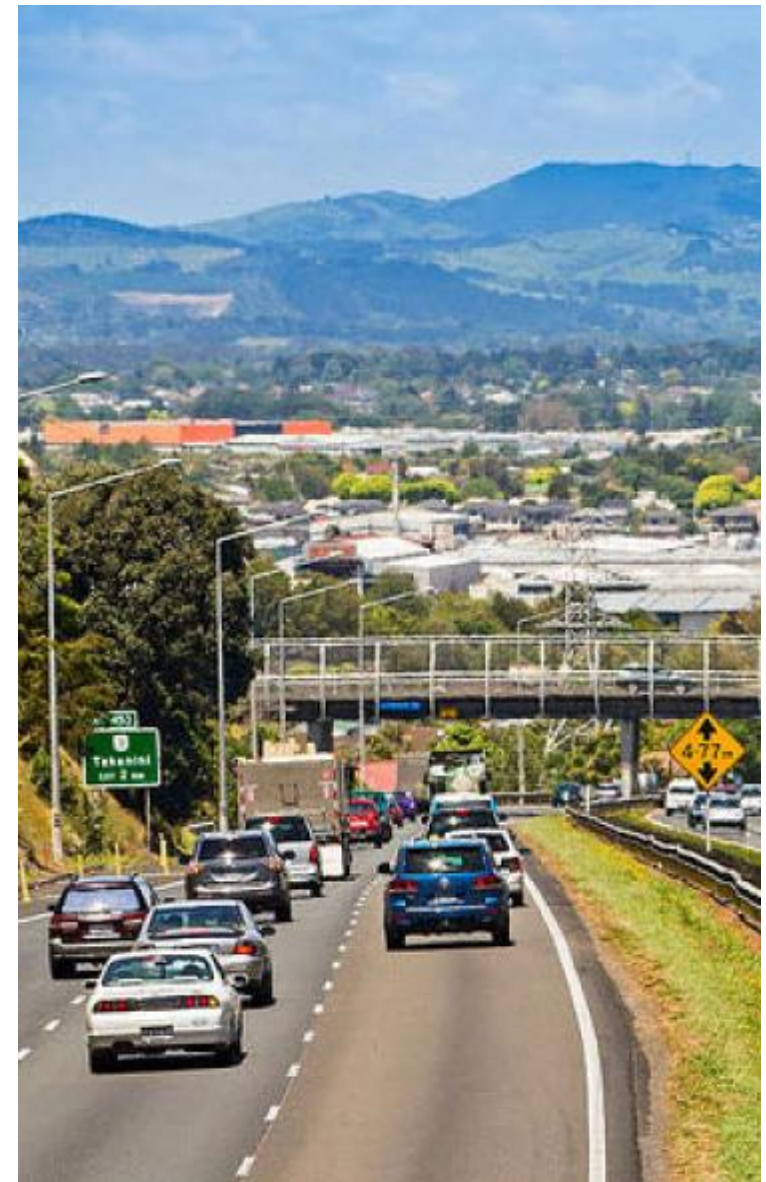
September 2024



Te Kāwanatanga o Aotearoa
New Zealand Government

Time of use charging

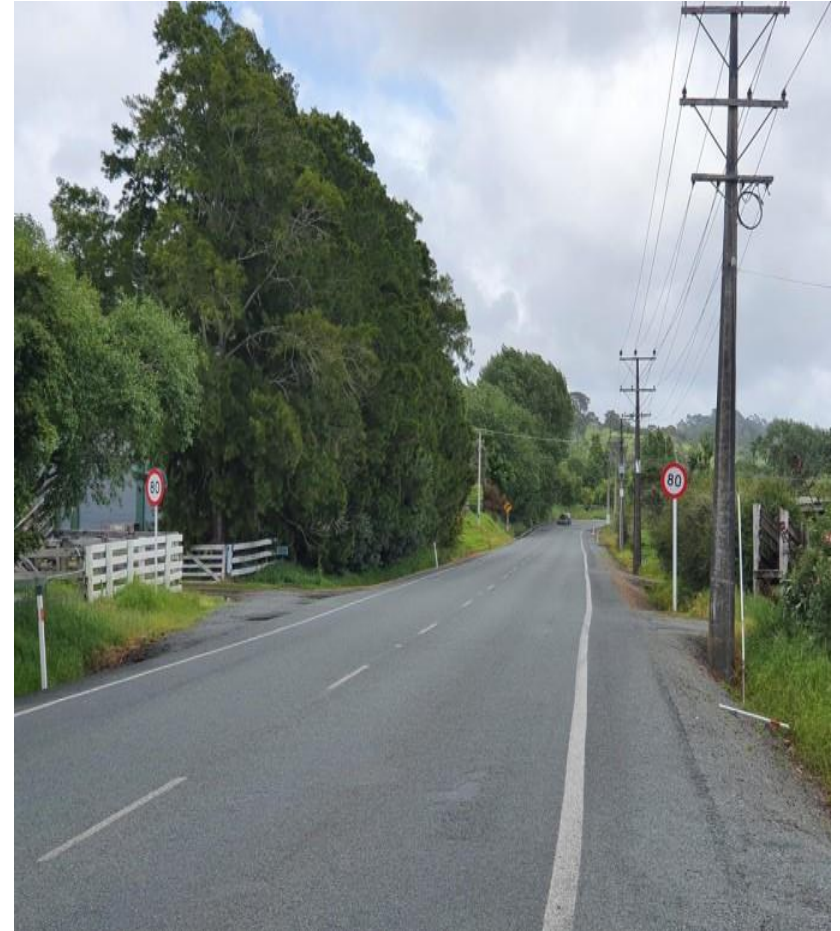
- The Government is drafting legislation that will allow for time of use charging.
- This is a form of road pricing used to improve traffic flow, relieve congestion, and make better use of our transport network. It does this by charging road users at different times or locations.
- This charge will prompt some road users to change their time, route, or method of travel - or not travel at all.
- Overall, this will result in faster and more reliable journeys.
- The purpose is to manage demand - in some cases net revenue may be generated to invest in other transport initiatives.
- Time of use charging is different to tolling. Tolling is used to generate revenue; to recover the costs of the road.
- It is also different to congestion charging which is a variable charge that aims to improve journeys across an entire network. Congestion charging targets congestion at peak times.
- Travel times per kilometre in our major cities are higher than in comparable cities in Australia.



Consultation on setting speed limits

Draft Land Transport Rule: Setting of Speed Limits 2024

- Public consultation closed 11 July 2024. Ministry of Transport is working through the feedback and should have an outcome in the following months.
- The draft rule sets out criteria, requirements and procedures to be followed by RCAs when reviewing and setting speed limits for roads within their jurisdictions.
- It proposes an approach to setting speed limits that seeks to ensure economic impacts – including travel times – and the views of local road users and communities are considered, alongside safety, when setting speed limits.
- The proposed rule and the consultation document are available on the Ministry of Transport website.
- Feedback and questions can be sent to speedrule@transport.govt.nz.



Emergency works policies review

- More frequent and intense weather-related events are putting increasing pressure on the funding available for emergency works response and recovery.
- In recent years, emergency works funding has significantly exceeded its National Land Transport Fund (NLTF) allocation.
- We've had to rely on substantial Crown funding for severe nationally significant weather events.
- We've reviewed our current emergency works policies and Funding Assistance Rates (FAR) to make sure the policies are fit for purpose and the NLTF can sustainably fund emergency works in 2024-27.
- Following public consultation, policy and process changes have been published - these can be found on our website.
- Decisions on FAR will be made by the end of 2024. If approved, these would take effect on 1 July 2025.



RLTP: Significant related activities

Activity	Activity description	Status	On track
SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs.	Princess Street Roundabout and underpass were completed in July. Construction of the Waitara Road roundabout began 6 May.	
Airport Drive Improvements	Priority investment on local roading infrastructure that will link in with safety improvements in this location. This will enable expected growth to occur.	Design work, property and consenting works ongoing.	
SH3/3A New Plymouth to Hāwera	Standard safety interventions, including median barrier and intersection improvements.	3km of wide centreline currently being installed between Inglewood and Hāwera. Works between Junction Street and Burgess Hill to commence mid-October. Design of Egmont Village Roundabout to be completed by November 2024.	
Integrated Transport Framework	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.	
Coastal Pathway extension to Waitara	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.	
SH3 Cumberland/Coronation Intersection Signalisation	Key intersections identified by NPDC and being funded through local share seeking safety outcomes.	Project currently with NPDC LCLR programme.	
SH3/Egmont Road Intersection improvements	Improvements to the intersection to improve safety.	A reduced speed limit for the intersection was included in the ISMP. Awaiting further direction from Government in relation to speed management.	
SH3 Te Ara o Te Ata: Mt Messenger Bypass	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Progress continues in the Southern and central areas progressing tunnel access road and portal earthworks which is at 80% complete. Tunnel works expecting to start end of Q3/Q4 2024. Tunnel excavation is anticipated to take 10 months.	

State highway network operations 2024/25 season overview

- Preparations are underway for the 24-25 season. The programme is confirmed but is subject to change.
- This year's works programme is a large one so to ensure all activities can be completed within the season, we are tendering a package of rehab works in South Taranaki.
- Construction season will start in September, a month earlier than usual, to get some of the more disruptive works completed ahead of summer events.
- Works starting in September include road rehabilitation on SH3 at Burgess Park and asphaltting works on SH45 Vivian Street in New Plymouth.

Activity	Number of sites	Lane kms
Granular rehabs	17	32.15
Structural asphalt sites	6	3.73
Thin asphalt resurfacing sites	5	3.21
Reseals	44	73.91



Pothole response

Government expectation:

- 95% of potholes on high classification roads to be repaired within 24 hrs of identification
- 85% of potholes on lower classification roads to be repaired within 24 hrs of identification

Pothole response Taranaki July 2024

	Completed	Identified	% Completed	% Target
High classification roads (95%)	476	484	98%	95%
Low classification roads (85%)	379	385	98%	85%

Hei konā mai



Te Kāwanatanga o Aotearoa
New Zealand Government



Date: 12 September 2024

Subject: 2024-27 National Land Transport Programme - Final decision notification

Author: Nicole Chadwick

Approved by M J Nield, Director - Corporate Services

Document: 3306701

Purpose

1. The purpose of this memorandum is to notify members of the correspondence received from the New Zealand Transport Agency | Waka Kotahi regarding the final decisions made in relation to the 2024-27 National Land Transport Programme.

Recommendations

That Taranaki Regional Council:

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3304751: Taranaki RTC NLTP Final Decision Letter 20240903 (2) from Waka Kotahi



03 September 2024

Fiona Ritson
Secretariat
Taranaki Regional Transport Committee
fiona.ritson@trc.govt.nz
cc. Linda Stewart linda.stewart@nzta.govt.nz

Dear Fiona,

2024-27 National Land Transport Programme – Final decisions

The NZ Transport Agency Waka Kotahi (NZTA) Board has now adopted the 2024-27 National Land Transport Programme (NLTP). The NLTP is our commitment to the Government's priorities for the land transport system set out in the Government Policy Statement on land transport 2024 (GPS 2024). These are boosting economic growth and productivity, increasing resilience and maintenance, improving safety and focusing on value for money.

Thank you for the huge amount of time and effort that went into developing and prioritising activities for inclusion in your Regional Land Transport Plan (RLTP). It's only through working closely together that we've been able to develop this NLTP.

Taranaki Investment for 2024-27

- A total of \$808 million is forecast to be invested in Taranaki in the 2024-27 National Land Transport Programme (NLTP) period.
- Investment in Taranaki during the 2024-27 NLTP will create a safer and more efficient land transport system that supports economic growth and prosperity.
- The \$808 million forecast investment includes:
 - \$120m forecast maintenance operations investment
 - \$238m forecast for pothole prevention
 - \$392m forecast improvements investment
 - \$22m forecast public transport investment
 - \$1.6m forecast safety investment
 - \$33m forecast walking and cycling investment

Taranaki investment highlights for 2024-27

- Complete the sealing of the SH43 Forgotten World Highway
- Continue construction of the Mt Messenger Bypass Te Ara a Te Ata
- Continue safety improvements along SH3 Waitara to Bell Block
- Deliver safety improvements on SH3 between New Plymouth and Hāwera
- Reseal or rebuild 348 lane kilometres of state highway through targeted maintenance operations and fixing potholes.
- Replace the end-of-life SH3 Mangapepeki No.2 Culvert north of New Plymouth.

More information

This factsheet includes key highlights of our investment in Taranaki. For more information on the 2024–27 NLTP, visit our website.

The table in Attachment 1 identifies the activities in your RLTP that have been included in 2024-27 NLTP with a different priority than that identified in your RLTP. The activities that have not been included are also identified and the reason for their exclusion is provided.

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.

The Director of Regional Relationships for your region, Linda Stewart, will be in contact with you to answer any questions you may have relating to the decisions made and to discuss any questions or concerns you may have. However, please feel free to contact her at your own convenience.

We look forward to continuing to work closely with you in coming months as we work to deliver the Government's priorities.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nicole Rosie', written in a cursive style.

Nicole Rosie
Chief Executive

Attachment 1
2024-27 National Land Transport Programme (NLTP) funding decisions

The table below shows activities that have not been included in the 2024-27 NLTP and the rationale for this exclusion, as required under the Land Transport Management Act.

It also shows activities that have been included in the 2024-27 NLTP but with a different priority order to that in the Regional Land Transport Plan.

Activities were not included because they either:

- have no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP;
- are not eligible for funding from the NLTP; or
- do not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM).

New activities included in the NLTP have been categorised as:

- **Probable:** It is likely that there will be available funds in the activity class to approve funding for the activity, provided priority, scope or scale do not materially change. Inclusion as a probable activity is not a commitment to funding but gives an indication of availability of funding for these priority activities.
- **Possible:** It is unlikely that there will be available funds in the activity class to approve funding for the activity unless circumstances change. Changes might include insufficient “probable” activities come forward for funding approval; or NLTF funding is increased; or alternative funding becomes available.

While all care has been taken to ensure all the figures are correct, with the tight timeframes there may be some errors or omissions in the detail provided here.

To see the complete list of activities included in the 2024-27 NLTP go to <https://www.nzta.govt.nz/nltp>

Activity ID	Phase ID	Organisation	Activity	Project phase	Activity class	RTC priority (TIO)	NZTA priority	NLTP funding status	Rationale for inclusion/exclusion
171714	291757	NZTA (Taranaki)	EOL SH3 Mangapepeki No. 2 Culvert	Implementation	State highway improvements		2	Probable	NZTA funding priority aligns with the RTC
162831	289227	NZTA (Taranaki)	New Plymouth Integrated Transport Plan	Property	State highway improvements	3	5	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
162831	289228	NZTA (Taranaki)	New Plymouth Integrated Transport Plan	Pre-implementation*	State highway improvements	3	5	Possible	NZTA funding priority aligns with the RTC
162831	289229	NZTA (Taranaki)	New Plymouth Integrated Transport Plan	Implementation	State highway improvements	3	5	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP

162831	291750	NZTA (Taranaki)	New Plymouth Integrated Transport Plan	Single-Stage Business Case	State highway improvements	3	5	Possible	NZTA funding priority aligns with the RTC
162830	289223	NZTA (Taranaki)	SH3/3A Inglewood CVRSC	Implementation	State highway improvements	5	3	Possible	NZTA funding priority aligns with the RTC
162830	289224	NZTA (Taranaki)	SH3/3A Inglewood CVRSC	Property	State highway improvements	5	3	Possible	NZTA funding priority aligns with the RTC
174162	291791	NZTA (Taranaki)	TAR Share Data Driven Struct Asset Mgmt	Implementation	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC
162829	289220	NZTA (Taranaki)	TAR Share Digital engineering/BIM	Detailed Business Case	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC
162829	289222	NZTA (Taranaki)	TAR Share Digital engineering/BIM	Implementation	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC
174163	291795	NZTA (Taranaki)	TAR Share Pre-imp 2027-30 Bridge Rep	Pre-implementation*	State highway improvements		2	Probable	NZTA funding priority aligns with the RTC
166953	291784	NZTA (Taranaki)	TAR Share VFM Safety Imp Prog	Implementation	State highway improvements	1	5	Probable	NZTA funding priority aligns with the RTC
164683	289724	NZTA (Taranaki)	TAR System Plan PBC	Programme business case	Investment management (incl. Transport Planning)		6	Possible	NZTA funding priority aligns with the RTC
162648	289073	NZTA (Taranaki)	Taranaki Share Environmental PBC	Programme business case	Investment management (incl. Transport Planning)		6	Possible	NZTA funding priority aligns with the RTC

123007	256843	New Plymouth District Council	Airport Drive Improvements	Implementation	Local road improvements		5	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
173927	291578	New Plymouth District Council	Inglewood village network assessment	Indicative Business Case	Local road improvements		8	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
173907	291560	New Plymouth District Council	New Plymouth East-West Traffic movement alternative	Indicative Business Case	Local road improvements		9	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
173908	291561	New Plymouth District Council	New Plymouth Network Operating Framework refresh	Indicative Business Case	Investment management (incl. Transport Planning)		5	Possible	NZTA funding priority aligns with the RTC
173906	291557	New Plymouth District Council	Parklands Road Extension, Bell Block / Puketapu	Single-Stage Business Case	Local road improvements		6	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
173928	291579	New Plymouth District Council	Public transport infrastructure and services	Indicative Business Case	Public transport infrastructure		5	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
161785	288460	South Taranaki District Council	Activity Management Plan 2024-27	Improvement to existing AMP	Investment management (incl. Transport Planning)		4	Possible	NZTA funding priority aligns with the RTC
171829	290636	South Taranaki District Council	Intersection improvement - Kerry & Fitzgerald Lane & SH3	Single-Stage Business Case	Local road improvements	4	6	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
171829	290637	South Taranaki District Council	Intersection improvement - Kerry & Fitzgerald	Pre-implementation*	Local road improvements	4	6	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)

			Lane & SH3						
171829	290638	South Taranaki District Council	Intersection improvement - Kerry & Fitzgerald Lane & SH3	Implementation	Local road improvements	4	6	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
161790	290200	Taranaki Regional Council	Activity Management Plan 2024-27	Improvement to existing AMP	Investment management (incl. Transport Planning)		4	Probable	NZTA funding priority aligns with the RTC
171115	290208	Taranaki Regional Council	National Ticketing Solution	Implementation	Public transport infrastructure		3	Probable	NZTA funding priority aligns with the RTC
163306	290202	Taranaki Regional Council	Public Transport Review	Implementation	Public transport services	2	4	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
169535	290159	Taranaki Regional Council	Regional Land Transport Planning Management 2024-27	Implementation	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC

Attachment 2

Supporting delivery on the Minister of Transport's expectations outlined in GPS 2024

A focus on delivery

Approved organisations are expected to:

- demonstrate contribution of their proposed activities to the GPS strategic priorities and GPS expectations.
- actively seek to progress and deliver their funded activities in line with the GPS expectations.
- 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.
- 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).

A focus on core business

Road controlling authorities are expected to:

- 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.

A focus on value for money

Approved organisations are expected to:

- 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).
- monitor its operational expenditure to ensure that it is achieving value for money and that it can deliver within approved NLTF funding approvals. Reporting on operational expenditure continues to be via Transport Investment Online. Forecasting future expenditure continues to be via the Programme Monitor on a quarterly basis.
- focus on providing services that meet the needs and expectations of users.
- 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.

Road controlling authorities are expected to:

- 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.
- actively seek to reduce expenditure on temporary traffic management through a risk-based approach while maintaining safety of workers and road users.
- report expenditure on temporary traffic management in a way that these costs can be reported by NZTA to the Minister each month. This requires requesting contractors to itemise TTM costs in their contract claims.
- consider the use of standardising design or delivery of building and maintaining roading infrastructure where appropriate to do so to obtain value for money.
- be open to new models of delivery that are likely to result in better and smarter services and/or lower costs.
- 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.

Consider other revenue sources and other funding and delivery models

Approved organisations are expected to:

- consider relevant funding and financing options in relation to each of their projects.

- 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.
- consider relevant delivery models that represents value for money and balance appropriate levels of risk and timely delivery.

Increased focus on performance and efficiency

Road controlling authorities are expected to:

- 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.
- monitor and provide information to NZTA to enable monthly reporting to the Minister on delivery of the Performance and Efficiency Plan.
- 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 in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 2% in future years.
- 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 in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 9% in future years.
- 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 monthly basis the response times for repairing potholes on its local road network.

Specific expectations relating to public transport

Public transport authorities are expected to:

- actively work towards increasing farebox recovery by 30 June 2027. This includes operating within approved funding of public transport continuous programmes, reviewing services that are delivering very low farebox recovery and considering appropriate fares.
- 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.

Supporting NZTA to report on the expectations

Approved organisations are expected to:

- use best endeavours to support NZTA in reporting on progress towards meeting the Minister's expectations in relation to GPS 2024 by providing information relating to their respective local transport networks.

Attachment 3

Terms and Conditions of NLTF funding for activities during NLTP 2024-2027 period

1. The following terms and conditions apply to the approval by NZTA of funding from the National Land Transport Fund (**NLTF**) during the 2024-2027 NLTP period for approved activities carried out by an approved organisation or NZTA (for its own activities).
2. The approved organisation or NZTA (for its own activities):
 - 2.1 must comply with all the general requirements and conditions set out on NZTA's website (as amended from time to time in [2024-27 NLTP investment requirements | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#)) applying to organisations who receive NLTF funding for approved activities, and any other conditions that NZTA attaches to funding of any activity (including those conditions communicated to approved organisations when advising indicative funding allocations for continuous programmes);
 - 2.2 must take all reasonable and practicable steps available to it to support it:
 - (1) meeting the Minister of Transport's expectations for the land transport sector set out in Section 5 of the Government Policy Statement on land transport 2024/25–2033/34 (including as those expectations are communicated in writing by NZTA for particular types of funding or activity); and
 - (2) satisfying any other requirements and conditions specified by NZTA in relation to an approved activity and a particular Ministerial expectation; and
 - 2.3 must comply with any self-assessment and reporting requirements linked to Ministerial expectations (referred to below).
3. NZTA may develop (and update) and provide to approved organisations and NZTA (for its own activities):
 - 3.1 other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress); and
 - 3.2 self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements.
4. If NZTA determines that:
 - 4.1 the steps taken (or the progress being made) by an approved organisation, or NZTA for its own activities, to meet relevant expectations or any specific requirement is not satisfactory; or
 - 4.2 an approved organisation, or NZTA for its own activities, has failed to comply with the self-assessment and reporting requirements,NZTA may, at its discretion:
 - 4.3 require the approved organisation, or NZTA, to provide further information to NZTA and/or propose how it will address or remedy the matter;
 - 4.4 amend the funding approval for the relevant approved activities to lower the amount of funding approved; and/or

- 4.5 withhold (or make subject to additional supplemental conditions) funding for that approved activity



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 12 September 2024.

Approved:

Not Cast

M J Nield
Director Corporate Services

Approved:



5 Sep, 2024 9:31:38 AM GMT+12

S J Ruru
Chief Executive