

I hereby give notice that an ordinary meeting of the Regional Transport Committee will be held on:

**Date:** Tuesday, 3 September 2019  
**Time:** 10.30am  
**Venue:** Tararua Room  
Horizons Regional Council  
11-15 Victoria Avenue, Palmerston North

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## REGIONAL TRANSPORT COMMITTEE

### AGENDA

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#### MEMBERSHIP

<b>Chair</b>	Cr EB Gordon JP Cr RJ Keedwell Mayor M Feyen Mayor H Worboys Ms E Speight Mayor G Smith Mayor A Watson Mayor D Cameron Mayor T Collis Mayor H McDouall	Horizons Regional Council Horizons Regional Council Horowhenua District Council Manawatu District Council New Zealand Transport Agency Palmerston North City Council Rangitikei District Council Ruapehu District Council Tararua District Council Whanganui District Council
<b>Advisory</b>	Mr E Christiansen Representative Mr Sandy Walker Mr Anthony Mills Ms S Lampkin	Road Users New Zealand Police Road Transport Association KiwiRail Active Transport/Public Transport

**Michael McCartney**  
**Chief Executive**

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for further information regarding this agenda, please contact:  
Julie Kennedy, 06 9522 800

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<b>SERVICE CENTRES</b>	<b>Kairanga</b> Cnr Rongotea & Kairanga-Bunnythorpe Rds, Palmerston North	<b>Marton</b> 19-21 Hammond Street	<b>Taumarunui</b> 34 Maata Street	<b>Woodville</b> Cnr Vogel (SH2) & Tay Sts
<b>REGIONAL HOUSES</b>	<b>Palmerston North</b> 11-15 Victoria Avenue	<b>Whanganui</b> 181 Guyton Street		
<b>DEPOTS</b>	<b>Levin</b> 120-122 Hokio Beach Rd	<b>Taihape</b> 243 Wairanu Rd		
<b>POSTAL ADDRESS</b>	Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442			
<b>FAX</b>	06 9522 929			

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## AGENDA

1 Welcome/Karakia

2 Apologies and Leave of Absence

At the close of the Agenda no apologies had been received.

3 **Public Forums:** Are designed to enable members of the public to bring matters, not on that meeting's agenda, to the attention of the local authority.

**Deputations:** Are designed to enable a person, group or organisation to speak to an item on the agenda of a particular meeting.

Requests for Public Forums / Deputations must be made to the meeting secretary by 12 noon on the working day before the meeting. The person applying for a Public Forum or a Deputation must provide a clear explanation for the request which is subsequently approved by the Chairperson.

**Petitions:** Can be presented to the local authority or any of its committees, so long as the subject matter falls within the terms of reference of the council or committee meeting being presented to.

Written notice to the Chief Executive is required at least 5 working days before the date of the meeting. Petitions must contain at least 20 signatures and consist of fewer than 150 words (not including signatories).

Further information is available by phoning 0508 800 800.

4 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.

5 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 eleventh meeting of the tenth triennium of the Regional Transport Committee held at 10.30am on Wednesday 5 June 2019, in the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North.

**PRESENT** Crs EB Gordon JP (Chair), RJ Keedwell, Mayor M Feyen (Horowhenua District Council), Mayor H Worboys (Manawatu District Council), Ms E Speight (New Zealand Transport Agency), Mayor G Smith (Palmerston North City Council), Mayor A Watson (Rangitikei District Council), Mayor D Cameron (Ruapehu District Council), Mayor T Collis (Tararua District Council), Mayor H McDouall (Whanganui District Council), Mr S Walker (Road Transport Association), Inspector D White (New Zealand Police) (to 12.38pm), Mr A Mills (KiwiRail), Ms S Lampkin (Active/Public Transport).

**IN ATTENDANCE** Councillors P Rieger  
Group Manager Regional Mr G Shirley  
Services and Information  
Manager Transport Services Mr P Hindrup  
Committee Secretary Mrs KA Tong

**ALSO PRESENT** At various times during the meeting:  
Mrs K Curry (Senior Transport Planner), Mr A Mayston, Ms D Webster & Ms T Nyman (Road Safety Coordinators), Ms C Morrison (Media & Communications Manager), various territorial authority roading / asset managers, and a member of the Press.

The Chair welcomed everyone to the meeting and introduced Ms Sal Lampkin representing Active/Public Transport, and Mr Anthony Mills representing KiwiRail.

## **APOLOGIES**

**RT 19-76** *Moved* **McDouall/Collis**  
*That an apology be received from Mr Christiansen (Road Users).*  
**CARRIED**

## **PUBLIC FORUMS / DEPUTATIONS / PETITIONS**

There were no requests for public speaking rights.

## **SUPPLEMENTARY ITEMS**

Report No. 19-83 – Variation to the Regional Land Transport Plan 2015-25 (2018 Review) Pahiatua Track Safety Improvements.

## **MEMBERS' CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

## CONFIRMATION OF MINUTES

**RT 19-77**                      **Moved**    **Feyen/Collis**

*That the Committee:*

**confirms** the minutes of the Regional Transport Committee meeting held on 5 March 2019 as a correct record, and notes that the recommendations were adopted by the Council on 26 March 2019.

**CARRIED**

## ROAD SAFETY UPDATE

*Report No 19-78*

Mr Mayston (Road Safety Coordinator) gave a presentation which provided an update on road safety trends in the Region and advised Members of road death locations and contributing factors in fatal crashes. He mentioned the challenges in providing detailed analysis and information on contributing factors due to ongoing Police investigations and privacy concerns. Inspector White (New Zealand Police) highlighted a map showing fatalities on the region's roads and applauded the Councils who had reduced the speed on their roads. Members provided their comments and asked questions of clarification.

**RT 19-78**                      **Moved**    **Smith/Feyen**

*That the Committee recommends that Council:*

a. receives the information contained in Report No. 19-78.

**CARRIED**

## APPROVED ORGANISATION QUARTERLY UPDATE

*Report No 19-79*

This report updated Members on significant regional roading, public transport, road safety and planning activities within the Horizons Regional Council region.

Mayor Feyen, **Horowhenua District Council**, mentioned the need of a speed restriction along SH57 for the length of Levin, and in particular his concerns regarding the Queen Street East and Arapaepae Road intersection.

The report for **Horizons Regional Council** was taken as read. Mr Hindrup (Manager Transport Services) and Mr Shirley (Group Manager Regional Services & Information) highlighted the attempts to secure additional capex funding for the Capital Connection beyond the already committed two year funding to ensure continuation of the service.

Mayor Worboys, **Manawatu District Council**, took the report as read and commented on the positive feedback received from rural schools with regard to the Safer Journeys to Schools Programme, and the completion of the business case for the Feilding to Palmerston North cycleway.

Mayor Smith, **Palmerston North City Council**, took the report as read and highlighted the upcoming official opening of the He Ara Kotahi Bridge on Friday 7 June. Mr Lane (Palmerston North City Council) commented on the current frustrations at the time needed to finalise pedestrian facilities on the James Line rail crossing.



Mayor Watson, **Rangitikei District Council**, took the report as read and highlighted the Mangaweka bridge proceedings and upcoming involvement in public discussions around the existing cantilevered bridge. He also mentioned several road safety issues in Bulls with vehicles attempting to turn right onto SH1.

Mayor Cameron, **Ruapehu District Council**, took the report as read and mentioned the future possibility for operating only green transport heading into National Park. He also gave an update on the gondolas which should be opening late June / early July.

**Tararua District Council's** report was taken as read and Mayor Collis mentioned disappointment in missing out on funding for the Route 52 planned upgrade but was looking forward to working with the Transport Agency on the upgrade. Also mentioned was the angst caused by the forestry trucks in association with the billion trees project.

Mayor McDouall, **Whanganui District Council**, commented on the Cycle Forward programme which aimed to encourage older people and those with disabling conditions to cycle, and he mentioned the progress with the Upukongaro Bridge.

**RT 19-79**                      **Moved**                                      **Gordon/Smith**

*That the Committee recommends that Council:*

- a. receives the information contained in Report No. 19-79 and Annex.

**CARRIED**

## **NEW ZEALAND TRANSPORT AGENCY DIRECTOR'S REPORT**

*Report No 19-80*

Ms Speight (New Zealand Transport Agency (NZTA)) spoke to a powerpoint presentation which provided Members with an update on the NZTA's regional and national activities, specifically: Te Ahu a Turanga (Manawatu Tararua Highway), Otaki to North of Levin (O2NL), Palmerston North Integrated Transport Investments (Regional Freight Ring Road). She also mentioned the challenging funding environment and the high number of carry overs from the previous National Land Transport Programme (NLTP). Ms Speight responded to Members' questions and comments.

**RT 19-80**                      **Moved**                                      **Gordon/Smith**

*That the Committee recommends that Council:*

- a. receives the information contained in Report No. 19-80.

**CARRIED**

## **VARIATION TO THE REGIONAL LAND TRANSPORT PLAN 2015-25 (2018 REVIEW): PAHIATUA TRACK SAFETY IMPROVEMENTS**

*Report No 19-83*

This item introduced by Mr Hindrup (Manager Transport Services) considered a request from the New Zealand Transport Agency to vary the operative Regional Land Transport Plan 2015-25 (2018 Review) (RLTP). The variation was to include the Pahiatua Track Safety Improvements as a project in the RLTP as a road improvements activity.

**RT 19-81**                      **Moved**    **Smith/Collis**

*That the Committee recommends that Council:*

- a. *receives the information contained in Report No. 19-83 and Annex;*
- b. *recommends that the Regional Land Transport Plan 2015-25 (2018 Review) be varied to include the Pahiatua Track Safety Improvements as a road improvements activity.*

**CARRIED**

#### **PRESENTATION ON TE ARAROA TRAIL**

*Report No 19-81*

Mr Mark Weatherall, Chief Executive of Te Araroa Trust gave a presentation on the Te Araroa Trail. He mentioned a brief history of the trail, the numbers of walkers, and expressed concern at the percentage of the trail which was on roads. Members discussed with Mr Weatherall the option of him arranging a meeting with Mayors, Department of Conservation and Iwi to hear ideas and possible solutions to the amount of road walking on the trail.

**RT 19-82**                      **Moved**    **Keedwell/McDouall**

*That the Committee recommends that Council:*

- a. *receives the presentation on the Te Araroa Trail.*

**CARRIED**

#### **HOROWHENUA DISTRICT COUNCIL PRESENTATION ON HOROWHENUA INTEGRATED TRANSPORT STRATEGY (HITS)**

*Report No 19-82*

Mr Daniel Haigh, Growth Response Manager for Horowhenua District Council gave Members a presentation on the Horowhenua Integrated Transport Strategy (HITS).

*Inspector David White left the meeting at 12.38pm.*

Mr Haigh highlighted the focus of the project and mentioned several of the current focus areas and problems being experienced.

**RT 19-83**                      **Moved**    **Smith/Feyen**

*That the Committee recommends that Council:*

- a. *receives the information contained in Report No. 19-82.*

**CARRIED**

The meeting closed at 12.46pm.

Confirmed

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MANAGER TRANSPORT SERVICES

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CHAIR

Report No.	19-129
Decision Required	

## VARIATION TO THE REGIONAL LAND TRANSPORT PLAN 2015-25: GLADSTONE ROAD REALIGNMENT PROJECT

### 1. PURPOSE

- 1.1. To consider a request from the Horowhenua District Council to vary the operative **Regional Land Transport Plan 2015-25 (2018 Review) (RLTP)**. The variation is to include the Gladstone Road Realignment Project as a project in the RLTP as a road improvements activity.

### 2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-129 and Annex;
- b. recommends that the Regional Land Transport Plan 2015-25 (2018 Review) be varied to include the Gladstone Road Realignment Project as a road improvements activity.

### 3. FINANCIAL IMPACT

- 3.1. There is no financial impact as a result of this item.

### 4. COMMUNITY ENGAGEMENT

- 4.1. Community engagement is being progressed by the Horowhenua District Council.

### 5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant business risk as a result of this item.

### 6. BACKGROUND

- 6.1. Gladstone Road is a tortuous rural access road east of Levin. It provides the sole access to 13 residences, Makahika Outdoor Education Centre, forestry plantations, and Te Araroa, New Zealand's Walking Trail. Within this 1.2km section, there is a large active landslip which has caused regular road closures for over 15 years, the largest of which was in February 2017.
- 6.2. The slip site has required regular monitoring and managing since then. There is an active fault 0.5km from Gladstone Road close to the active slip site. Addressing the risk of landslip with slope stabilisation is not feasible due to the size and slope of the hill face. There are also 7 significant retaining structures supporting the road within this section, 5 of which are showing signs of failure and require rehabilitation or replacement. It is likely that a landslip large enough to permanently close Gladstone Road will happen at some point.
- 6.3. An option to address this problem is to realign this 1.2 km section away from the unstable hillside onto a stable river gravel terrace, eliminating the risk of land slip and failure of retaining structures. This project would require the construction of two bridges and construction of a new road.

## 7. FUNDING

- 7.1. There has not been any comprehensive cost estimates of the realignment option to date. The project is expected to cost approximately \$4.9M. This activity will require funding from Horowhenua District Council and NZ Transport Agency through the normal **Funding Assistance Rate (FAR)**.
- 7.2. Should the Committee approve the RLTP variation, funding of \$4.9M will be sought from the road improvements activity class (Work Category 324).

## 8. REGIONAL LAND TRANSPORT PLAN VARIATION PROCESS AND SIGNIFICANCE

- 8.1. Transport activities must be included in the RLTP to qualify for national funding subsidy. The current RLTP was approved by Horizons Regional Council in April 2018 and any new projects that need to be included require a variation to the programme which must be approved by the Committee.
- 8.2. The RLTP can be varied at any time. However, consultation will be required in accordance with section 18D of the Act if the variation is significant. The significance policy is provided below. Officers have considered the variation request against this and in their view do not consider the variation significant.

### ***“Determination of significance for variations to the RLTP***

*The significance of variations to the Regional Land Transport Plan will be determined on a case-by-case basis by the RTC. In determining the significance of a proposed variation, the RTC will consider information such as the reasons for the variation, the options, relative costs and benefits, and those affected by the decision. Variations will generally not be considered significant unless the variation:*

- *Materially changes the balance of the strategic investment in a programme or activity; or*
- *Negatively impacts on the contribution to Government and/or GPS contributions; or*
- *Adversely affects residents and/or communities (variations with a moderate impact on a large number of residents and/or communities, or variations with a major impact on a small number of residents and/or communities will have a greater significance than those of a minor impact); or*
- *Affects the integrity of the RLTP, including its overall affordability; or*
- *Is contrary to the strategic direction of this Plan (specifically the objectives and strategic priorities).*

### ***Variations that are generally not significant***

*The following variations to the RLTP are generally not considered significant:*

- *Variations to activities or new activities that are in the urgent interest of public safety; or*
- *New preventative maintenance and emergency reinstatement activities; or*
- *Replacement of activities within an approved programme or group with activities of the same type and general priority (e.g. maintenance programmes); or*

- *Addition of an activity or combination of activities that has previously been consulted on in accordance with section 18 of the Act; or*
- *A scope change that does significantly alter the original objectives of the activity; or*
- *Variations to timing, cash flow, duration or total cost of an activity that does not substantially change the balance of the programme; or*
- *Addition of business case phases of a new activity that has not been previously consulted on in accordance with section 18 of the Act.”*

8.3. The Gladstone Road Realignment Project is an activity that is in the urgent interest of public safety and is a preventative maintenance activity, it therefore is not considered significant.

## 9. NEXT STEPS

9.1. Should the Committee recommend this project be included in the RLTP, it will be forwarded to Horizons Regional Council for final approval.

## 10. SIGNIFICANCE

10.1. 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 & INFORMATION**

## ANNEXES

There are no attachments for this report.



Report No.	19-130
Information Only - No Decision Required	

## ROAD SAFETY UPDATE - 2018-19 YEAR REPORT

### 1. PURPOSE

- 1.1. This report is to provide an update on road safety education activities undertaken throughout the region during the 2018-19 financial year.

### 2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-130 and Annex.

### 3. FINANCIAL IMPACT

- 3.1. No financial impact as a result of this report.

### 4. COMMUNITY ENGAGEMENT

- 4.1. None required.

### 5. BACKGROUND

- 5.1. Horizons Regional Council employs 3 **Road Safety Coordinators (Coordinators)** to undertake road safety education activities across all the districts in the region.

- 5.2. The activities delivered are based on the funded issues set out by **NZ Transport Agency (NZTA)** each year.

- 5.3. For the 2018-19 financial year, the funded issues were:

- Intersections – Whanganui / Rangitikei / Manawatū / Tararua / Palmerston North / Horowhenua;
- Alcohol and/or drugs – Palmerston North / Manawatū / Whanganui / Ruapehu / Tararua / Horowhenua;
- Young/High Risk Drivers – Horowhenua / Palmerston North / Tararua / Whanganui / Ruapehu / Manawatū / Rangitikei;
- Motorcyclists – Tararua;
- Older Road Users – Palmerston North / Horowhenua / Manawatū / Tararua;
- Distractions – Palmerston North / Whanganui;
- Fatigue – Tararua / Rangitikei / Ruapehu / Manawatū;
- Restraints – Palmerston North / Whanganui / Tararua / Manawatū;
- Vulnerable Road Users – Cycling and Pedestrians - Palmerston North / Whanganui / Horowhenua / Rangitikei; and
- Speed – Tararua / Ruapehu / Horowhenua.

- 5.4. The work the Coordinators undertake is directed by the **Regional Land Transport Plan (RLTP)**, and provides the regional council's contribution to the national road safety strategy, *Safer Journeys 2020*. *Safer Journeys 2020* takes a safe system approach to road safety by working across all elements of the road system (safe roads and roadsides, safe speeds, safe vehicles and safe road use).
- 5.5. The Coordinators work closely with local district and city councils, ACC, Police and local community groups, to undertake road safety education and awareness activities addressing key issues which cause crashes in their areas. A report on their activities for the period 2018-19 year is attached as Annex A.

**6. DISCUSSION**

- 6.1. In collaboration with stakeholders, Coordinators' delivered 41 programmes across the region during the 2018-19 financial year. Key areas of focus have been in the support of driver licencing for young and high risk drivers, compliance in the use of child restraints, drink driving, driver fatigue, distracted driving, and the delivery of driver refresher courses for senior drivers. A detailed report is provided in Annex A. The attached report outlines the depth and range of the year's road safety education programme.
- 6.2. Driver licence education has been a focus for the region with local community groups being funded through our External Community Road Safety Fund. In the 2018-19 Year, 8 providers received funding to deliver programmes to young and high risk drivers. The funding received is from NZTA, administered by the Coordinators, with a local provider contribution of 34%. Table 1 below shows the successful outcomes of these programmes.

**Table 1: Driver Licence Programme Success Across the Manawatū-Whanganui Region**

Licence Type	Learner	Restricted	Full	Success Rate
2018-19	2,216	42	16	98%
2017-18	2,178	55	40	98%
2016-17	1,794	38	19	95%

- 6.3. In total 2,320 persons across the region received licence support to which this funding contributed. Table 2 shows \$142,292.00 was directed to driver licensing programmes across the region in 2018-19. This contribution has been increased to \$155,590.00 for the 2019-20 financial year to provide further assistance to this important issue and increase coverage.

**Table 2: Funding Provided to Driver Licence Programmes in the Manawatū-Whanganui Region**

2017 - 2018	2018 - 2019	2019 -2020
\$112,127	\$142,292	\$155,590



## 7. ROAD SAFETY TRENDS AND STATISTICS IN THE HORIZONS' REGION

### 7.1. Road Deaths

Road safety crash data for the current year from 1 January to 11 August 2019 shows the number of deaths across our region is 13 from 11 crashes. At the same time last year there were 27 deaths from 22 crashes. This latest regional trend contrasts the national trend which has most regions tracking above or near last years' data. Table 3 below shows this year compares favourably with less than half of 2018 fatalities at the same time of year.

**Table 3: Road Deaths Manawatū-Whanganui Region - year to date (1 January – 11 August)**

2014	2015	2016	2017	2018	2019
20	23	11	22	27	13

7.2. Analysis of recent road deaths in the region show large decreases in the 0-15 and 60+ year groups. See Table 4 next page.

**Table 4: Age Group Manawatū-Whanganui Region – year to date (1 January – 11 August)**

Age Group	2014	2015	2016	2017	2018	2019
0-15	-	3	-	2	7	2
16-29	4	2	-	3	1	-
20-24	1	2	3	3	2	2
25-39	6	6	3	5	4	2
40-59	4	6	4	6	3	4
60+	5	4	1	3	10	3

7.3. Road safety crash data by road type shows where these deaths are occurring on the region's roading network. See Table 5 below.

**Table 5: Road Type Manawatū-Whanganui Region – year to date (1 January – 11 August)**

Road Type	Urban/Open	2014	2015	2016	2017	2018	2019
State Highway	Open Road	7	12	5	8	13	7
	Urban	3	2	-	2	-	3
Local Road	Open Road	6	7	6	9	9	3
	Urban	4	2	-	3	5	-

- 7.4. Road safety fatality crash data in our region indicates a significant decrease in passenger deaths in 2019 compared to the previous two years. See Table 6 below.

**Table 6: Type of User Manawatū-Whanganui Region – year to date (1 January – 15 August)**

Type of Road User	2014	2015	2016	2017	2018	2019
Driver	10	12	8	11	10	8
Passenger	3	6	1	9	12	3
Motorcyclist	3	2	1	2	2	2
Pedestrian	3	2	1	-	2	-
Cyclist	1	-	-	-	-	-
Other	-	1	-	-	1	-

**7.5. Child Restraint Checking Clinics**

In partnership with Police and Plunket, the child restraint programme continues to be delivered across the region. As a result of this intervention; 369 errors were corrected on the spot, 141 free anchor bolt installations, 28 locking clips and 10 harnesses were also provided. Additional to this programme, 20 donation seats were given.

- 7.6. Child restraints remain an ongoing concern across our region, refer to Table 7. Across all of the checking clinics, seventy-nine children had no child restraint used. Concern exists nationally for non-compliance of seatbelt use. We continue to provide messaging and education, focused on changing driver and passenger behaviours.

**Table 7: Child Restraint Check Numbers Across Manawatū-Whanganui Region**

	Number of seats checked	Number correct	Percentage correct
2018-2019	2,496	1,388	56%
2017-2018	1,764	1,007	57%
2016-2017	2,153	911	42%
2015-2016	1,990	1202	60%
2014-2015	2,385	1326	56%
2013-2014	1,642	618	38%

**7.7. Senior Drivers – Older Road Users**

While senior drivers are among the more safety conscious drivers on the road, the consequences of a crash are more severe for this age group. As our region's population ages and people are driving longer, we continue to focus on the 75+ year group with driver refresher courses. 384 senior drivers attended courses in 2018-19; including assistance with car set-up, road knowledge and rules, awareness of the effects of medication and alternative transport options. This figure does not include the many senior drivers engaged during presentations and expos with safety messages and education.

**8. SIGNIFICANCE**

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

Alastair Mayston  
**ROAD SAFETY COORDINATOR**

Debbie Webster  
**ROAD SAFETY COORDINATOR**

Te Ora Nyman  
**ROAD SAFETY COORDINATOR**

Phillip Hindrup  
**MANAGER TRANSPORT SERVICES**

**ANNEXES**

A Road Safety Activities Report 2018-19


**HORIZONS REGIONAL COUNCIL (HRC)  
2018-2019**

Theme/Cluster	<b>Alcohol</b> Palmerston North, Manawatū, Taranaki, Horowhenua, Whanganui, Rangitikei, Ruapehu
<b>Description of Activities delivered</b>	<p><b>Police Checkpoints – Palmerston North &amp; Feilding</b> Police alcohol checkpoints collaboration Nov - Dec. Police breathalysed drivers &amp; distributed packs promoting sober driving, alcohol limits, restraints and driver fatigue information.</p> <p><b>Newspaper, Radio &amp; Social Media</b> Advertising &amp; social media posts in the lead up to, &amp; during the Christmas period reinforcing lower blood alcohol limit, being over the limit the next day &amp; the need to plan ahead before going out.</p> <p><b>University Flattening Expo</b> Engagement with young drivers reinforcing messages around drink driving limits, planning ahead before partying &amp; understanding the length of time alcohol stays in your body.</p> <p><b>Ohakune Mardi Gras</b> 5,000 people in Ohakune for the weekend festival. Collaborative approach with Police operations. HRC engaged attendees with sober driving, wearing of seatbelts &amp; fatigue messages. A road safety station was set-up outside Ohakune New World to target people entering and leaving the store.</p> <p><b>Whanganui Christmas Parade</b> A collaboration with Police, Fire and Emergency, St John Ambulance and Community Patrol to promote good choices around alcohol.</p>
<b>Target Audience</b>	<p>All drivers &amp; passengers (Checkpoints) Middle aged drivers (Newspaper) Young Drivers 18-25yrs (Mardi Gras) First Year University students (Massey Flattening Expo)</p>
<b>Key quantitative results achieved</b>	<p><b>Police Checkpoints</b> 1200 vehicles stopped, 800 information packs distributed during roadside stops. Police at the Massey University flattening Expo along with Booze Bus, to demonstrate the process to students and reinforce key messages.</p> <p><b>Newspaper, Radio &amp; Social Media Advertising</b> Full / half page advertising - Guardian (97,000 readership); Hawkes Bay Today, Bush Telegraph, Horowhenua Chronicle (combined readership 109,000); Whanganui Chronicle (21,000). Radio adverts on Mediaworks network Oct - Jan, reminding listeners to plan ahead if drinking. Social media posts reached a small audience via HRC Facebook page.</p> <p><b>University Flattening Expo</b> Engaged with 200 students. Educative packs provided with alcohol related messages. Survey conducted on alcohol + licence conditions.</p> <p><b>Resources</b> 5,000 copies of the updated leaflet - 'Drink Driving - What's the Cost'.</p> <p><b>Ohakune Mardi Gras</b> Engaged 1,000 party goers the day before / day of Mardi Gras. 1000 information packs distributed, on-line competition accompanying 'road safety message' with 35 entries. Police conducted checkpoints with 6,266 Compulsory Breath Tests (cf. last year 2,590) and Mobile Breath Tests 205 (95) resulting in 14 Evidential Breath test 250-400mcg, 9 over 400mcg (12 drink driving offences), 7 licence offences (6).</p>
<b>Key qualitative results achieved</b>	<p><b>Police Checkpoints –PN and Feilding</b> Packs with alcohol/ restraint information, &amp; merchandise. Police received positive feedback from public when handing out the packs, adding depth to the operation &amp; ongoing impact after the stop.</p> <p><b>Newspaper Advertising &amp; Social Media</b> Target audience for newspaper adverts male aged 45-plus. These advertisements complement the regular radio adverts as well as other collateral we distribute face-to-face.</p> <p><b>University Flattening Expo</b> Information &amp; merchandise was well received. Conversations were effective in reinforcing key messages.</p> <p><b>Resources - 'Drink Driving - What's the Cost?'</b> Re-designed resource to improve its appearance for ease of reading &amp; further highlight a key message - 'zero alcohol limit for under 20 years'.</p> <p><b>Ohakune Mardi Gras</b> Attendees received packs with alcohol / fatigue messages as well as merchandise - ice scrappers &amp; hand warmers. Repeat attendees from previous years recalled past messages. Many attendees mentioned having sober drivers organised &amp; remaining an extra night &amp; travelling home Monday. Further engagement was initiated through an online competition. Police dedicated more staffing resources in 2019 to previous year conducting 2.5x more breath tests.</p>

<p><b>What worked well or not so well?</b> <b>What improvements would be made?</b></p>	<p><b>Police Checkpoints</b> The response from the public when seeing multi-agencies working collaboratively delivering road safety messages is very positive. Public acceptance of the message is evident in the comments received during the checkpoints. Face to face engagement is 'gold'. From comments made to staff it would appear key messages are being retained from face to face interactions with members of the public able to recall previous activities. Increasing the frequency of checkpoints &amp; multi-agency delivery is always to be encouraged. This is dependent on the availability of our partners &amp; has been a struggle at times to coordinate all parties with Police staffing restraints being a limitation.</p> <p><b>Advertising and Social Media</b> The 'RUOverIt' advertisement reminding drivers of danger of being over the limit the morning after was updated to remain relevant. Social media continues to be an option for reaching a key audience. We have yet to find the best platform &amp; are considering options of utilising our partners &amp; media contacts to make up for our Facebook limitations.</p> <p><b>Resources</b> The re-design of the Drink Driving – What's the Cost? increased visibility of messaging to under 20's. Use of 'RUOverIt?' addresses misinformation on alcohol remaining in your system.</p> <p><b>Ohakune Mardi Gras</b> The online quiz was initiated to prolong our engagement with young people after the event. Prizes were offered as the incentive to enter. Only 35 entries were received. Participants could complete an entry form on-site or on-line. Eighteen entered at the site &amp; 17 entered on-line. For next year suggest we engage with NZME a sponsor of Mardi Gras to utilise their connections &amp; media expertise to add to the face to face engagement on site.</p> <p>Explore working alongside PT team on initiatives during Christmas time festivities. While we continue to see growing public opinion opposed to drink driving, the hard to reach male repeat recidivists continue to be difficult to influence. Ongoing thought will be given to engaging this audience through other networks.</p>
<p><b>Theme/Cluster</b></p>	<p><b>Distractions Palmerston North &amp; Whanganui</b></p>
<p><b>Description of Activities delivered</b></p>	<p><b>Airport Advertising &amp; Social Media</b> 'Keep your eye on the road, drive to the conditions' digital advertising at Palmerston North Airport from Nov to Jan, coinciding with holiday period. 15 second advert on all 8 digital screens located inside airport. Facebook posts May and Dec</p> <p><b>'On the road. Off the phone.'</b> campaign <b>Billboard &amp; Bus Back</b> Billboard with pop art theme in CBD area. Bus back advertising on urban bus.</p> <p><b>'Just is all it takes' campaign Radio &amp; Newspaper Advertising</b> Radio - 30 sec radio advertising for month of Nov. Message targeting mobile phone texting in cars. Full page newspaper advert in The Guardian.</p> <p><b>Radio Advertising</b> A 30 sec radio advert for month of June targeted mobile phone use in cars. Radio advertising was run in Whanganui from Oct - Jan.</p> <p><b>Screen Buddies –'Drive Phone Free.'</b> A screen buddy with a road safety message of 'Drive phone free.' was provided to drivers in face to face opportunities at expos, car restraint checking clinics etc.</p>
<p><b>Target Audience</b></p>	<p>Target audience female 18-45 years. All drivers</p>
<p><b>Key quantitative results achieved</b></p>	<p><b>Airport Advertising</b> Over 395,000 users over 3 months. 15 second advert on all eight digital screens.</p> <p><b>'On the road. Off the phone.'</b> campaign. Billboard in CBD for a month on main arterial route with 8,665 daily traffic visual. Bus back advertising from Mar to Jun. Bus backs seen – weekdays 6:40am to 8:35pm and weekends 8am to 6:35pm.</p> <p><b>Radio Advertising</b> Advertisements were aired across Media Works network – The Edge (targeting 15-39 years) with 48 spots on Breakfast &amp; Drive at times to target morning and afternoon parent runs in Nov, and 156 spots across Rock (25-44 years male skew) Mai (15-34 years with female skew), George station (20-40 years). Advertisements also aired on NZME Hits (Listeners - 60% female, 56% 20-49 years) and ZM (Listeners - 58% female, 69% 20-49 years) stations across Jun with 182 spots. Radio adverts focusing on a range of distractions that can affect someone's driving were run in Whanganui from Oct to Jan.</p> <p><b>Newspaper Advertising</b> Delivered free to all 38,000 households in Palmerston North and Manawatū area.</p>
<p><b>Key qualitative results achieved</b></p>	<p>Campaigns targeted mobile phone use while driving, were aimed at young - middle aged women as a key target group based on observational evidence.</p> <p>Newspaper advert 'I just looked down for a second.' targeted urban drivers appealing to the emotion with a vulnerable child.</p>

<p>continued <b>Key qualitative results achieved</b></p>	<p><b>Airport Advertising</b> Coverage across the airport - arrivals, departures &amp; baggage areas meant messages received high profile with proximity to car rental companies &amp; a captive audience at the airport.</p> <p><b>Billboard &amp; Bus Back</b> Design aimed to appeal to a younger female audience. Focus group feedback was used to measure likely success. Focus group approved of simple message &amp; style.</p> <p><b>Screen Buddy – 'Drive Phone Free.'</b> Screen buddy received positive feedback from focus group of users.</p>
<p><b>What worked well or not so well? What improvements would be made?</b></p>	<p>Billboards in Palmerston North and Manawatū region were a new initiative this year to reach key audiences. Economically they compare favourably to other mediums. Positive comments were made from colleagues when viewing these &amp; billboards complemented other aspects of the campaign. We are working on an accurate way to evaluate the actual reach of billboards. We track daily visual counts, it is difficult to gauge effectiveness of the message with the public, as research would cost more than the campaign itself. We rely on small focus groups to test messaging.</p>
<p><b>Theme/Cluster</b></p>	<p><b>Fatigue</b> Manawatū, Tararua, Rangitikei, Ruapehu</p>
<p><b>Description of Activities delivered</b></p>	<p><b>Radio Advertising</b> 30 second advertisements were broadcast 4-21 Dec (shift workers) &amp; 20 Dec – 20 Jan (holiday makers). Social media videos were posted.</p> <p><b>Billboards</b> Billboard placed at prominent site on outskirts of Palmerston North city for two months Jan-Feb to target holiday makers &amp; commuters during holiday period. Same billboard skin at exit from Airport Apr-Jun.</p> <p><b>Newspaper Advertising</b> Advertisements placed in Tararua, Manawatū newspapers plus HB Today leading in to high risk holiday periods to remind locals of the issues around driver fatigue. Advertisements run over Christmas holiday period, highlighted the new brochure developed for local &amp; international drivers.</p> <p><b>Fatigue Stops – Tararua, Rangitikei, &amp; Ruapehu</b> A fatigue stop was held at Woodville leading into Wellington Anniversary Weekend. This stop was planned to coincide with traffic passing through the Tararua District. Highway patrol, local police &amp; HRC staff were involved. Over a 2 hour period, drivers were offered water &amp; information on driver fatigue. Police undertook a breath screening operation at the same time. Prior to Christmas, highway patrol undertook mini fatigue stops in Turakina, Bulls &amp; Mangaweka. A fatigue stop was held at the Turoa car park Jul.</p> <p><b>Fatigue Stop for Truck Drivers</b> A fatigue stop for truck drivers was held during Mar near Dannevirke. Operation was collaborative with Police, HRC, Tararua Alliance and health provider. Refreshments &amp; information packs were handed out. This operation was used to promote messages around truck driver health with drivers offered a free health check. Health checks covered blood pressure, blood sugar levels, smoking cessation &amp; diet related issues that may affect truck drivers.</p> <p><b>Older Road Users</b> Information outlining the warning signs &amp; steps to take to manage fatigue were provided to senior drivers during workshops, presentations &amp; expos alerting them to the dangers of driving at times of the day when fatigue may be an issue such as mid-afternoon.</p> <p><b>Ohakune Mardi Gras</b> Fatigue information and other resources were part of the packs and conversations that were held over Mardi Gras weekend.</p>
<p><b>Target Audience</b></p>	<p>Holiday makers and tourists Commuters, shift works &amp; rural drivers</p> <p>Truck Drivers Senior Drivers</p>
<p><b>Key quantitative results achieved</b></p>	<p><b>Radio &amp; Social Media Advertising</b> 30 second radio adverts targeting shift workers, 42 spots on The Breeze (35-59 years), The Rock (targeted at men 25-44 years) played early morning/ at night. 30 second radio adverts targeting holiday makers, 53 spots on More FM (mums and their families), The Edge (leading Top 40 music brand 15-39 years) The Breeze (35-59 years); breakfast &amp; drive time.</p> <p><b>Billboards</b> Daily visuals 18,937 at prominent site and 6,050 at Airport exit road.</p> <p><b>Newspaper Advertising</b> 3 x advertising features in local community newspapers leading into high risk holiday periods.</p> <p><b>Fatigue Stops</b> 600 information packs and bottles of water distributed. 150 information packs distributed by police during mini mobile stops. 250 information packs distributed to drivers leaving ski field at Turoa.</p> <p><b>Fatigue Stop for Truck Drivers</b> 100 packs to truck drivers with 9 health checks.</p> <p><b>Older Road Users</b> 345 drivers received information at senior driver courses.</p> <p><b>Ohakune Mardi Gras</b> 500 fatigue flyers distributed during Mardi Gras</p>
<p><b>Key qualitative results achieved</b></p>	<p><b>Radio &amp; Social Media Advertising</b> Shift worker adverts aired in Dec as a lead up to Christmas with increased workloads &amp; holiday makers Dec-Jan coinciding with high risk holiday periods. Video 'Rest before you hit the Road' for social media FB.</p>

<p><b>continued</b> <b>Key qualitative results achieved</b></p>	<p><b>Billboards</b> Received informal feedback from drivers noticing the billboards &amp; favourable comments about effectiveness of message.</p> <p><b>Newspaper Advertising</b> Aim to raise awareness to local drivers of the dangers of driver fatigue. This included information about the best times of the day to travel &amp; how many hours sleep is recommended before setting off on their journey.</p> <p><b>Fatigue Stops</b> Resources distributed via information packs included leaflet card 'Fatigue – Wake up to the danger' which has a table to 'calculate your fatigue rating', as well as our newest leaflet designed specifically for international drivers.</p> <p><b>Fatigue Stop for Truck Drivers</b> A number of truck drivers also took up the offer of a free health check. A driver was identified for high blood pressure &amp; agreed to a follow up with his GP. Good support from the community with a registered nurse from the local health group as well as a support worker from Te Ohu Auahi Mutunga (TOAM) Stop Smoking Service attending &amp; supportive of this initiative.</p>
<p><b>What worked well or not so well? What improvements would be made?</b></p>	<p><b>Fatigue Stops</b> Value in holding a traffic stop in a rural region with multiple agencies involved. It has an increased impact delivering messages when the public see Police, local authorities &amp; road safety partners such as SADD students working collaboratively. Acceptance &amp; recognition of messages is evident in the comments received during the stops. Advertising in the lead-up to high risk holiday periods reinforces messages we are promoting during fatigue stops.</p> <p><b>Fatigue Stop for Truck Drivers</b> The truck driver health &amp; safety stop was held in a large yard. The layout for the operation meant no traffic hold-ups for the public travelling along this stretch of the State Highway. The traffic management plan and overseeing the site was undertaken by Tararua Alliance. Food and refreshments were supplied as an incentive for drivers to stop for a break. The numbers of drivers stopping for a break was less than anticipated; many drivers informed us they were either on tight schedules, had just had a break, or had only just begun their shift. All drivers received information packs to take away.</p> <p>This year the local practitioner from TOAM Stop Smoking Service joined us &amp; is keen to come on-board again for next year as is the local Health Group nurse.</p> <p>The Trucking Association of NZ representative was unable to attend due to a clash of dates, we intend to plan around that next year to enable him to attend.</p>
<p><b>Theme/Cluster</b></p>	<p><b><i>Intersections</i></b> Palmerston North, Manawatu, Tararua, Horowhenua, Whanganui, Rangitikei</p>
<p><b>Description of Activities delivered</b></p>	<p><b>Indicate at Roundabouts, Lane Sweeping, Correct Use of Lanes, Bays and Flush Medians Campaign</b> Distributed information postcards, pamphlets &amp; newspaper adverts on key intersection rules and good practise. Newspaper &amp; radio advertising undertaken regularly throughout the year with the focus on indicating at roundabouts, lane sweeping &amp; correct use of lanes, bays and flush medians. Surveys were completed in Whanganui at roundabouts &amp; on the city bridge focusing on lane sweeping &amp; indicating at roundabouts.</p> <p><b>Who Gives Way? Quiz campaign</b> A newspaper feature was undertaken where readers were asked questions similar to what is in the Road Code. This quiz was also used in face-to-face engagement with senior drivers &amp; the public during the Age on the Go Expo in Horowhenua during Oct. Further intersection collateral was distributed at the Expo to educate people around the intersection rules. Newspaper adverts were run in the Whanganui &amp; Rangitikei newspapers.</p> <p><b>Social Media Campaign on Road Code</b> A month long region wide FB campaign educating the public on road rules (ACC DRIVE resource) was undertaken in Oct.</p> <p><b>Rail Safety Week – 2018</b> Activities highlighting rail crossing awareness were carried out in Palmerston North, Levin, Dannevirke and Whanganui.</p>
<p><b>Target Audience</b></p>	<p>All Road Users <span style="margin-left: 200px;">Older Road Users</span></p>
<p><b>Key quantitative results achieved</b></p>	<p><b>Indicate at Roundabouts, Lane Sweeping, Correct Use of Lanes, Bays and Flush Medians Campaign</b> 2,500 packs of educational material distributed. 89 entries in the 'Who Gives Way?' quiz at Expo. Surveys undertaken in Whanganui collating driver behaviour at intersections.</p> <p><b>Newspaper advertising</b> 5 x newspaper adverts in Palmerston North community newspaper with newspaper readership; 37% 60+ years, 60% female. 13 x newspaper adverts in HB Today, Bush Telegraph and Horowhenua Chronicle. Combined readership of approximately 109,000 people.</p> <p><b>Radio advertising – Stop, Give Way &amp; Indicate at Roundabouts Campaign</b> 3 month radio campaign targeting senior drivers was undertaken through Radio Dannevirke with a series of adverts during Sep-Nov.</p> <p><b>Social Media Campaign on Road Rules</b> Facebook campaign successful over 4 weeks with 17,119 people reached; 1,793 engagements &amp; 395 comments.</p>

<b>Key qualitative results achieved</b>	<p><b>Radio advertising</b> Radio adverts focused on Stop, Give Way and Indicate at Roundabouts and were designed to run via a small community radio station in Dannevirke with the target group being senior drivers.</p> <p><b>Quiz – Who gives way?</b> Road rule refresher quiz designed to be used as a newspaper advertisement or as a quiz at community events and presentations.</p> <p><b>Rail Safety Week</b> – Face to face activities at targeted sites around Palmerston North, Levin and Dannevirke highlighting rail crossing awareness &amp; handing out TrackSafe resources. 'Look right, look left for trains'. See Pedestrian report. Resources &amp; information shared with the community at Whanganui Countdown, St Mary's Primary School &amp; Whanganui Intermediate School.</p>
<b>What worked well or not so well? What improvements would be made?</b>	<p>Community feedback at community events &amp; Staying Safe workshops identified the confusion older motorists were experiencing regarding the navigation of roundabouts. Newspaper advertisements &amp; distribution of information cards means a growing section of the community is being reached. Feedback regarding the newspapers advertisements continues to be positive with comments – "the adverts are useful and a good way to further educate drivers".</p> <p>This year it was pleasing to see that of the 89 entries, only 24 were incorrect with 2 or more wrong answers. Comparing this to previous year's results, indicates to us that the consistency of the campaign message is having an effect. We have a regular request for copies of our roundabout postcard from a driving instructor who distributes it to his customers when teaching them to drive.</p>

<b>Theme/Cluster</b>	<b>Motorcyclists Tararua &amp; Horowhenua</b>
<b>Description of Activities delivered</b>	<p><b>Motorcyclists</b> A Gold Ride Forever course was held in Dannevirke during Oct. Advertisements in the Hawkes Bay Today, Bush Telegraph and Horowhenua Chronicle encouraging drivers to 'look for motorcyclists, then look again'. Attended the Coast to Coast Motorcycle Ride and promoted safe motorcycle riding and Ride Forever. This report aligns with the Woodville Lions report for the Coast to Coast Motorcycle Ride.</p>
<b>Target Audience</b>	Motorcyclists
<b>Key quantitative results achieved</b>	Five motorcyclists attended the Gold Ride Forever training course. 320 riders registered for the ride and received information packs. 52 entries received for the competition. Incentives were offered for riders to wear hi-viz. 6 'Look for motorcyclists' adverts in Hawkes Bay, Tararua and Horowhenua papers.
<b>Key qualitative results achieved</b>	<p>A Gold Ride Forever training day held in Dannevirke (Oct) and facilitated by Two Bald Bikers. 5 motorcyclists attended. Riders contributed a share of the course fee with Horizons subsidising a proportion. Silver Ride Forever course scheduled for Dannevirke in Mar was cancelled due to lack of registrations. Regular advertising in paper aligned with motorcycle advertising carried out by NZTA/ACC. The Coast to Coast event was an ideal opportunity to work with a local organisation who coordinate the motorcycle fundraiser event. This group has over the years come to recognise that they play a part in promoting safe motorcycle riding to ensure their event is as safe as can be and that the messages are taken away after the event. Riders received information packs. Ride Forever training was promoted at this event with flyers included in the information packs and through face-to-face engagement. Riders were also encouraged to wear hi-viz as part of the 'Be Safe Be Seen' message. A quiz to refresh knowledge of motorcycle rules was held during the event. Newspaper features promoting the event appeared in local papers with mention of the value of Ride Forever training.</p>
<b>What worked well or not so well? What improvements would be made?</b>	<p>The Ride Forever training days in Dannevirke were not well supported with low numbers registering. The Silver Ride had to be cancelled. The facilitators from Two Bald Bikers remarked this region is a hard region to get 'buy-in' for the training. This may change now that the Ride Forever Cashback scheme is in place.</p> <p>Value in supporting the Coast to Coast due to the benefit of having a large group of motorcyclists in the same place at the same time. Many of these motorcyclists come from outside the district and fit the age group with whom a high percentage of the motorcycle crashes occur.</p> <p>Offering incentives was a way to get buy-in from the motorcycling community and the opportunity to send their entry in after the event worked well for us.</p>
<b>Theme/Cluster</b>	<b>Older Road Users Palmerston North, Manawatū, Horowhenua, Tararua &amp; Whanganui</b>



<b>Description of Activities delivered</b>	<p><b>Older Driver Education: Staying Safe Courses</b> 'Staying Safe' workshops delivered in Palmerston North, Feilding, Dannevirke and Pahiatua. Older driver education aligned to NZTA's guidelines and facilitated by a trained driving instructor. This report aligns to reports from Age Concern Horowhenua and Whanganui who coordinate courses in their respective districts.</p> <p><b>Mobility Scooter Users Education Day &amp; Follow-up Event</b> Regional Mobility Scooter (MS) event held Nov with support from a retailer, Police, &amp; PNCC. Event is open to MS users from MS groups across the region. Monthly MS Group meetings in Palmerston North &amp; Feilding are attended. As a follow-up to the regional day, an event was held in Feb to further connect MS users throughout the region, reinforce key messaging &amp; build a network of support. For Horowhenua &amp; Tararua HRC facilitated education days in Levin &amp; Dannevirke promoting the safe use of MS on the roads &amp; footpaths. Police presented at these events.</p> <p><b>Senior Driver Packs and Presentations</b> RSC provide information for senior road users explaining the process of licence renewal when they reached the age of 75yrs and targeted information pertaining to Road Code, car set-up, route planning, fatigue and information for drivers taking medication. Weekly information booth at local library for Senior Drivers to drop in for advice. Presentations to interested groups.</p> <p><b>Age on the Go Expo – Levin</b> Expo event in Levin during Oct.</p> <p><b>Older Driver Education: Age Concern – Horowhenua &amp; Whanganui</b> 'Staying Safe' workshops delivered in Horowhenua. Keys to Safe Driving (KSD) Car Fit and Hanging Up The Car Keys (HUCK) courses delivered in Whanganui, Ruapehu &amp; Rangitikei.</p>																																		
<b>Target Audience</b>	<p>Senior Drivers 70+ years Families of Senior Drivers</p> <p>Mobility Scooter Users</p>																																		
<b>Key quantitative results achieved</b>	<p><b>Older Driver Education: Staying Safe Courses</b> 3 workshops held in Palmerston North and Feilding with 60 attending. 4 courses run in Dannevirke and Pahiatua with 53 attending.</p> <p><b>Profiles and reasons for attending.</b></p> <p><b>What age group do you belong to?</b></p> <table border="1"> <thead> <tr> <th>Under 70</th> <th>70-74</th> <th>75-79</th> <th>80-84</th> <th>85-89</th> <th>90+</th> </tr> </thead> <tbody> <tr> <td>12%</td> <td>26%</td> <td>34%</td> <td>21%</td> <td>5%</td> <td>2%</td> </tr> </tbody> </table> <p><b>Nationality/ethnicity</b></p> <table border="1"> <thead> <tr> <th>NZ European</th> <th>Maori</th> <th>Pacific Islander</th> <th>Asian</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>87%</td> <td>4%</td> <td>5%</td> <td>3%</td> <td>1%</td> </tr> </tbody> </table> <p><b>The main reason why participants chose to do the course</b></p> <table border="1"> <thead> <tr> <th>Been referred</th> <th>Improve driving</th> <th>Support partner</th> <th>Heard course worth doing</th> <th>Revision of road rules</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>6%</td> <td>45%</td> <td>5%</td> <td>14%</td> <td>29%</td> <td>1%</td> </tr> </tbody> </table> <p><b>Mobility Scooter Users Education Day &amp; Follow-up Event</b> 1x Regional event with 21 MS users attending, further 19 MS users took part in a follow-up fun ride. 1 x MS education day in Levin with 18 participants 1 x MS education day in Dannevirke with 9 attendees</p> <p><b>Senior Driver Packs and Presentations</b> Palmerston North RSC presented on Safe Driving with Q &amp; A to 210 senior drivers at Probus &amp; Church meetings. Information handed out - NZTA 'The Road Ahead', fatigue &amp; intersection rules.</p> <p><b>Older Driver Education: Age Concern – Horowhenua &amp; Whanganui</b> 6 Staying Safe courses held in Horowhenua with 108 attending. Keys to Safe Driving (KSD) 81 attendees, Car Fit 26 attendees, Hanging Up The Car Keys (HUCK) 56 attendees.</p>	Under 70	70-74	75-79	80-84	85-89	90+	12%	26%	34%	21%	5%	2%	NZ European	Maori	Pacific Islander	Asian	Other	87%	4%	5%	3%	1%	Been referred	Improve driving	Support partner	Heard course worth doing	Revision of road rules	Other	6%	45%	5%	14%	29%	1%
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<b>Key qualitative results achieved</b>	<p><b>Older Driver Education: Staying Safe Courses</b> Attendees provided the following feedback:</p> <p><b>How do you rate this workshop?</b></p> <table border="1"> <thead> <tr> <th>Excellent</th> <th>Very good</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>65%</td> <td>28%</td> <td>6%</td> <td>1%</td> <td>0%</td> </tr> </tbody> </table> <p><b>How do you rate the facilitator(s)?</b></p> <table border="1"> <thead> <tr> <th>Excellent</th> <th>Very good</th> <th>Good</th> <th>Fair</th> <th>Poor</th> </tr> </thead> <tbody> <tr> <td>64%</td> <td>30%</td> <td>6%</td> <td>0%</td> <td>0%</td> </tr> </tbody> </table> <p><b>Recommend workshop to others?</b></p> <table border="1"> <thead> <tr> <th>Yes</th> <th>No</th> <th>Maybe</th> </tr> </thead> <tbody> <tr> <td>98%</td> <td>0%</td> <td>2%</td> </tr> </tbody> </table>	Excellent	Very good	Good	Fair	Poor	65%	28%	6%	1%	0%	Excellent	Very good	Good	Fair	Poor	64%	30%	6%	0%	0%	Yes	No	Maybe	98%	0%	2%								
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continued  
Key qualitative  
results achieved

As a result of this workshop, are there changes you may make to stay safe, or in your decision making?

Yes	No	Maybe
78%	12%	10%

Do you feel more able to maintain a good quality of life when you stop driving?

Yes	No	Maybe
53%	15%	32%

Do you feel more confident as a driver having completed this workshop?

Yes	No	Maybe
87%	4%	9%

**A Selection of Comments** 'Relaxing & down to earth discussion. Well worth my time... Really beneficial for my age group. Positively presented. Not discriminatory. Made me more aware of road conditions and other users. Would have preferred two morning sessions over a week. Need more of these workshops...Very good revision of road rules.... A very good course. Need these to update driving skills, think we become complacent in our old age...Greatly enjoyed. Very humorous and lively. Enjoyed and revised the rules...Very good to be refreshed. Well presented...Well presented, knowledgeable...Perhaps more comment on slow drivers. Often need to moderate road rule adherence because of uncertainty about what other drivers are going to do.'

**Mobility Scooter Users Education Day & Follow-up Event** Regional event is an opportunity for MS users to share experiences, knowledge and concerns around safe mobility scooter use. Police, local TA and retailer are involved to discuss road rules, safe use of MS as well as the care and maintenance of scooters. Event consists of a practical component as well providing resources to improve the safety of MS users. Participant feedback was very positive.

Here is a sample of written comments received from attendees.

'Meeting others in a group to get opinions and ways of helping each other. Groups are important to help each other...A really great day...First time have made it & enjoyed very much. ..Learnt more about safety...That there needs to be a drive for other scooter riders to know these rules.'

Follow-up event was a first and provided the local club an opportunity to connect with other clubs, as well as attract new members in a positive, safety focused environment. Local retailers supported this event and a new network has been created with further interactions happening between user groups.

MS users who attend the education sessions held in their respective towns were given hi-viz vests and flags to ensure they are highly visible when out and about. Topics covered at these days include road rules, safety on the footpath, being highly visible, purchasing and maintaining a MS. They are also given the NZTA booklet 'Ready to Ride – Keeping safe on your mobility scooter'.

**Senior Driver Packs and Presentations** RSC presentations at expos led to follow-up attendance at Staying Safe Workshops. Face to face education activities such as an intersection quiz and discussions during expos identified that many senior drivers are confused around some intersection rules and required refreshing. Apparent many had not read the Road Code for a number of years. As a result it was decided to base a newspaper campaign targeting intersection rules at this age group through a local newspaper delivered free to all households.

**Newspaper Advertising Campaign Intersections (refer Intersections)** Senior citizens have engaged with this medium through regular newspaper educational advertisements on road rules.

**Age on the Go Expo – Levin** Focus on raising awareness about the rules at intersections. 'Who gives way?' quiz using questions from Road Code.

**Older Driver Education: Age Concern – Horowhenua & Whanganui** Significant proportion indicate as a result of the workshop they intend making changes to their driving in order to stay safe on the road. Some participants attending Horowhenua courses were frank in their feedback realising they were not as safe on the road as they had imagined and intend changing their driving. Another highlight has been attendees increased confidence to re-sit their driving test, they now feel more up to date and less anxious.

**A selection of comments from the Whanganui, Rangitikei and Ruapehu programmes** *KSD*: Overwhelming majority of attendees scored the workshop as being good or excellent. Comments included many versions of these: "informative, well presented, clear explanations and facilitation, interesting, clear, enjoyable, am now more aware of the road rules, my responsibilities as a driver'. Most reported they are likely to make changes for safety and/or felt more confident.

*HUCK*: Feedback was universally positive about the benefit of the panel presentations, quality of presenters and information shared. Specific comments included 'gave us a chance to ask questions for us and others'.

<p><b>continued</b> <b>Key qualitative results achieved</b></p>	<p><i>CarFit: All are now more aware of safety features and rated the session as worthwhile. The range of adjustments that participants learned they needed was: steering wheel, seat, seatbelt, head restraint, mirrors and blind spot. They also learned how to use brakes and hazard lights.</i></p>
<p><b>What worked well or not so well? What improvements would be made?</b></p>	<p><b>Older Driver Education: Staying Safe Courses</b> Linking these to senior presentations and expos has been worthwhile in getting increased attendance and raising profile. Partnering with retirement villages, churches and community groups such as Age Concern has been beneficial in reducing costs, increasing profile and accessing participants. National advertising campaign has provided increased visibility however it could be improved with better liaison, more timely communication and increased accuracy of local provider information. Participants for Staying Safe courses in Tararua and Feilding declined. Feilding courses were reduced as a consequence. We will re-evaluate number of Tararua courses offered.</p> <p><b>Mobility Scooter Users Education Day &amp; Follow-up Event</b> Event is very useful to reinforce road safety messages to an increasing number in a target group. It culminates the work done individually by RSCs with the various local groups throughout the year and is powerful with a combined voice with Police and local TA staff. Last year we highlighted the need to reach non-affiliated users. The follow-up event was an attempt to reach this group. This will develop and for a first time, was well received and is something the PN group wants to continue annually. Education days in respective towns often attended by those who already belong to a MS group. The challenge is how to attract those who do not wish to belong to a group. They are often the ones we hear about not using their MS in a safe manner.</p> <p><b>Senior Driver Packs and Presentations</b> Opportunity for quality face to face engagement to discuss driver education and road safety issues. For many, this was the first time for a number of years they had any road rule revision. Word is getting around to other community senior citizen groups and groups are now contacting RSCs for information.</p> <p><b>Newspaper Advertising Campaign Intersections (refer Intersections)</b> Good medium to reach senior drivers.</p> <p><b>Age on the Go Expo – Levin</b> The Expo provided opportunity for face-to-face engagement and discuss the intersection rules. The majority of people 'had a story to tell' about a near miss they had experienced at an intersection. People are now seeking our stand at the Expo so they can upskill and test their knowledge.</p> <p><b>Older Driver Education: Age Concern Horowhenua</b> To reduce number of attendees not turning up it is worth considering changing day to earlier in the week so as not to clash with other Friday activities. Good links with other local organisations to utilise facilities, resources and advertising.</p> <p><b>Age Concern Whanganui</b> Providing copies of Road Code to local library in Taihape. A high interest in KSD in Taumarunui supported by experienced facilitator. Successful collaboration with a Retirement Village to host a HUCK session. Inclusion of TM facilitator to HUCK sessions was a success. Continuity in Police staff present meant consistency of message. Attendees at HUCK sessions reached target groups with 61% 80 years+ and 97% over 70 years. Including two extra questions in the follow-up phone survey indicated that a few had already stopped driving, 79% now know about alternative transport and 64% feel better prepared to stop driving. Additional training was provided from Wellington AA for CarFit volunteers and have increased with 3 new volunteers.</p>
<p><b>Theme/Cluster</b></p>	<p><b>Restraints</b> Palmerston North, Manawatū, Tararua, Whanganui</p>
<p><b>Description of Activities delivered</b></p>	<p><b>Child Restraints and Adult Seatbelt Use</b> HRC conducted compliance check points with Police and NZ Plunket. Assisted parents/caregivers by providing free bolt installations. Promotion of adult &amp; child restraint use through events &amp; visits to child care organisations. Areas covered Palmerston North, Feilding, Bulls, Levin, Shannon, Foxton, Pahiatua, Dannevirke, Woodville, Eketahuna, Whanganui, Marton, Taihape &amp; Turoa.</p> <p><b>'I am counting on you' Child Restraint Campaign – Bus Back &amp; Postcards</b> Back of Bus advertising for 8 months from Jul-Feb in Whanganui &amp; Palmerston North. Also Palmerston North for 6 months Jan-Jun.</p> <p><b>Newspaper advertising</b> Full page &amp; half page child restraint adverts in Tararua, Palmerston North, Manawatū, Whanganui and Horowhenua.</p> <p><b>Radio advertising</b> 30 second advert ran for Dec in Palmerston North &amp; across the year in other districts, reminding to click their seatbelt no matter the journey.</p> <p><b>Social Media</b> Facebook posts Dec focusing on use of seatbelts / child restraints.</p> <p><b>CBD Billboard</b> Feb-Mar at busy CBD intersection in Palmerston North.</p>
<p><b>Target Audience</b></p>	<p>All drivers and their passengers with a particular emphasis on child car restraints</p>

Key quantitative results achieved	<p><b>Car seat checking clinic stats:</b> Across the region: 2,496 seats checked: 1,388 (56%) correct and 1,108 (44%) incorrect - 79 (3%) had no restraint being used.</p> <p><b>Child Restraint Campaign – Bus Back &amp; Newspaper Advertising, Postcards – ‘I am counting on you’</b> Back of the Bus Advertising. Urban bus backs are seen-weekdays 6.40am to 8.35pm and weekends 8am to 6:35pm. In conjunction with the campaign a postcard to support parents with reminders for best practice.</p> <p><b>Radio Advertising</b> 30 second radio advert on ZM (58% 10-29 years) Dec- 50 spots. 30 second radio advert on Dannevirke Radio for 3 months – 200 spots</p> <p><b>Billboard</b> CBD location site has daily visuals 29,345.</p>
Key qualitative results achieved	<p>Restraint checkpoints took place at childcare facilities, as well as on roadsides. This allowed us to reach a diverse section of the community including high risk groups. We have responded to concerns from Child Care staff and with Plunket and Police been able to target individuals with education and enforcement.</p> <p>Messages on child restraint and seatbelt use has been directed at events and presentations, where parents, caregivers and young people are present in an effort to remind them of the importance of wearing a seatbelt.</p>
What worked well or not so well? What improvements would be made?	<p>Offering free bolt installations and information packs had a very positive impact, Police were seen to be acting proactively and solution based rather than just carrying out enforcement. Most parents whose children were incorrectly restrained were offered help in the first instance, particularly if only minor help was needed, i.e. harnesses tightened, restraints repositioned and installed correctly. For a very small group of parents, compliance tickets were issued to ensure they followed up with ensuring their children ended up correctly restrained.</p> <p>A worrying trend is the increasing incidence of children being transported unrestrained. Sometimes this is through ignorance of the law particularly with recent migrants, sometimes neglect and sometimes because circumstance has changed with another carer picking up the child at short notice. The key message is no matter how near or far you are travelling, you need to be restrained.</p> <p>A gap in this region is the need for a provider of donated or sponsored restraints. We sought clarification with MSD to understand the process to get a restraint with MSD funding so we are better able to communicate this to any relevant carers. We plan to meet with MSD, Plunket to look at how we can make it easier for people to access funding by providing quotes and information.</p> <p>There has been some difficulty holding the numbers of checking operations we had intended to hold, due to availability of Police staff to assist, with other national operations and staff shortages having an impact.</p>
Theme/Cluster	<b>Speed Tararua, Horowhenua, Ruapehu</b>
Description of Activities delivered	<p><b>‘Rural roads are not motorways’</b> – A further 4 billboards installed in Horowhenua and Tararua. Advertisements with the same message were placed in newspapers and resources with the message distributed at targeted events.</p> <p><b>Surveys – Eketahuna (Tararua District)</b> A speed survey was carried out in Eketahuna after concerns from local residents (via Eketahuna Our Town Committee) about the speed of traffic approaching the pedestrian crossing which is on the State Highway in the middle of town.</p> <p><b>Flyer for Chinese Driving Tourists</b> Design of a new flyer specifically for Chinese drivers with a focus on NZ Law When Driving and Slowing Down at Roadworks.</p>
Target Audience	All drivers <span style="margin-left: 200px;">International Tourists</span>
Key quantitative results achieved	10 x billboards have been installed. 7 x advertisements in local newspapers. 2000 flyers printed 1 x speed survey conducted in Eketahuna (Tararua District)
Key qualitative results achieved	<p><b>Rural Roads campaign</b> The ‘rural roads are not motorways’ message reminds drivers that you never know what you may come across on rural roads and that we need to drive at speeds that reflect the surroundings. The graphics used, i.e. sheep and dairy cows on the road is a very common scenario on NZ’s rural roads.</p> <p><b>Speed Survey – Eketahuna</b> The road safety coordinator was approached regarding a concern about the speed of traffic travelling along Main Street (SH2). Residents perceived vehicles were travelling faster than 50km/h and pedestrians using the crossing were at risk. Two dates were set aside to collate speed data using the speed laser from NZTA. 303 vehicles were tracked over the two days with 9 vehicles exceeding 50km/h. The highest recorded speed 55km/h.</p> <p><b>Flyer for Chinese Tourists</b> NZ Police (Highway Patrol) &amp; HRC developed a DL flyer similar to one used in the South Island.</p>

<p><b>What worked well or not so well? What improvements would be made?</b></p>	<p>Distributing the resources as part of our face to face engagement with the public at targeted events work well. There has been positive response from the general public about the visibility of the billboards on some of the local rural roads.</p> <p>Positive feedback received on our Facebook page regarding the advertisements appearing in the local Horowhenua paper, "Well done Horizons, we've been wanting this for so long, now put them as billboards especially on Opiki Road! Great work!" Further placements of billboards will be addressed in the next financial year.</p> <p><b>Speed Survey</b> The speed survey was a useful activity to carry out with members of the community. Many people perceive drivers to be going much faster than they actually are. Local residents in Eketahuna felt that this was the case and that people using the pedestrian crossing were at great risk. The road safety coordinator met with a local member from Eketahuna Our Town and carried out the surveys. The data showed few drivers were exceeding the set speed limit for this area. Because of the environment, i.e. busy main street at certain times of the day, school children using the crossing, wide main street; 50km/h can be too fast at times. It was noted some pedestrian behaviour was risky, i.e. people crossing within a few metres of the pedestrian crossing, or not checking for approaching traffic and walking straight out. These were a mix of local people and visitors travelling through. The committee were satisfied with the results of the survey and agreed that some of the issues could be handled within the community through community engagement.</p>
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<p><b>Theme/Cluster</b></p>	<p><b>Vulnerable Road Users - Cycling</b> <b>Palmerston North, Whanganui, Rangitikei</b></p>
<p><b>Description of Activities delivered</b></p>	<p><b>I Tri'd the Tri Series (Child) Community Cycling Events (Adult)</b> Children from Palmerston North and surrounds participated in a triathlon every Monday night for 5 weeks. Horizons provided cycle safety messaging and spot prizes for this event. Horizons provided resources and information for various cycle centred events. Advocating on cycle safety and representation at cycling transport related forums. Resources were made available for members of the public to increase visibility while cycling and walking.</p> <p><b>Young Cyclist of the Year – Whanganui</b> Competition in Whanganui during Nov.</p> <p><b>Mars Pet Care Family Safety Day</b> Family safety day held during Oct. Part of cycling awareness and collaboration with Police, Cycling Road Codes distributed.</p> <p><b>Be Seen Be Bright</b> Run by the 'Let's Go' team - Whanganui DC and supported by HRC promoting the use of reflective clothing when cycling, walking or running.</p> <p><b>Cycling Road Safety Education (Sport Manawatu)</b> Programme to teach Grade 1 &amp; 2 skills required to cycle safely on our roads.</p>
<p><b>Target Audience</b></p>	<p>Cyclists Cyclists school children 9 – 11 years</p>
<p><b>Key quantitative results achieved</b></p>	<p><b>I Tri'd the Tri Series (Child) Community Cycling Events (Adult)</b> An average of 800 children participated each Monday. Around 500 adult cyclists were given safety messaged items to reinforce key messaging around visibility.</p> <p><b>Young Cyclist of the Year – Whanganui</b> 9 schools entered the competition.</p> <p><b>Cycling Road Safety Education (Sport Manawatu)</b> Grade 2 cycle skills sessions delivered to 1,835 students. Grade 1 cycle skills sessions delivered to 744 students. Sessions involved 23 schools across the PN, Manawātū &amp; Tararua districts. 21 adults as part of the Cycling Uncovered programme and 34 adults involved in Whanau Tri training programme.</p>
<p><b>Key qualitative results achieved</b></p>	<p><b>I Tri'd the Tri Series Community Cycling Events (Adult)</b> This is a major annual event for Palmerston North and feedback from families is always positive. Cyclists receiving high-viz back pack covers, vests and lights are appreciative of our efforts to improve their safety.</p> <p><b>Young Cyclist of the Year – Whanganui</b> Event is the culmination of the year's road safety traffic education by the Police School Community Officers in Whanganui. Students from nine schools competed for awards. It entailed a written test and practical skills cycling test. Police worked in collaboration with HRC and the 'Let's Go' team from Whanganui DC to deliver this event.</p> <p><b>Cycling Road Safety Education (Sport Manawatu)</b> Working alongside teachers in the schools is making a positive difference in the way students understand cycle safety. The students are engaged with the theory and receptive to understanding cycle handling skills, learning the code for cyclists, and applying the road rules. They make large gains in their application of cycling skills, knowledge of road rules and become confident and competent in a relatively short timeframe. They all complete the course as 'safety aware cyclists and demonstrate significant improvements in their cycling ability.</p>

<p><b>What worked well or not so well? What improvements would be made?</b></p>	<p>With the increase in cycling infrastructure spending by local authorities there are increasing opportunities to collaborate and improve messaging to all road users around cyclist safety. There is a particular need in Palmerston North to revisit educating cyclists and heavy vehicle drivers on blind spots around buses and heavy vehicles. This is an activity planned for the next year.</p> <p><b>Cycling Road Safety Education (Sport Manawatu)</b> The schools are right behind the cycle safety programme and have gone out of their way to fit this into their crowded timetables. The teachers take part in all the sessions and encourage parents and carers to join the children riding on the road. This assists the children to continue to learn and ensure best practice is reinforced at home and outside school times. This year at one school, parents attended an evening session which was a positive advancement to a holistic cycle safety approach. As this programme and deliverer moves towards Bike Ready Accreditation it is apparent that there is a greater need to have more trained cycle instructors to better realise the expected ratio. Looking to the future of a national standardised programme this will also mean better depth of instruction and sustainability with resource.</p>
<p><b>Theme/Cluster</b></p>	<p><b>Pedestrians Palmerston North, Horowhenua</b></p>
<p><b>Description of Activities delivered</b></p>	<p><b>Bus Side Advertising</b> Bus advertising in the form of a moving billboard in Palmerston North. Two advertisements - 'Get that gear out of your ear. Look out before you step out' and 'Eyes up. Walk smart.' advertising for 12 months.</p> <p><b>Back to School Campaign – Newspaper</b> Advertising of Back to School campaign with full back page advertisement in newspaper 7 Feb – 'See the Signs' 40kmh school zones and 20kmh school bus either way. Wristbands with safety messages for pedestrians were handed out to primary school students at school entrances and child focused events.</p> <p><b>Monitoring of School Zones &amp; Hot Spots</b> Ongoing surveying primary and intermediate school zones before and after school was carried out. Responding to school concerns with congestion and safety issues. Providing analysis and options for improvement.</p> <p><b>School Patrol Day</b> Police and HRC held a school patrol day out for schools in Feilding to thank the students for their time and effort in helping Feilding school children get to school safely.</p> <p><b>Rail Safety Week – August 2019</b> HRC teamed with TrackSAFE (KiwiRail) to raise awareness about rail safety and to encourage safe behaviour around trains and tracks in Palmerston North, Levin, Tararua and Whanganui.</p>
<p><b>Target Audience</b></p>	<p>All road users particularly those driving near schools and stationary school buses. Pedestrians in Palmerston North CBD especially generation Z wearing head phones. A growing issue based on anecdotal reports from public and CAS data. Primary school students walking to school. Pedestrians using railway crossings.</p>
<p><b>Key quantitative results achieved</b></p>	<p><b>Bus Side Advertising</b> The bus side is seen- weekdays 6.40am to 8.35pm and weekends 8am to 6:35pm. The bus advertising ran for eight months, around Palmerston North urban routes 7 days a week.</p> <p><b>Back to School Campaign – Newspaper</b> Delivered free to 38,000 households.</p> <p><b>Monitoring of School Zones &amp; Hot Spots</b> School zone observations were carried out along with some school bus stop monitoring. Results have been provided to the interested parties.</p> <p><b>School Patrol Day</b> 7 schools attended the school patrol day at The Makino Aquatic centre with approximately 250 students and staff celebrating their efforts.</p> <p><b>Rail Safety Week</b> 65 pedestrians stopped during an education awareness activity at the Queen St level crossing in Levin. Over 100 people engaged in conversations on rail safety outside supermarkets in Dannevirke and Palmerston North.</p>
<p><b>Key qualitative results achieved</b></p>	<p><b>Monitoring of School Zones</b> Findings indicate large majority of motorists travelling through school zones while the temporary speed limit is operating are complying with the 40kmh limit. Traffic is successfully being slowed. There are some behavioural improvements to be encouraged with parents picking up and dropping off students. Schools are proactive around entrances with suggested routes such as not exiting with right hand turns from school parks, drop off zones.</p> <p><b>Rail Safety Week</b> To promote the safety of pedestrians in urban zones we targeted a level crossing in Levin and reminded pedestrians to stay focused and to expect trains at any time from either direction. TrackSafe donated merchandise to give away, which encouraged people to stop and engage with us. RSCs targeted shoppers at supermarkets in Dannevirke and Palmerston North, offering environment friendly shopping bags while promoting rail safety week.</p>

<p><b>What worked well or not so well? What improvements would be made?</b></p>	<p>Working with local council to identify key sites in CBD to locate footpath sticker reminders.</p> <p>This region like others has a problem with motorists adhering to the 20km either way rule when passing stationary school buses. Working with a local bus operator to increase the visibility of this message. In addition it would be helpful if there was a nationwide campaign developed and some follow up to previous trials and findings such as the Ashburton Trial on bus signage conducted some years ago.</p> <p><b>Rail Safety Week</b> Having a presence at rail crossings during rail safety week, had a positive impact as people were keen to engage. The majority of people had stories and experiences they shared and supporting the activity.</p>	
<p><b>Theme/Cluster</b></p>	<p><b>Young / High Risk Drivers</b> Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui, Rangitikei and Ruapehu</p>	
<p><b>Description of Activities delivered</b></p>	<p><b>Driver Licence Education Programmes</b> Driver licence education has been a focus for the region with local community groups being funded through our External Community Road Safety Fund WC:432 Eight community organisations have been contracted to provide targeted support to their communities.</p> <p><b>Massey Flattening Expo</b> Key safety messages: Safety belts, impaired driving and intersections while also promoting drive.govt.nz for learners. As part of the engagement we surveyed students on driving behaviours. This feedback is collated and used to inform future direction with Massey students. To further reinforce the key messages we handed out free promotional gear with the key messages clearly displayed. There was an opportunity to provide resources such as Road Codes and cycling vests to students requiring these.</p> <p><b>Pilot Trial – Young Driver Youth Justice Residential Care Programme</b> In response to increasing incidences of young unlicensed drivers fleeing, a collaborative programme is being created to target young people in youth justice residential care and their whanau. A range of partners with lead agency Oranga Tamariki -Youth Justice supported by Corrections, DHB, HRC RSC, First Responders, Manfeild, RYDA, Brain Injury Trust, NZDF, iHOW for resources and delivery.</p> <p><b>Newspaper Advertising – ‘Stay Involved &amp; Safeteen advertisements, Drive to the Conditions</b> Advertisements to remind parents about the importance of being involved in their teen’s driver training were placed in the local community newspapers throughout the year. These adverts aligned with young driver advertising from NZTA. Full back page newspaper advertising Apr. Message ‘Keep your eye on the road, drive to the conditions. Make the choice to slow down. By choosing a safe speed you choose what happens next.’</p> <p><b>Newspaper Advertisement – ‘The Unsell’ Campaign</b> A series of newspaper full page and half page adverts using NZTA approved images and messaging were placed in community newspapers weekly during May. Flyers have also been produced in readiness for a campaign to target parents during secondary school parent events such as interviews.</p> <p><b>Social Media</b> Facebook posts with Safeteen adverts and highlighting licence training providers across the region were posted over two weeks in Sep.</p> <p><b>SADD Conference</b> Supported student leaders to attend annual SADD conference who otherwise may not have been able to attend.</p> <p><b>High School Road Safety Programme</b> Supported a targeted new SADD school to attend RYDA full day programme for secondary Year 12 students.</p> <p><b>Dannevirke A&amp;P Show</b> Road safety activity at the A&amp;P Show with a focus on young drivers, driver licencing and wearing of seatbelts. Messages reinforced with use of driving simulator as well as a seatbelt simulator. A quiz was held to encourage further face-to-face engagement on the day.</p> <p><b>UCOL Open Day 2018 - Whanganui</b> HRC collaborated with Police to hold a joint exhibit at the UCOL open day in Whanganui in Aug.</p> <p><b>Hunterville Shemozzle</b> Information packs were provided to organisers of the event to be distributed on the day. The packs contained information about drink driving and seatbelts.</p> <p><b>Learner Licence Programmes – Whanganui/Marton</b> A learner licence programme was run at Whanganui City College in Nov and will now be offered to other secondary schools in Whanganui and Rangitikei. A learner licence programme was also scheduled to begin in Marton during Feb but due to the lack of a suitable provider it was deferred to the following year.</p> <p><b>Ohakune Mardi Gras refer Alcohol section</b></p>	
<p><b>Target Audience</b></p>	<p>Learner Drivers Illegal drivers Young drivers 16-24 years of age</p>	<p>Parents of learner and restricted drivers Young people in youth justice residential care Year 12 Secondary School students</p>

Key quantitative results achieved	<p><b>Driver Licence Education Programmes</b> In total around 2,400 young or high risk drivers across the region received licence support from community providers. The majority of attendees were young, male, and of Maori or Pacific Island ethnicity.</p> <table border="1" data-bbox="518 280 1308 347"> <thead> <tr> <th>Licence Type</th> <th>Learner</th> <th>Restricted</th> <th>Full</th> <th>Success Rate</th> </tr> </thead> <tbody> <tr> <td>2018-19</td> <td>2,216+</td> <td>42</td> <td>16</td> <td>98%</td> </tr> </tbody> </table> <p><b>Massey Flattng Expo</b> 200 University Halls Resident Students. Around half had a Full, 1/3 Restricted and 1/4 Learner licence. A small number had International.</p> <p><b>Pilot Trial – Young Driver Youth Justice Residential Care Programme</b> Components of the programme trialled. Awaiting results from lead agency.</p> <p><b>SADD Conference</b> 5 students from across the Region took up the offer to attend the national SADD conference in Feilding.</p> <p><b>Newspaper Advertising</b> 14 advertising opportunities undertaken throughout the year, where the focus was on young drivers and parents. 2 x road safety presentations to CACTUS programme in Dannevirke</p> <p><b>Dannevirke A&amp;P Show</b> 52 people experienced the seatbelt simulator &amp; 50 people experienced the driving simulator 52 entries in the child restraint/seatbelt quiz</p> <p><b>Hunterville Shemozzle</b> 800 packs were provided for the Shemozzle</p> <p><b>Ohakune Mardi Gras - Refer Alcohol section of report</b></p>	Licence Type	Learner	Restricted	Full	Success Rate	2018-19	2,216+	42	16	98%
Licence Type	Learner	Restricted	Full	Success Rate							
2018-19	2,216+	42	16	98%							
Key qualitative results achieved	<p><b>Driver Licence Education Programmes</b> Below is a selection of anecdotal accounts detailing the impact of this support: Working with a 23 year old youth who has been referred through Police after being picked up with an unwarranted, unregistered vehicle. He does not have a licence but is employed in the forestry industry. He is taking time off work to attend one on one sessions. He has literacy limitations and memory retention problems. We needed to order a Birth Certificate for ID purposes. Students saying at the end "this is the first thing I have ever finished". "The colours make each question easier to know which one you are answering" "The whole page is much less busy than the old pages" "The colours and blocks stop the page moving when I read, I have dyslexia" "I usually have a reader/writer but I can understand and do this work"</p> <p>A middle aged Jamaican man comes to the caravan with an expired passport, expired NZ residency paper and a mixture of ID. We give him details of what he needs and he returns a week later. The ID does not stack up so our tutor takes him in our car to VTNZ. After a long conversation with NZTA and much negotiation a way forward with his ID is forged. The tutor takes him back, teaches him and he gets his licence that day. One on one, expensive but rewarding for everyone involved. He was driving already.</p> <p><b>Newspaper Advertising</b> Received positive feedback from public on clear &amp; useful information conveyed in advertisement for parents. Delivered free to all households in area. (38,000 households in PNCC &amp; MDC).</p> <p><b>Safeteen Newspaper Advertisements</b> The Safeteen advertisement encourage parents to stay involved in their teens driver training and have links to the "DRIVE" programme and Safeteen driver websites. We were noticing many parents are not sure about the process their son/daughter needs to undertake to obtain a licence, i.e. evidence of identity and ensuring they obtain a learner licence before driving on the road, so to assist with this process we ensured there are links provided in the advertisements or that the advertisements themselves contain some of the information. In Horowhenua, Tararua, Hawkes Bay and Whanganui the community newspapers we advertised in have an approximate combined readership of around 130,000.</p> <p><b>Massey Flat Expo Survey Results July</b> When students were asked about alcohol limits for Under 20s an excellent response from learner (100%), restricted (97%) and full (94%) licence holders knew the law. Only half of non-licence and international licence holders knew. Knowledge of restricted driving hours and passenger conditions had similar results with a slightly lower number correct across all licence types. Only around half of NZ driver licence holders had used DRIVE. Around 1/4 had never heard of it. When asked how they learned to drive the majority of licence holders were taught by their parents; with the exception being the international licence holders.</p> <p><b>SADD (Students Against Dangerous Driving)</b> SADD students at secondary schools in Tararua continue to run activities throughout the year based on the six SADD principals. HRC supports their activities when required. SADD students also assist at roadside checkpoints in Tararua with Police and HRC.</p> <p><b>Dannevirke A&amp;P Show</b> The driving simulator was used to target young drivers, giving them the opportunity to practice a range of driving scenarios such as safe stopping and following distances, changing weather conditions, scanning ahead and having an awareness of vehicle blind spots. The seatbelt simulator gave people the opportunity to experience the actual force generated during a 5-12km/h collision.</p> <p><b>Ohakune Mardi Gras</b> see Alcohol section</p>										



What worked well or not so well?  
What improvements would be made?

### **Driver Licence Education Programmes**

Here some examples from community providers:

We have newly designed and printed resources for our students to use that are helping many specific learning needs. We think we have made a breakthrough for Dyslexia Spectrum students and they give exceptionally high praise for these new resources. We would like to have smaller groups for English Second Language students, anxiety students and a few other learning needs. Due to cost restraints we cannot always accommodate them ideally. The increasing complexity of learning needs is stretching our tutor allocation and financial viability. Our service could be enriched by having the flexibility to have one-one tutoring when required. This would only be possible with some specific funding for these students. Opening in Levin has worked well and demand has increased our service to two days a week for the 2019 year. Increasing our mentoring hours has enabled more drivers to access the vehicle and work towards their 120 practical driving hours. There continues to be a large need in this area for support for learner drivers which is beyond our capacity. Our operations are dynamic to cope with changes in personnel and enable the best outcomes from the available resource. We constantly evaluate our methods. Migrant workers moving into the region requiring support in attaining their licence but having limited English provides challenges for us in meeting this need. From 2020 there is an expected influx of refugees to this region. This will require more resource which we currently do not have the capacity in personnel or funding. We will work on solutions such as utilising ESL partners.

**Other activities** The face to face engagement with Young Drivers has been very successful and the response has been extremely positive. They have been receptive to receiving safety messages. As always the hard to reach audience is a focus. A disappointment this year was Corrections not running a collaborative Road Safety education day as in previous years. This is something to pursue and seek out alternative methods to reach this group. A positive development is working with Youth Justice Residential Care to develop appropriate interventions for their residents. Trials are being conducted on components of a future programme with a view to creating a successful programme with a holistic approach.

**SADD (Students Against Dangerous Driving)** SADD students who attend the national SADD conference will often come back to their school with a sense of passion and enthusiasm for promoting the SADD principles. For many, attending conference is a cost that they couldn't afford so being able to support their attendance by covering their registration ensures that their efforts are recognised and valued. The activities they undertake within their school and community has a positive impact and encourages the target group to think about their driving behaviour. We've noticed that when the general driving public see young people promoting safe driving practices i.e. sober driving checkpoints, they respond positively to the face to face engagement.

**Dannevirke A&P Show** Having a site at the A&P Show was a great success this year with a steady flow of people visiting the site and experiencing the road safety activities. Having activities that people could partake in was a fantastic way to draw people in. The seatbelt simulator created some excellent face-to-face engagement around how people value the importance of wearing a seatbelt. After they had experienced the low-impact collision, people realised the value of the protection provided by the seatbelt and went away with a new respect for the protection that a seatbelt can provide. A large number of people also watched the demonstrations from the side-line and so even though they weren't actually experiencing the collision, still left with an understanding of the message.

We were also fortunate that the person facilitating this activity was a young person who has an absolute passion for road safety which came across strongly with the way she conversed with young people her own age as well as the general public.

The driving simulator had a constant flow of people wanting to experience the different driving scenarios. A number of students from the local high school were keen to see it used alongside practical on-road driving lessons particularly in schools where a driver licencing programme is being undertaken.

**UCOL Open Day – Whanganui** The success of this activity was impacted by the organisers' failure to promote the activity to students leading to a very low turnout. We will be re-evaluating whether we take part in the event next year.

**Huntermville Shemozzle** Event is run every year & features competitions, events, activities & entertainment. Target group of young rural males can be a very hard group to engage with. We supply information packs distributed by the organisers.

**Learner Licence Programmes** Due to the lack of a suitable provider for the learner licence programme in Marton we negotiated with a regional provider to run a programme as part of our 2019/20 external community programmes.

**Ohakune Mardi Gras** – Refer Alcohol section



Report No.	19-131
Information Only - No Decision Required	

## APPROVED ORGANISATION QUARTERLY UPDATE

### 1. PURPOSE

- 1.1. This report is to update Members on significant regional roading, public transport, road safety and planning activities within the Horizons Regional Council region.

### 2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-131 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 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.

Phil Hindrup  
**MANAGER TRANSPORT SERVICES**

Ged Shirley  
**GROUP MANAGER  
REGIONAL SERVICES & INFORMATION**

### ANNEXES

- A AOs Report

**Regional Transport Committee  
Approved Organisation Update September 2019**

<b>ORGANISATION NAME: Horowhenua District Council</b> <b>RTC REPRESENTATIVE: Mayor Michael Feyen</b>
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**1. MAINTENANCE, OPERATIONS AND RENEWALS**

Pavement repairs and drainage work for the 2019-20 reseal season is currently underway around the District. The Reseals are scheduled to be undertaken during November/December this year. Higgins is again looking to subcontract the work to JJ Walters.

On Gladstone Road a new slip has occurred next to the previous main slip in July. The road was closed for a number of days due to material continuously coming down the hill. The possible realignment of Gladstone Road is still being investigated. The development of a business case and variation to the RLTP is ongoing.

The Waitarere Beach Road project is ready to proceed as is most other projects in the 2019-20 forward works program.

**2. WALKING AND CYCLING**

The negotiations surrounding the proposed construction of a shared pathway in the rail reserve in Levin from Tararua Road to Roslyn Road is still ongoing.

HDC has a budget of \$650,000.00 for shared pathways this financial year, and a forward works program consisting of various pathways to be constructed in accordance with the RLTP. The final prioritising is still to be confirmed.

**3. ROAD SAFETY**

RURAL SPEED LIMIT REVIEW

HDC have been undergoing a Rural Speed Limit Review with the aim to implement new rural speed limits by the end of the financial year. This was not achieved due to time constraints. The list of new speed limits for the designated roads have been adopted by the Horowhenua District Council at its Council meeting on the 12 June. The final list is still to be ratified at the August Council meeting. After ratification the new speed limits will be implemented within 2 months throughout the district.

**4. PLANNING**

NZTA announced their preferred alignment for the Otaki to North Levin section of the Kapiti expressway in December.

HDC are developing the Horowhenua Integrated Transport Strategy (HITS) as part of its Growth Response work. This will contain a Network Plan which will tie in the effect of the expressway, future growth requirements and a possible future Levin Town Centre upgrade. It will also include a section on Shared Pathways.

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

### 1. PUBLIC TRANSPORT

Council's focus continues to be implementation of a number of trials, a substantial re-tender programme and data capture and analysis.

Tenders were awarded for the following services during the year:

- Ashhurst to Palmerston North (Uzabus)
- Taihape to Palmerston North/Whanganui (Go Bus)
- Raetihi to Ohakune (Go Bus)
- Levin to Waikanae (Uzabus)
- Horowhenua Day Out In Town (Uzabus)
- Levin to Palmerston North (Uzabus). The new contract includes a new twice weekly off-peak service to Palmerston North (commenced operation on 5 August 2019).
- Whanganui urban services (Tranzit Whanganui).

In addition to the reviews undertaken on the services above, the following service reviews were completed, or have commenced:

- Marton to Palmerston North. Tender process to occur during the second quarter of 2019-20.
- The extended hours of operation in Palmerston North were reviewed in November 2018, February 2019 and June 2019. Two services (7.20pm and 8.00pm) stopped operation on 26 July 2019 due to poor performance. The 6.40pm service continues to operate.
- Feilding around town/Feilding to Palmerston North mid-term review commenced in late 2018-19 and is expected to be complete by late 2019.
- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19 and it is expected that the review will be complete by the end of 2020.

The Passenger Transport Committee was updated on the performance of all contracted public transport services and trial services at its June committee meeting. Patronage across almost all services continues to increase, after some years of decline.

Work continues on preparation for implementation of the new Regional Electronic Ticketing System (RITS). The system is now due to go-live across the first regions in late 2019.

### 2. ROAD SAFETY

Horizons Road Safety Coordinators continue to work on promotion and education activities across identified issues. A detailed report on the Coordinators' activities for the previous 12 months, including the performance of the external programmes that they manage, will be presented as a separate agenda item to the Regional Transport Committee.

### 3. TRANSPORT PLANNING

The focus continues to be on supporting the advancement of the following key initiatives being key programmes identified in the Regional Land Transport Plan:

- Manawatū Tararua Highway (Te Ahu a Turanga)
- Otaki to North of Levin Expressway (O2NL)
- Palmerston North Integrated Transport Investments (Regional Freight Ring Road)
- Inter-regional Passenger Rail between the Horizons and Greater Wellington regions
- Accessing Central New Zealand Governance Group meeting

Staff have also been involved to some degree in the formation of the State Highway 43: The Forgotten Highway business case and the SH1 Taupo to Waiouru Improvements business case.

Lastly, staff have commenced discussions on a work stream to lift and unify the region's walking and cycling profile. Much of this work will be focused around and will inform the preparation of the next Regional Land Transport Plan on which work commences next year. A number of districts have completed or have commenced writing their own walking and cycling strategies which staff have had input into. This is a positive step and it is important that the opportunities identified in these documents are integrated into the full land transport picture, which highlights the region as a walking and cycling destination.

There is an opportunity through this work to grow the walking and cycling regional profile and maximise opportunities for central government investment through demonstrating this is a regional priority (which it currently is) which will generate a number of health, safety and economic benefits, and that there is collaborative work and being undertaken to create an integrated network of walking and cycling projects. Ultimately this work can feed and be leveraged via vehicles such as Accelerate25, Accessing Central NZ, Economic Development Agencies and recreational organisations.

**ORGANISATION NAME: Manawatu District Council**  
**RTC REPRESENTATIVE: Mayor Helen Worboys**

### 1. EMERGENCY WORKS

Event	Phase	Completion Due	Comments
June 2018 Storm	Construction	May 2019	Complete
September 2018	Construction	June 2019	Complete

### 2. MAINTENANCE

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability. All programmed works are complete.

2019-20 pre-reseal repairs are complete. The priority is to complete the remaining pre reseal repairs and a continued focus on safety issues, drainage and resilience work.

### 3. RENEWALS

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

**Sealed Road Resurfacing:** 49 kilometers of Sealed Road Surfacing has been completed.

**Sealed Road Pavement Rehabilitation:** This work provides for the replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic. The proposed projects for 2018-19 were:

Location	Start Date	Completion Due	Comments
Port Street East Stage 1 (Pharazyn St to Proposed Road 3) Precinct 4	Aug 18	May 19	Complete
Awahuri-Feilding Stage 2 (Kawakawa Rd Block)	Jan 19	May 19	Complete
Spur Road: Traction Seal	Sep 18	Sept 18	Complete
Kimbolton Road North Rehab	Jun 18	Nov 18	Complete
Kimbolton Road Southern Rehab	Oct 18	Nov 18	Complete
Cemetery Road & Oppatt Lane Rehab	Mar 19	Apr 19	Complete
Taylor Rd	Apr 19	May 19	Complete
Penny Rd	Apr 19	May 19	Complete

**Work completed in the 2018-19 Financial Year:**

Work Category	Work Activity	Quantity Achieved
125	Footpath renewals (m)	900
211	Unsealed road metaling and rehabilitation (km)	13.5
	Unsealed road metaling and rehabilitation (m <sup>3</sup> )	1215
212	Resurfacing - total (lane - km)	92.7
	Resurfacing – thin asphaltic surfacing (lane - km)	1.2
	Resurfacing - total (m <sup>2</sup> )	321,559
	Resurfacing – thin asphaltic surfacing (m <sup>2</sup> )	6,538
	Resurfacing – chip seals (m <sup>2</sup> )	315,021
213	Drainage renewals – Length culverts (m)	889
	Drainage renewals – Length kerb and channel (m)	2,669
214	Pavement rehabilitation – total (lane – km)	7.392
	Pavement rehabilitation – granular (lane – km)	3.526
	Pavement rehabilitation – total (m <sup>2</sup> )	29,667
	Pavement rehabilitation – granular (m <sup>2</sup> )	29,667

**4. ROAD IMPROVEMENTS**

**Road improvements:** This work category provides for improvements to or upgrading of existing roads within the existing or widened road reserve.

Location	Start	Completion Due	Comments
LED carriageway lighting.	Sep 18	June 19	Shipment delayed
Awahuri/Feilding Road (Stage 2) Kawakawa Rd Block. Link Widths Imp	Jan 19	May 19	Complete
Makino & Short Intersection	Feb 19	April 19	Complete
Traffic Calming for Schools Programme	3 yr prgm		Complete
Hiwinui cycleway	Jan 19	June 19	Complete
Rongotea/Aranui guardrail & drainage improvements	Apr 19	May 19	Complete

**Bridge Replacements:** This work provides for the upgrade or replacement of existing bridges and other road structures.

Location	Phase	Status
Otara Bridge: Strengthening	Construction	Complete
Gillespies Line	Design	Complete
Rongotea Rd S244	Design	Complete

**Mangaweka Bridge**

Geotechnical, Hydraulic, Ecological, and Architectural investigations are complete. Design philosophy report being finalised. Preliminary work has started on the structural design work. Monopile design is well advanced.

A site meeting was held with members of the structures team, and seven contractors that had registered interest in the Early Contractor Involvement (ECI) process. Following feedback from the ECI meetings we have adopting lifting the bridge deck into place as our preferred construction methodology.



Currently preparing consenting documentation, and liaising with affected parties, and tangata whenua. Land acquisition negotiations with one party have reached an impasse.

## 5. OTHER PROJECTS

**Feilding to Palmerston North cycle way:** the Draft Single Stage Business Case is complete. Currently working through issues raised by NZTA. When NZTA approves the Final Single Stage Business Case PNCC and MDC will apply for the Pre-Implementation funding.

**Turners Road:** TPG have commenced land acquisition negotiations.

## 6. ROAD SAFETY

Project	Completion Due
<ul style="list-style-type: none"> <li> <b>Makino &amp; Short Road Intersection:</b> Behaviour modification/visibility improvement to junction through line-marking realignment                 </li> </ul>	Apr 19
<ul style="list-style-type: none"> <li> <b>Church St Pedestrian Crossing:</b> New pedestrian crossing leading from Fitzroy Street to the Green Spine, in collaboration with Manchester St School                 </li> </ul>	July 19
<ul style="list-style-type: none"> <li> <b>Makino Road (Feilding) &amp; North St Intersection:</b> Installation of central island on Makino Road to modify driver behaviour and provide central refuge for pedestrians using the existing crossing                 </li> </ul>	May 19
<ul style="list-style-type: none"> <li> <b>Makino/Reid Line West Intersection:</b> Splitter island(s) installation at the Makino/Reid Line West intersection.                 </li> </ul>	Deferred Yr 2
<ul style="list-style-type: none"> <li> <b>Sandon &amp; Te Rakehou Road Intersection:</b> Mitigation of repeated vehicle incursions into roadside paddock                 </li> </ul>	Deferred Yr 2
<ul style="list-style-type: none"> <li> <b>Threshold Signage Enhancements:</b> Scheme to increase the visibility of urban boundaries to rural settlements (Halcombe, &amp; Hiwinui) in response to community committee requests to manage entry speeds, (Hiwinui is now a separate community led 'beautification' project). Sanson Deferred Yr 2                 </li> </ul>	May 19
<ul style="list-style-type: none"> <li> <b>Rongotea &amp; Aranui Road Intersection:</b> Enhanced barrier replacement and intersection visibility scheme                 </li> </ul>	April 19
<ul style="list-style-type: none"> <li> <b>Permanent Warning Signage Corridor Upgrades:</b> Changing to Halcombe Road (Sandon Road, Mt Stewart-Halcombe Road, Valley Road &amp; Colyton Road deferred as completion of Halcombe Rd audit ranked higher than previously planned roads).                 </li> </ul>	May 19
<ul style="list-style-type: none"> <li> <b>Crash Mitigation:</b> Curve widening scheme on Halcombe Rd between Halcombe Village &amp; Mingaroa Rd at higher risk/trending crash location                 </li> </ul>	Deferred Yr 2
<ul style="list-style-type: none"> <li> <b>Taylor-Tangimoana Road intersection:</b> Signage upgrade complete. Audio-tactile warning 'rumble strips' on approaches                 </li> </ul>	May 9
<ul style="list-style-type: none"> <li> <b>Awahuri-West-Coronation &amp; South St West intersection:</b> Crossing points for pedestrians on all approaches to this intersection identified for improved safety and mobility (particularly for Alexandra Flats residents and school age pedestrians accessing bus stop on West St). Intersection itself is being resurfaced this year; can split the tasks into Coronation St using Drainage/K&amp;C renewals (see above) and combine the other three proposed crossing points into an RD1039 minor safety project the following year                 </li> </ul>	Deferred Yr 2
<ul style="list-style-type: none"> <li> <b>Rangiotu and Halcombe Road Safety Audits:</b> to identify additional safety related projects.                 </li> </ul>	Deferred Yr 2

**ORGANISATION NAME: Palmerston North City Council**  
**RTC REPRESENTATIVE: Mayor Grant Smith**

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

Road rehabilitation work planned for Rewa Street has now been tendered at a cost of \$482,000.00 with the work awarded to Downer. Other planned road rehabilitation work is well advanced and will be completed by the end of the financial year.

Footpath renewals work to the value of \$374,000 has been completed in the year to March 2019. Council has also been extending the footpath network in a number of areas, with four sections of new footpath committed at a total cost of \$342,000. Council's annual budget for footpath extensions is \$350,000.00 with plans to address the lack of footpaths across the network. Design work is underway for future years' programme, including a couple of sections on SH57 Aokautere Drive.

## 2. CAPITAL PROGRAMME

### Subsidised work

Seal extension of Forest Hill Road has been largely completed for Stage 2, with bank stabilisation now underway before the final 100m of roadway is sealed. The work is being partly funded from the Low Cost Low Risk programme and addresses existing safety risks associated with the narrow carriageway and steep drops. The \$500,000.00 budget for 2018-19 is expected to be fully expended.

The LED street light upgrade programme continues to be delivered. Currently all of the P-Category (pedestrian streets) have been upgraded. V-category lights (vehicle streets) are now being installed and the latest supply of Luminaires has been delivered for installation. Delivery times have increased over the course of the project, reflecting changed international demand.

Work to renew Cuba Street in the city centre is complete. The new design encourages slower vehicle speeds and greater emphasis on pedestrian movement. Post construction speed surveys have confirmed mean speeds have dropped to 29 km/h, a reduction in mean speed from the previous surveyed 39km/h. Reducing speeds in pedestrian areas is a key contributor to safer roads.

### Non-subsidised work

An issue that remains to be resolved is the crossing of the railway line by pedestrians. No facilities have been provided and the footpath connections end at the rail crossing, meaning pedestrians have to walk on the road. KiwiRail will not approve a new facility until a confirmed design that meets their current standards is completed. Council has been engaging with KiwiRail on this issue since late 2017 and a safety assessment recommended facilities should be installed.

The current timeline has detailed design completed by July 2019 with construction by February 2020, even if Council pays for installation. Council will consider the addition of barrier arms at the same time, with work completed under its Low Cost Low Risk Programme. The estimated cost is \$285,000 for pedestrian facilities alone and \$525,000 with barrier arms installed. KiwiRail do not contract this work out and current commitments within their organisation mean an earlier resolution is unlikely.

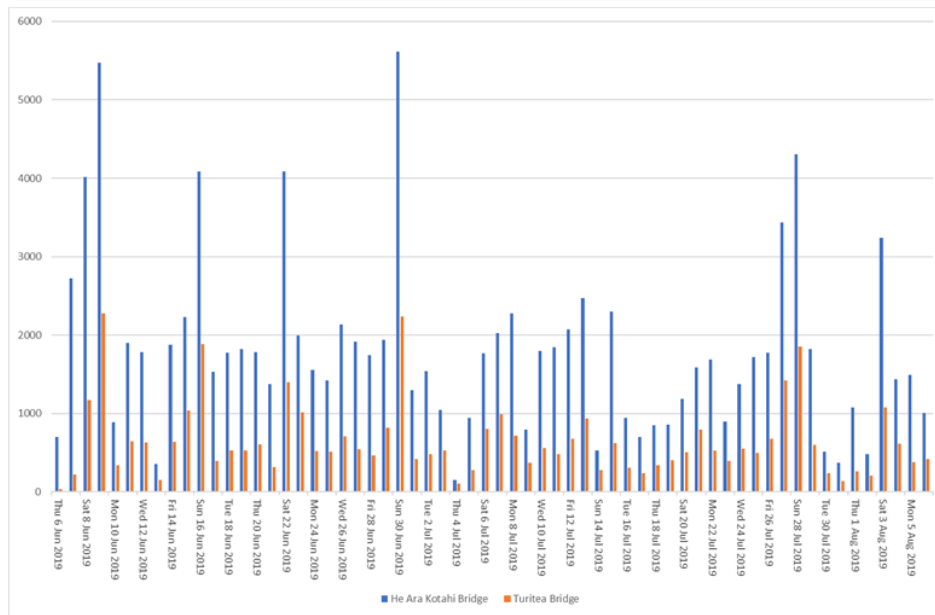
## 3. EMERGENCY WORKS

No issues.

## 4. WALKING AND CYCLING

The construction of the pedestrian cycle bridge and the associated 7km of shared pathway is now complete with the official opening having occurred in June 2019. The bridge and pathway are a key feature of the Manawatu River Framework, which promotes the development of a linear park along the banks of the river. The new pathway has provided public access to the first large section of the true left bank (south side) of the river.

The project has been extremely well received by the public, with numbers of visitors and users to the bridge and path network far exceeding projections. A permanent pedestrian and cycle counter is to be installed on the bridge and will provide accurate data for pedestrian and cycle movements. The temporary counter records groups and individuals but does not distinguish between types of users/modes. Initial data is shown in the graph below, with counts recorded for the main bridge and the Turitea Stream Bridge, located about 20-30 minutes walk downstream from the main bridge. Usage has peaked at 5615 for the main bridge and 2275 for the Turitea Stream Bridge, with average daily counts of 1829 and 629 respectively. These figures are well above projections in the supporting business case developed for the project, especially pleasing given the winter season.



**5. PLANNING**

Council has almost completed development of the Cycle Masterplan. Public consultation was carried out during June and the final plan is being reported to Council for adoptions in September. The Vision for the plan is “The Urban Cycle Network investment results in an environment and culture change that encourages more people in Palmerston North to choose cycling more often”. Once the plan is adopted a Single Stage Business Case will be submitted to NZTA for funding approval. Council has budgeted \$2.9 million for investment over the next two years for the implementation phase.

**6. ROAD SAFETY**

Council has submitted on the draft Road Safety Strategy to the Ministry of Transport. There were no other notable developments during the period.

<b>ORGANISATION NAME:</b> Rangitikei District Council <b>RTC REPRESENTATIVE:</b> Mayor Andy Watson
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### 1. EMERGENCY WORKS

\$1M will be carried forward to cover uncompleted works on Swan Street and the package of work in the Turakina Valley at north of McLeays and Drysdale.

Event	Phase	Completion Due	Comments
July-18, Turakina-3 south of Drysdale	Construction	TBC	Awaiting consent
Apr-18, Turakina-2 north of McLeays, dropout	Construction	TBC	Awaiting consent
May-18, Swan St	Construction	Oct - 19	Under construction
May-18, Rangitane Bridge	Construction	Mar - 19	Complete

### 2. MAINTENANCE

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability.

Pre reseal repairs for next year's reseals is underway. The focus is on pavement, drainage and resilience work.

Liaising with NZTA regarding its Renewal & Rehab programme

### 3. RENEWALS

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

**Sealed Road Resurfacing:** 50.7 km of road was resealed this year, target 51km.

**Sealed Road Pavement Rehabilitation:** This work provides for the replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic.

#### Work completed in the 2018-19 Financial Year:

Work Category	Work Activity	Quantity Achieved
125	Footpath renewals (m)	250
211	Unsealed road metaling and rehabilitation (km)	20.9
	Unsealed road metaling and rehabilitation (m <sup>3</sup> )	6,782
212	Resurfacing - total (lane - km)	103.4
	Resurfacing – thin asphaltic surfacing (lane - km)	0.4
	Resurfacing - total (m <sup>2</sup> )	306,050
	Resurfacing – thin asphaltic surfacing (m <sup>2</sup> )	2,780
	Resurfacing – chip seals (m <sup>2</sup> )	303,270
213	Drainage renewals – Length culverts (m)	254
	Drainage renewals – Length kerb and channel (m)	734
214	Pavement rehabilitation – total (lane – km)	5.1
	Pavement rehabilitation – granular (lane – km)	5.1
	Pavement rehabilitation – total (m <sup>2</sup> )	17,230
	Pavement rehabilitation – granular (m <sup>2</sup> )	17,230

Additional costs in the Mangahoe Road project and Turakina Valley 2 project has resulted 2 projects being deferred as detailed below;

Location	Length (m)	Start Construction	Completion Due	Comments
Mangahoe Road	1170	Jul 18	May 19	Complete
Parewanui Road RP 9420-9530	110	Jun 19	Jul 19	Complete
Ratana Rd	500	May-19	Jun-19	Complete
Spooners Hill Road	500			Insufficient budget, deferred to 2019/20
Taihape Napier Road 2	510			Insufficient budget, deferred to 2019/20

#### 4. ROAD IMPROVEMENTS

This work category provides for improvements to or upgrading of existing roads within the existing or widened road reserve.

\$1M will be carried forward to cover deferred works, \$555k of which is for Mangaweka Bridge.

Other deferred projects are Makirikiri Road seal widening, Ruanui Road formation widening, and Pungatawa Road curve improvement, amounting to \$467.

Location	Start construction	Completion Due	Comments
Pungatawa Road RP 6700 – widen blind corner with large drop-off.			Deferred to 2019/20 to align with the resealing programme.
Makirikiri Road RP2993-4634. Seal widening			Deferred to 2019/20. Geotechnical testing delayed design.
Ruanui Road RP900-1200. Seal widening			Deferred to 2019/20. The project encroaches on to DoC reserve and requires their consent to proceed.
Mangatipona/Kauangaroa/Okirae Road Intersection	Mar 19	May 19	Complete
Okirae Road Bluffs. Geotech assessment – part 1	Apr-19	Jun-19	Complete
Installation of LED luminaries	Dec 18	Jan 19	Complete

**Bridges**

Location	Phase	Start	Completion Due	Comments
Otara Bridge: Strengthening	Construction	Aug 18	Jan 19	Complete
Brandon Hall	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – Report confirms that Bridge can be opened to HPMV traffic with increased monitoring over a two year period.
Toe Toe	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – consultant to reassess capacity over next three months.
Te Moehau	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – consultant to reassess capacity over next three months. Additional strengthening is likely to be required.
Blundells ( Ongo Road)	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – Report confirms that Bridge can be opened to HPMV traffic with increased monitoring over a two year period.

**Mangaweka Bridge**

Geotechnical, Hydraulic, Ecological, and Architectural investigations are complete. Design philosophy report being finalised. Preliminary work has started on the structural design work. Monopile design is well advanced.

A site meeting was held with members of the structures team, and seven contractors that had registered interest in the Early Contractor Involvement (ECI) process. Following feedback from the ECI meetings we have adopting lifting the bridge deck into place as our preferred construction methodology.

Currently preparing consenting documentation, and liaising with affected parties, and tangata whenua. Land acquisition negotiations with one party have reached an impasse.

**New Footpaths:** planning is underway to construct new footpaths on Parewanui Road (Ferry to Brandan Hall Road) and part of Hammond Street as programmed. Construction will be undertaken in 2019-20.

**5. OTHER PROJECTS**

**Broadway Marton – Infrastructure Upgrade:** This project is complete, the roundabout will be resurfaced in the 2019/20 programme.

**6. ROAD SAFETY**

The high friction seal on the hill section of Kakariki Road was constructed in March 2019.

**ORGANISATION NAME:** Ruapehu District Council  
**RTC REPRESENTATIVE:** Mayor Don Cameron

**1. MAINTENANCE, OPERATIONS AND RENEWALS**

**Health and Safety – Site Safety**

Temporary Traffic Management is carried out by contractors under the Code of Practice for Temporary Traffic Management (COPTTM).

All contractors are working under current or extended Traffic Management Plans (TMP) as approved by Council Traffic Management Coordinator. The Traffic Management Plans generally require renewal every June.

**Emergency Works**

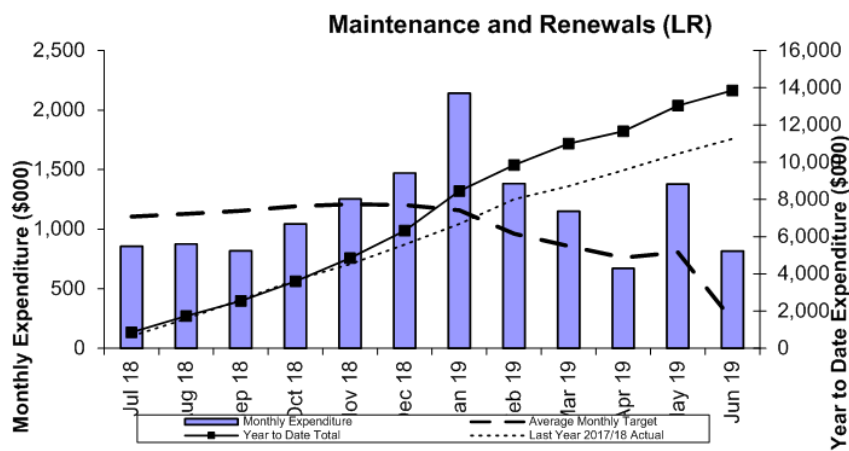
Funding for \$2.34M for Emergency Works was budgeted in the Annual Plan, expenditure is summarised as the initial response, major works and Professional Services and totals \$1.18m.

Due to further weather events and resourcing issues as the end of year approached, a number of sites was carried forward to 2019/20 for completion. The Crotons Road dropout deteriorated and will now incorporate a bridge replacement. Funding for this bridge work estimated at \$810,000 has been approved by NZTA. NZTA funding for all Emergency works for 2018/19 is at the Base Rate of 72% for expenditure.

**Financial YTD**

The value of claimed work for June, over all Contracts was \$1,292,108 with the main expenditure this month being on the National Park - Park & Ride (\$229,890), Pavement Rehabilitation (\$142,055), Minor Improvements (\$126,329), Unsealed Metalling (\$115,977), Environmental Maintenance (\$103,152) and Emergency Reinstatement (\$93,924).

The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 30<sup>th</sup> June 2019.



## 2. CAPITAL PROGRAMME

### Pavement Rehabilitation

Council and its contractors achieved 7.7km of sealed pavement renewal for the 2019 year and advanced earthworks on several sites for construction in 2019-20 season. Survey and design has begun on the 2019/20 targeting an achievement of 7.2km.

### Pavement Rehabilitation Programme

Road Name	RP Location (km)	Length (km)	Status	2018/19 Construction	Estimate (\$0,000)
Matapuna Road Horopito Seal Extension	0.37 – 1.39	1.02	Sealed 03/05/2019	Earthworks and Pavement	\$418
Ongarue Waimiha Road	8.56 – 9.5	1.06	Sealed 28/6/19	Earthworks and Pavement	\$275
Ongarue Waimiha Road	9.5 – 11.15	1.65	Sealed 22/03/2019	Earthworks and Pavement	\$664
Ongarue Waimiha Road	11.15 – 12.96	1.81	Sealed 18/02/2019	Earthworks and Pavement	\$677
Ongarue Waimiha Road	12.96 – 14.10	1.14	Sealed 8/12/2018	Earthworks and Pavement	\$624
Ongarue Waimiha Road	17.56 – 18.045	0.485	Sealed 25/10/2018	Earthworks and Pavement	\$174
Ohura Road	15.85 – 16.73	0.88	Construction	Earthworks	\$37
Ohura Road	33.60 – 34.14	0.54	Sealed 25/01/19	Earthworks and Pavement	\$228
<b>Pavement Total</b>		<b>7.7</b>		Pavement	
<b>Earthworks Total</b>		<b>8.5</b>		Earthworks	

### Bridge Renewal Programme

Mangateitei Bridge is programmed for replacement in the 2019-20 year (in the 2018-21 NZTA Block Allocation), in line with the 2018-28 AMP programme. Due to the weak soils, further testing was undertaken and was incorporated in the pile design. The preliminary bridge design has informal approval from KiwiRail structures team – but they indicated it will need to go through the Deed of Grant process to capture conditions from KiwiRail departments and gain formal approval. Council is liaising with KiwiRail using the Deed process to ensure consultation, with construction timelines dependent on agreement with KiwiRail.

The preliminary design was finalised for Ruapehu Road with costings showing that the bridge will not meet the economic criteria to proceed. The bridge was programmed to be constructed in 2017-18 and was not able to receive co-funding from NZTA. A new funding Low Cost/Low Risk category with different financial drivers is available however the 2018 funding application was unsuccessful. Council is continuing to discuss this bridge with NZTA for possible inclusion within the 2018-21 block, however, with recent funding signals from NZTA this is likely not to receive funding until the 2021-24 block, Council will ensure components are renewed to ensure the bridge is accessible by light vehicles.



#### **ROAD SAFETY**

The 2018-19 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. The next meeting of the RSAP team is programmed for August 2019 and will set priorities for the year ahead.

#### **RUAPEHU PUBLIC TRANSPORT PILOT PROJECT**

For winter 2019 Council applied for Targeted and Enhanced Financial Assistance Rates TEFAR, a target fund initiated by the Transport Minister that focussed on safety and mode change initiatives, and to the Low Cost Low Risk work category to support the public transport pilot project in Ruapehu. The funding applications made to NZTA to the value of \$1M for the project were unsuccessful and notice of this was delivered by NZTA in late June 2019. This outcome was unexpected and caused considerable financial hardship, the loss of co-investment essentially increased the bus fare from \$6.00 to \$20.00 to sustain the service and reduce operating anticipated losses for the service this winter.

Passenger numbers using the buses this winter are expected to be much lower reflecting the price increases. This price will also affect transport disadvantaged members of the community that may wish to access the National Park snow field from our park and ride infrastructure. Staff are now engaged with MBIE to look at other funding options to support the project this winter, a sum of \$400,000.00 is needed to replace the NZTA investment that was anticipated in business planning.

Council has also begun the trial Ohura public transport weekly service, which started in July and is achieving about 40% occupancy. The service will extend for three months and will be evaluated to inform future investment decisions in Public Transport for Ruapehu's rural towns.

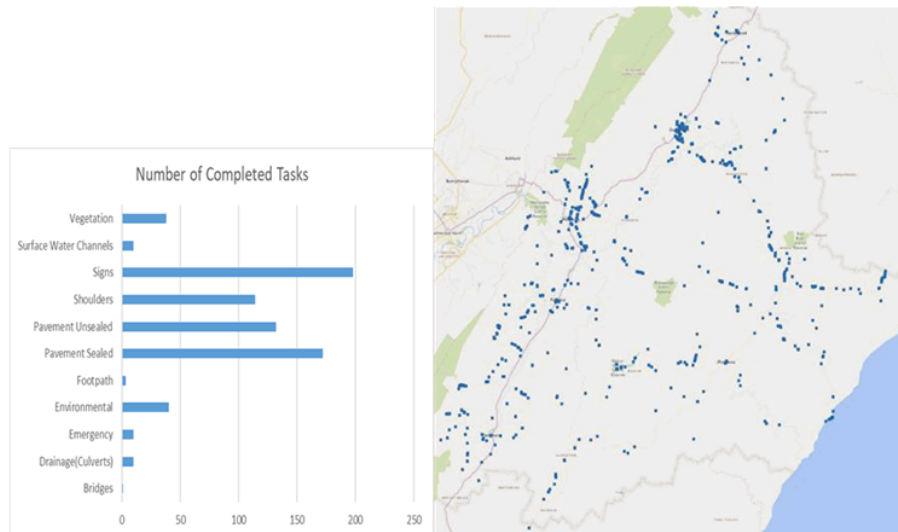
**ORGANISATION NAME:** Tararua District Council  
**RTC REPRESENTATIVE:** Mayor Tracey Collis

**1. MAINTENANCE, OPERATIONS AND RENEWALS**

**Maintenance**

**Monthly Work Completed**

728 individual maintenance faults were repaired in July. The location of the works, type of work and volume are indicated below.



**Maintenance**

Maintenance continues to be consistent across the network. Our teams were busy earlier in the month cleaning up slips and detritus across the network following the weather event we received in June. Later in the month our teams managed to get back on top of their programmed work which consist of mostly drainage work.

With our drainage asset inspections underway, our inspectors have identified a number of culverts that are blocked across the network. We have recognised this as being a high priority so we have added these faults to our July and August work programmes. We currently have two teams working on clearing these district wide



*Our new wheeled excavator completing drainage work in preparation for our reseals*



*Before and after - Repairs to the bus stop outside St Josephs School, Mcphee St, Dannevirke*

With our reseat season fast approaching we have started on our pre-reseat repairs with a focus on the drainage at this stage along with lifting fire hydrants, valve boxes and manhole lids so they are the same height as the new seal layer. Our team have been removing "high shoulder" to allow the water to run off the pavement into the water tables along with replacing deficient culverts to ensure we are not disturbing the seal in the near future if a culvert were to fail.



*Sump repairs, before and after, Bridge St Eketahuna*

Planning is also underway to commence our heavy vegetation programme which equates to approximately 700kms on both our unsealed and sealed networks. This is the second year into a three year programme which will see heavy vegetation completed across the entire network. The sealed and unsealed chemical vegetation control will also commence in the coming months.

#### **Start of the new financial year**

A number of intensive Asset Management processes began on the 1st July. The team have focussed heavily on completing capitalisation and as-builts for the 2018/19 year and will once again start the Forward Works Programming process to ensure we have renewals programmes in place in a timely manner and preparation for the re-valuation has begun as well.

#### **Dannevirke Rail Hub Impact**

The Provincial Development Unit has signalled Provincial Growth Fund approval for a logging Rail Hub to be built at Dannevirke. There are a number of impacts this decision will have on Taranaki including a change to the way logs exit our district and as such, a change in usage of our road network. As part of the funding approval a portion has been allocated to investigate impacts of the Rail Hub and so a study will be performed to analyse how this affects the roads in terms of increased safety issues and condition deterioration.

At this stage the team involved have formed a governance team and will be confirming the scope and funding for the study shortly to begin in earnest as soon as possible after that. In the interim the Asset team have begun safety investigations, have highlighted road condition data available and have pulled together a list of bridges requiring safety and capacity assessments so as soon as the green light is given we can start to pull together the information that will tell us what the likely impact is.

#### **Bridge Maintenance**

Structures form a crucial part of the Taranaki District Road network, facilitating the movement of people and goods through the district, contributing to an economically productive district.

The purpose of these structures, including bridges, large culverts and retaining walls, is to provide continuous all-weather road access over rivers, streams and uneven terrain, supporting vehicles and ensuring the safety of road users.

The bridge maintenance program for 2019-2020 has now begun, with the first of physical works just completed being the repair of the collision damage to the E-116 Eketahuna Town Bridge.

#### **E-116 Town Bridge – before and after**



### Renewals

Both the reseal and rehab designs have been completed and handed over to the delivery team to progress estimating total cost to ensure we can complete both programmes within the allocated budgets. Along with this material procurement can commence, which puts us in a good position nice and early in the season to get stockpile sites cleared, aggregate and chip carted to sites along with sourcing dumpsite. Our reseal programme is currently sitting at 58kms which equates to 325,000m<sup>2</sup>. Our internal sealing team will be self-delivering the programme this year which is a great outcome for us.

Our Planning and Delivery teams continue to work closely together to confirm our Heavy metal overlay and seal extension programme for the upcoming season. In general, the pavement on our unsealed roads is in reasonable condition so we will be focusing our programme on forestry operations which is currently quiet reactive making programming a little difficult.

### Pavement Renewals Design and Planning

The pavement and geometric designs for the 2019/20 financial year have now been completed by the target of the 1<sup>st</sup> of August. The physical works will commence from September.

PAVEMENT REHABILITATION WORKS - STATUS 2019-2020							
Site name	Confirm	Testing	Pavement Design	Survey	Geometric Design	Construct	Complete
052/0093 (3945 - 4190)							
MANAWATU RIVER RD (665 - 1167)							
NORSEWOOD - ORMONDVILLE RD (3023 - 3419)							
PAHIATUA-PONGAROA RD (41460 - 41800 )							
RIVER RD (A) (5574 - 6083)							
RIVER RD (A) (7745 - 8410)							
RIVER RD (A) (9160 - 9400)							
WEBER RD (3438 - 3850)							
WEBER RD (33085 - 33515)							

### Safety and improvement projects

A number of safety and improvements investigations are underway:

- Adele St in Woodville ( to address drainage issues)
- Allan and Queen St in Dannevirke (pedestrian safety)
- Easton Street Dannevirke (Tip gate alignment and stormwater improvements)

### 2. SADDLE ROAD

Work on Saddle Road Improvements project has now been completed which signals the end of TDC involvement with the upgrade projects on Saddle Road. Currently undertaking reporting and recording Data for Asset Capitalisation for both TDC and Manawatu DC records.

### 3. EMERGENCY WORKS

Emergency works continues to be a priority for us as we make great progress on a number of large sites which were a result of the September 2018 event. We are seeing some great innovations from our key sub-contractors in regards to treatment selections such as MSE walls (Material Stabilised Earth), Teramesh walls and the live smiles that were mentioned in the last report. With these treatment selections in mind we are also looking to do more retreats across the network where we realign the road away from a road dropout. This is one of the more expensive treatment options but ensures we are building resilience into the network.

Work is also progressing in the background collating data to support a further NZTA funding application for the rain event we had in June. We have recorded approximately 150 individual sites that need repairing. The estimated cost to do so is \$3.8million.

The large retreat on Route 52, 63 section is progressing well. Now that the earthworks have been completed, the team is now focussing on preparing the new surface ready for sealing.

A number of Mechanically Stabilised Earth (MSE) walls have been completed in the past month

Route 52 121/0.533 – before and after



#### 4. PAHIATUA MAIN STREET UPGRADE

Work is progressing well with our planned upgrade of Pahiatua Main Street. Currently working through details in preparation for commencement of the upgrade of the Underground services with proposal to commence work 2 Sep 2019.

#### 5. ROUTE 52 PLANNED UPGRADE

This work was not approved by NZTA and TDC are now currently working through an application with Provincial Growth Fund to seek funding to upgrade sections of Route 52 through Weber to Dannevirke in association with proposed Kiwirail Rail Log Loading Facility.

**ORGANISATION NAME: Whanganui District Council**  
**RTC REPRESENTATIVE: Mayor Hamish McDouall**

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

The road maintenance contract is continuing under an Alliance model in partnership with Downer, with co-delivery by a singular Council-Contractor team. The maximum contractual term is 1+1+6+2 years (10 Years) subject to key performance indicators (KPI's) being met.

Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities. The Kauarapaoa area (north of Whanganui) has been taking substantial punishment from logging operations and the subsequent metal cartage for preparation of skid sites to a number of logging sites. The unsealed carriageway has not been coping well in the wet weather coming through, with heavy transporting rutting the surface of these logging routes. Council has a targeted rate for forestry damage remedial works and this fund is under strain.

It has been noted that financial returns on logging have dropped by approximately 30% lately due to oversupply in China, causing some anxiety in the harvesting companies. The decreased returns are expected to have an effect. One expectation is an increased demand for use of High Productivity Motor Vehicles (HPMV's) on our Whanganui network where cartage companies will desire to have 54 tonnes on each truck with an extra axle (over length) trailer, rather than the standard 44 tonne for cost efficiency. Council's aging bridges and undulating geometry in the rural areas do not cope well with that overload so we are being vigilant to ensure the cartage companies are communicating their intentions and applying for permits so we can direct the routes safely. This is largely working well but there are occasions where owner/operator trucks from other provinces run the gauntlet off their permitted route to attempt to cut their costs. Council roading is keeping in close contact with the Police Commercial Vehicle Safety Team, where we hear of HPMV's operating with invalid permits, in order to prosecute and discourage illegal activity that may become unsafe for residents.

A number of bridges in the Whanganui network are under strain due to these logging activities also. Whanganui District Council has had confirmation of pre-implementation approval of the Wakefield Street bridge renewal.

The Alliance intends to progress a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete.

Annual chipseal reseals are long complete, with attention now turning to pre-reseal repairs in anticipation of the 2019/20 reseals.

## 2. CAPITAL PROGRAMME

- LED Street Lighting upgrade – Council have upgraded almost all of the 5,000 street lights to date and are now just finishing off a few random stragglers to fully complete the programme.
- Whanganui Urban Shared Pathway Project (refer to Walking and Cycling below).

## 3. EMERGENCY WORKS

### Emergency Works – June 2015

The last major project arising from the June 2015 weather event has been completed 4 years on from the event.

Whanganui River Road Kauwaeroa dropout (RP48.4km) – This fill site slumped in the latter part of 2018. Work was halted to allow consolidation with ongoing monitoring by survey control. Recent indications that the earthworks are now stable meant that the last 2,500m<sup>3</sup> of fill commenced in April 2019. A drilling rig was brought into site to install 30m long perforated horizontal pipes in a fanned pattern into the fill to bolster the drainage. A winter works permit was arranged through Horizons Regional Council to enable us to complete this project in June/July to ensure it was resilient for the

coming Spring. The batter slope was sprayed with a polymer hydroseeding brew and strawmulched to allow best chance to reinstate vegetation. The road was reinstated to a width of 5.5m and two coats chipsealed in late June.



Photo: Completed sealed road surface, above Kauwaeroa Dropout site

**Emergency Works – April 2017 (Cyclone Cook)**

The final project arising from the April 2017 weather event has been deferred to the 2019/20 financial year:



Photo: Whangaehu Valley Road Plan View of proposed fill site (April 2017 site)



### Emergency Works – August 2018

Funding was approved by NZTA in early January 2019 for reinstatement recovery from a localised storm event back in August 2018. The first response clean-up was undertaken in the immediate month afterwards however Council has been waiting on confirmation of funding assistance to tackle two significant projects. These projects are to be designed and earmarked for completion in the latter part of 2019. They are:

- Whanganui River Road (immediately prior to Bridge 31 Jerusalem – Route Position 50.1 kilometres (RP 50.10). Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair, in conjunction with a specialist river engineer. The likely option is a rock toe repair however this location is tenuous due to the acute angle of river flow with a vortex effect. Substantial survey is required to establish a hard foundation level to avoid the cost of rock toe blowing out in volume and cost.
- Kauarapaoa Road 15.8 kilometres (RP 15.8) – The in-bend (west side) of this narrow carriageway section slumped away near the adjacent creek. The east side is flanked by steep papa cliffs limiting the usual retreat repair. Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair.



*Photo: Taken standing on the August 2018 Jerusalem dropout, looking over to the June 2015 completed repair*

#### Other weather events

A minor weather event took place on 5 July 2019 causing overnight closures to Marshalls Bluff on the Whanganui River Road, and 10km north of Mangamahu settlement on Mangamahu Road. Both were cleared by middle of the next day however there was criticism that the slips were not cleared overnight.

It has been explained to our rural communities that it is important to understand that the Health and Safety at Work Act 2015 has reinforced harm protection on worker's health, safety and welfare so far as reasonably practicable. If lives are not at stake and a detour route is available, then sensible decisions will be made to undertake works following appropriate risk assessments and availability of appropriate equipment in the daytime.

No worker shall be instructed to put their lives at risk in a situation (especially isolated at night) between a raging river and an unstable bluff where they cannot adequately assess the hazards deep into pitch darkness and driving rain. Council has a primary duty of care to its workers as well as its residents.

#### 4. ROAD SAFETY

Council recently completed the signalised upgrade of Victoria Avenue and Ingestre Street intersection. Council also has advanced design underway to upgrade the 2 signalised intersections through upper Victoria Avenue being Guyton Street, and Dublin Street. These are our busiest intersections and have the highest crash rates for signalised intersections in the city. Council had applied for an advanced TEFAR rate of 19.5% on top of its existing FAR rate of 61% for these signalised intersections (along with a number of other projects) and recently discovered the TEFAR was no longer able to be drawn on.

Crash statistics have been collated for the 2018/19 financial year. There have been two fatalities (one rural) in the Whanganui District this year compared to three fatalities (all urban) in the 2017/18 financial year. However, serious injuries have increased from 12 in 2017/18 to 14 in 2018/19.

#### 5. WALKING AND CYCLING



#### Let's Go Programme

- Engagement – Thirty one (31) schools (26 primary and 5 secondary schools) are now engaged in the cycle skills training programme.
- Skills Training – Over 5,000 students have gone through the scooter/cycle skills programme in the last three (3) years. More recently ACC has also funded Grade 2 cycle skills training and they have confirmed continuing to do so for the next 2-years. To July 2019 more than two thirds of Whanganui school age children were given cycle skills training through the Lets Go programme.
- Bikes in Schools – To date eight (8) schools have received funding from the 'Bike On Trust'.

- The Let's Go/ Mā Ake programme is currently undergoing a national accreditation process to become BikeReady (National Cycle Education System - NZTA) certified. Whanganui District Council would be the third Council in NZ to be accredited after Wellington and Tauranga.
- Whanganui District Council has been updating our Infrastructure Development Plan 2018-21. This incorporates a new GIS programme which allows us to clearly identify current and future planned cycle lanes and shared pathways. We can now overlay these with other key infrastructure and destinations (schools, parks, tourist sites other areas of interest) to better identify gaps in the network.
- Recently the Mayor opened the Keith Street School Bikes in School's Cycle Track. This is now the eighth project of this kind in Whanganui. (Gonville School, Mosston School, Churton School, Rutherford Junior High, St Marcellin School, Tawhero School, Westmere School). Per population, Whanganui has one of the highest Bikes in Schools projects in NZ. A second intake is about to commence.
- The results are in for the first intake of the Cycle Forward programme, which aims to encourage people with arthritis to start cycling, return to cycling, or keep cycling. Cycle Forward is part of the Let's Go/ Mā Ake initiative and is a collaboration between Whanganui District Council, Arthritis New Zealand and Whanganui Multisport Club. The programme is a New Zealand first trial and one hundred percent funded by the NZTA and ACC, and a partnership relationship with Horizons Regional Council. The idea for the programme began with Whanganui Multisport, and the Whanganui District Council and Arthritis New Zealand have run with it by creating a three year pilot programme that may be broadened out to other New Zealand centres.

#### Shared Pathways – Whanganui City Link

- London Street to Nelson Street Shared pathway Te Tuaiwi shared pathway (NZTA investment – 85%). This final stage comprises building a 3m wide concrete pathway alongside the rail corridor from Nelson Street to London Street (SH3) for a distance of approximately 800m in 2 separable portions. The contract includes drainage control as well as a 1.2m high protective barrier fence to separate users safely away from the railway line where the encroachment distance to the centre of track is less than 5m. Kiwirail, in conjunction with this contract, is also installing protective measures on the relevant intersections of Liverpool Street, and Glasgow Street to enable safe passage. ID Loaders Ltd tendered and won the work with an expected completion date of June 2019. However some delay issues with Kiwirail permits is likely to push this work into the 2019/20 financial year with a completion date of October 2019.
- London Street Shared pathway (SH3) (NZTA investment – 80.5% pending final approval). This proposed section of upgrade to a shared concrete pathway will run from the Splash Centre to Great North Road. Design work is now complete and construction has commenced in late April. The project will run through into the 2019/20 financial year and is being undertaken by Downer. The work involves retaining walls in the section immediately north of Grey Street. Consultation has been carried out with the AA and Heavy Transport Association to ensure safety in design dovetails into this State Highway corridor.
- Whanganui East Shared Pathway (NZTA investment – 80.5% pending final approval). The section of existing footpath between the Aramoho Rail Bridge and Georgetti Road is to be upgraded to a 3m wide concrete shared pathway running alongside Kowhai Park and become the vital link between the bridges circuit. The design plans are complete and currently being safety reviewed in preparation for construction to commence in October 2019.
- As part of the Te Tuaiwi Shared Pathway Stage 5 project, a planned installation of a heavy duty concrete paver pedestrian platform was installed across the intersection of St Hill Street and Maria Place, to act as a traffic calming measure and channel pedestrians in a safer and prominent manner from the CBD to the Shared Pathway. The work was completed on 12 July 2019.

### Mountains to Sea Cycle Trail

- The Mountains to Sea Cycle Trail is still under construction in isolated sections within the Whanganui District.
- The 4.2km section between the proposed new Upukongaro Bridge and the Aramaho Cemetery has been sealed and is expected to be open to the public once the Upukongaro bridge is launched, in order to link up to SH4 leading to the Whanganui River Road. The bridge has been assembled and is waiting on final consent technicalities before it can be relocated and placed by crane.
- The southern end of the Mountains to Sea Cycle Trail currently terminates just short of the Whanganui Port at Gilbert Street in the Industrial zone. The remaining portion through the Port and further south to the North mole where it will meet the sea, has been delayed while the Port revamp plans are being finalised, with an application for funding assistance from the Provincial Growth Fund.
- Horizons Regional Council are planning to undertake upgrade works to the North and South Mole with significant rock armouring along the riverbank. Up to 35,000 tonnes of rip rap is required on the north mole side and is planned to take place in 2020 subject to rock availability and resource consent approval. The termination section of the Mountains to Sea Trail will then follow within an allocated window along the river frontage to the end of the North mole with construction deferred to the 2020/21 financial year, in order to dovetail into the Horizons construction.
- The recently completed sections of the trail between the Whanganui City Bridge in the CBD and the Whanganui Port have proved to be successful in terms of recreational use but have not been measured to obtain meaningful data as yet. It was a significant drawcard during the recent Masters Games with many athletes using it and commenting positively. Whanganui District Council has now purchased pedestrian and cycle counters in order to measure a baseline of use, and thereafter in regular intervals to collect the required relevant data for reporting purposes.

### Development

- A roading concept plan has been developed for the proposed Fitzherbert Avenue extension to Mosston Road. Part of the land acquisition included a land swap for part of the now obsolete old road reserve corridor. Wider detailed design is about to commence, aiming to be undertaking construction in the 2020/21 year as per our LTP commitments.

### 6. OTHER

During a recent NZTA “reprioritisation” workshop in May, it was explained by senior officials that despite more money than ever before being allocated to the NLTP fund by central government, the fund was under extreme pressure nationally. A “re-prioritisation” of monies had been made at a national level. In effect we were to receive cuts to our applications in funding for key roading projects, despite some of these projects meeting all necessary criteria.

Whanganui, Manawatu, Taranaki, and Horowhenua District Councils, and Palmerston North City Councils were to feel the effects of this in provincial areas, with several projects being allocated as “unlikely to approve”.

The projects in that “unlikely to approve” category for Whanganui District Council are:

- Bridge 15 (Erni’s) Kauarapaoa Road Renewal.
- Aramoho Railway Bridge Shared Pathway Renewal.
- Heads Road, Beach Road, and Prince Street Intersection Improvements.

*Bridge 15 (Erni’s) Kauarapaoa Road Renewal*

This particular bridge is rated at 44 tonnes, and is located on a very prominent logging route 10km up the Kauarapaoa Road and is showing extreme signs of deterioration. It is being monitored rigorously with the intention to de-register the weight on the grounds of safety if necessary. The Senior Roding Engineer has met on three occasions with FOMS Forestry who have expressed concern at the hold up from NZTA for a stock standard programmed renewal and at their ongoing investment into Forestry blocks that rely on the long term viability of that bridge. The last correspondence with FOMS and Forest 360 in mid-May was to advise that the NZTA would not fund the bridge renewal as a result of information received at this “re-prioritisation” meeting. The forestry industry are very worried and are struggling to understand the decision noting the “billion trees planting” initiative.

The effect of that decision and its repercussions are potentially:

- Whanganui District Council to fund the renewal bridge outright, to maintain access.
- FOMs to contribute to the bridge renewal.
- FOMS and others to cart the long way round Rangitatau East and back to Whanganui log yards on a route that becomes not viable for the harvest and replanting of these trees, thus a negative bearing on the national Gross Domestic Product (GDP) of logging harvests in our area (and other areas around the country also affected by the “re-prioritisation”).

The Senior Roding Engineer has requested FOMS and Forest 360 to do their sums on the basis of the bridge being renewed where they could potentially cart at 54 tonnes with a higher capacity renewal than the current 44 tonne that is damaging the existing bridge. FOMs to then consider a contribution to a new bridge on the basis of the extra efficiency found. We are waiting on the outcome of that business pondering, with a “proposal in principle” to be derived, before potentially bringing a business case to Council for consideration, once we have analysed the pros and cons of that heavier activity on the Kauarapaoa and Papaiti area.

Whanganui District Council had applied for four tiers of TEFAR across a range of Whanganui District Council projects in early January 2019, in line with central government mandates for supporting priority projects.

A receipt from NZTA was acknowledged on 8 January 2019 of our application, with the promise of the process to take 15 working days. Whanganui District Council did not get any formal notice until the 11 June 2019 workshop that TEFAR was, in fact, gone.

Frustratingly, one of the most productive dry summers in several years was not fully utilised and has caused some needless carryovers into 2019/20 due to procrastination on NZTA funding decisions. This frustration was felt across the country, and will have likely contributed to a slow-down in growth due to many projects being placed on hold in the national market.



Report No.	19-132
Information Only - No Decision Required	

## 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. 19-132.

### 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 Emma Speight, Director Regional Relationships (Lower North Island), will report on New Zealand Transport Agency activities.

### 7. SIGNIFICANCE

- 7.1 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 & INFORMATION**

### ANNEXES

There are no attachments to this report.