I hereby give notice that Regional Transport Committee will be held on:

Date:       Wednesday, 8 June 2016
Time:       10.30am
Venue:      Tararua Room
            Horizons Regional Council
            11-15 Victoria Avenue, Palmerston North

REGIONAL TRANSPORT COMMITTEE
AGENDA

MEMBERSHIP

Chair
Cr EB Gordon Horizons Regional Council
Cr RJ Keedwell Horizons Regional Council
Mayor B Duffy Horowhenua District Council
Mayor R Ellis Tararua District Council
Mayor A Watson Rangitikei District Council
Mayor D Cameron Ruapehu District Council
Mayor A Main Whanganui District Council
Cr J Jefferies Palmerston North City Council
Mayor M Kouvelis Manawatu District Council
Ms R Bleakley New Zealand Transport Agency

Advisory
Mr E Christiansen Road Users
Inspector Brett Calkin New Zealand Police
Mr Sandy Walker Road Transport Association
Ms Christine Cheyne Active Transport/Public Transport
Mr Henare Clarke KiwiRail

Michael McCartney
Chief Executive
Contact Telephone: 0508 800 800
Email help@horizons.govt.nz
Postal Address: Private Bag 11025,
               Palmerston North 4442

Full Agendas are available on Horizons Regional Council website
www.horizons.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Items in the agenda may be subject to amendment or withdrawal at the meeting.
for further information regarding this agenda, please contact:
Julie Kennedy, 06 9522 800

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<tr>
<th>CONTACTS</th>
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<th>REGIONAL HOUSES</th>
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<td>24 hr Freephone: 0508 800</td>
<td><a href="mailto:help@horizons.govt.nz">help@horizons.govt.nz</a></td>
<td><a href="http://www.horizons.govt.nz">www.horizons.govt.nz</a></td>
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AGENDA

1  Apologies and Leave of Absence
   At the close of the Agenda no apologies had been received.

2  Public Speaking Rights
   Notification to speak is required by 4pm on the working day prior to the
   meeting. Further information is available on www.horizons.govt.nz\Council\ or by
   phoning 0508 800 800.

   Petitions/Deputations
   Deputations: Written notice (fewer than 150 words) concerning the nature of the
   deputation must be lodged with the Chief Executive at least 2 working days before the
   date of the meeting and subsequently approved by the Chairperson.
   Petitions: Written notice to the Chief Executive is required at least 2 working days
   before the date of the meeting.

   Further information is available on www.horizons.govt.nz\Council\ or by phoning 0508
   800 800.

3  Supplementary Items
   To consider, and if thought fit, to pass a resolution to permit the Committee/Council to
   consider any further items relating to items following below which do not appear on the
   Order Paper of this meeting and/or the meeting to be held with the public excluded.

   Such resolution is required to be made pursuant to Section 46A(7) of the Local
   Government Official Information and Meetings Act 1987 (as amended), and the
   Chairperson must advise:
   (i)  The reason why the item was not on the Order Paper, and
   (ii)  The reason why the discussion of this item cannot be delayed until a
         subsequent meeting.

4  Members’ Conflict of Interest
   Members are reminded of their obligation to declare any conflicts of interest they might
   have in respect of the items on this Agenda.
Minutes of the tenth meeting of the ninth triennium of the Regional Transport Committee held at 10.30am on Tuesday 1 March 2016, in the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North.

PRESENT
Crs EB Gordon (Chair), RJ Keedwell, Mayor R Ellis (Tararua District Council), Mayor A Watson (Rangitikei District Council), Mayor D Cameron (Ruapehu District Council), Mayor B Duffy (Horowhenua District Council), Mayor M Kouvelis (Manawatu District Council), Cr J Jefferies (Palmerston North City Council), Mayor A Main (Whanganui District Council), Ms R Bleakley (New Zealand Transport Agency), Ms C Cheyne (Active Transport/Public Transport), Mr S Walker (Road Transport Association), Inspector D White (New Zealand Police).

IN ATTENDANCE
Councillors
Manager Transport Services
Committee Secretary
Guy and Rieger
Mr P Hindrup
Mrs JA Kennedy

ALSO PRESENT
At various times during the meeting:
Mr G Shirley (Group Manager Regional Services & Information), Mrs K Curry (Senior Transport Planner), Mrs D Monks (Road Safety Coordinator), Mayor G Smith (Palmerston North City Council), Messrs D McGonigal, R I’Anson (New Zealand Transport Agency), Inspector B Calkin (New Zealand Police), various territorial authority asset managers, Mr J Beard (member of the public), and a member of the Press.

The Chairman welcomed everyone to the meeting.

APOLOGIES

RT 16-81 Moved Watson/Kouvelis
That the Committee:
receives an apology from Mr Henare Clarke (KiwiRail)

CARRIED

Inspector David White (New Zealand Police) introduced Inspector Brett Calkin as his replacement representative on the Regional Transport Committee.

PUBLIC SPEAKING RIGHTS
There were no requests for public speaking rights.

SUPPLEMENTARY ITEMS
There were no supplementary items to be considered.

MEMBERS’ CONFLICTS OF INTEREST
There were no conflicts of interest declared.
CONFIRMATION OF MINUTES

RT 16-82 Moved Gordon/Duffy

That the Committee:

confirms the minutes of the Regional Transport Committee meeting held on 1 December 2015 as a correct record, with typographical amendments, and notes that the recommendations were adopted by the Council on 15 December 2015.

CARRIED

Typographical amendments:

- Page 7, last paragraph, line 6, add ‘s’ to ‘road’.
- Page 8, amend ‘Bleakely’ to ‘Bleakley’

Mayor Main (Whanganui District Council) noted the change to the spelling of ‘Wanganui District Council’ to ‘Whanganui District Council’, effective 1 December 2015 and asked that it be recorded correctly in future.

VARIATION TO THE REGIONAL LAND TRANSPORT PLAN 2015-25

Report No 16-37

This item considered a request from the New Zealand Transport Agency (Transport Agency) to vary the operative Regional Land Transport Plan 2015-25 (RLTP). The variation was to include the Business Case to improve the strategic connections of State Highways 3 and 54. Mr Hindrup (Manager Transport Services) introduced the item. Ms Bleakley (New Zealand Transport Agency) spoke to the report and noted that the Regional Advisory Group had provided its support for the inclusion of the programme in the RLTP as a variation. Transport Agency officers were available to answer any questions. Speaking in support of the recommendations, Cr Jefferies (Palmerston North City Council) noted a correction to paragraph 6.3, fourth line, and to read “State Highway 54/Milson Line”. Cr Main (Whanganui District Council) referred to paragraph 6.2, third line, noting that the correct name was the “Manawatu-Whanganui Regional Growth Study”.

RT 16-83 Moved Gordon/Main

That the Committee recommends that Council:

a. receives the information contained in Report No. 16-37.

b. recommends that the Regional Land Transport Plan 2015-25 be varied to include the Business Case phase to improve the strategic connections of State Highways 3 and 54.

CARRIED

REGIONAL LAND TRANSPORT PLAN UPDATE

Report No 16-38

This item updated the Committee on implementation of the current Regional Land Transport Plan (RLTP) and early planning work on the RLTP 2018-21. Mrs Curry (Senior Transport Planner) spoke to the report and referred Members to the Implementation of the Operative RLTP at paragraph 7.1, and thanked her colleagues from the Regional Advisory Group (RAG) for supplying the information. She noted the discussions taking place to re-establish the Joint Transport Study
working group, or an equivalent forum, to progress the works identified in the JTS and the RLTP. Mrs Curry said it was expected that the New Zealand Transport Agency (NZTA) would be releasing some guidance material on using the Business Case Approach, and how to incorporate it into the development of the next RLTP. Once the information had been received, an RTC workshop on an approach to develop the next RLTP would be held. Mr Hindrup (Manager Transport Services) and Mr Shirley (Group Manager Regional Services and Information) responded to questions of clarification about the make-up and objectives of the JTS working forum. Several members stressed the importance of ensuring that the RLTP was referenced with the Regional Growth Study. Mr Shirley undertook to present Members’ comments at a meeting of the JTS working forum to be held the next day (2 March 2016).

NZTA officers answered questions of clarification about progress to date on several projects; the Weight Right Facilities Manawatu-Whanganui and the Whanganui River Cycleway (State Highway 4 River Road to Upokongaro). In response to comments about the proposed cost for construction of a proposed cycleway/pedestrian bridge across the Manawatu River, Mayor Smith and Cr Jefferies (Palmerston North City council) explained that it was a joint venture project with partnership funding.

**RT 16-84 Moved** Duffy/Kouvelis

*That the Committee recommends that Council:*

a. receives the information contained in Report No. 16-38.

**CARRIED**

**APPROVED ORGANISATIONS QUARTERLY REPORT**

*Report No 16-39*

This report updated Members on significant regional roading, public transport, road safety and planning activities within the Horizons Region. Representatives from territorial authorities introduced their reports and highlighted activities of note.

Mayor Duffy (Horowhenua District Council) commented on the footpath improvements and renewal work. He said every new footpath constructed in the district will now be 1.2 metres wide to accommodate mobility scooters.

Cr Keedwell (Horizons Regional Council) said bike racks were now operational on the Feilding bus service.

Mayor Kouvelis (Manawatu District Council (MDC)) commented on the outcome to several issues associated with the new road maintenance contract, and she highlighted the excellent progress being made with programmes under the Capital Programme. Mayor Kouvelis introduced Mr John Jones as the new Roading Asset Manager. She responded to questions about planning for the Feilding to Palmerston North cycle way and said MDC were totally committed to advancing the project.

Cr Jefferies (Palmerston North City Council (PNCC)) updated Members on progress for a proposed cycleway / pedestrian bridge across the Manawatu River, and progress of emergency works to reinstate roads and pathways damaged in the June 2015 storm event. In response to a query, Mr Lane (PNCC) said work on a footpath extension from the top of the overbridge in Rangitikei Street through to Bennett Street was due for completion by 30 June 2016.

Mayor Andy Watson (Rangitikei District Council) commented on the potential for increased responsibilities around maintenance of road corridors for horsetail as a result of Horizons Regional Council’s pest and weed programme.

Mayor Cameron (Ruapehu District Council (RDC)) highlighted progress with a project to widen the Ohakune Mountain Road. Mr Furner (RDC) was pleased to report on the positive results from a procedural audit undertaken by the New Zealand Transport Agency.
Mayor Ellis (Tararua District Council) provided comment on the ‘Maintenance, Operations and Renewals’ work, and commented positively on progress with the Saddle Road upgrade.

Mayor Main (Whanganui District Council) highlighted the commencement of two key projects: LED Street Lighting upgrade and the Whanganui Urban Shared Pathway Project. She acknowledged the sad passing of a Higgins Contractor in a recent road accident. In response to a query, Mr Furner (RDC) commented on the makeup and progress of a Special Interest Group to research roading issues associated with damage caused by forestry logging trucks.

There was discussion about forming a collaborative approach between territorial authorities to LED Street Lighting upgrades. Mr Shirley (Group Manager Regional Services & Information) undertook to present the topic for discussion on the May agenda of the Regional Advisory Group.

**RT 16-85** Moved Kouvelis/Keedwell

That the Committee recommends that Council:

a. receives the information contained in 16-39 and Annex.

CARRIED

**ROAD SAFETY UPDATE**

*Report No 16-40*

This report advised the Committee of road safety education activities undertaken in the Region for the six months from 1 July to 31 December 2015, and provided an update on regional road safety trends. Mr Hindrup (Manager Transport Services) introduced the report and noted that although the total number of road fatalities in the Region for 2015 had decreased from 2014, the number was still unacceptable. He commented on the disappointing results and issues associated with child restraint checks carried out by road safety coordinators. Inspector White (New Zealand Police) commented on issues associated with road fatalities and need to continue to raise awareness around wearing seat belts. As this was his final meeting as the New Zealand Police representative, he thanked and acknowledged the Regional Transport Committee for its ongoing work around road safety, and introduced Inspector Brett Calkin as his replacement.

In discussing the results of surveys undertaken at intersections associated with driver behaviour, Mr Hindrup explained that resources were targeted into raising awareness of issues raised. It was suggested that social media campaigns, integrated with New Zealand Police campaigns, be used to target messages about ‘safe driving’. Mayor Kouvelis (Manawatu District Council) congratulated the road safety coordinators and the transport team for their invaluable work. She outlined the work being undertaken with organisations to progress an objective of the Mayors Taskforce for Jobs to develop a driver licence scheme for school pupils.

**RT 16-86** Moved Watson/Gordon

That the Committee recommends that Council:

a. receives the information contained in Report No. 16-40 and Annex.

CARRIED
PASSENGER RAIL WORKING PARTY UPDATE
Report No 16-41

This item provided Members with an update on the work of the Passenger Rail Working Party. Mr Hindrup (Manager Transport Services) introduced the item. He referred to three options (para 7.5) identified at a Working Party meeting held in February 2016 for further exploration by officers, prior to the next working party meeting in May. Disappointment was expressed by several Members at the negative attitude portrayed by Greater Wellington Regional Council staff on several occasions. The Chair undertook to speak to the Chairman of Greater Wellington Regional Transport Committee prior to the next Working Party meeting to ensure political involvement.

RT 16-87 Moved Cameron/Kouvelis
That the Committee recommends that Council:

a. receives the information contained in Report No. 16-41.

CARRIED

NEW ZEALAND TRANSPORT AGENCY DIRECTOR’S REPORT
Report No 16-42

This report provided Members with an update on the New Zealand Transport Agency’s (NZTA) regional and national activities. Ms Bleakley (Regional Director NZTA) introduced the report. She said Mr Gammie, the new Chief Executive of NZTA as of 1 March 2016, intended to visit and meet with stakeholders throughout the country, and she undertook to keep the Committee updated on opportunities for that. After receiving submissions on a proposed methodology for bulk funding of the SuperGold scheme, an update on the outcome and the allocated funding for 2016/17 would be provided in late April 2016. In referring to the ‘Visiting Drivers Project’, Ms Bleakley depicted a video clip aimed at improving road safety for visiting drivers, and she spoke of a new safety campaign aimed at those who do not wear safety belts. Ms Bleakley updated Members on the ‘R’ Funds balance, and Mr McGonigal and Mr l’Anson responded to questions of clarification about the delivery of various projects and progress on emergency works following the June 2015 flood event.

Mayor Main (Whanganui District Council) said it was now three months since the name change from ‘Wanganui’ to ‘Whanganui’ and asked about a timeframe for signage to be changed. Mr McGonigal undertook to liaise with Mayor Main in that regard.

RT 16-88 Moved Gordon/Cameron
That the Committee recommends that Council:

a. receives the information contained in Report No. 16-42 and Annex.

CARRIED

MEMBERS’ QUESTIONS

Mayor Kouvelis (Manawatu District Council) congratulated the New Zealand Transport Agency for the safety improvements undertaken through the Ohau township.

In discussing cycleway projects for the Region, Mr Hindrup (Manager Transport Services) proposed that an item on “Walkways/Cycleways” be presented to the next Regional Transport Committee meeting to get some direction from the Committee around priority.
Ms Bleakley undertook to provide a presentation to the next Regional Transport Committee meeting reviewing the upgrade work on the Manawatu Gorge.

The Chairman thanked Inspector White (New Zealand Police) for his contribution to the Committee and welcomed Inspector Calkin as his replacement.

The meeting closed at 11.54pm.

Confirmed

_________________________  ______________________________
CHIEF EXECUTIVE  CHAIRMAN
REGIONAL LAND TRANSPORT PLAN UPDATE

1. PURPOSE
1.1. The purpose of this item is to update the committee on implementation of the current Regional Land Transport Plan (RLTP) and early planning work on the RLTP 2018-21.

2. RECOMMENDATION
That the Committee recommends that Council:
a. receives the information contained in Report No. 16-112 and Annexes.

3. FINANCIAL IMPACT
3.1. There is no financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT
4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT
5.1. There is no significant risk to the business from this report.

6. BACKGROUND
6.1. The operative RLTP 2015-25 was recommended for adoption by the committee at its March 2015 meeting and subsequently adopted by the Regional Council at its April 2015 meeting.

6.2. To remind the committee, the strategic priorities of the operative RLTP are:

- Priority 1: Efficient road maintenance and delivery;
- Priority 2: Improved connectivity of key strategic routes;
- Priority 3: Plan for and proactively respond to demographic change and impacts of land use change;
- Priority 4: Increased focus on pedestrians and cycling;
- Priority 5: Efficient, accessible and affordable public transport networks;
- Priority 6: An appropriate network of tourism routes.

6.3. The land transport activities deemed to be ‘regionally significant’ were prioritised by the committee, and once included in the operative RLTP (pages 42-48), were put forward for inclusion in the National Land Transport Programme (NLTP).
### IMPLEMENTATION OF THE OPERATIVE RLTP

7.1 A report to the September 2015 committee meeting provided an overview of the funding status of each prioritised capital project put forward for inclusion in the NLTP. The table below provides a brief summary of the progress to date for each of these projects. Further information on progress with programmes such as maintenance, operations and renewals, public transport, road safety promotion and minor improvements can be found within the Approved Organisation Quarterly Report contained elsewhere in the agenda.

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Project Name</th>
<th>RLTP Priority</th>
<th>3-Year Cost ($)</th>
<th>Funding Status</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZTA</td>
<td>Whirokino Trestle Bridge Replacement</td>
<td>1</td>
<td>40,700,000</td>
<td>Included in NLTP - Probable</td>
<td>Design Status. Implementation beginning late 2016</td>
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<tr>
<td>PNCC</td>
<td>Palmerston North Integrated Transport Strategy Implementation Business Case</td>
<td>1</td>
<td>300,000</td>
<td>Included in NLTP - Probable</td>
<td>For tender June 2016, completion during 2016-17</td>
</tr>
<tr>
<td>PNCC</td>
<td>City wide street-lighting upgrade to LED</td>
<td>1</td>
<td>2,700,000</td>
<td>Included in NLTP - Probable</td>
<td>Funding approved December 2015. Design work underway and Tender documents being prepared</td>
</tr>
<tr>
<td>HDC</td>
<td>LED Lighting conversion</td>
<td>1</td>
<td>153,375</td>
<td>Included in NLTP - Probable</td>
<td>Ongoing</td>
</tr>
<tr>
<td>WDC</td>
<td>Street lighting upgrade to LED technology</td>
<td>1</td>
<td>1,666,500</td>
<td>Included in NLTP - Probable</td>
<td>Project commenced. Betacom have been awarded the supply of luminaires. Replacement of first 1,000 LED street lights are on target to be completed by 30 June 2016. Procurement for the installation of the remaining luminaires is in progress.</td>
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<tr>
<td>WDC</td>
<td>Dublin Street Bridge – Strategy Study</td>
<td>1</td>
<td>100,000</td>
<td>Included in NLTP - Proposed</td>
<td>Study proposed for 2017-18.</td>
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<td>Organisation</td>
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<td>RLTP Priority</td>
<td>3-Year Cost ($)</td>
<td>Funding Status</td>
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<td>NZTA</td>
<td>Whanganui/Whangaehu Safety Improvements</td>
<td>1</td>
<td>636,508</td>
<td>Included in NLTP - Proposed</td>
<td>Implementation in 2016-17 through the Road Safety Alliance</td>
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<tr>
<td>NZTA</td>
<td>SH57-SH1 to Shannon Safety Improvements</td>
<td>1</td>
<td>8,053,323</td>
<td>Included in NLTP - Proposed</td>
<td>Pre-implementation. Implementation to start 2016-17.</td>
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<td>NZTA</td>
<td>Weight Right Facilities – Manawatu/Whanganui</td>
<td>1</td>
<td>4,200,498</td>
<td>Included in NLTP - Proposed</td>
<td>Pre-implementation.</td>
</tr>
<tr>
<td>NZTA</td>
<td>Wellington RoNS – Otaki to Levin</td>
<td>2</td>
<td>46,549,663</td>
<td>Included in NLTP - Probable</td>
<td>Investigations underway.</td>
</tr>
<tr>
<td>NZTA</td>
<td>Waiouru Stock Effluent Disposal facility</td>
<td>2</td>
<td>325,388</td>
<td>Included in NLTP - Probable</td>
<td>Investigation phase continuing. Land access negotiations causing delay.</td>
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<tr>
<td>NZTA</td>
<td>SH1 Waiouru to Foxton Passing Improvements</td>
<td>2</td>
<td>272,864</td>
<td>Included in NLTP - Proposed</td>
<td>Implementation in 2017-18.</td>
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<tr>
<td>PNCC</td>
<td>Upgraded strategic routes to HPMV standard</td>
<td>2</td>
<td>1,421,784</td>
<td>Included in NLTP - Probable</td>
<td>Funding applications to be submitted 2nd quarter 2016, construction start 2017-18</td>
</tr>
<tr>
<td>PNCC</td>
<td>MDC Kairanga Bunnythorpe Road Jacks Stream Bridge replacement</td>
<td>2</td>
<td>264,000</td>
<td>Included in NLTP - Probable</td>
<td>Budget being revised, probable construction 2016-17</td>
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<tr>
<td>NZTA</td>
<td>Rangitikei Line Tremaine Ave Intersection Improve</td>
<td>2</td>
<td>1,000,000</td>
<td>Included in NLTP</td>
<td>Completed.</td>
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<tr>
<td>PNCC</td>
<td>Cycle/Pedestrian Bridge and path implementation</td>
<td>3</td>
<td>9,600,000</td>
<td>Included in NLTP - Proposed</td>
<td>Programme Business Case underway, construction start late 2016-17</td>
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<tr>
<td>Organisation</td>
<td>Project Name</td>
<td>RLTP Priority</td>
<td>3-Year Cost ($)</td>
<td>Funding Status</td>
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<tr>
<td>WDC</td>
<td>Walking and Cycling</td>
<td>4</td>
<td>1,253,000</td>
<td>Included in NLTP - Proposed</td>
<td>Project commenced. Engagement Plan and Public consultation are completed. An Active Transport Facilitator has been contracted to promote and walking and cycling in Whanganui. The ‘Let’s Go Whanganui’ initiative has created to provide opportunities and information that will make walking and cycling a popular and safe travel choice. A Governance Board made up of senior Council, Transport Agency and Iwi representatives has been appointed for this project. A ‘Let’s Go Whanganui’ website is being developed. The first contract on the City Bridge to the North Mole has commenced. Another package of work is about to go out for tender.</td>
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<tr>
<td>WDC</td>
<td>Whanganui River Cycleway (Upokongaro to Whanganui)</td>
<td>4</td>
<td>1,675,000</td>
<td>Included in NLTP - Proposed</td>
<td>Tender documents are ready for procurement. Council and MBIE funds have been approved, however the necessary Transport Agency funding assistance for this project is yet to be approved.</td>
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<td>Organisation</td>
<td>Project Name</td>
<td>RLTP Priority</td>
<td>3-Year Cost ($)</td>
<td>Funding Status</td>
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<tr>
<td>NZTA</td>
<td>Whanganui River Cycleway (State Highway 4 River Road to Upokongaro)</td>
<td>4</td>
<td>810,000</td>
<td>Included in NLTP</td>
<td>Completed.</td>
</tr>
</tbody>
</table>

**TAUPO TO WAIOURU BUSINESS CASE UPDATE**

7.2 As a result of submissions to the Waikato Regional Council’s Regional Land Transport Plan on the strategic importance to the Manawatu-Wanganui Region of State Highway 1 North, staff were invited to participate in a workshop on the development of a Programme Business Case for potential improvements in the Waiouru to Taupo corridor. The workshop was the second in a series that have the aim of identifying the problems, potential solutions and a package of possible options and alternatives that will deliver improvements. The key improvements or draft investment objectives identified prior to this workshop were:

a. Safety – *Improved safety outcomes*;
b. Reliability – *Provide a reliable and efficient corridor*;
c. Resilience - *Ability of the corridor to withstand and recover as quickly as practical from events (weather, crashes etc.)*;
d. Land Use and Transport Conflict – *Reduced impacts from conflict between road users, visitors and community along the corridor*.

7.3 Staff used this opportunity to press the importance of State Highway 1 North and its importance to the regional economy (Page 16 of the RLTP). The fact that improved connectivity of key strategic routes is a strategic priority of the RLTP was also reinforced to add strategic weight to the case for possible improvements. Outcomes from the workshop included a long list of possible alternatives, but it is safe to say that conceptually roading improvements to both the Desert Road straights (south) and curves (north) were preferred.

7.4 A third workshop has since been held and a verbal update will be provided if possible. Information from the workshop staff attended is attached as Annex A.

**Joint Transport Study Update (RLTP Pages 14, 15, 57-60 refers)**

7.5 The Regional Transport Committee meeting in March 2016 requested that work was done to review the **Joint Transport Study (JTS)** aspects within the RLTP. A JTS working group (comprised of officers from the New Zealand Transport Agency (Transport Agency), Palmerston North City Council, Manawatu District Council and Horizons Regional Council) met on 21 March 2016 and 20 April 2016 to progress the programme of works identified in the JTS (refer Appendix 2 of the operative RLTP) in a strategic, coordinated manner. The programme of works is considered key to achieving the RLTP’s second strategic priority and for enabling economic growth.
7.6 Overseeing the technical working group is a Steering Group made up of senior staff from the above partner organisations. The purpose of the Steering Group is to provide recommendations to a governance group (Mayors of Palmerston North City and Manawatu District Council, Chair of Horizons Regional Council and senior Transport Agency representatives), on progress with implementation and the priority areas moving forward. Any changes that occur as a result of that process will be put to the Regional Transport Committee for development of or a variation to an RLTP. The specific objectives of the Steering Group work are:

1. Revisit the JTS programme of works to determine whether it remains fit for purpose for existing industry in and around Palmerston North and Feilding, five years on from when it was first developed;

2. Determine whether the programme of works will support and enable economic growth, in particular the eight identified opportunities in the Regional Growth Study;

3. Keep the JTS as a Programme Business Case which is giving effect to the strategic priorities contained within the RLTP, one of which is “improved connectivity of key strategic routes”;

4. Provide confidence to elected members, who are investing in infrastructure on behalf of the communities they represent, that the JTS roading hierarchy will give effect to 1 and 2 above.

7.7 The findings of this work (summarised in the report attached as Annex B) were that the JTS work programme remains fit for purpose to enable the existing and future residential and industrial growth opportunities in the Palmerston North and Manawatu areas. The findings were workshopped with the Governance Group on 24 May 2016 with the outcome being a list of priority areas to be invested in over the next 6 years. The order of priority was determined with the vision of having an effective ring road around Palmerston North for the efficient movement of freight from the key industrial nodes to the north, south, east and west. The specific priority areas are as follows:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year (Approximate Construction)</th>
<th>Regional Ring Road Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1 – 3</td>
<td>• Kairanga to Bunnythorpe</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bunnythorpe Bypasses</td>
</tr>
<tr>
<td>2</td>
<td>3 – 6</td>
<td>• No 1 Line/Rongotea Road to Longburn</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ashhurst to Bunnythorpe</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Manawatu River bridge</td>
</tr>
</tbody>
</table>

7.8 The findings of this work will be fed into the development of the 2018-28 RLTP. If changes to this RLTP are required to more quickly advance some of this work, requests from the respective approved organisations to vary the RLTP will be required.

8. PLANNING FOR THE 2018-21 RLTP

8.1. Members will recall that the Regional Advisory Group (RAG) has commenced planning for the revision of the RLTP, including a draft work programme for the months leading up to the review.
8.2. As the RLTP forms the basis for the Strategic Case for transport activities under the Business Case Approach, it is essential that the RLTP clearly identifies the region’s transport problems and benefits of addressing these problems. The purpose of the review is to reconfirm the key objectives and strategic priorities of the current RLTP and develop a more holistic work programme to best advance those provisions. It will also look to deliver on the findings of the Regional Growth Study which has identified Transport as a key enabler of economic growth.

8.3. A draft work programme for the review is attached at Annex C. Key points to note are:

- The intention is to undertake a targeted review, given the recent effort in developing a robust policy framework for the operative RLTP;
- Work will commence post local government elections at the December 2016 meeting by setting the scene for RLTP development with the new committee;
- The strategic priorities will be reconfirmed at a workshop in March 2017;
- The strategic “front end” will be updated to incorporate the Manawatu-Whanganui Regional Growth Study outcomes and any other relevant changes by June 2017;
- A ‘RLTP roadshow’ will be run from mid to late 2017;
- The draft RLTP will be approved by the Committee for public consultation in December 2017.

8.4. The roadshows are a key aspect of the development of the programme elements of the RLTP review. The purpose is to advocate to member Councils on behalf of the Committee to ensure that each Long-term Plan gives effect to the strategic direction of the RLTP to ensure best chance of funding success.

9. SIGNIFICANCE

9.1. This is not a significant decision according to the Council’s Policy on Significance and Engagement.

Kelly Curry
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

A Taupo-Waikato Programme Business Case Workshop
B JTS Working Group Report May 2016
C RLTP 2018-21 development timeline
SH1: Taupo – Waiouru
Programme Business Case
Workshop 2: Alternatives and Options Development
Pre-workshop Information Pack
### Workshop Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.15 am</td>
<td>Morning Tea</td>
</tr>
<tr>
<td>10:30 am</td>
<td>Welcome, introductions and purpose of the workshop</td>
</tr>
<tr>
<td>10:45 am</td>
<td>Programme Business Case process and project update</td>
</tr>
<tr>
<td>10.50 am</td>
<td>Problems and benefits, and draft investment objectives</td>
</tr>
<tr>
<td>11.00 am</td>
<td>Alternatives and options development - group exercise</td>
</tr>
<tr>
<td>12.15 pm</td>
<td>Lunch</td>
</tr>
<tr>
<td>1:00 pm</td>
<td>Next steps</td>
</tr>
</tbody>
</table>
Purpose of the Workshop

- Review and identify potential alternatives and options
- Assess potential alternatives and options using
  - Meeting the investment objectives
  - Benefits / dis-benefits
  - Assessment Criteria
  - Interdependencies
  - Risks

This process informs how potential (and effective) programme can be developed.

Note: we are not using the IAF at this stage to assess the alternatives and options.
Draft Programme Business Case Process

PART A: CONFIRM THE STRATEGIC CASE

Problems
- Poor safety performance
- Economic and access to services constraints
- Closure and resilience issues

Benefits
- Improved road safety
- Flexible travel Choice
- Sustainable economic growth
- Improved regional resilience

Identify Desired Outcomes (Future State)

Develop Investment Objectives

PART A – Draft Strategic Case

PART B: DEVELOP THE PROGRAMME

Alternatives and Options
- Development and assessment of the long list of alternatives and options

PART B – Options and Alternatives Development and Assessment Report

Programme Option Development
- Explore various approaches and broad programme options

Refinement and Assessment of the Long List of Programme Options

Develop Management Case

Assessment of the Short List of Options

Develop Finance Case

Refinement and detailed assessment of the Recommended Programme
- Economic analysis
- Cost assessments
- Programme prioritisation

Draft Programme Business Case

Stakeholder Review

PART B – Programme and Development and Assessment Report

Final Programme Business Case

Identify Desired Outcomes (Future State)
Regional Transport Committee
08 June 2016

Regional Land Transport Plan Update
Page 25

Annex A

Item 6
### Problem Statements - Revised

<table>
<thead>
<tr>
<th>Theme</th>
<th>Revised Problem Statements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td><strong>Problem 1:</strong> The unforgiving nature of the corridor results in a high number of crashes including deaths and serious injuries.</td>
</tr>
<tr>
<td>Reliability</td>
<td><strong>Problem 2:</strong> There are specific sections of the existing SH1 alignment that are environmentally / physically constrained resulting inefficient movement goods and people.</td>
</tr>
<tr>
<td>Resilience</td>
<td><strong>Problem 3:</strong> Crashes, weather and other natural events results in closures and delay.</td>
</tr>
<tr>
<td>Land Use and Transport Capacity</td>
<td><strong>Problem 4:</strong> The route traverses a major tourism area and areas of significant recreational activity, creating risk to different road users.</td>
</tr>
</tbody>
</table>

---

**Problem 1:** Geometry of this main north/south arterial route precludes the use of long vehicles, meaning the economic gains of increasing the use of these vehicles often cannot be realised.

**Problem 2:** Weather and environmental events frequently result in the closure of this section of SH1; the resulting diversions cause significant increases in journey times for all traffic.

**Problem 3:** The Desert Road and SH1 alongside Lake Taupō have no viable alternatives; a crash on these sections therefore results in delay.

**Problem 4:** The route traverses a major tourism area, impacting areas of significant recreational activity; creating collective and personal risk to users.
Draft Benefit Statements

1. **Safety**—*Reduced harm*

2. **Reliability**—*The efficient and reliable movement of goods and people along the corridor*

3. **Resilience**—*Improved resilience*

4. **Land Use and Transport Conflict**—*Reduced conflict between through traffic and local traffic (all modes) and at key destinations along the route*
Draft Investment Objectives

1. **Safety** – *Improved safety outcomes*
   - Reduction in deaths & serious injuries
   - Improved road safety risk assessment rating (KiwiRAP)

2. **Reliability** – *Provide a reliable and efficient corridor*
   - Improved travel time reliability (based on current volumes)
   - Maintained or improved efficiency (average travel time between primary locations along the corridor)

3. **Resilience** – *Ability of the corridor to withstand and recover as quickly as practical from events (weather, crashes etc.)*
   - Reduced closures in a year
   - Reduced average closure time periods
   - Key north-south journey / alternatives is understood and available

4. **Land Use and Transport Conflict** – *Reduced impacts from conflict between road users, visitors and community along the corridor*
   - measure(s) are yet to be confirmed
Possible Alternatives

Strategic choices with a set of strategic options that may encompass a mix of modes, high level routes and land use options.

- Major road corridor improvements
- Minor road corridor improvements
- New road corridors
- Rail improvements
- Public transport (road based)
- Freight management
- Intelligent Transport Systems and Infrastructure (ITS)
- Education
- Enforcement
- Policy measures
- Operations focused
- Behaviour Change
- Walking improvements
- Cycling improvements
Possible Alternatives

The workshop materials will include an outline of the long list of alternatives (based on the possible alternatives outlined on the previous page) and specific options.

A preliminary assessment of these alternatives has been undertaken and is to be used as enhance and progress the following:

- Identifying as many feasible (and unfeasible) alternatives and options that can be used to address the identified problems, achieve the benefits and also meet the investment objectives.

- Challenge and progress the assessment of the alternatives and options.

- Articulate which alternatives and options enhance (or counteract) others, i.e. what are the interdependencies?
JOINT TRANSPORT STUDY WORKING GROUP - INVESTIGATIONS INTO THE VALIDITY AND PROGRESS OF THE 2010 JOINT TRANSPORT STUDY

Members: Phil Hindrup, Kelly Curry, Ged Shirley (Horizons Regional Council), Graeme Tong, Ray Swadel, David Murphy (Palmerston North City Council), Hamish Waugh, John Jones (Manawatu District Council), Ross I’Anson, Cole O’Keefe (New Zealand Transport Agency)

1.0 BACKGROUND AND PURPOSE

The Joint Transport Study (JTS) was undertaken by Palmerston North City Council (PNCC), Manawatu District Council (MDC), the New Zealand Transport Agency (Transport Agency) and Horizons Regional Council (HRC) in 2010 and covered the area roughly bounded by the Manawatu Gorge, Feilding, Sanson and Shannon, including Palmerston North City and a large part of the Manawatu District.

The primary objective of the JTS was to develop an evidence based 30 year strategy for the development and management of a strategic transport network within the study area. The study underpinned the review of the Regional Land Transport Strategy (RLTS) 2010-40 and the resulting package of works fed into the development of the Regional Land Transport Programme (RLTP) 2012-15. The outcomes and works of the JTS have been carried through to the new Regional Land Transport Plan 2015-18 which replaces the RLTS and RLTP.

Governance of the study was provided by a joint steering group formed from the Transport Agency and political representatives (Mayor/Chair and Regional Transport Committee member) from the partner councils. Management of the study was undertaken by a joint working group composed of transport officers at the partner organisations. The figure below shows the previous JTS governance structure.

Figure One: JTS Governance Structure
Since the recommendations of the JTS were adopted by the Regional Transport Committee and incorporated into the relevant planning documents, neither the steering group nor working group have met on a regular, formal basis, however work on implementing the outcomes has continued. In light of the recent economic growth agenda and opportunities presented by the Regional Growth Study, Central Agri-business Strategy and Accelerate 25 Growth Action Plan, it is proposed to reestablish the Steering and Working Groups to ensure the JTS remains fit for purpose and is implemented in a coordinated and aligned manner.

The proposed structure moving forward is:

![Figure Two: Proposed JTS Governance Structure]

It is intended that a Governance Group made up of the Mayors from Manawatu District Council and Palmerston North City Council, the Chair of Horizons Regional Council and senior Transport Agency management be established. Any findings and decisions made by this group will be fed to the RTC, to be linked in with implementation of the existing RLTP and development of the next one in 2 years time (work on which will start in 12 months). The steering and working groups meet every six months with outcomes reported to the Governance Group/RTC following each meeting.

2.0 REGIONAL GROWTH STUDY

In 2015, the Ministry of Business, Innovation and Employment (MBIE) and the Ministry for Primary Industries (MPI), in conjunction with the Horizons Region, commissioned the Manawatu-Whanganui Regional Growth Study. The report identifies eight opportunities and three key enablers to help realise the Region’s economic potential. Transport is identified as a key enabler and the JTS programme of works is considered key to enabling economic growth within the study area given the strategic freight hubbing area it supports.

3.0 KEY OBJECTIVES

In light of the opportunities that have come out of the Regional Growth Study, it is considered prudent to reestablish the JTS working group to:

1. Revisit the programme of works to determine whether it remains fit for purpose for existing industry in and around Palmerston North and Feilding, five years on from when it was first developed;
2. Determine whether the programme of works will support and enable economic growth, in particular the eight identified opportunities in the Regional Growth Study;
3. Keep the JTS as a Programme Business Case which is giving effect to the strategic priorities contained within the RLTP, one of which is "improved connectivity of key strategic routes".

4. Provide confidence to elected members, who are investing in infrastructure on behalf of the communities they represent, that the JTS roading hierarchy will give effect to 1 and 2 above.

4.0 DESKTOP EXERCISE

The working group undertook a desktop study exercise of the proposed JTS projects to confirm whether they are still fit for purpose, in particular, for facilitating economic growth. The exercise consisted of looking at the existing industrial areas in and around Palmerston North and Feilding, and also any future residential and industrial growth areas identified and planned for via the various District Planning instruments. This proposed JTS road hierarchy was then overlain to determine whether these existing and future growth areas will be adequately serviced.

It is important to recognise the proposed road hierarchy contained within the JTS was prepared taking into account the various land-use strategies which guide the growth and development of Palmerston North City and in the Manawatu District. It was therefore anticipated that these areas are and will continue to be well supported by the proposed roading hierarchy.

Residential Growth

Whakarongo and City West
Greenfield residential growth is planned at Whakarongo in the short to medium term future and City West in the medium to long term future, subject to further investigations. Like the planned industrial growth, Whakarongo is well placed to integrate with the proposed JTS road hierarchy and retain as far as possible a compact urban form which seeks utilise the existing roading network. In particular the connections from south of the river via a second upstream Manawatu River crossing, improvements to Stoney Creek Road and the Bunnythorpe bypass. The JTS also indicated a downstream bridge to close the loop of an outer rural ring road in the vicinity of Longburn, however this was viewed as being a long term enhancement to the roading hierarchy.

Industrial Growth

North East Industrial Zone
Of particular relevance to the road hierarchy is the industrial growth projected at the North East Industrial Zone (NEIZ) at Railway Road, which will largely support freight and distribution activities. An existing 100 hectares of land is under development and the proposed rezoning of 126 hectares of land from rural to industrial will expand the existing North East Industrial area, extending it beyond Richardsons Line, and including a further area between Roberts Line and Railway Rd. This will future-proof the city's ability to cater for growth in distribution and logistics industries for the next 20 to 50 years. The area is well placed between strategic roading connections allowing movement of freight north, south, east and west. Once the key roading projects in and around this area are completed the movement of goods to and from this area will be more efficient and appealing to developers. Kairanga Bunnythorpe Road (KB Road) improvements are considered key to unlocking this area’s development potential as it will provide for freight movements to the north, northwest and south. It also has the ability to be supported by the rail network into the future, which has been raised with KiwiRail and the Transport Agency.
Longburn and Braeburn Areas
New industrial growth is also projected at Longburn and the existing Fonterra site (Braeburn). These areas are well placed to integrate with the proposed Inter-Regional and Major Arterial routes contained within the JTS road hierarchy. A proposed District Plan change has been put forward to create the Braeburn Industrial Area which will provide for dairy related industrial activities to support the ongoing operational and growth needs of Fonterra. The roading hierarchy, in particular KB Road, with the possible inclusion of a Longburn bypass will enhance the development potential of this area. Longburn is also well placed to make use of the rail network and there is potential to provide rail into the North East Industrial Zone.

Kawakawa Industrial Park
The Feilding Urban Growth Framework Plan 2013 (the Framework Plan) confirmed the extent of land likely to be required over the next 30 years. The Framework Plan anticipates the future demand of 15.6 hectares of industrial land by 2041. To meet this future demand, Manawatu District Council is proposing to expand the existing Industrial Zone at Kawakawa/Turners Road which includes the extension of Turners Road through to Kawakawa Road. A Growth Precinct 5 year Structure Plan has been prepared for the Kawakawa Industrial Growth Area which shows the proposed rezoning and road connectivity points. The improvements around Feilding South and the future Bunnythorpe bypasses will improve travel time to the northwest and south and connectivity with the North East Industrial Zone.

Food HQ
The Food HQ aims to grow New Zealand’s reputation in food and beverage innovation through science based development of value-added products that are valued by customers. The plan through to 2025 includes the development of a fully integrated super campus in Palmerston North with approximately 4000 public and private researchers, PhD students and educators involved in the food value chain. The plan involves capital investment of $250M leading to $230M in added economic activity each year. Massey University and the Fitzherbert Science Centre super-campus have been selected as the ideal location for Food HQ as a food innovation portal. The roading hierarchy supports greater connectivity between the city and areas south of the river, including Massey, Linton Army Camp and Summerhill/Aokautere urban areas, as well as rural-residential development in Turitea Valley. These improvements along with other urban form changes around the Massey Campus entrance will help realise the Food HQ vision.

Summary
The work undertaken via the District Planning, Structure Plan and Joint Transport Study processes has been done so to ensure greenfield residential and industrial development is well connected to existing logical and efficient strategic roading network. It is anticipated that rural development (lifestyle blocks), commercial development (retail and office activity) and industrial development, in particular in the planned for areas identified above, will be well supported by the JTS road hierarchy once fully implemented. The desktop study has concluded that the roading blueprint is fit for purpose to support this growth, but a coordinated implementation plan backed up by significant investment is required to realise its full potential and cater for future growth.

A map is appended to this report which identifies industrial and residential growth areas in Palmerston North and Feilding. It also shows the current roading hierarchy and how this is supports the existing and future urban form, in particular with movements north, and northwest, east and south of the area. The future roading hierarchy is also appended (include JTS map).
### 5.0 PROGRESS WITH PROJECTS IN THE JTS AREA

The table below sets out progress of projects included in the JTS and projects which are not in the JTS but are considered part of a strategic roading hierarchy for the Palmerston North and Feilding areas. Note that the projects below are subject to development of business cases. The business case outcomes and funding availability (both local share and national funding) could influence the timing of construction.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Org</th>
<th>JTS</th>
<th>LTP</th>
<th>NLTP</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kairanga to Bunnythorpe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rangitikei Line/Kairanga Bunnythorpe Road</td>
<td>NZTA</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>RTC approved RLTP variation for SH3/54 business case development in March 2016. This will then be included in the NLTP. Programme Business Case is being developed for these projects.</td>
</tr>
<tr>
<td>Intersection Upgrade</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kairanga Bunnythorpe Road: Rangitikei Line to</td>
<td>NZTA</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Milson Line/ Kairanga Bunnythorpe Road</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Intersection upgrade</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Milson Line/ Kairanga Bunnythorpe Road</td>
<td>NZTA</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Kairanga Bunnythorpe Road: Milson Line to Bunnythorpe seal widening</td>
<td>PNCC</td>
<td>√</td>
<td>√</td>
<td>×</td>
<td>Included in PNCC Draft Annual Plan for construction in 2016-17. Included in the RLTP and NLTP as &quot;upgraded strategic routes to HPMV standard&quot;.</td>
</tr>
<tr>
<td>Campbells Road Mangaone Stream Bridge Replacement</td>
<td>PNCC</td>
<td>√</td>
<td>√</td>
<td>×</td>
<td>Scheduled for construction 2016-17 however not currently included in NLTP. Construction is more likely to be undertaken in 2018-19.</td>
</tr>
<tr>
<td>Kairanga Bunnythorpe Road Jacks Stream Bridge</td>
<td>PNCC</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>Scheduled for construction in 2016-17.</td>
</tr>
<tr>
<td>Kairanga Bunnythorpe Road Mangaone Stream</td>
<td>PNCC</td>
<td>√</td>
<td>√</td>
<td>×</td>
<td>Construction set for 2020-21.</td>
</tr>
<tr>
<td>replacement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roberts Line Railway Road safety improvements</td>
<td>PNCC</td>
<td>×</td>
<td>√</td>
<td>×</td>
<td>Construction set for 2021-22. Discussions with KiwiRail underway regarding a holding bay prior to the rail crossing on Roberts Line for over length vehicles</td>
</tr>
<tr>
<td>Annex B</td>
<td>Item 6</td>
<td></td>
<td></td>
<td>Construction underway.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Rangitikei Line/Tremaine Ave intersection improvements</td>
<td>NZTA/PNCC</td>
<td>×</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Bunnythorpe Bypasses / Corridor to Feilding</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunnythorpe Southern Bypass</td>
<td>PNCC</td>
<td>√</td>
<td>×</td>
<td>×</td>
<td>Indicative Business Case to be developed for the 2018-2021 NLTP. No further progress.</td>
</tr>
<tr>
<td>Bunnythorpe Western Bypass</td>
<td>PNCC</td>
<td>√</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
<tr>
<td>Bunnythorpe Western Bypass/ Kairanga Bunnythorpe Road intersection upgrade</td>
<td>PNCC</td>
<td>√</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
<tr>
<td>Kelvin Grove Rd Stoney Creek Rd upgrade</td>
<td>PNCC</td>
<td>×</td>
<td>√</td>
<td>√</td>
<td>Intersection upgrade complete</td>
</tr>
<tr>
<td>Stoney Creek Road Upgrade</td>
<td>PNCC</td>
<td>√</td>
<td>×</td>
<td>×</td>
<td>Subject to investigation of HPMV capabilities. Strengthening work in 2016-17 will allow HPMV link.</td>
</tr>
<tr>
<td>Ashhurst to Bunnythorpe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ashhurst Road upgrade</td>
<td>PNCC</td>
<td>√</td>
<td>×</td>
<td>×</td>
<td>Subject to investigation of HPMV capabilities. Strengthening work in 2016-17 will allow HPMV link.</td>
</tr>
<tr>
<td>Manawatu River bridge(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manawatu River Bridge(s)</td>
<td>PNCC</td>
<td>√</td>
<td>×</td>
<td>×</td>
<td>Construction of an upstream river crossing is currently set for 2038-2044. Timing of construction of any new bridges will be determined by congestion levels on the existing Fitzherbert Avenue corridor and bridge which is currently coping with traffic demands.</td>
</tr>
</tbody>
</table>
### Other Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>PNCC</th>
<th>Initial</th>
<th>Programme</th>
<th>Business Case</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rongotea Rd/No 1 Line Safety Improvements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>Construction set for 2020-22. Initial report complete on a Longburn bypass commencing at No1 Line/Rongotea Road intersection through to SH56 west of Longburn.</td>
</tr>
<tr>
<td>Food HQ Strategic Business Case</td>
<td>✓</td>
<td>✓</td>
<td>×</td>
<td></td>
<td>Strategic Case underway, Programme Business Case to be completed by late 2015-16</td>
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</table>
6.0 SUMMARY OF JTS / ROADING IMPROVEMENT PROJECTS

The key observation is that the only JTS projects put forward for funding by Councils in their current LTPs are related to Kairanga-Bunnythorpe Road (KB Road). RTC members should not be alarmed as there is valid reasoning for this. It demonstrates the previous collective push to have the KB Road improvements completed first, as these will best service the expansion taking place at the North East Industrial Zone and provide greater connectivity to Feilding and the Longburn/Braeburn industrial areas. This is reinforced by the recent Transport Agency commitment to looking at options improvements at SH3/KB Road.

There is currently no funding allocated towards the Bunnythorpe bypass, the Ashhurst Road improvements for east west movements, or for the Manawatu River upstream bridge(s). This is because funding has been prioritised towards completing the KB Road improvements.

Of note are the projects not included in the JTS but which have received funding, and in some cases are underway. In the group’s opinion these projects support the JTS and will collectively achieve the growth benefits being sought. These are shown in the table above under Other Projects and will support growth by:

- Improved connectivity between Feilding and Palmerston North east (including the future Whokorongo residential growth area);
- Better provision of freight movements to the south west linking in with the Braeburn and Longburn industrial areas;
- Greater access to and enhancement of the Massey Campus and Food HQ headquarters;
- Improved traffic flows into and out of Palmerston North through upgrading the Tremaine Ave/Rangitikei Street intersection.

At present the KB Road improvements are scheduled for completion first. The exact timing of completion will be influenced by Long-term Plan and Asset Management Plans, Business Case outcomes as well as the strategic direction set in the Government Policy Statement. Whilst these external factors are critical to the JTSs success, a key takeaway from the investigations is that partners are working collaboratively to ensure the JTS is implemented in a coordinated manner. This is demonstrated by the fact that funding has been targeted towards the KB Road improvements, which are identified as the most important package of improvements for enabling economic growth in this area.

7.0 PRIORITY AREAS FOR FUTURE INVESTMENT

Notwithstanding the above summary, the working group has considered the current list of JTS projects going forward, along with other associated projects, to determine whether any refinement to the programme is required. The purpose of this work is to establish whether the JTS as written along with other supporting projects is fit for purpose and the best advancement of a transport system to enable economic growth.

The outcome of this work is a preferred order of projects or project areas, broken down into 3 year blocks. The 3 year block timeframes are indicative and as discussed above subject to external factors. However if funding can be secured, a collaborative effort will be made to progress these projects earlier. This role will sit with the Steering Group going forward.
Factors that determined this priority order were the level of investment required, the progress made to date, and the projects that will achieve the greatest level of gains given the strategic location of existing and future industry and the need to achieve a Regional Ring Road Priority.

**Regional Ring Road Priority**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Year (Approximate Construction)</th>
<th>Projects</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>1 – 3</td>
<td>• Kairanga to Bunnythorpe&lt;br&gt;• Bunnythorpe Bypasses</td>
</tr>
<tr>
<td>2</td>
<td>3 – 6</td>
<td>• No 1 Line/Rongotea Road to Longburn&lt;br&gt;• Ashhurst to Bunnythorpe&lt;br&gt;• Manawatu River bridge</td>
</tr>
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</table>

The group has determined that improvements along the Kairanga-Bunnythorpe corridor are the most critical to enabling growth and should be completed first due to the strategic location of the industrial areas it serves. Existing land uses are currently dependent on moving through urban corridors, for example, Tremaine Avenue, which are under pressure, rather than utilising the rural road network as it is not up to standard. There are therefore immediate benefits to be realized from unlocking this area.

Following the Kairanga to Bunnythorpe corridor, the group considers the Bunnythorpe bypasses to be of similar importance and have these being completed in the same three year period. Again this is because of their strategic location to the key industrial areas they support. For the Bunnythorpe bypasses, providing a key connection between Feilding and Palmerston North will also provide for residential growth and better social connectedness. The completion of these projects will provide for freight movements east, west and south of the key hubbing areas.

The No.1 Line/Rongotea Road to Longburn improvements and the Ashhurst to Bunnythorpe corridor has been grouped together as the second most importance package of works. This is because they complete the eastern and western linkages of the freight rural ring road around Palmerston North and therefore better enable freight movement east, west and south.

The Manawatu River bridge crossing has also been grouped in the second block of priorities as this will complete the ring road connections to the south and will provide good connections to the Defense Force, Massey and Food HQ campuses. This crossing is however a major infrastructural investment and its timing will be determined by congestion levels on the existing Fitzherbert Avenue corridor and bridge which is currently coping with traffic demands. Notwithstanding that, under objectives one and three (section 3.0) there will be a need to continue to review the timing of these investments as the RLTP goes through its three yearly update.

Appreciating that funding is limited, the working group considers that if future efforts and funding are prioritised and coordinated in this order, key transport links as an enabler to economic growth will be provided in the most effective and strategic way.
8.0 CONCLUSION

In conclusion, the working group agrees that the JTS overall is fit for purpose for existing industry and for enabling future economic growth opportunities. A small number of projects not in the JTS have also been identified, some of which have begun. These are also important as they support the JTS roading hierarchy and provide better connection with existing and future industrial growth areas. Therefore what is critical to the success of the JTS is the order and timeliness of how and when the JTS as a whole is delivered.

9.0 RECOMMENDATION

That the findings of this report are adopted by the JTS Steering Group and are presented to the JTS Governance Group, with an update provided to the Regional Transport Committee on 8th June 2016.

Phillip Hindrup
JTS Working Group Chair
Date: 3rd May 2016
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<tr>
<th>Item 6</th>
<th>2016-17</th>
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<td>Jan</td>
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<td>2. Finalise Draft Strategic Transport Plan</td>
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<td>3. Prepare submissions to local government</td>
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<td>4. Lodge submissions with local government</td>
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<td>5. Finalise Draft Regional land Transport Plan</td>
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<td>6. Lodge Draft Regional Land Transport Plan with relevant authorities</td>
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<td>24. Lodge Draft Regional Land Transport Plan</td>
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1. PURPOSE
1.1. This report is to update Members on significant regional roading, public transport, road safety and planning activities within the Horizons region.

2. RECOMMENDATION
That the Committee recommends that Council:
a. receives the information contained in Report No. 16-113 and Annex.

3. FINANCIAL IMPACT
3.1. No financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT
4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT
5.1. There is no significant business risk impact as a result of this item.

6. BACKGROUND
6.1. A copy of the Approved Organisation’s Report is attached as Annex A.
6.2. Members from Horizons Regional Council and the territorial authorities in the region will speak to this report.

7. SIGNIFICANCE
7.1. This is not a significant decision according to the Council’s Policy on Significance and Engagement.

Kelly Curry
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES
A  Approved Organisation Report June 2016
1. MAINTENANCE, OPERATIONS AND RENEWALS
The 2015-16 renewals and minor improvements work are forecast to finish on budget. The annual reseals were completed in early April. The AWPT on Tane Road was completed and the AWPT on CD Farm Road and Joblins Rd is nearly completed.

Emergency Works – the final remedial work from the weather event of the 19-20 June, that caused damage to parts of the roading network, is still to be completed. The final cost will be below the initial estimate.

Joint Roading Maintenance Contract - The contract with Higgins is going well. Regular meetings and workshops between the three councils and Higgins staff continue to be held.

Foxton Main Street Redevelopment project has progressed and the tender document is due to go out in June.

2. WALKING AND CYCLING
The footpath renewal work has continued. Graham Street, Levin, is having a full footpath renewal on both sides of the road. Stafford Street, Shannon, has had a full renewal on one side of the street for two full blocks.

LTP submissions highlighted pedestrian issues around the Queen Street and service lane intersection. Safety initiatives were investigated, including making the service lane one way, and consultation was carried out with affected businesses that back onto the service lane. Work in this area is due to start shortly.

3. ROAD SAFETY
The Horowhenua Road Safety Action Plan committee continues to meet on a regular basis.

The Horowhenua Road Safety Group, a forum for community groups/organisations to come together, is now meeting regularly and is being chaired by Councillor Tony Rush.

The Roading Operations Team Leader, Jenny Braithwaite, will represent Council on these committees.
4. PLANNING
Discussions/consultation between Horowhenua District Council and the New Zealand Transport Agency continue around the Otaki to Levin section of the RoNS.

Council has formed a Town Centre Project Team to look at the requirements of Levin due to anticipated growth that will come about due to the RoNS. As part of this the team will look at Levin’s interactions with the State Highway network.
Annex A

Item 7

ORGANISATION NAME: Horizons Regional Council
RTC REPRESENTATIVES: Cr. Bruce Gordon, Cr. Rachel Keedwell

1. PUBLIC TRANSPORT

A number of new trial services are due to commence shortly including the Levin Day Out In Town service (1 July 2016), a new service covering the Summerhill area in Palmerston North (4 July 2016) and a regular weekday service between Ashhurst and Palmerston North (4 July 2016).

Work is also underway on the business case for the enhancements to the Palmerston North urban bus services. The business case is expected to be complete by May 2016.

Staff are working with UCOL to determine whether their campus shuttle can be incorporated into the proposed trial Whanganui to Palmerston North service (potentially also incorporating the Marton to Palmerston North commuter service). A decision on this will be made by the Passenger Transport Committee in August 2016.

The re-tender of several public transport services in the Region (Levin to Palmerston North commuter, Taihape to Whanganui/Palmerston North and Raetihi to Ohakune) are now complete.

Staff are also involved in the national working group for changes to how the national SuperGold Card free offpeak travel scheme is funded. Changes do not affect eligibility for passengers.

2. ROAD SAFETY

Work continues on implementing the regional Road Safety programme for the current year.

3. PLANNING

Planning has begun for the Regional Land Transport Plan 2018-21. A separate report on this is included elsewhere in the agenda.
ORGANISATION NAME: Manawatu District Council  
RTC REPRESENTATIVE: Mayor Margaret Kouvelis

1. MAINTENANCE, OPERATIONS AND RENEWALS
The maintenance contract is now well established with the Higgins and MDC teams working collaboratively in a spirit of continual improvement. This year’s resealing/resurfacing programme (65 km) has been completed.

The streetlight maintenance contract with Alf Downs Streetlighting Limited is also well established. A limited programme of LED replacement will be carried out in 2016-17 and 2017-18 with a view to including a district wide LED replacement programme in the 2018-21 LTP.

2. CAPITAL PROGRAMME

Area Wide Treatments sites (4.2 km)
- Mackays Line, length 0.9km, complete.
- Rongotea Road, length 1.5km, completion due May.
- Cemetery Road, length 0.1km, completion due May.
- McDonnell Road (Stage 1), length 1.0km, completion due May.
- Pharazyn Street (Stage 2), length 0.65km, completion due May.
- Taipo Road, length 1.1km, is programmed for 2016-17 as a bridge within the design area needs to be replaced.

Minor safety improvements
- Halcombe Road/Fergusson Road Intersection programmed for 2016-17 financial year.
- Awahuri-Feilding Road/Lees Road Right Turn Bay is programmed for the 2016-17 financial year.

Seal extensions
- Cheltenham Cross Seal Extension (Short Road to Benson Road), 1.0km complete.
- Cheltenham Cross Road (Benson Road to McKays Line), 3.6km programmed for 2016-17.
- Makoura Road Cone Creek Bridge to Apiti (5.5km section) will be undertaken in the 2016-17 financial year.

Bridge replacements
Two bridges (Reserve Road and Rongotea Road) require upgrading to take HPMV loadings. The physical work has been programmed for 2016-17. Condition monitoring of these bridges will be undertaken on a monthly basis until they are replaced.

Raumai Bridge
Horizons, MDC and the Transport Agency have agreed that a river training proposal, which was estimated to cost $164,000 should proceed. Horizons are to provide a detailed design and contract documents, procure a contractor to carry out the work and supervise the work. MDC would cover the cost, which would attract a subsidy from Transport Agency. The works have been programmed for the 2016-17 financial year.
3. EMERGENCY WORKS
The total cost of restoring the flood damage caused by the June 2015 storm event is $6.1 million. At the end of March $1.9 million had been expended. The forecast for the end of the financial year is $4.0 million. The Normal FAR of 54% applies to the first 10% of the Maintenance Operations and Renewals Budget (which equates to approximately $1 million). The remaining $3.0 million will receive an enhanced FAR of 74%.

The majority of the permanent reinstatement of under-slips required the construction of 32 retaining walls, 26 of which have been completed. Three bridges were severely damaged. A temporary Bailey bridge is in place on Arapata Road. Reu Reu Bridge and Nannestad/Rongotea are passable but with restrictions. The physical works for these bridges are programmed to commence in 2016-17.

The Transport Agency has indicated that for the 2016-17 financial year that the Normal FAR of 54% will again apply to the first 10% of the Maintenance Operations and Renewals Budget (which equates to approximately $1 million). Only then will the remaining $1.1 million will receive the enhanced FAR of 74%.

Considering that the financial burden stems from the one event, MDC consider it inequitable not to receive the enhanced FAR of 74% for the full $2.1 million of carried over expenditure to 2016-17. The loss of $200,000 in subsidy will unduly penalise the Manawatu rate payers.

4. WALKING AND CYCLING
Feilding to Palmerston North cycle way
An Economic Evaluation justifying the project was submitted to the Transport Agency for the Feilding to Bunnythorpe section. The Transport Agency are currently profiling the project for inclusion in the NLTP. When the Transport Agency has completed their internal processes an application will be made for funding to carry out an Indicative and Detailed Business case in the 2016-17 financial year. If the Business Case is approved and funding is available the construction of the cycle way will be carried out in 2017-18.

MDC and PNCC officers have met and it has been agreed that the most expeditious approach would be for the project to proceed as a whole. MDC and PNCC will work collaboratively and costs will be apportioned between the two Councils.

5. ROAD SAFETY
The Road Safety Action Plan (RSAP) group, consisting of Council, Horizons, Police, ACC, DHB and the Transport Agency, will be meeting again in late February 2016. This working group has a good understanding of each other’s goals and programs.

6. OTHER
Kawakawa Industrial Park
The Feilding Urban Growth Framework Plan 2013 (the Framework Plan) confirmed the extent of land likely to be required over the next 30 years. The Framework Plan anticipates the future demand of 15.6 hectares of industrial land by 2041.
To meet this future demand, Council is proposing to expand the existing Industrial Zone at Kawakawa/Turners Road which includes the extension of Turners Road through to Kawakawa Road. Preliminary designs and cost estimates are currently being prepared. Construction is programmed to commence in the 2016-17 financial year.

**Turners Rd/SH54 Intersection (including South St and East St Intersections)**
The development is a component of the Joint Transport Study. On completion of the Kawakawa Industrial Park MDC expects that there will be congestion at the above intersections. A meeting was had with the Transport Agency to determine the “Point of Entry” to develop a Business Case to justify improvements. The Transport Agency have advised that a Strategic Case has to be prepared, including a traffic impact assessment, to determine the likely effects of the additional traffic generated by the development.

On completion of the Strategic Case the Agency would consider the findings and advise whether or not the Business Case should be progressed to the next stage. MDC hopes to complete the Strategic Case during 2015-16. If the Strategic Case justifies improvements the remaining phases could be undertaken in 2016-17 with a view to commencing construction during 2018-21.

**Health and Safety**
The new legislation changes come into effect of 4 April 2016. Health and Safety Representatives have been elected and Committees have been formed. Contractors have been inducted into MDC’s Safety Systems and audits are being carried out on physical works. Staff are receiving training on the new requirements and responsibilities of the legislation.

The revised 2015-16 joint Road Safety Action Plan between Ruapehu District Council, New Zealand Transport Agency, Horizons Regional Council, NZ Police and other road safety partners has been agreed. The RSAP adopts the Safer Systems approach and aligns with the National Road Safety campaigns and advertising calendar.
ORGANISATION NAME: Palmerston North City Council
RTC REPRESENTATIVE: Cr Jim Jeffries

1. MAINTENANCE, OPERATIONS AND RENEWALS
Resealing contracts for the 2015-16 construction season have now been completed.

Renewal of the roundabout at Ferguson Street and Albert Street is almost completed. During construction safety improvements were made to better reflect current safety standards, particularly for cyclists and pedestrians.

2. CAPITAL PROGRAMME

Non-subsidised
Council has accepted a tender for reconstruction of James Line. The Council budget for 2015-16 is $2.247m and involves the section of road between SH3 and the railway line. The work includes installation of services, footpaths, streetlights, drainage channels and new side road connections. The carriageway will be constructed to collector road standard. Construction will allow planned residential growth to occur on both sides of the road. Stage 4 is planned for 2016-17 and will complete the section at the northern end to the intersection with Kelvin Grove Road. Construction will commence as soon as consent for earthworks is granted.

3. EMERGENCY WORKS
Work to reinstate roads and pathways damaged in the June 2015 storm event is now complete with the exception of Flyers Line. Reinstatement of that road is more complex and options will be reported to Council in June 2016 for decisions before work is completed.

4. WALKING AND CYCLING
A sod turning ceremony was recently held for the Linton Pathway project. The Minister of Transport attended the event and spoke to the assembled group of dignitaries from local and central government. Stage 1 of the path will follow the river from the Fitzherbert Avenue bridge to the Turitea Stream mouth. The second stage of the path linking to the army camp at Bells Road is still being investigated. A path connection following the Turitea Stream will link to Massey campus and the Crown Research Institutes. Several minor bridge structures will be required. The preliminary budget for the entire project is $9.6 million.
Council has supported development of three “Bikes in Schools” programmes. The programme is aimed at teaching safe cycling skills to primary age children and involves development of pump, skills and school perimeter tracks that are able to be used in school time and also by the community. The schools are provided with 50 bikes and helmets for use by the school, stored in a container on site. Schools fundraise for some of the costs, with Council’s share being $50,000 per school. Some external funding is available through the Bike-On Trust.

In May Council opened its latest shared pathway, a new link from James Line to Stoney Creek Road. The pathway has been formed alongside the railway line and is fenced and secure. It provides an off-road cycling and walking route to Whakarongo School. The school is located on a busy state highway corner and recent growth means that parking space is in heavy demand. The opening was attended by the mayor who cut the ribbon to open the new pathway.

5. PLANNING
Council’s Integrated Transport Strategy was adopted in November 2015. Work to develop a programme business case will be undertaken in the 2016-17 financial year and will form the basis of an implementation plan for future capital expenditure programmes.

Work has started on a strategic business case for the transport components of the Food HQ proposal. Investment Logic Mapping was completed in December 2016 and a draft Strategic Business Case has been received and is in its final stages of completion. The next stage for development of a Programme Business Case was approved for funding in December 2015 and is expected to start in March 2016.
ORGANISATION NAME: Rangitikei District Council
RTC REPRESENTATIVE: Mayor Andy Watson

1. MAINTENANCE, OPERATIONS AND RENEWALS

The maintenance contract is now into its tenth month and the standard of delivery of the contract has improved considerably. There has been a number of changes to the team management but both Higgins and the RDC are working together to achieve the desired outcomes.

This year’s resealing/resurfacing programme (59 Kms) has been completed.

Two footpath contracts have been let covering the northern and southern urban areas of the District. Renewal segment of the footpath contracts is 356m.

267 LED lights have been purchased for installation in Marton to alleviate circuit over loading issues. The cost is $100k and is part of a bulk purchase with MDC and HDC.

2. CAPITAL PROGRAMME

Area Wide Treatment site:
Wanganui Road, length 545m, completion late May.

Minor safety improvements:
- Pungatawa Road Taihape: Proposal to widen some curves programmed for 2016-17.
- Parewanui Road Bulls: Proposal to seal widen 8342 – 9532 programmed for 2016-17.

Bridge replacement:
- Rata Bridge: the contract for the replacement of the Rata has been awarded to Emmetts Civil Construction. The tendered price was $599,478. Completion is expected in late August 2016. The Bailey bridge will stay in place until the new bride is trafficable.
- Mangaweka Bridge: there is a temporary weight restriction of 6 tonnes in place while the bridge is being repaired and strengthened. These urgent works are expected to be completed by late August 2017.

3. EMERGENCY WORKS

The total cost of restoring the flood damage caused by the June 2015 storm event is estimated to be $12.7 million. At the end of March $4.3 million had been expended. The forecast for the end of the financial year is $6.5 million. The majority of the contracts for the permanent reinstatement of under-slips have been let.

This work has been packaged up into twelve bundles of which nine have been let to date (value $1.32 million). Two standalone contracts (Okirae Road and Mount Curl) were let independently. Both are due to commence shortly and have a value of $515,834.
4. OTHER

Health and Safety
With the introduction of the new legislation changes which came into effect of 4 April 2016, Health and Safety is at the forefront for Council and its Contractors. Higgins have implemented guidelines for all their works. Council staff inspecting work sites are required to wear the designated PEP gear.

Council is involved in the investigation and implementation of a number of projects e.g.:

- Safety improvements Toe Toe Road Taihape.
- Request from the Taihape Community board for the erection of a pulley system across the main street for a banner system.
- Investigating seal extension Turakina Valley Road.
- Hunterville Cemetery access upgrade.
ORGANISATION NAME: Ruapehu District Council  
RTC REPRESENTATIVE: Mayor Don Cameron

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety
The new legislation changes came into effect of 4 April 2016. Staff have received training on the new requirements and responsibilities of the legislation as well as how collectively we can support each other to improve Work Safe outcomes. It is proposed that all contractors working in the road environment under the Transport Team have a joint focus on new legislative requirements at regular depot meetings to help ensure all contractors continue to understand their roles and comply with health and safety requirements and responsibilities.

Financial Year To Date
The total value of subsidised work claimed and approved for the month to 30 April 2016 is $1,655,309. The Subsidised Roads programme is sitting at 84.5% expenditure at 84% of the year. The main activities undertaken this month were Reseals, Emergency Work reinstatement, seal pavement repairs, unsealed pavement metalling, Minor Improvements, Pavement Rehabilitation and footpath renewals. Roadside mowing and spraying, streetlight repairs, footpath repairs, culvert unblocking, slip and tree clearing are undertaken as required.

General and Sealed Pavement
In a typical month the Ruapehu Roadmen spend their time doing maintenance works that require only hand tools. In April 2016 they claimed 1,139 hours and travelled 12,793km undertaking routine works such as culvert and drain clearing (six roads), filling potholes, edge breaks and clearing shoulders (13 roads), repairing signs and sight rails (19 roads), clearing litter, detritus and vegetation blocking signs and fallen trees (10 roads), footpath repair and replacement (seven streets) and other works on 14 roads with the pavement crews completing 21,246m² of seal repairs on 12 roads.

Vegetation Control
Mulch & Mow carried out arm (high lift) mowing and berm mowing across the district with water channel spraying undertaken in the central district area. A total of 384kms of arm mowing, 794kms of roadside spraying and 175kms of berm mowing was achieved during April.

Unsealed Pavement Maintenance
Maintenance grading was carried out in the Waimiha area during April. The southern maintenance mower was utilised on the seal extension at Tau/Kaha Streets so that work could be completed before the onset of autumn. However, service requests for south area grading were attended to during this time. Southern maintenance grading will resume at the beginning of May. Regular exchange of information between the vegetation and unsealed pavement contractors continues in order to mitigate sprayed water channels being ‘pulled’ by graders before the vegetation has died off. The unsealed pavement contractor is working through the autumn maintenance metal programme. With the advent of autumn and wetter weather, maintenance aggregate will bind well and produce a ‘tight’ finish to the unsealed pavement.
Heavy Maintenance and Improvements
The majority of the work during the month has been reinstatement of 15 Emergency Work sites on 11 roads, slips (Minor Events), trees and detritus cleared on four roads, water channels cleared on three roads, replaced culverts on four roads, completed three minor improvement sites and supplied aggregates to nine roads.

Pavement rehabilitation 2015-16
To aid with completing all the sites this financial year, Jilesen Contractors made it possible for a second pavement crew (Pedro) to undertake construction on Kaha and Tau Streets. Leon’s crew has continued with Ruapehu Road and Ohura Road 35km pavement construction. Both pavement crews have undertaken a dedicated job on Ohura Rd 14 km and Rangataua (Kaha and Tau Streets).

Both crews have kept to a tight programme and provided a high standard of quality. Pedro has also managed his time to undertake necessary grading on the unsealed network while constructing the Kaha and Tau Streets.

The Ohura Road 14km site is the only one remaining of the season. Jilesen Contractors are looking at adding resource to the Ohura Road 14 km with utilising two pavement crews onsite for a period to accelerate the programme and ensure completion this season.

Figure 1 – Ruapehu Road pavement construction (left) and new seal (right)

Figure 2 – Kaha Street pavement construction (left) and Ohura Rd 14km earthworks (right)
The table below indicates the current 2015-16 rehabilitation programme.

<table>
<thead>
<tr>
<th>Work Order</th>
<th>Road Name</th>
<th>Location (km)</th>
<th>Length (km)</th>
<th>Status</th>
<th>Estimate ($0,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Whangaehu Valley Road</td>
<td>6.40 - 8.02</td>
<td>1.62</td>
<td>Completed</td>
<td>$381.7</td>
</tr>
<tr>
<td>2</td>
<td>Ohakune Mountain Road</td>
<td>1.46 - 2.88</td>
<td>1.42</td>
<td>Completed</td>
<td>$519.8</td>
</tr>
<tr>
<td>3</td>
<td>Ruapehu Road</td>
<td>0.03 – 1.32</td>
<td>1.29</td>
<td>Sealed 12/4/16</td>
<td>$355.7</td>
</tr>
<tr>
<td>4</td>
<td>Ohura Road</td>
<td>35.20 – 35.76</td>
<td>0.56</td>
<td>Sealed 10/5/16</td>
<td>$160.3</td>
</tr>
<tr>
<td>5</td>
<td>Ohura Road</td>
<td>13.25 – 14.69</td>
<td>1.26</td>
<td>Earthworks &amp; Pavement</td>
<td>$306.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>construction</td>
<td></td>
</tr>
<tr>
<td>Extra</td>
<td>Kaha and Tau Streets</td>
<td>0.96</td>
<td></td>
<td>Sealed 11/5/16</td>
<td></td>
</tr>
<tr>
<td><strong>Total Pavement Rehab (km)</strong></td>
<td></td>
<td>7.11</td>
<td></td>
<td><strong>$1,724.10</strong></td>
<td></td>
</tr>
</tbody>
</table>

Resealing 2015-16
The 2015-16 work programme is nearing completion with one additional site on Hikumutu Road to being resealed on 10 May. A further site on Ohura Road may be completed, subject to budget and favourable conditions.

2. **CAPITAL PROGRAMME**

Bridge renewals – Waitewhena and Mangateitei Bridge renewals are now programmed for completion next financial year. KiwiRail has accepted revised clearance requirements with conditions that should the Stratford to Okahukura Line (SOL) reopen that the bridge clearance be reviewed at that time. However KiwiRail engineers now wish to review engineering designs and this unexpected revision will mean Waitewhena works are delayed. Design is being undertaken of the Mangateitei bridge replacements with the deck replacement design on Borcks Bridge now complete. A repair is programmed for May to repair the concrete spalling on Lacy’s Suspension Bridge.
Structural Component Renewal - Deck, component and handrail replacement is under way for several bridges in the 2015-16 year and are expected to be completed by June 2016. Borcke’s Road bridge deck renewal begins in May with a three week closure of the bridge. All residents have been advised and public notices issued.

3. **EMERGENCY WORKS**

Heavy rain on 20-21 June 2015 led to the largest flood in Whanganui for 84 years. Significant damage estimated at $4.86m has occurred to the network, this has risen from $3.8m due to the inclusion of the Upokonui Bridge at Pipiriki in flood damage works.

The estimated costs associated with the storm events this calendar year are detailed as follows.

<table>
<thead>
<tr>
<th>Estimated Expenditure</th>
<th>2015-16 Estimate</th>
<th>April 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Response Estimate</td>
<td>$400,000</td>
<td>$1,415,528</td>
</tr>
<tr>
<td>Major Works Estimate</td>
<td>$1,611,024</td>
<td>$2,422,83</td>
</tr>
<tr>
<td>Professional Services</td>
<td>$223,163</td>
<td>$4,9846</td>
</tr>
<tr>
<td>Total Estimated Expenditure</td>
<td>$2,234,187</td>
<td>$4,248,207</td>
</tr>
</tbody>
</table>

To date the estimated shortfall in local share is estimated at $264,625. This amount will vary as works progress and will be managed in the last quarter to achieve a balanced budget.

4. **WALKING AND CYCLING**

There was limited activity in walking and cycling for the period however funding for the Mountains to Sea Cycle Trail has been secured from the New Cycle Trail (MBIE) Great Rides maintenance and enhancement fund for distance marking, interpretation and way finding. This work is being undertaken in May in association the DoC and Whanganui District Council.

Routine trail maintenance is currently being undertaken.

5. **ROAD SAFETY**

The revised 2015-16 joint Road Safety Action Plan between Ruapehu District Council, New Zealand Transport Agency, Horizons Regional Council, NZ Police and other road safety partners has been agreed. The RSAP adopts the Safer Systems approach and aligns with the National Road Safety campaigns and advertising calendar.

Road Safety advertising campaigns are now under review for the winter season campaign with a focus on speed, winter driving and alcohol. Alcohol and the morning after will again be a focus over Mardi gras weekend.

6. **PLANNING**

The Ruapehu District Council has been part of the Local Government Focus Group assisting the Ministry of Transport and Statistics NZ to produce a Transport Domain Plan for New Zealand. The publication of the final Transport Domain Plan is expected mid 2016 with the team being assembled in March to review the current draft findings and feedback.
ORGANISATION NAME: Tararua District Council  
RTC REPRESENTATIVE: Mayor Roly Ellis

1. MAINTENANCE, OPERATIONS AND RENEWALS

Pavement Rehabilitation works have been completed for the 2015/16 financial year. A network drive-over is nearly complete, and we have identified over 26kms of possible rehabilitation sites. From the start of next month these sites will be prioritised and investigation work will commence for the 2016-17 Construction season.

The final section of Pavement Rehabilitation work has been completed for 2015-16 being the Road section near summit boundary on the on Pahiatua Track.

Pahiatua Track Road (2265 – 2534)

2. EMERGENCY WORKS

Flood Damage Update – 12/05/2016

Route 52-0093 – RP 6.300

Work on R52-0093 (Hasler’s Dropout) began on Monday. Test anchor holes were drilled adjacent to the proposed retaining wall. The material encountered was harder than originally planned, and was not allowing the Manta Ray earth anchors to “bite” and lock into position. We were only managing to achieve approx. 80-85% of the required design load. The plan now will be to pump grout into the holes behind the anchor head, effectively locking them into the hole. The next stage is to bench down and remove the existing wall which has failed, prior to installing the piles for the proposed 4.5m wall.
River Road – RP 9.004

The design for the River Road dropout is almost complete, with a meeting on Friday between the designers and Alliance management, to finalise the design. Several designs have been produced for this site, with the emphasis on producing the most cost effective solution. The site was the location of a bench and fill carried out in 2004. The June 2015 flood event has led to the toe of the embankment giving way, resulting in the embankment/shoulder dropping approx. 1.0m.

Castle Hill Road – RP 13.98

Sub-contractors are due to start on this project in the next couple of days. The plan is to lengthen the existing wall by installing another tie-back wall at the downhill end.

3. SADDLE ROAD UPGRADE

Works during April focused on completing site No.5 which is the site on the TDC/MDC Boundary. Work included Hydroseeding Cut Batters, Sealing of the Top section of the site as well as installing sumps and culverts. The intention is to get this site fully sealed for the Winter period.

Photo 1: Site 5 – Kerb Preparation

Photo 2: Sealed section of Site 5 looking uphill toward B-track Entrance

Photo 3: Sealed section of site 5 looking down toward B-track Entrance
ORGANISATION NAME: Whanganui District Council
RTC REPRESENTATIVE: Mayor Annette Main

1. MAINTENANCE, OPERATIONS AND RENEWALS
Road maintenance delivery continues to be delivered through the Whanganui Alliance, a Private-Public performance tensioned shared-risk contract with Downer, with support from specialist consultants.

2. CAPITAL PROGRAMME
This year two key projects commenced:
   o LED Street Lighting upgrade – Council is on target to upgrade 1,000 street lights by 30 June 2016.
   o Whanganui Urban Shared Pathway Project (refer to Walking and Cycling below)

3. WALKING AND CYCLING
Council’s new Active Transport Facilitator has been tasked with making walking and cycling a popular and safe travel choice for the people of Whanganui. Based on New Plymouth’s successful ‘Let’s Go’ brand and learnings, Whanganui has taken up the ‘Let’s Go Whanganui’ initiative that will provide the community with infrastructure, opportunities and information required to allow a wide range of transport choices.

This initiative will involve a high level of community engagement and programmes. The first hui with stakeholders was held on 27 May 2016.

Council has commenced the physical works on the first project of the Urban Cycleway Programme. This is a shared pathway from the Whanganui City Bridge, under Cobham Bridge and on to Bedford Avenue.
4. **EMERGENCY WORKS**

The remaining Emergency Works arising from the October 2013 event are expected to be completed this financial year.

On the 20 June 2015 another emergency event impacted on 79% of Council’s rural roads and 7% of the urban roading network. Over a thousand major slips and dropouts have been identified and the reinstatement of our roading network has been estimated at $25M, with just under $9.5M along the Whanganui River Road alone. The Transport Agency has resolved to enhance the reinstatement of the Whanganui River Road at 100% FAR and the remainder at the standard rates.

5. **ROAD SAFETY**

Whanganui’s Road Safety Action Plan (RSAP) group, consisting of Council, Horizons, Police, ACC, DHB and the Transport Agency, met on the 31 March 2016. This working group continues to work positively and members have a good understanding of each other’s goals and programmes.

6. **OTHER**

Roading managers are currently working on the transition process to the One Network Road Classification (ONRC) system and its full integration by 1 July 2018.

Council’s significant 10-year roading issue remains the need to reinvest an additional $18M to reinstate the roads damaged by the hauling of 15 million tonnes of timber (worth $1.5B) through its rural roads.
PASSENGER RAIL WORKING PARTY UPDATE

1. PURPOSE
1.1. To provide an update to members on the work of the Passenger Rail Working Party.

2. RECOMMENDATION
That the Committee recommends that Council:

a. receives the information contained in Report No. 16-114.

3. FINANCIAL IMPACT
3.1. There is no financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT
4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT
5.1. No significant risk as a result of this report.

6. BACKGROUND
6.1. The Capital Connection commuter rail service between Palmerston North and Wellington is being jointly funded by Horizons Regional Council, Greater Wellington Regional Council and KiwiRail until June 2018. At this time no decision has been made on what, if any, service will operate post-June 2018.

6.2. With this in mind, at the December 2015 committee meeting it was resolved that the Passenger Rail working party will be re-established to meet quarterly, with quarterly reporting to the committee.

6.3. The first meeting took place on 3 February 2016 at the Horowhenua District Council offices in Levin.

6.4. The working party has since met again on 19 May 2016. This paper provides an update of that meeting.

7. DISCUSSION
7.1. As a result of the February meeting, officers were tasked with investigating the viability of different options for a rail passenger service between Palmerston North and Wellington. Those investigations found that significant investment would continue to be required to continue to operate a rail service between the two centres.

7.2. Staff also looked at whether external factors had changed since development of the last Business Case was completed and the funding request form the New Zealand Transport Agency was turned down. That investigation found very little had changed.
7.3. However what had changed is that for the first time in 2-3 years, patronage on the Capital Connection had increased, when compared with the previous year. For the 2015-16 Year to date, patronage was 1% up on the previous year, up 9% on budgeted patronage, and revenue up 14%. It was concluded that this was likely the result of the congestion problems being created by construction of the Roads of National Significance as Wellington’s passenger rail services has also felt an increase.

7.4. Given the increase in numbers, the working party resolved to monitor patronage to see if this was a short or long term trend, the outcome of which would determine the next steps.

8. TIMELINE / NEXT STEPS

8.1. The performance of the Capital Connection will be monitored over the next 6-8 months. The working party will reconvene early in the new year to consider whether the recent improved performance of the Capital Connection is ongoing while construction of the Kapiti Coast expressway moves closer to completion (expected mid 2017), and if so whether this merits preparation of a new business case (to be a joint effort between Horizons Regional Council, Greater Wellington Regional Council and NZ Transport Agency).

9. SIGNIFICANCE

9.1. This is not a significant decision according to the Council’s Policy on Significance and Engagement.

Phillip Hindrup
MANAGER TRANSPORT SERVICES

Ged Shirley
GROUP MANAGER REGIONAL SERVICES AND INFORMATION

ANNEXES

There are no attachments to this report.
REGIONAL CYCLEWAY PROJECTS

1. PURPOSE
1.1. This report is to provide Members with information on current cycleway projects in the Horizons Region as well as the process and funding criteria for implementing these projects.

2. RECOMMENDATION
That the Committee recommends that Council:

a. receives the information contained in Report No. 16-115.

3. FINANCIAL IMPACT
3.1. There is no financial implication for Horizons as a result of this report.

4. COMMUNITY ENGAGEMENT
4.1. Community engagement on cycleway projects is undertaken by the relevant approved organisation.

5. SIGNIFICANT BUSINESS RISK IMPACT
5.1. There is no significant business risk impact as a result of this report.

6. BACKGROUND
6.1. In recent times, a number of cycleway projects have been constructed in the Horizons Region, with a number also mooted for investigation. This paper provides background information on the different potential funding sources for construction of such projects, as well as the process for securing funding.

7. FUNDING SOURCES
7.1. There are a number of potential funding sources for cycleway projects, these are outlined below.

**National Land Transport Fund**

7.2. The *Government Policy Statement on Land Transport (GPS)* 2015-25 sets the priorities, objectives and funding levels and the results the Government expects from the investment. The key result related to cycling is increased safe cycling through improvement of cycle networks.

7.3. The Transport Agency’s assessment framework sets out criteria for assessing transport activities that receive funding from the *National Land Transport Fund (NLTF)*. Priority is given to activities that will best give effect to the GPS. A high strategic fit rating can be given to walking and cycling activities that are:
Regional Transport Committee
08 June 2016

- part of a primary corridor within a walking and/or cycling strategic network in a main urban area, for the purposes of utility cycling (cycling done to get to an activity at the end eg. commuting trips to work, education or shops) ; or
- in a corridor or site with a high walking and cycling crash risk.

A medium rating is given to activities that are:

- part of a secondary corridor within a walking and/or cycling strategic network in a main urban area, for the purposes of utility cycling; or
- a link to complete or complement an existing walking and/or cycling strategic network in a main urban area; or
- on a corridor or site with a medium walking and cycling crash risk; or
- a link from a main urban area to a substantial employment centre, outside of main urban areas, which may be considered on an exception basis where high demand is demonstrated; or
- a link to complete connections to the New Zealand Cycle Trails.

7.4 Projects that do not achieve either a high or medium strategic fit may have a difficult time securing funding from the NLTF. The typical process in which to demonstrate a project is of either high or medium strategic fit is to develop a business case. This is generally led by the approved organisation undertaking the work and if it is a community led project, it should be led by the territorial authority that best represents that community.

7.5 As part of developing a business case, it would need to be demonstrated that the project fits within the wider national and regional strategic context for walking and cycling improvements and the benefits they bring. Strategic Priority 4 of the Regional Land Transport Plan (RLTP) is to have an increased focus on pedestrians and cycling and so assists in providing the high level strategic context for these projects.

URBAN CYCLEWAY PROGRAMME

7.6 The Urban Cycleway Programme (UCP) was announced in 2014 to accelerate the completion of urban cycle networks. It is funded from $100 million of Crown appropriations to be spent between 1 January 2015 and 30 June 2018. This fund is external to the NLTF however the intention is that the Urban Cycleway Fund (UCF) will leverage NLTF and local funding that would have been invested, albeit over a longer time period, rather than substitute for this funding. In most cases, urban cycling programmes will be funded from a mix of NLTF, local share and UCF.

7.7 A cycling project can be included in the UCP if it is part of a primary corridor within a cycling strategic network in a main urban area, for the purposes of cycling to key destinations (e.g. work, school and/or shops). Funding has been allocated to main urban areas as follows:

<table>
<thead>
<tr>
<th>Urban Area</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland</td>
<td>30.00%</td>
</tr>
<tr>
<td>Wellington</td>
<td>21.65%</td>
</tr>
<tr>
<td>Christchurch</td>
<td>20.61%</td>
</tr>
<tr>
<td>Other main urban areas</td>
<td>27.74%</td>
</tr>
</tbody>
</table>

7.8 Investment in other main urban areas is primarily targeted at Hamilton, Tauranga and Dunedin, with some investment in smaller main centres that have projects that meet the investment criteria. Some funding was allocated to Palmerston North and Whanganui.
New Zealand Cycle Trail

7.9 The New Zealand Cycle Trail commenced as a partnership project where the Government invested $50 million into developing a national network of premier off-road “Great Rides”. Local government, cycle trail trusts and local communities have contributed additional funds totaling $30 million and there are now 23 Great Rides and a number of on-road Cycle Touring Routes nationally.

7.10 In May 2016, the Government announced an additional $25 million over four years to continue to connect and expand the national network of cycle trails. See http://nzcycletrail.com/ for more information on the cycle trails.

UNSUBSIDISED WORK

7.11 A territorial authority may also elect to undertake work that is not funded via one of the methods outlined above. In this case, the cost would be funded through local rates (either the transport/roading department or through another council department, for instance, parks and recreation).

8. CURRENT/PROPOSED PROJECTS

8.1 The table below shows the projects currently under development in the Horizons region.

<table>
<thead>
<tr>
<th>Project</th>
<th>Org(s)</th>
<th>Funding Source</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palmerston North to Ashhurst</td>
<td>PNCC</td>
<td>PNCC</td>
<td>Complete to Raukawa Road. Te Matai section entering construction phase. Raukawa Road to Te Matai Road section for completion in 2016-17.</td>
</tr>
<tr>
<td>Palmerston North to Feilding</td>
<td>PNCC, MDC</td>
<td>PNCC, MDC, NLTF</td>
<td>Business case to commence 2016-17.</td>
</tr>
<tr>
<td>Palmerston North to Coast (Foxton/Himatangi)</td>
<td>TBC</td>
<td>TBC</td>
<td>Community group has advocated to various agencies. Conceptual at this stage.</td>
</tr>
<tr>
<td>Palmerston North to Longburn</td>
<td>PNCC</td>
<td>PNCC, UCP, NLTF</td>
<td>Complete. On road improvements to Main Street cycle lanes now being progressed.</td>
</tr>
<tr>
<td>Manawatu Gorge to Woodville</td>
<td>PNCC, DoC, TDC</td>
<td>PNCC, TDC, DoC</td>
<td>Early investigative stages.</td>
</tr>
<tr>
<td>Manawatu River Bridge State Highway 3 Ashhurst cycle/walkway</td>
<td>NZTA</td>
<td>NLTF</td>
<td>Indicative Business Case completed 2015. The project will not attract funding at this stage but will be included in the 2018 RLTP to be reassessed then.</td>
</tr>
</tbody>
</table>
### Regional Cycleway Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Org(s)</th>
<th>Funding Source</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palmerston North shared path to Linton</td>
<td>PNCC</td>
<td>PNCC, UCP, NLTF</td>
<td>Bridge IBC complete, entering DBC stage. Path construction stage one underway.</td>
</tr>
<tr>
<td>City Bridge to North Mole</td>
<td>WDC</td>
<td>WDC, UCP, NLTF</td>
<td>Construction commenced along the City Bridge to Bedford Avenue section.</td>
</tr>
<tr>
<td>Mountains to Sea (Upokongaro)</td>
<td>WDC</td>
<td>WDC, MBIE, NLTF</td>
<td>Contract documents ready for tender, awaiting Transport Agency funding approval.</td>
</tr>
<tr>
<td>Te Tuaiwi / Central Spine</td>
<td>WDC</td>
<td>WDC, UCP, NLTF</td>
<td>Design and land purchasing in progress.</td>
</tr>
<tr>
<td>Feilding Green Spine</td>
<td>MDC</td>
<td>MDC</td>
<td>Stage 1 - complete Stage 2 – 2016-17</td>
</tr>
<tr>
<td>Route 52 Porangahau to Eketahuna</td>
<td>TBC</td>
<td>TBC</td>
<td>Stage 3 – 2017-18</td>
</tr>
<tr>
<td>Mountains to Sea</td>
<td>Ruapehu DC</td>
<td>NZ Cycle Trails</td>
<td>Funding sought for Missing Link trail - National Park to Horopito connecting Mountains to Sea legs</td>
</tr>
<tr>
<td>Heartland Rides (connects off-road trails such as Mountains To Sea and the Timber Trail)</td>
<td>Ruapehu DC</td>
<td>NLTF</td>
<td>Managed as part of the routine land transport function</td>
</tr>
</tbody>
</table>

### 9. COMMENT

9.1. As outlined above one of the strategic priorities of the current RLTP is an increased focus on pedestrians and cycling. Policy four of the RLTP is “encourage the uptake of walking and cycling as transport modes and for recreation”. Establishment of more walking and cycling infrastructure promotes health benefits, safety improvements through taking more vehicles off our roads, as well as the tourism and economic benefits that result from having an attractive package of cycling opportunities in the region.

9.2. The usual process for development of cycleway projects is for the district councils (and in some instances, the Transport Agency’s Highways Network and Operations Group) to coordinate and fund the project through the Long-term/Annual Plan processes. Projects are then included in the RLTP where required and eligibility for funding assessed through the applicable business case channels.

9.3. Horizons has a role to play in assisting with advocating and coordinating such projects, and in some cases will be a stakeholder where Horizons land (typically river berms and stopbanks) is involved.

### 10. SIGNIFICANCE

10.1. This is not a significant decision according to the Council’s Policy on Significance and Engagement.

Kelly Curry
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

### ANNEXES

There are no attachments for this report.
NEW ZEALAND TRANSPORT AGENCY DIRECTOR’S REPORT

1. PURPOSE
1.1. This report is to provide Members with an update on the New Zealand Transport Agency’s regional and national activities.

2. RECOMMENDATION
That the Committee recommends that Council:
a. receives the information contained in Report No. 16-116 and Annex.

3. FINANCIAL IMPACT
3.1. No financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT
4.1. No community engagement required.

5. SIGNIFICANT BUSINESS RISK IMPACT
5.1. There is no significant risk as a result of this item.

6. BACKGROUND
6.1. A copy of the Regional Director’s report is attached at Annex A.
6.2. Raewyn Bleakley, Central Regional Director, will speak to the report.

7. SIGNIFICANCE
7.1. This is not a significant decision according to the Council’s Policy on Significance and Engagement.

Kelly Curry
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES
A Regional Directors Report June 2016
1. Agency News

New Safety Campaigns

*Driver fatigue – Dead on their feet*

Fatigue significantly increases the risk of a crash. It makes drivers less aware of what is happening on the road and impairs our ability to respond quickly and safely in dangerous situations.

The NZ Transport Agency’s new driver fatigue campaign targets people who regularly drive home when their body is programmed to be asleep. They occasionally feel much more tired than normal, but choose to struggle their way through the drive because it’s only a short one – they think they can push through the tiredness.

The campaign started on 10 April 2016, and media placement is through regular and time-targeted off-peak channels. The campaign comprises TV, on-demand, radio, digital, online and social channels, as well as industry specific placements. PR packs have also been produced for shift-worker organisations.

The advert can be viewed and more information about the campaign can be found on the Transport Agency’s website: [http://www.nzta.govt.nz/safety/driving-safely/fatigue/fatigue-advertising/dead-on-their-feet](http://www.nzta.govt.nz/safety/driving-safely/fatigue/fatigue-advertising/dead-on-their-feet)

*Driver distraction – Mobile phones*

A new advertising campaign targeting young drivers who are constantly attached to their mobile phones launched on 27 March 2016. The campaign has a large digital online and social presence and is also supported with radio spots for in-car moments.

The campaign encourages these drivers to question the use of their phones while driving (as they’re being ‘flippant’ about others’ safety). It plays on the social unacceptability of the use of phones in some situations – this time in the car, with the driver taking their eyes off the road to reach for their phone.

The advert can be viewed and more information about the campaign can be found on the Transport Agency’s website: [http://www.nzta.govt.nz/safety/driving-safely/driver-distraction/driver-distraction-advertising/](http://www.nzta.govt.nz/safety/driving-safely/driver-distraction/driver-distraction-advertising/)

*Restricted Drivers*

In March 2016, the Transport Agency launched the ‘When you’re not there’ campaign targeting parents of young drivers on their restricted licence.

A restricted driver is at greater risk of having a crash in the first six months of driving solo than at any other time. Restricted drivers are seven times more likely to be involved in a fatal or serious-injury crash than other drivers. This increased risk is partly due to inexperience.

Many parents believe their teenager is a fully competent driver once they have passed their restricted licence test. But this isn’t the case. It is called a restricted licence because it restricts the way in which the licence holder can drive; it has two conditions attached to it. They are not allowed to drive between 10pm and 5am or carry passengers unless they have a supervisor with them (there are some exceptions). But breaking these conditions appears to be the norm.

This campaign aims to encourage parents to enforce the two restricted licence conditions and show them that they are there for a reason. They limit the opportunity for the young drivers’ lack of experience to be tested. They enable a young driver to build experience on the road without having to have a supervisor with them. At the same time they limit their exposure to two of the riskiest situations for their age group - distracting passengers and driving after dark.
The campaign launched on 13 March 2016 on television and cinema. It also has an online presence with advertising through TVNZ On Demand and 3Now On Demand. Other support advertising includes print and radio.


Public consultation on Driver Licensing Rule Review begins

Driver licensing plays an important role in the lives of most New Zealanders, and they rely on a system that is simple to use and puts road safety first.

With that in mind, the Transport Agency and Ministry of Transport reviewed the Driver Licensing Rule, and prepared a discussion document that proposes a number of improvements and changes. The public are now being given the opportunity to share their thoughts on three areas of focus:

1. **Supporting a Digital Future**: enabling customers to renew their driver licence online.

   Enabling online licence renewal would require the frequency of vision testing to be reduced, so that customers no longer need to present or undertake a vision test at a licensing agent. In proposing to reduce vision testing, road safety has been carefully considered. Although research shows that vision testing at every stage of the licensing process and then every 10 years following doesn’t improve road safety, it is proposed that vision testing should remain in place at key times during a driver’s lifetime – for first time driver licence applicants; people aged 75 and over; and for commercial licences and endorsements that require medical checks.

2. **Supporting Commercial Sector Productivity**: improving the heavy vehicle driver licensing system.

   The heavy vehicle licensing process requires drivers to go through a number of learner and full licensing stages to progress from a Class 2 to a Class 5 heavy vehicle licence. The proposed options seek to improve this process while still having checks in place to ensure road safety and driving skill is maintained. The benefits of the proposed changes would be reduced compliance costs for applicants, operators and businesses.

3. **Reducing Regulatory Duplication**: removing and standardizing special type vehicle endorsements.

   The new Health and Safety at Work Act 2015 places safety obligations on the drivers and operators of some special type vehicles. Removing the endorsement requirements for special type vehicles would eliminate unnecessary duplication and give customers one point of reference. The proposed changes maintain the core requirement to hold the correct class of licence for the weight and type of vehicle. There are also opportunities to standardize some regulatory requirements and improve the oversight of approved course providers.

   During the scoping phase of the review, changes to the general driver licencing system to support safety and participation outcomes were considered. However, no changes have been proposed at this time as it was considered the impact of recent amendments, such as the changes to the restricted test and alcohol limits, and introduction of five-year time limits on learner and restricted licenses, need to be fully assessed first.

   There is also a wide range of other initiatives currently underway to help people achieve their driver licence and stay safe, such as the New Driver Education Programme and the Community Driver Mentor Programme.

2. Delivery of the National Land Transport Programme (NLTP)

R Fund Balance

<table>
<thead>
<tr>
<th>R Fund</th>
<th>Initial Available Funding</th>
<th>Spent to Date 2005/06 - 2014/15</th>
<th>Projects with Funding Approved for 2015-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manawatu-Whanganui</td>
<td>$112,390,000</td>
<td>$90,825,061</td>
<td>$57,968,300</td>
</tr>
</tbody>
</table>

All R funds are now committed to projects. In addition, there are projects receiving funding from National funds and from the Regional Improvements Activity Class.

Business Case Development

Entry Business Case

Desert Road to Levin Corridor Study
The entry case for the Desert Road to Levin Corridor study has started. The project will consider route efficiency, resilience and safety. A particular focus will be on the Bulls to Sanson section, which will incorporate the local issues from Rangitikei and Manawatu District Councils and the RNZAF Ohakea air base.

Programme Business Case

Levin to Hastings
The strategic case for the Levin to Hastings Corridor study has been completed. We will continue to engage with stakeholders as we develop the programme business case. The programme business case for this corridor will be completed in one package and we will also look at the Palmerston North area in greater detail in response to the more pressing issues around the North East Industrial Zone, Roberts Line and Food HQ.

Implementation

Whirokino Trestle and Manawatu River Bridges
Geotechnical investigations are underway to provide bridge design information. These will produce information on liquefaction to allow appropriate design. Relocation of the Vector gas main will be assessed and technical standards for the bridge confirmed. We are looking to install project information boards at both ends of the project, with more informative information boards to be placed at the Horowhenua District Council building in Levin and in the Foxton town centre. These signs will be in place by the end of June 2016.

We expect to call for tenders for the design and build contract for the project in July 2016 and to award the contract by the end of 2016. It is anticipated that construction will commence in 2016-17 and will take 24 months to complete.

Rangitikei/Tremaine Intersection
Construction commenced in September 2015 and the project is now complete. We have completed a review of the project to ensure we improve our approach for future projects.

Otamaroho Passing Lane Extension
Construction started on this project in April 2015. The project remains on track to be completed by July 2016.

Whakaruatapu Bridge Replacement
This project to replace the existing narrow bridge and realign the approaches to the bridge started in November 2014. The condition of the road base and the imminent wet weather may mean some work is deferred through winter.

Maintenance and Operations

Tokomaru Area Wide Pavement Treatment and Safety Widening
This project to widen and rehabilitate the road surface for a 2km section just south of Tokomaru commenced December 2015 and was completed in April 2016.
Resealing
The 2015-16 resealing programme is now complete. Preparation work is underway for the 2016-17 programme.

Reinstatement Works Following June 2015 Severe Weather Event
Work is underway on the 17 identified significant sites along State Highway 4. These include the Raukawa South retreat, Hapokopoko Curves dropout, the Ruapehu boundary dropout, Hapokopoko South underslip, and the Raukawa South underslip. Design and procurement options are in the final stages to determine the optimal solution for the Anzac Parade sites in Whanganui. The Emergency works and Preventative Maintenance works will be combined to provide protection of the two sites and strengthen the gap to the City Bridge.

Safety Works

Safer Roads and Roadsides
The 2015-16 Minor Safety Improvements Programme is complete with $3.4M being spent in the region on intersection upgrades, seal widening and audio tactile pavement markings (rumble strips).

The Horizons region 2016-17 Minor Safety Improvements programme is currently being developed. We are reviewing projects to inform our final programme. Following this, we will engage with key stakeholders

SH 57/ Turitea Road
Work on this intersection improvement has been delayed due to the need to relocate a water main. We are working with staff from the Palmerston North City Council to resume progress.