

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

Date: Tuesday, 3 March 2020
Time: 10.30am
Venue: Tararua Room
Horizons Regional Council
11-15 Victoria Avenue, Palmerston North

REGIONAL TRANSPORT COMMITTEE

AGENDA

MEMBERSHIP

Chair	Cr RJ Keedwell Cr SD Ferguson Mayor B Wanden 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
Advisory	Mr E Christiansen Inspector D White Mr Sandy Walker Representative Dr S Lampkin	Road Users New Zealand Police Road Transport Association KiwiRail Active Transport/Public Transport

Michael McCartney
Chief Executive

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Palmerston North 4442

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www.horizons.govt.nz

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

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SERVICE CENTRES	Kairanga Cnr Rongotea & Kairanga-Bunnythorpe Rds, Palmerston North	Marton 19-21 Hammond Street	Taumarunui 34 Maata Street	Woodville Cnr Vogel (SH2) & Tay Sts
REGIONAL HOUSES	Palmerston North 11-15 Victoria Avenue	Whanganui 181 Guyton Street		
DEPOTS	Levin 120-122 Hokio Beach Rd	Taihape 243 Wairanu Rd		
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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 first meeting of the eleventh triennium of the Regional Transport Committee held at 10.30am on Tuesday 3 December 2019, in the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North.

PRESENT Crs RJ Keedwell (Chair), SD Ferguson, Mayor B Wanden (Horowhenua District Council), Deputy Mayor M Ford (Manawatu District Council), 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 L Hammond (Kiwirail), Dr S Lampkin (Active Transport / Public Transport), Inspector D White (NZ Police), Mr M Owen (New Zealand Transport Agency), Mr E Christiansen (Road Users), Mr S Walker (Road Transport Association).

IN ATTENDANCE Group Manager Regional Services and Information Mr G Shirley
Manager Transport Services Mr P Hindrup
Committee Secretary Mrs KA Tonga

ALSO PRESENT At various times during the meeting:
Ms L Shirley (Senior Transport Planner), Mr J Miguel (Transport Planner), 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.

APOLOGIES

RT 19-1 *Moved* **Keedwell/McDouall**

That apologies be received from Mayor Worboys (Manawatu District Council), and Ms Speight (New Zealand Transport Agency).

CARRIED

PUBLIC FORUMS / DEPUTATIONS / PETITIONS

There were no requests for public speaking rights.

SUPPLEMENTARY ITEMS

There were no supplementary items to be considered.

MEMBERS' CONFLICTS OF INTEREST

There were no conflicts of interest declared.

REGIONAL TRANSPORT COMMITTEE FUNCTIONS, MEMBERSHIP AND KEY WORK PROGRAMME

Report No 19-188

Ms Shirley (Senior Transport Planner) presented this report which provided Members with an overview of the Regional Transport Committee's functions, the key roles of the Transport Services team and provided information on the statutory framework and documents, key groups and committees, road safety functions, and key work programmes.

RT 19-2 **Moved** **Ferguson/Collis**

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-188 and Annex.

CARRIED

INTRODUCTION TO THE REGIONAL LAND TRANSPORT PLAN

Report No 19-189

This report was presented by Ms Shirley (Senior Transport Planner), and Members were provided with an introduction of the current Regional Land Transport Plan (RLTP) 2015-25 (2018 Review), and the planning process and timeframe for the new RLTP due to be completed by 2021. Ms Shirley and Mr Hindrup (Manager Transport Services) highlighted the objectives and strategic priorities of the RLTP, and the process for the development of a new RLTP. They also discussed with Members the timing of the release of the next Government Policy Statement (GPS).

RT 19-3 **Moved** **McDouall/Watson**

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-189.

CARRIED

ROAD SAFETY UPDATE

Report No 19-190

Mr Hindrup (Manager Transport Services) provided an update on road safety trends in the region and advised Members of Road Safety Education activities undertaken by Horizons Road Safety Coordinators. Mr Hindrup gave a presentation which provided demographics for road deaths and fatal crashes in the Horizons region, and gave an update on the various activities the Road Safety Coordinators have been involved with. Members provided comments and asked questions of clarification.

RT 19-4 **Moved** **McDouall/Wanden**

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-190 and Annex.

CARRIED

APPROVED ORGANISATION QUARTERLY UPDATE

Report No 19-191

This report updated Members on significant regional roading, public transport, road safety and planning activities within the Horizons Regional Council region. Mayors and representatives of the local authorities in the region introduced their reports, highlighted activities of note, and responded to questions of clarification.

RT 19-5 **Moved** **Keedwell/Watson**

That the Committee recommends that Council:

- a. *receives the information contained in Report No. 19-191 and Annex.*

CARRIED

NEW ZEALAND TRANSPORT AGENCY DIRECTOR'S REPORT

Report No 19-192

Mr Owen (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: Regional Land Transport Plan (RLTP) guidance, project updates on State Highway 1, State Highway 4 Matahiwi slip and the Manawatū-Tararua Highway Te Ahu a Turanga. He also gave an overview of Arataki, NZTA's 10 year plan of what's needed to ensure the land transport system was fit for the future. Mr Owen responded to Members' questions and comments.

RT 19-6 **Moved** **Ferguson/McDouall**

That the Committee recommends that Council:

- a. *receives the information contained in Report No. 19-192.*

CARRIED

The meeting closed at 12.19pm.

Confirmed

MANAGER TRANSPORT SERVICES

CHAIR

Report No.	20-24
Information Only - No Decision Required	

ROAD SAFETY UPDATE

1. PURPOSE

- 1.1. This report is to provide an update on road safety trends in the region and advise members of road safety education activities undertaken by Horizons Road Safety Coordinators over the previous six months.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-24 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. Horizons Regional Council employs three **Road Safety Coordinators (Coordinators)** to undertake road safety education activities across all districts in the Region. The activities delivered are based on funded priorities set out by the **NZ Transport Agency (NZTA)** each year.
- 6.2. The work Coordinators undertake is required by the **Regional Land Transport Plan (RLTP)** and gives effect to the **Government Policy Statement (GPS)**. The Coordinators' work also contributes to New Zealand's Road Safety Strategy 2020-2030, *Road to Zero*.
- 6.3. The **Coordinators** work with local district and city councils, Police, and local community groups to undertake road safety education and awareness activities addressing the key issues which cause crashes in their areas.

7. SIX MONTHLY REPORT

- 7.1. The **Coordinators'** six monthly report provides a summary of road safety programmes undertaken for the period 1 July 2019 – 31 December 2019. The report is attached as Annex A.
- 7.2. Officers will speak to the appended six month road safety report to provide an update of the activities undertaken over the previous six months.

8. ROAD SAFETY TRENDS

- 8.1. Following a request from members at the last meeting; the following tables provide analysis of serious crashes across the region from 2014. The tables use data taken from **NZTA's Crash Analysis System (CAS)** and latest quarterly road safety outcomes report. Where 2019 figures are missing, this is due to statistics not confirmed.
- 8.2. Table 1 (below) show reported deaths and serious injuries from road crashes in the region from 2014.

TABLE 1. Number of Reported Serious Injuries and Road Deaths in Manawatū/Whanganui Region

YEAR	2014	2015	2016	2017	2018	2019
Serious Injuries	155	148	136	178	171	178
Deaths	34	28	16	31	44	23
Deaths & Serious Injuries	189	178	152	209	215	201

- 8.3. Table 2 (below) shows the location by district of serious crashes from 2014 – 2018.

TABLE 2. Number of Serious Crashes by District from 2014 - 2018

DISTRICT	2014	2015	2016	2017	2018
Ruapehu	13	8	10	16	9
Whanganui	16	10	22	24	17
Rangitikei	14	16	14	17	13
Manawatū	25	25	20	19	26
Palmerston North	27	29	22	34	23
Tararua	14	14	14	17	17
Horowhenua	18	21	14	24	28

- 8.4. With regard to where in the network serious injury crashes are occurring, Table 3 (below) shows from 2014-18, 62% of serious crashes occurred on the open road. Table 4 (below) details the number of deaths and serious injuries (DSI) through head-on or run off road crashes.

TABLE 3. Number of Serious Crashes in Manawatū/Whanganui Region by Road Type

ROAD TYPE	URBAN/RURAL	2014	2015	2016	2017	2018
State highway	Open road	42	40	36	44	51
	Urban	9	12	4	16	10
Local road	Open road	39	30	37	43	40
	Urban	38	41	40	48	32

TABLE 4. Number of Deaths and Serious Injuries (DSI) through head-on or run off road crashes in Manawatū/Whanganui Region

YEAR	2014	2015	2016	2017	2018	2019
DSI	97	89	71	88	118	84

- 8.5. Table 5 (below) outlines the number of deaths and serious injuries with alcohol, drug driving, fatigue and distraction as confirmed contributing factors. Casualty rates from drug-related crashes have been increasing. Alcohol and fatigue/distraction are constant factors.

TABLE 5. Number of Deaths and Serious Injuries with driver positive alcohol test; suspected or confirmed drug driving; fatigue or distraction in Manawatū/Whanganui Region

ISSUE	2014	2015	2016	2017	2018	2019
Alcohol	29	14	19	33	19	24
Drug driving	3	9	7	23	33	27
Fatigue/distraction	50	25	32	30	23	16

- 8.6. Table 6 (below) shows the number of pedestrians, cyclists and motorcyclists hospitalised >1 day from road crashes.

TABLE 6. Number of Pedestrians, Cyclists and Motorcyclists hospitalised >1 day from road crashes in Manawatū/Whanganui Region

YEAR	2014	2015	2016	2017	2018	2019
Pedestrians	10	17	13	12	10	13
Cyclists	8	4	6	7	7	7
Motorcyclists	29	47	32	32	33	39

- 8.7. The Police representative will also be available to provide an update for the region and comment.

9. SIGNIFICANCE

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

Alastair Mayston
ROAD SAFETY COORDINATOR

Phillip Hindrup
MANAGER TRANSPORT SERVICES

Debbie Webster
ROAD SAFETY COORDINATOR

Te Ora Nyman
ROAD SAFETY COORDINATOR

ANNEXES

- A Coordinators Six Month Report July-December 2019

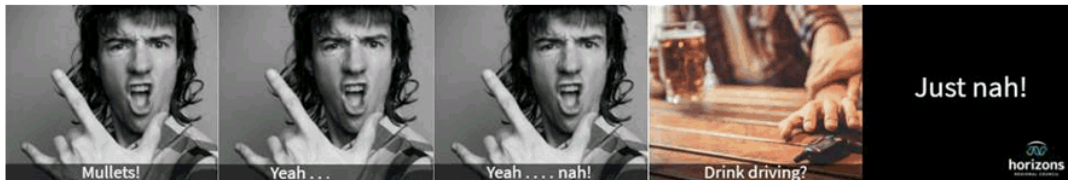
**ALASTAIR MAYSTON – PALMERSTON NORTH AND MANAWATŪ,
DEBBIE WEBSTER – TARARUA AND HOROWHENUA AND
TE ORA NYMAN – WHANGANUI/RANGITIKEI/RUAPEHU**

December 2019

Community Focused Activities

1. ALCOHOL – Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui & Ruapehu

An advertising campaign, 'Just Nah', was run on radio and geo targeted digital media (December). It challenged social acceptance of drink driving and aired on five male centric radio stations on Thursday, Friday and Saturday nights.



Digital advert alcohol 70,000 impressions region wide.

Targeted prevention activities were run, with face to face engagement with 150 first year Massey students. Students received road safety alcohol related resources including the dangers of driving the day after a night out. Student questionnaire responses showed a higher awareness of the zero alcohol limit for under 20s and restricted licence driving conditions from the previous year, with also slight increase in awareness among students of Drive.govt.nz. Alcohol and restraint road safety education packs were provided to Police and Highway Patrol for distribution at Christmas checkpoints.

Sober driving advertisements appeared in local community newspapers in Tararua and Horowhenua targeted at the over 55 years age group. Advertisements coincided with NZTA national advertising themes and focused on reminding drivers of the 'cost of drink driving and being caught' as well as being 'over the limit the next day'.

During July 2019, students from the local Tararua College SADD group accompanied the road safety coordinator at a TAG stop (alcohol checkpoint) with Police and distributed information packs to 445.

2. DISTRACTIONS – Palmerston North, Tararua & Whanganui

"On the Road. Off the Phone" distractions campaign, highlighted mobile phone distraction and included full page advertorial newspaper (September), urban back of bus advertising in Palmerston North and Whanganui (July-December) and billboard in Palmerston North CBD (October-December).

Newspaper advertising in Whanganui leading into Labour Weekend reminded drivers to 'keep your eyes on the road, drive to the conditions'.



Distractions campaign

A visual campaign, reminding drivers to keep their eye on the road and drive to the conditions, was played on digital screens at Palmerston North Airport during the peak Christmas holiday period.

Road safety coordinators partnered with Police to run operations targeting cellphone use in Palmerston North CBD and Dannevirke during September.

3. INTERSECTIONS – Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui, and Rangitikei

Following on from observational traffic data, stakeholder and driver feedback, newspaper advertorials were run in Palmerston North and Manawatū newspapers during July and August to reinforce correct driver behaviour at intersections. Across the region, several other community newspapers were used to raise awareness around intersection rules with a particular emphasis on indicating at roundabouts.

Radio advertising, information postcards and leaflets on intersection rules and how to indicate at roundabouts have been provided in education packs distributed to drivers throughout the year.

A region-wide radio and digital campaign to educate the public on the road code was conducted in November and December. This included 15 second top and tail radio adverts engaging listeners with questions highlighting road rules and safe driving behaviour.

In August Rail Safety Week activities were run region-wide to support *TrackSAFE NZ* 'Near misses' campaign. Road safety coordinators stationed themselves at a busy pedestrian railway crossing in Levin and engaged with pedestrians using the crossing. Information leaflets and message branded resources were given to people to encourage face to face engagement on staying safe at railway crossings.

'Rail safety' newspaper advertisements appeared in local community newspapers across the region to support the national campaign. Road safety coordinator supported Tracksafe NZ with presentations at two local primary schools in Whanganui.

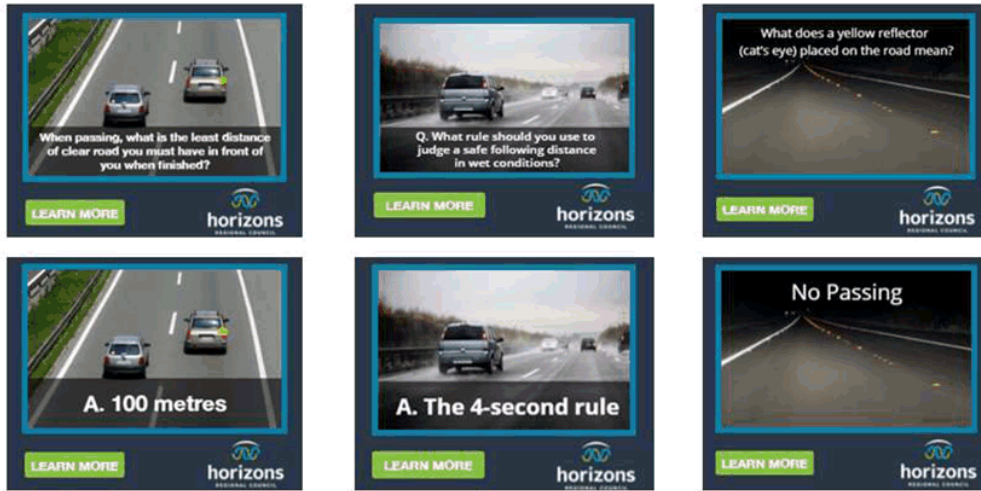


TrackSAFE presentation to primary schools

4. YOUNG DRIVERS – Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui, Rangitikei and Ruapehu

Young drivers were targeted with road safety messages at student Flating Expo at Massey University. Digital media posts across the region also targeted Young Drivers with road rule reminders.

Learner Driver 'L' Plate stickers and face book campaigns on road rules were undertaken. Newspaper advertisements undertaken in Whanganui district reminded parents teaching their teen to drive, to check their own driving behaviour first.



Examples of digital media posts - Young Drivers

To align with the NZTA national advertising, 'The Unsell' advertisements were placed in local community newspapers in Tararua and Horowhenua during September and October. These advertisements target parents (35-60 years) who have young drivers who hold a current drivers licence. Parents are encouraged to look for a car with a good safety rating – 'the safer the car, the safer they are'.

Young rural (predominantly male) drivers attending the Hunterville Shemozzle during October 2019 were targeted with road safety messages included in their registration packs. Resources had a specific focus around sober driving and the wearing of seatbelts.

5. FATIGUE – Manawatū, Rangitikei and Whanganui

A fatigue awareness billboard campaign was run at the PN Airport (July-December). An advertorial was run in October, highlighting the issue, detailing warning signs and providing solutions to fatigue when driving. Newspaper editorials and radio advertisements were also undertaken in Whanganui and Rangitikei.



Fatigue newspaper advertorial

6. RESTRAINTS – Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui, Rangitikei and Ruapehu

A number of child restraint checking clinics (roadside and on-site) have been undertaken across the region in collaboration with Plunket and Police. Early childhood centre site support has been provided as requested. Education packs on child restraints have been provided to parents and caregivers.



Roadside child restraint checking operation

The statistics for compliance around child restraints can be found in the Plunket report under External Programme Providers.

Four road policing operations were undertaken. RSCs partnered Police targeting seatbelt use in Palmerston North (July). In four hours 47 infringements were issued – 37 of those were for failing to wear a seatbelt. In Dannevirke (July), we also supported Police with a seatbelt checkpoint. 590 vehicle occupants were checked for seatbelt use with 17 people being issued with an infringement notice for not wearing a seatbelt.



Bus back restraint campaign

“I’m Counting on You Every Trip” campaign was run. Media included Bus back advertising (July-December) and newspaper advertising in community newspapers.

7. OLDER ROAD USERS – Palmerston North, Manawatū, Tararua, Horowhenua & Rangitikei

In Palmerston North, Tararua and Rangitikei (Taihape), full day Staying Safe Workshops were delivered to senior drivers during September and November. Courses are well supported with very positive feedback from those attending. Advertorials were placed in newspapers highlighting ways senior drivers could stay safe on the road. Driver education talks and education materials were provided to senior community groups in Palmerston North and Feilding. Road safety coordinators engaged with senior road users at Age on the Go Expos in Feilding and Levin during October.



Age on the Go Expo 2019 - Horowhenua



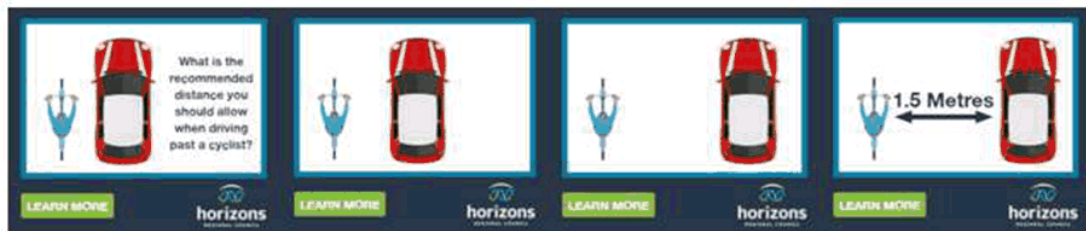
Newspaper promotions

8. VULNERABLE ROAD USERS – Pedestrians & Cyclists - Palmerston North & Whanganui

Bus Side advertising appeared on two urban buses (Palmerston North) from July to December. Assistance was provided to two schools to improve safety at their entrances. Digital advertising was used to promote the 1.5m recommended space.

Support was provided to recognise and celebrate the work of 200 students from five school road patrols in Feilding. Support was provided to mobility scooter groups.

The annual Whanganui Young Cyclist of the Year competition was held during November. Seven local schools were represented. Participation in this event has declined and the road safety coordinator is addressing ways to improve the programme via more stakeholder collaboration.



Digital advertising

9. MOTORCYCLISTS – Tararua, Horowhenua & Whanganui

Motorcycle Awareness Month (MAM) ran during September with a number of advertising opportunities via newspapers and radio being undertaken across the region.

Messages around safe motorcycling were also distributed at the Coast to Coast motorcycle ride during December. Approximately 250 information packs with a particular emphasis on the 'Ride Forever' training were distributed at Himintangi before the event. A quiz about motorcycle safety was held with a small number of entries received. Road safety coordinators engaged with riders at the Woodville stopover where the site had been set up with a static display and other motorcycle information to encourage discussion.

Motorcycle advertisements were placed in local Tararua and Horowhenua newspapers to coincide with the Coast to Coast event.



Coast to Coast 2019 - Motorcycle riders check out the display at Woodville stopover

10. EXTERNAL PROGRAMME PROVIDERS

Plunket (Child Restraints): Plunket technicians completed child restraint checks in 9 towns and 17 locations across the region. 1,314 car seats were seen with 658 correctly installed (50%). Of the 656 incorrectly installed, 545 had major faults, while 111 had moderate or minor faults. 263 seats were corrected on the spot, 93 anchor bolt installations arranged, 21 extension straps or locking clips provided. 24 children under 7 years had no child restraint at all, while the same number were in expired restraints. In conjunction with Plunket we are collaborating with Ministry Social Development to look into solutions for replacement seats.

Sport Manawatu (Cycling Road Safety Education): This project has delivered Grade 2 Cycle Skills to 2 urban schools in the Manawātū and Tararua Districts. Grade 1 Cycle Skills training delivered to 2 rural schools in the Manawātū and Tararua Districts. Tararua Recreation Advisor trained and qualified as a Cycle Skills Instructor.

iHOW Trust (Legal Drivers Project): This project operates out of a caravan and community rooms four days a week in Highbury and Milson Shopping Centres and the Levin Community Centre two days a week. The interactive, relational teaching continues to have over 90% success with all students that attend and sit their theory test.

Palmerston North (736 people attended with only 12 initial fails. Referrals continue to come from most secondary schools, ITO's, MSD and youth organisations like Youth One Stop Shop and HLC. Conversion licenses for immigrants have increased. These require more time and smaller groups but the students are very motivated and grateful.)

Levin (132 attended with only 9 initial fails. Referrals and MOUs have been worked with all the secondary schools in Horowhenua for the coming year. The Learner licence drivers will then join the HLC Restricted courses held during school time. Referrals from the local youth organisations and ITO's continue and work with Whaioro Trust has been very successful. Numbers slow to build but increasing Work and Income referrals and growing reputation will solve this.)

Marion (We have held a trial project in Marion from July – December. This was not taken up by any local employment, youth organisations or schools. We had only 2 attendees in this time which does not make it viable to continue. We regret this service will no longer be available in 2020.)

Literacy Aotearoa (Feilding) (Become Legal on the Road): This service assists people who have difficulty with reading to study towards their Learner Driver Licence. Six students (16-30 years) have attended classes. None have sat and passed their test yet.

Manfeild Trust (National Driver Training Centre): Manfeild Park Trust secured funding from the Provincial Growth Fund to develop the National Driver Training Centre project. Funds received from the Provincial Growth Fund is specifically for capital investment facilities to enhance driver training and safety, and operational expenses.

Changes in personnel were undertaken with employment of two new staff members and new CEO. With these organisational structure changes, there has been a review of day to day operations and processes. This has included the integration of a new online booking system with our new website. Our new booking system ensures we can automatically manage our client's journey through the graduated driver licensing system, providing reminders and further training options. We can now take online bookings including credit card payment option. The concentration on operational developments has resulted in lower numbers through the Class 1 learner licence programme. During this period 53 students have been assisted with gaining their learner licence. The focus for January – June 2020 is the minimum target of 20 subsidised learner licence courses ensuring 200 people gain their learner licence.

Literacy Aotearoa (Horowhenua) – Restricted and full driver licencing courses are delivered in Levin by Literacy Aotearoa. The programme has been delivered from 22 July 2019 to 13 December 2019 with 48 young people enrolled. Ten have so far gained their restricted licence during this period.

One of the issues faced is with drivers who do not understand what is expected of them to pass the practical component of the restricted licence test. Many (who have already been driving illegally) have developed bad driving habits that if not detected and changed, result in instant fail. When this happens, it can knock their confidence and they will often withdraw from the programme and then continue to drive illegally.

Tararua Community Youth Services: (L.E.G.A.L Driving programme) – This programme supports vulnerable and rurally isolated young people to access free mentoring and driver licence support so they are able to gain their learner, restricted or full drivers licence.

The period July to December 2019 has seen 41 young people pass their learner licence, 30 pass their restricted and 7 pass their full licence. There is high demand for this programme in Tararua.

Age Concern (Horowhenua) – Staying Safe Courses – Three courses have been run from October to December 2019. Courses have been well supported by senior road users who have provided positive feedback about the content of the course. The courses are facilitated by a qualified driving instructor who also has a qualification in adult education.

Age Concern (Whanganui) – Keys to Safe Driving and Carfit – Two 'Keys to Safe Driving' have been run this period with 31 people attending. 2 'Carfit' courses have also been run with 19 attendees. Courses are well supported.

CKC REAP – Learner Licence Programme – Two learner licence courses have been completed with secondary school students. A total of 15 students obtained their learner licence. In addition, a literacy learners licence course was held with five adults ranging in ages from 17 – 55 obtaining their licence.

CKC REAP – Safe2Go Programme – We are on track to meet our expected outcomes with 18 people obtaining their restricted and 2 people obtaining their full licence during this period.

Whanganui Learning Centre – Learner Licence Programme – Whanganui Learning Centre supports people with literacy and numeracy issues. The Learner Licence courses are well supported with 105 people completing the programme during this period.

Te Ora Hou – Drive Safe, Drive Legal Programme – It is difficult to forecast what part of the programme will have the greatest demand so we try to keep it flexible to meet the needs of those enrolling. There has been more interest in the restricted and full licence courses this period with ten people passing their restricted and seven their full licence. One person obtained their learner licence.

Report No.	20-25
Information Only - No Decision Required	

PROPOSED APPROACH TO SPEED MANAGEMENT

1. PURPOSE

- 1.1. This report is to provide an outline of the proposed approach to speed management in New Zealand.

2. EXECUTIVE SUMMARY

- 2.1. The Ministry of Transport is the policy lead on this programme of work. The new framework will primarily affect councils and the **NZ Transport Agency (NZTA)** and how they plan, consult on and implement speed management changes. The aim of the changes is to improve the process by removing some of the confusion and encouraging regional collaboration. This is a draft proposal and is yet to be confirmed as Government Policy.

3. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-25 and Annex.

4. FINANCIAL IMPACT

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

5. COMMUNITY ENGAGEMENT

- 5.1. None required. Consultation will be undertaken as required during the development of Regional Speed Management Plans.

6. SIGNIFICANT BUSINESS RISK IMPACT

- 6.1. There is no significant risk to the business from this report.

7. BACKGROUND

- 7.1. New Zealand's roads can be unforgiving and the speed limits are not always safe for the road. The safety of a road's design and the speed we travel on it influence both the risk of a crash and whether we survive it.
- 7.2. By improving the safety of our roads, streets and footpaths, and setting and maintaining safe travel speeds, we can save lives and prevent injuries.
- 7.3. Approximately 87% of our current speed limits are not appropriate for the conditions of our roads. Reducing travel speeds across parts of the network is one of the most efficient and immediate things we could do to reduce trauma.
- 7.4. There is agreement from stakeholders about the importance of tackling infrastructure and travel speeds together. Roads and streets can be engineered up to support existing or higher travel speeds, or speeds lowered to reflect the context and risk of streets and surrounding environment.

- 7.5. There has been a call for enforcing safe speed limits as a priority. Stakeholders noted the need to address both the highest risk parts of the network, where the greatest potential road safety improvements lie and the areas where safe infrastructure and safe speeds can help to promote active, liveable communities.
- 7.6. New Zealand's Road Safety Strategy 2020-2030, *Road to Zero*, has an objective to improve road safety in our cities and regions through infrastructure improvements and speed management.
- 7.7. The Government is investing in the *Tackling Unsafe Speeds* programme as a key action in the initial *Road to Zero* action plan. Implementing the *Tackling Unsafe Speeds* proposal requires legislative changes.
- 7.8. The *Tackling Unsafe Speeds* proposals will be funded through the **National Land Transport Fund (NLTF)**.
- 7.9. There will be no change to default speed limits on the network, although there will be new requirements for safer speed limits outside all schools.
- 7.10. Whatever the speed limit, improved compliance and enforcement of the limit plays a vital role in improving the safety of all road users.

8. NEXT STEPS

- 8.1. A new regulatory framework is required with changes to the Land Transport Act 1998, the Land Transport Management Act 2003, the Railways Act 2005 and the Land Transport Setting of Speed Limits Rule.
- 8.2. The Transport and Infrastructure Committee called for submissions on the Land Transport **(NZTA)** Legislation Amendment Bill at the end of 2019. The bill seeks to strengthen the regulatory leadership of the **NZTA** by setting up a new regulatory structure, establishing the position of Director of Land Transport, and centralising regulatory authority. To support the policy objective, the bill also aims to strengthen **NZTA's** role in relation to key regulatory interventions, including speed management and enforcement.
- 8.3. Horizons Regional Council submitted largely in support of this bill, while also stressing any planned changes must result in a streamlined and democratic process. More clarity was requested that the process be holistic and any Minister input takes into account local **Road Controlling Authority (RCA)** expertise and community context. We also requested more clarity on the process/content of SMPs and guidelines for implementation.
- 8.4. Sustained improvement in speed management will require everyone involved in road safety to work to build the support of our communities by explaining and demonstrating the benefits of lower speeds.
- 8.5. **RCAs** and **NZTA** are to develop and consult on first Speed Management Plans and plan for safer speed limits around schools.

9. ABOUT PROPOSED SPEED MANAGEMENT PLANS

- 9.1. Speed Management Plans enables **RCAs** to set speed limits, propose safety infrastructure treatments and plan for safer speed limits around schools.
- 9.2. This approach will remove the current bylaw-making requirements. All speed limits will formally come into force through inclusion on a national Register.
- 9.3. Speed Management Plans are 10 year plans, to be developed and published every six years, with allowance for variation every three years in line with the development of **Regional Land Transport Plans (RLTP)**.

- 9.4. There will be processes in place to allow for out of cycle speed limit changes and minor variations to the plans in intervening periods if required.
- 9.5. There will be no blanket reductions to speed limits. Speed Management Plans will be focussed on high risk roads where communities have expressed strong support for safer speeds. In these areas, **RCAs** will be required to consider whether engineering improvements or speed limit adjustments make the most sense.
- 9.6. National Speed Management Plan (for state highways)
 - Developed by **NZTA** (as an **RCA**)
 - Reviewed by a new *Speed Management Committee*
- 9.7. Regional Speed Management Plan (for local roads)
 - Developed by **RCAs**, pulled together by **Regional Transport Committees (RTC)**
 - Reviewed by the **NZTA**
- 9.8. From 2021, **RCAs** will be required to work collaboratively with their **RTC** and **NZTA** to produce Regional Speed Management Plans.
- 9.9. By the end of 2021, draft versions of all Speed Management Plans are expected to be publicly available. These plans will be finalised in 2022.
- 9.10. **RCAs** will be required to reduce speed limits around urban schools to 30km/h [or 40km/h where appropriate] and around rural schools to a maximum of 60km/h. These could be variable speed limits where appropriate.
- 9.11. By 2022 there must be a plan for all schools to have lower speed limits in place over the 10 years of the *Road to Zero* strategy. By 2024, expectation is that 40 percent of schools will have speed limits in compliance with the Rule.

10. CRITERIA FOR SPEED MANAGEMENT PLANS

- 10.1. Speed Management Plans must:
 - take a whole of network approach, consider speed limits and engineering changes in the relevant region,
 - address Government outcomes,
 - align with the **safe and appropriate travel speed (SAAS)**,
 - be consulted on by **RTC/RCAs**,
 - Outline how they will be implemented.
- 10.2. In addition, the National Speed Management Plan and Regional Speed Management Plans should interact with each other and with adjacent regions.
- 10.3. **NZTA** will review Regional Speed Management Plans against criteria specified in the new rule, including **RCAs** have followed proper process, addressed required speed management priorities, conducted adequate consultation and provided an implementation plan.

11. COMMENT

- 11.1. It is this Officers' opinion there will be an impact on council to carry out the duties required to plan, consult and implement Speed Management Plans as outlined in the proposed *Tackling Unsafe Speeds* strategy. At this stage until more is known the impact of the proposed strategy is difficult to quantify with regard to resources that will be required.

11.2. When more information is known on the implications to **RTC/RCA**s in carrying out the proposed approach to speed management, this will be communicated to the **RTC**.

12. SIGNIFICANCE

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

Alastair Mayston
ROAD SAFETY COORDINATOR

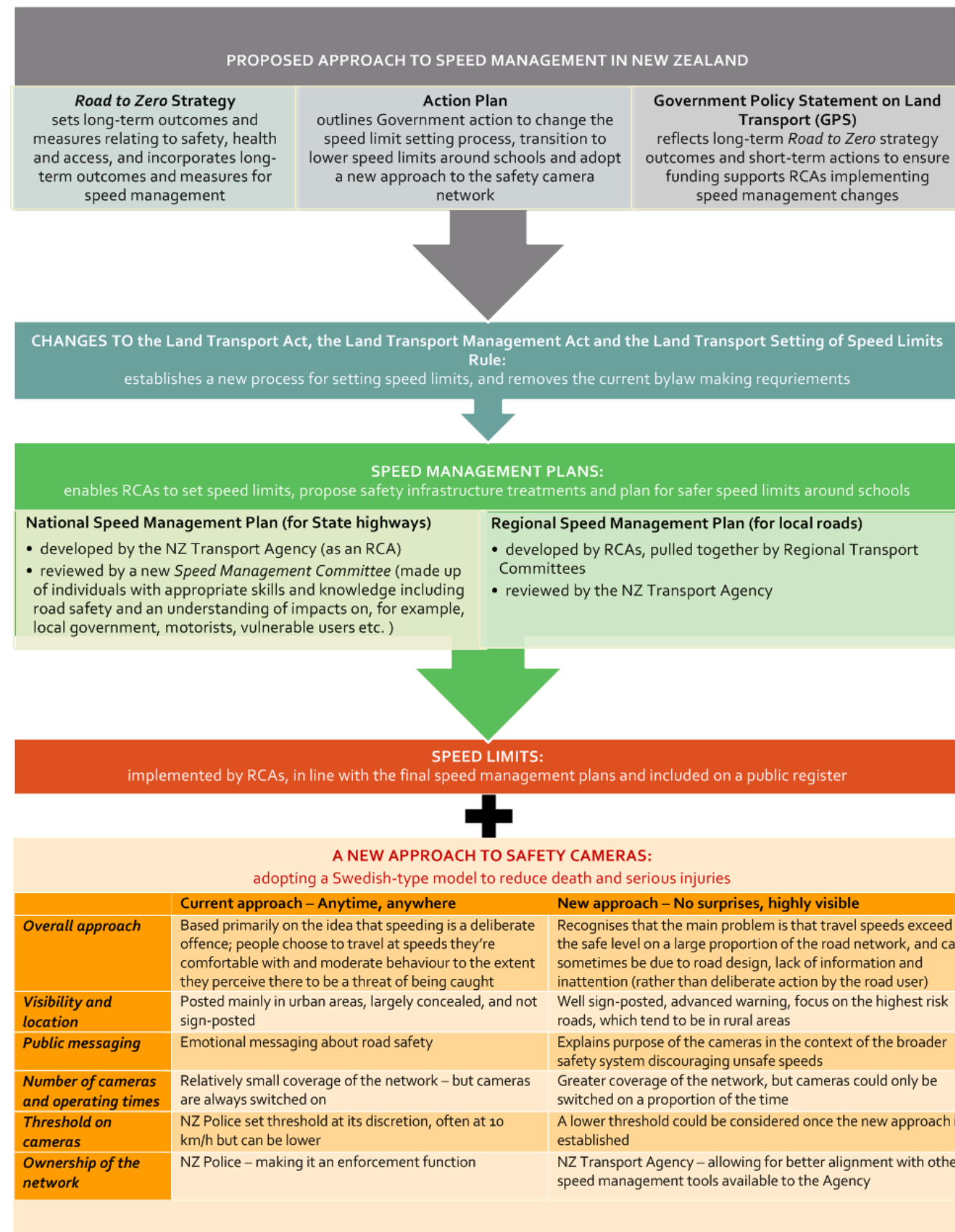
Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

A Appendix 1: Summary of the Tackling Unsafe Speeds Programme

Appendix 1: Summary of the Tackling Unsafe Speeds programme

DRAFT – NOT GOVERNMENT POLICY



WHAT ARE SPEED MANAGEMENT PLANS?

Speed management plans are 10 year plans, to be developed and published every 6 years, with allowance for variation every 3 years in line with the development of regional land transport plans. There would be processes in place to allow for out-of-cycle speed limit changes and minor variations to the plans in intervening periods if required. Speed management plans would be reviewed against the criteria set out below.

Speed management plans must:

- take a whole of network approach, consider speed limits and engineering changes in the relevant region, outlining:
 - speed limit changes and safety infrastructure treatments proposed for the region over the relevant time period
 - where roads will be engineered up on strategically important routes
 - how speed limit changes and engineering changes will operate in tandem to manage safety risks, while maintaining network efficiency
 - consideration of connecting roads or surrounding areas where a particular priority road or area is being reviewed
- address Government outcomes outlined in the Road to Zero strategy, Action Plan and GPS
- align with the safe and appropriate travel speed (SAAS), unless there is a good rationale not to, such as:
 - adjustments to the boundaries of the application of a speed limit to support network management or safety
 - where land use or local circumstances have changed
 - where speed limits may need to be smoothed or take a network-based approach to support network management or safety (that is not accounted for in the SAAS)
 - where consultation identifies an effect on road users (that is not accounted for in the SAAS)
 - where, due to the function of the road, it is more appropriate to make engineering improvements to retain current speed limits
 - where the SAAS is considerably different from current mean travel speeds, incremental/transitional reductions in the speed limit could be considered
- be consulted on by Regional Transport Committees/RCAs to ensure robust analysis and local knowledge is accounted for (especially any effects on road users or communities not included in the analysis that went into the plan)
- outline how they will be implemented (e.g. sequence, time period, and costs), as well as proposed approaches to engineering changes, signage and information campaigns, and how affected users would be notified.

In addition:

- the National Speed Management Plan should cover how speed limits, safety infrastructure, enforcement and safety camera placements will work together to address speed management risks; and the interactions with regional speed management plans
- Regional Speed Management Plans should cover interactions with the National Speed Management Plan and the Regional Speed Management Plans of adjacent regions.

THE NZ TRANSPORT AGENCY WILL HAVE NEW REGULATORY FUNCTIONS:

- Reviewing Regional Speed Management Plans against criteria specified in the new rule, including ensuring RCAs have followed proper process, addressed required speed management priorities, conducted adequate consultation and provided an implementation plan
- Keeping the safe and appropriate travel speeds analysis up-to-date and making it publicly available
- Providing a public register of speed limits that is kept up-to-date and performing Registrar functions
- Providing advice and recommendations to the Speed Management Committee

Report No.	20-26
Information Only - No Decision Required	

CENTRAL GOVERNMENT CONSULTATION AND UPDATES

1. PURPOSE

- 1.1. The purpose of this report is to provide members with information on various documents and consultation items released by Central Government or due to be released.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-26 and Annexes.

3. FINANCIAL IMPACT

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

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. In December 2019, a number of updates and documents were released by Central Government which relate to key projects underway in the transport sector. In many cases, these documents will guide our own planning and decision making at a regional level and it is therefore important to be across them and submit feedback where required.
- 6.2. The relevant documents are discussed below.

7. LAND TRANSPORT (RAIL) LEGISLATION BILL

- 7.1. On 19 December 2019, the Transport and Infrastructure Select Committee released the draft **Land Transport (Rail) Legislation Bill (Rail Bill)** and called for submissions by 7 February 2020.
- 7.2. The Rail Bill seeks to make changes to the **Land Transport Management Act (LTMA)** to provide for Rail as part of the land transport system and therefore allow for a more long-term strategic planning focus for the rail network, the ability to consider road and rail investment together, and an integrated funding/investment programme.
- 7.3. From a regional planning point of view, these changes should enable integration of rail investment projects into the Regional Land Transport Plan which will allow rail to be considered as part of the wider land transport picture for our region.
- 7.4. Below is a summary of the key changes proposed as part of the Rail Bill that are considered relevant for our Region and activities:
 - The Bill requires KiwiRail to develop a three yearly **Rail Network Investment Plan (RNIP)**. Consultation on the RNIP is required with Auckland Transport and **Greater**

Wellington Regional Council (GWRC) RTCs only. There is significant benefit in consultation on the RNIP being opened up to all RTCs as this will give Councils an understanding of any rail investment proposed (or not) in their respective regions and the ability to plan for this as part of the regional land transport planning process.

- The Rail Bill proposes the first RNIP be prepared and released at the same time as the **National Land Transport Programme (NLTP)** on 1 July 2021. This timing creates difficulties from a regional planning point of view as RTCs are required to have their RLTPs completed and submitted to the NZ Transport Agency by 30 April 2021. Consequently, there will be limited ability for Councils to have a good understanding of any proposed rail infrastructure projects in their region in time for inclusion in the **Regional Land Transport Plan (RLTP)**. It would be better if the release of the RNIP was earlier to give RTCs sufficient time to incorporate rail projects into their RLTP's.
- The Rail Bill proposes a 'partial integration' model for including rail infrastructure in the LTMA. Under this model, decision making on the rail investment programme sits with the Minister of Transport, with the NZ Transport Agency making recommendations to the Minister on whether the RNIP is consistent with the LTMA and GPS. Another model was proposed (but not preferred by the Committee), called 'full integration' where the RNIP would be considered and included in the RLTP planning process and then considered and approved (or not) by the NZ Transport Agency. The full integration model would require rail investment to follow the same pathway as other land transport programmes and would assist in our regional land transport planning by enabling rail projects to be prioritised with other transport activities prior to being included in the NLTP. The partial integration model proposed does not provide for this.

For the sake of our regional planning process for land transport, it would make sense to have rail projects follow the same process as other land transport investment and go through the RLTP and NLTP process.

- The Rail Bill requires KiwiRail to be a non-voting member of the Auckland and Wellington RTCs. It proposes that KiwiRail can join other RTC's as a non-voting member if requested and if KiwiRail have the capacity. Given the Lower North Island Passenger Rail aspirations and rail freight hubbing projects in the region, KiwiRail representation on our RTC is vital.

7.5. A submission was prepared and submitted on behalf of the Committee highlighting the above matters. The submission is attached to this report as Annex A.

7.6. In summary, the changes proposed by the Rail Bill will be a positive step forward in enabling rail to be planned and funded as part of the land transport network which should allow a more holistic approach to the management of land transport activities in our region and the country as a whole.

8. LAND TRANSPORT (NZTA) LEGISLATION BILL – SPEED MANAGEMENT PLANS

8.1. In December 2019, the **Ministry of Transport (MoT)** released the **Land Transport (NZTA) Legislation Amendment Bill (the Bill)** for consultation. Submissions were due 7 February 2020.

8.2. The Bill proposes changes to the LTMA to enable the establishment of a framework around speed management by strengthening MoT and the NZ Transport Agency's regulatory leadership in this space. The changes will give the NZ Transport the ability to invoke powers and require the RTC to complete actions around speed management, specifically, speed limits and the development of a regional speed management plan.

- 8.3. On the whole, the changes proposed are supported in principle as they aim to improve road safety, however there are some concerns around the lack of certainty and potential (unclear) implications that the changes will have at a regional level.
- 8.4. The introduction of regional speed management plans and the removal of the current bylaw-making process in conjunction with the proposed speed limit setting regime may result in an inconsistent approach to speed management across regions. More clarity is needed before it can be certain that this change will result in a more streamlined and democratic approach to speed management in New Zealand. It is recommended that the views of the relevant Road Controlling Authority be considered given their expertise and local knowledge.
- 8.5. A submission was made on behalf of Horizons Regional Council highlighting the above matters along with other areas of general support. The submission is attached as Annex B.

9. ARATAKI

- 9.1. Arataki is the NZ Transport Agency's 10-year view outlining what is needed to deliver on the Government's current priorities and long term objectives for land transport. It was previously called the Long Term Strategic View (LTSV).
- 9.2. The **Government Policy Statement (GPS)** provides the strategic direction for the **National Land Transport Programme (NLTP)** and therefore guides funding and strategic direction for our region. The role of Arataki is to outline the national story, with regional summaries that:
 - Cover the current state;
 - Identify where there is need for changes to meet the Government's short term priorities and long term outcomes;
 - Highlights trends that influence the choices we make today and the future land transport system; and
 - Outlines what needs to be done directly and in partnership with others to deliver the government's objectives for the land transport system.
- 9.3. It is intended that Arataki will be implemented through a number of avenues including integrated land use and transport plans, council long term plans and regional land transport plans among others. It is therefore important that we are across this document and ensure the 'story' for our region is accurate and reflects our strategic priorities.
- 9.4. In December 2019, the NZ Transport Agency released the first version of Arataki for stakeholder feedback. There is no formal submission process at this stage but any feedback supplied will inform the next version of Arataki due to be published in August 2020.
- 9.5. The regional summary for our region is attached as Annex C. It highlights the NZ Transport Agency's view on the current state of our region and the proposed areas of focus moving forward. The regional summary provides a reasonable outline of the current state and pressures for our region, however the future focus doesn't seem to fully align with this or our own strategic view. There are a few key projects that are either not included or adequately emphasised. Specifically:
 - The regional summary talks about supporting regional development and recognises the strategic role the region plays in the movement of people and freight north, east, west and south. However, it does not mention or recognise the importance of tying all of the links together via the Palmerston North Integrated Transport Improvements, specifically the Regional Freight Ring Road. This project is critical to ensuring safe and efficient movement of freight and people around our region, particularly from the east (once the

Te Ahu Tauranga project is complete), from the south (once the Otaki to North of Levin highway is in place) and to the north west through the increasing congested Sanson to Bulls corridor. It will also be crucial in ensuring the investment central government is putting into the KiwiRail Regional Freight (Rail) Hub is successful. Put simply, the Regional Freight Ring Road is an important piece of the puzzle and without it, the NZ Transport Agency's goals of supporting regional development and improving road safety will not be achieved.

- Further to the above, it is noted that the Capital Connection passenger rail service (or passenger rail in general) has not been identified in the Regional Summary. The capital connection service provides an important link between Palmerston North and Wellington for weekday commuters. It also provides transport choice, which, given the congestion and resilience issues on State Highway 1 between Levin and Wellington is critical. Significant investment at both the local and central government level has been committed to enable this service to continue in the short term while a longer term solution is identified and able to be implemented. This signals the value of the service from both a local and national perspective. While not as much energy or funding has been committed, we also see passenger rail to the north of our region to also be important long term to provide another mode of travel on a network that already exists and could support the tourism industry in the Ruapehu district as well as reducing emissions and improving road safety.

For this reason the passenger rail and its importance for the region should be included in the regional summary as an area of focus for our region.

- The NZ Transport Agency has identified significantly reducing harm (eg. improving road safety) as a medium priority. This should be given a high priority rating, particularly since the summary identifies the road safety record for our region is 'poor'. Further to this, the summary highlights that focus is needed on the Palmerston North, Whanganui and Levin urban areas and the state highways that link them. This however is not translated in the areas of focus at the rear of the summary. The focus appears to be on high risk rural roads, but this should be extended to local roads and connecting state highways as the issue doesn't appear to be exclusive to rural roads.

It should also be recognised that good connections (eg. the Regional Freight Ring Road) and better use of other modes such as rail and public transport will increase the safety of our urban and local roads by lessening the pressure on these corridors.

- The regional summary projects moderate population growth for Palmerston North and lower growth for Levin (with an ageing population forecast for the Horowhenua). This does not then flow on to the areas of focus. The goal of transforming urban mobility is given a medium priority and lists the matters NZ Transport Agency will focus on supporting. While this is good, it is noted that the only reference to urban growth is in Whanganui, implying that some of the initiatives that will be supported only apply to Whanganui. This does not match with previous commentary in the regional summary which refers to growth in Palmerston North and Levin.

This section should also refer to Palmerston North, Levin and possibly Feilding (given it is a satellite town for Palmerston North) as areas of projected population growth and the demand this places on the region's networks. This will ensure that improvements to walking and cycling networks and public transport services also applies to our other main centres. This will in turn improve road safety and help tackle climate change (other areas of focus identified in the regional summary).

Further, it is noted that our region has been identified as one of 5 surge regions by the Government. This is not translated in the regional summary and should be as it tells a more accurate story of growth in the region.

- The issues associated with lack of access for an ageing population are identified in the regional summary. However, in the areas of focus, only Horowhenua is identified as a focus for improving mobility for senior residents. Given the isolation of some of our northern communities who also face an ageing population, this should refer to the Ruapehu district as well.
- The summary highlights that the region has a high unemployment rate and comparatively low median household income. It notes that access to education, employment and healthcare must improve, particularly in the north and east of the region. We agree that this is needed and support the area of focus included under the 'Transform Urban Mobility' priority/focus.
- It is noted that the regional summary identifies our region as having twice the national average of journeys to work by foot or bike. This is excellent but momentum and focus on this area should remain to ensure active transport continues to increase and be a viable mode of transport in our urban centres, particularly given our vehicle emissions are higher than the national average.

We would like to see greater focus on enabling walking and cycling, as well as other active transport modes in our region included in the areas of focus in the regional summary.

- It is noted that the regional summary highlights that transport carbon emissions are higher than the national average, likely due to the volume of through traffic and freight using our networks. While this may be the case, a focus on providing other lower carbon emission options for freight and other vehicle movements is important so that we can aim to reduce the carbon emissions in our region as well as nationally.

9.6. Overall, the summary does not paint a bad picture for our region and it does show commitment from the NZ Transport Agency to invest in the region to improve many different transport outcomes. However it is, in our view, lacking in critical areas such as the Regional Freight Ring Road and its importance to a fully integrated and connected regional transport network as well as passenger rail. Additionally greater emphasis should be implied as to our actual high economic and population growth predictions.

9.7. We have taken the opportunity to provide feedback and sent a letter raising many of the above concerns and comments to the Arataki project team. We hope that this feedback will be the start of more conversations with government around the priorities and strategic direction for our region leading into the next RLTP development phase.

9.8. A copy of the letter is attached as Annex D.

10. INVESTMENT DECISION MAKING FRAMEWORK

10.1. The **Investment Decision Making Framework (IDMF)** is a guiding document used by the NZ Transport Agency to inform the development, assessment and prioritisation of investment in the land transport system. This document therefore has an impact on how we manage investment and seek funding for land transport projects in our region.

10.2. The NZ Transport Agency and MoT are working together to review the IDMF to ensure it aligns with the investment strategy outlined in the GPS while also providing greater clarity on how the investment framework works and therefore how the NZ Transport Agency makes its investment decisions.

10.3. In December 2019, the NZ Transport Agency released a consultation document and draft design report outlining the proposed changes to the IDMF and sought submissions by 21 February 2020.

10.4. This version of the IDMF follows the investigations phase which was completed in July 2019. Based on sector feedback in the investigation phase, the NZ Transport Agency has

reviewed and made changes to the IDMF, some of which come into effect immediately and some which come in later. There will be future changes to this document following this round of consultation and the release of the next GPS (which the IDMF must give effect to).

10.5. The key substantive changes to the IDMF from the review are as follows:

<p>Investment principles</p> <p>The Transport Agency is moving from 10 investment principles down to five easy-to-understand principles to guide investment choices.</p>
<p>Right-sizing business cases</p> <p>The Transport Agency has developed tools and guidance to make it clear how much information is needed for business cases based on risk and complexity.</p>
<p>Assessment of business cases</p> <p>Tools and guidance have been developed to help in the assessment of options and in the decision-making process.</p>
<p>Capability</p> <p>The Transport Agency is introducing new ways to increase the capability of users across the sector, to ensure they understand and can confidently apply the changes being made.</p>
<p>New benefits framework</p> <p>A new benefits framework has been developed to make identification, measurement and use of benefits easier and more consistent. It includes quantitative, qualitative and monetised benefits.</p>

10.6. The NZ Transport Agency is seeking feedback on the changes, specifically the nine 'building blocks' which form part of the IDMF framework. The NZ Transport Agency has asked specific questions in reference to these building blocks which they are seeking answers from the sector on. The building blocks are:

- Investment principles – five new principles have been developed to help guide investment choices and provide more detailed information where needed.
- Right sized business case guidance – this will assist with the preparation of a business case based on the level of risk, uncertainty and complexity involved. The intention is that the level of effort needed to complete a business case should be clear at the outset. A short-form business case (single stage business case lite) is also being prepared for investments up to \$5M.
- Standard interventions – Guidance is being developed to streamline the investment pathway for standard safety interventions by setting out high-level requirements that need to be supported.
- Low cost, low risk (LCLR) programmes – the threshold for low cost low risk activities is being reviewed (currently \$1M) and guidance on the information required to be provided with LCLR programmes.
- Programmes and packages – guidance has been updated to provide better clarification for AOs developing business cases for individual activities or packages of activities and the NZ Transport Agency when making decisions based on a business case or programme.
- Benefits framework – a new framework to show how benefit information is used in planning and reporting will be used in business cases when recording information in

Transport Investment Online (TIO) about new activities and when reporting on benefits that have been realised.

- Early assessment sifting tool (EAST) – a new tool to support screening of early alternative and options at the long list stage of a business case. Developed from UK best practice.
- Appraisal summary table – a new tool to present decision makers with concise information at the short list and preferred option stages. Based on an international concept.
- Multi-criteria analysis – creation of a template to ensure a broad range of options and alternatives have been considered and consistent investment decisions at the long list stage.

10.7. Essentially, the NZ Transport Agency are seeking to improve the guidance for AOs when applying for funding to ensure the required information is supplied with the application. In some cases this may result in additional time and work being required to secure funding. However in other cases such as for Low Cost Low Risk activities and Standard Safety Interventions, the pathway may become easier with increases to the threshold for low cost low risk activities and development of a list of standard safety interventions. However, this is yet to be fully understood and we await further detail on this.

10.8. The content and changes of the IDMF review are of a technical nature and feedback sought was directed by a suite of questions. Rather than submitting on behalf of the RTC, officers have responded to the questions raised, where relevant, and submitted separately. The IDMF review was also discussed at the **Regional Advisory Group (RAG)** meeting on 13 February to ensure consistency in our understanding of the benefits and any concerns with the review document. Following this meeting a comprehensive draft submission from the TSIG was released which officers consider adequately addresses the key points.

11. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

11.1. In July 2018, the current GPS came into effect. This GPS had been amended to reflect the strategic direction of the current Government and was the first of a two stage process in achieving that direction. Since the release of the current GPS, the MoT have been working on finalising the measures to reflect the short to medium term results identified in the GPS and have advised that rather than releasing a 'stage two' GPS, they intend to include these in the GPS, 2021.

11.2. The most recent correspondence (February 2020) indicates that the draft GPS 2021 has been completed and is being considered by Ministers. The release of the draft GPS 2021 is expected to be in **March 2020** with the consultation period proposed to run for seven weeks.

11.3. A series of regional engagements are proposed (called roadshow 2020) in March 2021 and will cover both the draft GPS 2021 and key updates on other transport policy initiatives.

11.4. We will keep the Committee informed of any roadshow dates and of the draft GPS 2021 once it is released.

12. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Phil Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

- A RTC submission on Land Transport (Rail) Bill (Feb 2020)
- B RTC submission on Land Transport (NZTA) Bill (Feb 2020)
- C Regional Summary Manawatu-Whanganui December 2019
- D Horizons RTC feedback on Arataki Version One



7 February 2020

Committee Secretariat
Transport and Infrastructure Select Committee
Select Committee Services
Parliament Buildings
WELLINGTON 6160

File ref: TTP 02 01
LMS

Email to: ti@parliament.govt.nz

Dear Sir/Madam

**HORIZONS REGIONAL TRANSPORT COMMITTEE SUBMISSION ON THE LAND
TRANSPORT (RAIL) LEGISLATION BILL**

Thank you for the opportunity to make a submission on the Land Transport (Rail) Legislation Bill. This submission is made on behalf of the Horizons Regional Transport Committee (RTC) which consists of representatives from:

- Horizons Regional Council;
- Horowhenua District Council;
- Manawatu District Council;
- Palmerston North City Council;
- Rangitikei District Council;
- Ruapehu District Council;
- Tararua District Council;
- Whanganui District Council; and
- The New Zealand Transport Agency

We note that a submission from the Regional Sector Transport Special Interest Group, of which our organisation is a member, has been made. We support the matters raised in that submission but wish to also make some key points regarding areas of relevance to our region.

The RTC makes the following notes and comments:

- The Committee **supports** the objective of the Bill to implement a new funding and planning framework for the heavy rail network. This will bring the rail network in line with all other land transport activities which are funded and planned under the Land Transport Management Act and ultimately will enable a more integrated approach to land transport planning.



- The Bill requires KiwiRail to develop a three yearly Rail Network Investment Plan (RNIP). The Committee notes that KiwiRail are required to consult on the RNIP with Auckland Transport and Greater Wellington Regional Council RTC's only.

The Committee **requests** that the Bill be amended to provide for consultation on the RNIP be undertaken with **all** RTC's prior to it being submitted to the Minister. We are concerned that the current timing leaves little to no opportunity for proposed rail projects to be considered and included in the Regional Land Transport Planning process. Early consultation with RTC's will give Council an understanding of any rail investment proposed in their respective regions.

- Further to the previous point, the Committee wishes to highlight our **concern** regarding the timing of the RNIP. At present the proposed release of the first RNIP coincides with the release of the NLTP (1 July 2021). The timing of this is awkward for Regional Council's as we are required to have our RLTP's submitted to NZTA by 30 April 2021. This means we are unlikely to have a good understanding of what rail infrastructure projects are proposed for our region in time for inclusion in the RLTP, particularly if consultation is limited to Auckland and Wellington only.

The Committee **submits** that Section 22 A(4) be amended to have the RNIP prepared by October 2020 to allow sufficient time for RTC's to incorporate relevant sections of the RNIP into the RLTP.

- The Committee **notes** that the Bill proposes a 'partial integration' model for including rail infrastructure in the LTMA. Under this model decision making on the rail investment programme sits with the Minister of Transport with NZTA making recommendations to the minister on whether the RNIP is consistent with the LTMA and GPS. The Committee **does not support** this model.

The Committee **submits** that the '**full integration**' model outlined in the Regulatory Impact Analysis should be adopted. The full integration model enables rail investment to follow the same pathway as other land transport programmes thereby assisting our regional land transport planning. This would allow rail projects be prioritised with other transport activities prior to being included in the National Land Transport Programme. The partial integration model proposed does not provide for this.

- The Committee **notes** that the Bill requires KiwiRail to be a non-voting member of the Auckland and Wellington RTCs. It is proposed that KiwiRail could join other RTC's as a non-voting member if requested.

The Committee wishes to **signal our intention** to request a non-voting member join Horizons RTC. We have some notable rail investment projects in our region, namely the Capital Connection commuter service between Wellington and Palmerston North and the proposed Regional Freight Rail Hub. The Committee considers that KiwiRail representation on our RTC will assist with planning and information surrounding these key projects, particularly as we enter the next RLTP planning phase.

The RTC does not wish to be heard in support of this submission.



For further information on the matters raised in relation to this submission, please contact Horizons Regional Council's Transport Manager, on 0508 800 800.

Yours sincerely



Rachel Keedwell
CHAIR, HORIZONS REGIONAL TRANSPORT COMMITTEE



7 February 2020

Committee Secretariat
Transport and Infrastructure Select Committee
Select Committee Services
Parliament Buildings
WELLINGTON 6160

File ref: TTP 01 01
JM

Email to: ti@parliament.govt.nz

Dear Sir/Madam

HORIZONS REGIONAL COUNCIL SUBMISSION ON THE LAND TRANSPORT (NZTA) LEGISLATION BILL

Thank you for the opportunity to make a submission on the Land Transport (NZTA) Legislation Bill. This submission is made on behalf of the Horizons Regional Council (HRC).

HRC works alongside the territorial authorities and other stake holders in the Manawatū-Whanganui region to enable a resilient and safe, multimodal transport network. Horizons also convenes the Horizons Regional Transport Committee (HRTC), which is responsible for developing the Horizons Regional Land Transport Plan under the Land Transport Management Act 2003.

Submissions on this Bill were called for at the end of December 2019. Due to this timing, it has not been possible for the Horizons RTC to convene to prepare a submission. HRC has prepared this submission without the direct input of its local territorial authorities.

HRC makes the following notes and comments:

- HRC **supports** the Clause 12 which will amend Section 106 of the Land Transport Amendment Act 2003 (LTMA) which states that each regional transport committee must also carry out functions conferred on a regional transport committee under any other provision in this act (LTMA) or any other land transport act. HRC understands this clause to relate to the new powers proposed to prepare a regional speed management plan.
- HRC supports in principle clause 101 which will amend Section 157 of the Land Transport Act 1998 (LTA). HRC understands that the Government is intending to introduce a new speed limit setting regime, including the introduction of Regional Speed Management Plans and the removal of the current bylaw-making process.



HRC has **concerns** that introducing this provision in isolation from understanding how the other changes that are also needed to implement a new speed limit setting regime will be made will not provide a holistic approach to speed management. More clarity is needed before local government can be confident that this is a change to a more streamlined and democratic approach. HRC **recommends** that the Minister should be required to have particular regard to the views of the relevant RCA, given their expertise and understanding of their local community context, before exercising this power.

- HRC **supports** the new Section 159A of the LTA which enables ordinary rules to be provided for any matters necessary to establish, maintain and operate the register of land transport records establish under Section 200C of the LTA. This will enable the establishment of a register for speed limits which removes the bylaw requirement for local authorities for changing speed limits on roads under their jurisdiction. HRC **agrees** with the intention of the provision in simplifying the speed limit setting process.
- HRC **supports** the new sections 200B to 200K of the LTA that relate to the creation of land transport records and a register of land transport records with NZTA as the Registrar.
- HRC **supports** the new section 208A of the LTA which confers the Transport Agency as an enforcement officer for certain infringement notices relating to moving vehicle offences, including where the alleged offence is detected by approved vehicle surveillance equipment. HRC is **supports** the intention of adopting a high visibility approach to speed management.

HRC thanks the Transport and Infrastructure Select Committee for the opportunity to submit on the Land Transport (NZTA) Legislation Amendment bill.

HRC does not wish to be heard in support of this submission.

For further information on the matters raised in relation to this submission, please contact Horizons Regional Council's Transport Manager, on 0508 800 800.

Yours sincerely



Rachel Keedwell
CHAIR, HORIZONS REGIONAL TRANSPORT COMMITTEE

2021-31 Regional Summary Manawatū-Whanganui – Version 1 for engagement

MANAWATŪ -WHANGANUI

AT A GLANCE

Our focus in Manawatū-Whanganui is on supporting urban growth and regional development initiatives. We will work with partners to encourage increased use of public transport, walking and cycling, particularly in Palmerston North, manage the impacts of climate change, deliver safe and reliable inter-regional journeys and provide appropriate levels of service across all transport networks.



IMPROVE URBAN FORM

Much of the region's growth is expected on the edge of Palmerston North and Feilding, and in Levin.

TRANSFORM URBAN MOBILITY

Massey University creates significant daily transport flows between city and campus. Selected free bus services have helped increase use of public transport. Journeys to work by foot or bike are twice the national average at 14%.⁴⁰

SIGNIFICANTLY REDUCE HARMS

The Manawatū-Whanganui safety record is relatively poor. Head-on and run off road crashes, high risk intersections and driver behaviour are primary contributors.³⁶ Focus is needed on the Palmerston North, Whanganui and Levin urban areas and state highways that link them.

TACKLE CLIMATE CHANGE

The impacts of climate change will make managing network resilience increasingly challenging. Rain and drought conditions will affect highly-erodible land, while sea level rise will impact coastal communities. Transport carbon emissions per capita are above average, reflecting the volumes of through traffic, particularly freight using the region's road networks.³⁷

KEY

SUPPORT REGIONAL DEVELOPMENT

The region has high unemployment rates and comparatively low median household income.³⁸ Access to education, healthcare and employment must improve, particularly in the north and east of the region, to deliver better social and economic outcomes.

The region has nationally significant connections for the movement of freight and tourists. We will continue to support inter-regional connectivity, especially road and rail freight connections to key ports and hubs. Our focus is also on providing appropriate infrastructure and services to support visitor destination management initiatives.

238,797
REGIONAL POPULATION¹⁷

7.2%
REGIONAL POPULATION GROWTH 2013-18¹⁷

5.1%
OF NATIONAL POPULATION¹⁷ 2018

7.7%
OF NATIONAL DEATHS & SERIOUS INJURIES (DSI)³⁶

202 TOTAL DSI³⁶ 2017/18

6%
OF NATIONAL VEHICLE EMISSIONS³⁷

3.8%
OF NATIONAL GROSS DOMESTIC PRODUCT YEAR END MARCH 2018³⁸

5.2%
REGIONAL UNEMPLOYMENT RATE

4.1%
NATIONAL RATE YEAR END JUNE 2019³⁹

THE TRANSPORT AGENCY 2021-31 REGIONAL SUMMARY VERSION 1

MANAWATŪ-WHANGANUI TODAY

MANAWATŪ-WHANGANUI IS THE SIXTH-MOST POPULOUS REGION IN THE COUNTRY WITH AROUND 238,000 RESIDENTS.¹⁷ IT IS A LARGE, DIVERSE REGION EXTENDING FROM LEVIN IN THE SOUTH TO TAUMARUNUI IN THE NORTH, AND FROM WHANGANUI IN THE WEST TO THE EAST COAST.

Palmerston North is the largest centre and provides a service hub supporting surrounding areas. Tertiary education, research, logistics and military activities are significant contributors to Palmerston North's economy. Whanganui, Levin and Feilding are the region's other main urban centres. Outside of the main urban areas, primary production is the key economic driver with tourism critical to the economy of the Ruapehu District.

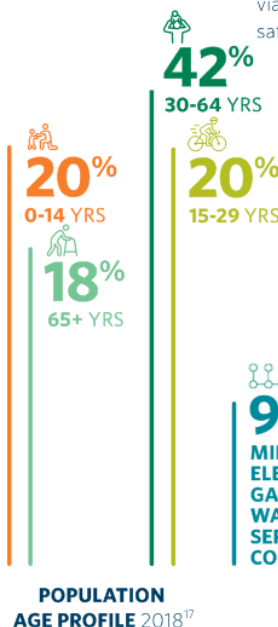
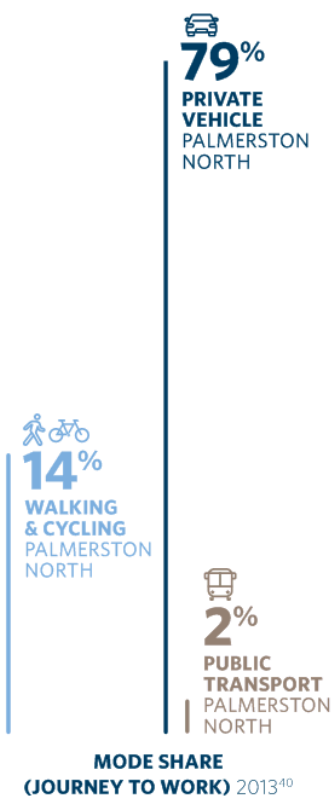
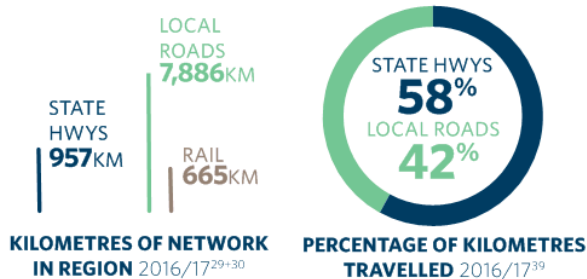
The region has one of the highest unemployment rates in the country, the second-lowest median household income. Manawatū-Whanganui is a surge region, identified by the government as needing investment and eligible for investment from the Provincial Growth Fund (PGF).

While the region generally has good access to essential services, communities in the north and east face some challenges accessing specialist services located in Whanganui and Palmerston North.

The region is located at the centre of the road and rail networks which connect Hawke's Bay, Wellington, Taranaki and the upper and lower North Island. These connections are a key economic lifeline, enabling the movement of people and goods between key centres of production, consumer markets and freight distribution hubs.

Palmerston North is emerging as the primary distribution centre in the lower North Island. Resulting increases in the number of heavy vehicle movements have created safety and efficiency issues on the local road network which need addressing. The rail freight journey is generally reliable but incomplete electrification of the network restricts journeys, with locomotive changes between Auckland and Wellington, adding to overall journey times. Efforts to revitalise Whanganui Port could lead to increased movement of freight to and from the port by coastal shipping, rail and road.

Network resilience is a significant issue in some parts of the region, particularly on the Desert Road and SH4 north of Whanganui. The construction of Te Ahu a Turanga: Manawatū-Tararua highway project will resolve long-standing resilience challenges associated with the Manawatu Gorge. Between Levin and Ōtaki there is a stretch of SH1 with no viable alternate routes, and with poor levels of service for safety and resilience.



THE TRANSPORT AGENCY 2021-31 REGIONAL SUMMARY VERSION 1

MANAWATŪ-WHANGANUI TOMORROW

The region's population is projected to grow by approximately 17,000 to 248,000 in 2043, with most of it located in Palmerston North and Feilding! Low-growth or decline is projected in all other parts of the region, but it is possible that Levin could continue to grow with the spillover of growth from Kapiti!

The region's population is getting older, consistent with the national trend. The Horowhenua District, and in particular Levin, is actively positioning itself as a destination for retired residents. By 2043, 36% of the district's population is forecast to be over 65-years. Enabling access for senior residents will be important!

The aging population and the region's high unemployment rate will place even greater pressure on councils' ability to maintain and fund new infrastructure and provide appropriate services to residents.

The regions' economic drivers are expected to remain relatively consistent. Employment in service industries will grow in the larger urban centres, with primary production important in other areas. Improved inter-regional connections will support Palmerston North's growing distribution function, although a shift to rail might be needed in the transition to a low-emissions economy. Tourism is forecast to grow in the short-term.

Improved access to data and information will help us better manage the existing transport system and share information with customers. The potential of emerging technologies such as shared transport to move people around is yet to be determined.

Increased coastal erosion, sea level rise, storm surges, flooding, and storms are predicted to intensify over the next 30 years increasing risk to the road and rail network, parts of which are already vulnerable.

KEY INSIGHTS

- Palmerston North is forecast to receive moderate levels of growth. Levin is also growing as housing supply and rental affordability pressures push lower-income residents out of Wellington. It is important that growth in housing and employment, and the location of new facilities is accommodated in a way that minimises the need to travel long distances and reduces private vehicle use in the urban area.
- Palmerston North is emerging as the primary distribution centre for the lower North Island. Increasing heavy vehicle movements are reducing safety and efficiency of local road networks. The potential development of a direct rail siding into the distribution area in the north-east would enable rail to play a greater role in the movement of freight.
- Due to its central location the region's networks carry significant volumes of through traffic. Providing safe and reliable links south to Wellington and east to Napier Port is particularly important to enable movement of people and goods.
- The region's safety record is relatively poor in terms of total deaths and serious injuries, with a need to focus on the Palmerston North, Whanganui and Levin urban areas, the state highways that connect them, and high-risk rural roads.
- Network resilience is a particular issue and more intense storm events resulting from climate change will worsen existing challenges, including areas with unstable terrain north of Whanganui. The impacts of sea level rise will also increase for low-lying coastal communities.
- Forest harvests across the region are increasing freight movements and impacting on the condition of local road networks.
- Transport can support improvements in regional development by improving access to employment and essential services for remote communities in the north and east of the region, and by supporting industry growth.

FOCUS OF EFFORT: 2018-21

Working with industry, local government and local communities we will look to progress the Palmerston North Integrated Transport Improvements project to assist in building resilience and providing a safer, more effective connection between key industrial areas, and improve access and safety for those travelling by foot and bike.

The Urban Cycleways Fund will accelerate projects in Whanganui and a new pedestrian and cycle bridge, and new shared paths in Palmerston North to link the main residential areas and central business district with Linton Military Camp, the Crown Research Institutes and Massey University.

Manawatū-Whanganui has been the recipient of substantial PGF investment for several projects such as a cycle-walkway strategy, a NZ Supply Chain Study Funding, and implementation funding for a farmer-driven programme to improve the cultural, environmental, social, and economic wellbeing of the Rangitikei district.

Delivery of safety upgrades on SH1 from Ōtaki to Levin and along the southern portion of SH57, as well as advancing the designation for a new SH1 corridor from Ōtaki to north of Levin.

Work is continuing on Te Ahu a Turanga (SH3 Manawatu Gorge Highway), which will provide a safe and reliable connection to Hawke's Bay.

The revitalisation of the Whanganui Port Area will contribute to the social, environmental and economic wellbeing of the Whanganui area. There is a need to identify and secure existing and future uses of the port area, including upgrading Wharf One.

LEGEND

- Safety project
- Walking and cycling project
- Resilience project
- Access project

- Key routes
- Project delivered
- Project underway
- Project in pipeline



AREAS OF FOCUS: MANAWATŪ-WHANGANUI 2021-31

THE TRANSPORT AGENCY 2021-31 REGIONAL SUMMARY VERSION 1

 **SUPPORT REGIONAL DEVELOPMENT (HIGH)**

Manawatū-Whanganui is a priority for support through the PGF, particularly areas outside Palmerston North and Manawatu District. To support regional growth, enable improved access to education and employment, and to help raise standards of living, we will:

- continue to support inter-regional connectivity
- contribute to visitor destination management plans and provide transport infrastructure and services that improve access and mitigate the impact of increased visitors
- support freight initiatives that are multi-modal, efficient and safe, such as the Whanganui Port revitalisation and Central North Island Regional Growth Hub
- complete and promote walking and cycling trail plans such as the Tararua Tourism and Trails Strategy and a connected network of cycle and walking trails
- Te Ahu a Turanga: Manawatū-Tararua highway project and Ōtaki to north of Levin are the top priorities for the region.

 **SIGNIFICANTLY REDUCE HARMS (MEDIUM)**

We will support implementation of the Road to Zero Safety Strategy for New Zealand and regional strategies, with an emphasis on:

- safety interventions targeting high-risk intersections, and run-off road and head-on crashes on high-risk rural roads
- target road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seatbelts and speeding
- speed management to provide safe and appropriate speeds on high-risk rural roads. Targeted use of safety cameras to reduce speeding.

HEALTH

Our primary focus around health is reducing harmful emissions in urban areas through improved urban form, increasing access to and use of public transport, walking and cycling, and other initiatives to reduce overall emissions. We will also continue to work to ensure that the noise impacts of transport are appropriately managed through a mix of land-use planning and mitigation works.

 **TRANSFORM URBAN MOBILITY (MEDIUM)**

Projected population growth in Whanganui will increase travel demand on the region's networks and provides opportunities to support increased use of public transport, walking and cycling. Our focus will be on supporting:

- improvements to walking and cycling networks, with a focus on providing safe and efficient access to and within main activity centres and to education facilities, and linking existing infrastructure to provide connected networks

Aratiki: Version 1 for engagement

- public transport services, including on-demand, where they provide access to employment and essential services, are a more affordable transport option and/or help shape a more thriving city
- proposals to address the increasing need for services targeting mobility for senior residents, particularly in the Horowhenua
- development of the Palmerston North Network Operating Framework as a tool for optimising network performance
- opportunities to increase the proportion of freight on rail as part of improving access growing distribution hubs.

 **IMPROVE URBAN FORM (MEDIUM)**

While our focus is on multi-agency partnerships in major urban centres, we recognise the potential for growth in and around Palmerston North to support a safe and thriving city, with increased access to public transport, walking and cycling options and reduced carbon emissions. We will:

- engage in planning processes to ensure that land-use patterns reduce dependence on private vehicles, limit the need to travel long-distances to access employment and services, and limit carbon emissions
- influence land use decisions and integrate land-use and transport planning to support safe and efficient freight movements to key freight hubs.

 **TACKLE CLIMATE CHANGE (MEDIUM)**

We will continue to work to understand the opportunities to support climate change adaptation and mitigation.

ADAPTATION

We will focus on:

- working together on implementing Horizons' 30-Year Infrastructure Strategy
- engaging locally in area and climate change planning to discourage location of development and infrastructure in high risk locations
- enabling continuous improvement in network resilience through maintenance and renewals
- enabling rapid recovery following disruption to the land transport system.

MITIGATION

We will focus on:

- ensuring planning for growth supports reduced carbon emissions by reducing the need to travel, and average trip length
- ensuring network design makes the best use of existing systems to manage demand and reduce emissions by prioritising the movement of public transport and low emission options, and actively managing speed, urban freight and congestion
- challenging transport and urban development proposals, including investment for infrastructure and services, that are projected to increase emissions in the long term.



18 February 2020

NZ Transport Agency
Arataki Project Team

File ref: TTP 02 01
LMS

Via email only
arataki@nzta.govt.nz

Dear Sir/Madam

HORIZONS REGIONAL TRANSPORT COMMITTEE FEEDBACK ON ARATAKI VERSION ONE

Thank you for the opportunity to provide feedback on the first version of Arataki. This feedback is made on behalf of the Horizons Regional Transport Committee (RTC) which consists of representatives from:

- Horizons Regional Council;
- Horowhenua District Council;
- Manawatu District Council;
- Palmerston North City Council;
- Rangitikei District Council;
- Ruapehu District Council;
- Tararua District Council;
- Whanganui District Council; and
- The New Zealand Transport Agency

On the whole we support the concept of Arataki in setting the long term view for land transport in New Zealand. We have focussed our efforts and comments on the Regional Summary for the Manawātū-Whanganui region.

We consider the Regional Summary provides a reasonable outline of the current state and pressures for our region, however the future focus doesn't seem to fully align with this or our own strategic view. There are a few key projects that are either not included or adequately emphasised. With this in mind, the RTC makes the following notes and comments:

- The regional summary talks about supporting regional development and recognises the strategic role the region plays in the movement of people and freight north, east, west and south. However, it does not mention or recognise the importance of tying all of the links together via the Palmerston North Integrated Transport Improvements, specifically the Regional Freight Ring Road. This project is critical to ensuring safe and efficient movement of freight and people around our region, particularly from the east (once the Te Ahu a Turanga project is complete), from the South (once the Otaki to North of Levin highway is in place) and to the north west through the increasingly congested Sanson to Bulls corridor. It will also be crucial in ensuring the significant investment central government is putting into the Kiwirail Regional Freight (Rail) Hub is successful. Put simply,



the Regional Freight Ring Road is a strategically vital piece of the puzzle and without it, the NZ Transport Agency's goals of supporting regional development and improving road safety will not be achieved.

- Further to the above, it is noted that the Capital Connection passenger rail service (or passenger rail in general) has not been identified in the Regional Summary. The capital connection service provides an important link between Palmerston North and Wellington for weekday commuters. It also provides transport choice, which, given the congestion and resilience issues on State Highway 1 between Levin and Wellington is vital. Significant investment at both the local and central government level has been committed to enable this service to continue in the short term while a longer term solution is identified and able to be implemented. This signals the value of the service from both a local and national perspective.

While not as much energy or funding has been committed at this point, we also see passenger rail to the north of our region to also be important long term to provide another mode of travel on a network that already exists and could support the tourism industry in the Ruapehu district as well as reducing emissions and improving road safety.

For this reason, we consider that passenger rail and its importance for the region should be included in the regional summary as an area of focus for our region.

- The summary has identified significantly reducing harm (e.g. improving road safety) as a medium priority. It is our view that this should be given a high priority rating, particularly since the summary identifies that the road safety record for our region is 'poor'. Further to this, the summary highlights that focus is needed on the Palmerston North, Whanganui and Levin urban areas and the state highways that link them. This however is not translated in the areas of focus at the rear of the summary. The focus appears to be on high risk rural roads, but this needs to be extended to local roads and connecting state highways as the issue isn't exclusive to rural roads.

It should also be recognised that good connections (e.g. the Regional Freight Ring Road) and better use of other modes such as rail and public transport will increase the safety of our urban and local roads by lessening the pressure on these corridors.

- The regional summary projects moderate population growth for Palmerston North and lower growth for Levin (with an ageing population forecast for the Horowhenua). This does not then flow on to the areas of focus. The goal of transforming urban mobility is given a medium priority and lists the matters NZ Transport Agency will focus on supporting. While the RTC supports this, it is noted that the only reference to urban growth is in Whanganui, implying that some of the initiatives that will be supported only apply to Whanganui. This does not match with previous commentary in the regional summary which refers to growth in Palmerston North and Levin.

It is our strong view that this section needs to also refer to Palmerston North, Levin and possibly Feilding (given it is a satellite town for P.N) as areas of projected population growth and the demand this places on the region's networks. This will ensure that improvements to walking and cycling networks and public transport services also applies to our other main centres. This will in turn improve road safety and help tackle climate change (other areas of focus identified in the regional summary).

Further, it is noted that our region has been identified as one of five surge regions by the Government, due to forecasted high population growth. The RTC notes this is not translated in the regional summary and consider that it should be as it tells a more accurate story of projected growth in our region.

- The issues associated with lack of access for an ageing population is identified in the regional summary. However, in the areas of focus, only Horowhenua is identified as a focus for improving mobility for senior residents. Given the isolation of some of our



northern communities who also face an ageing population, this needs to refer to the Ruapehu district as well.

- The summary highlights that the region has a high unemployment rate and comparatively low median household income. It notes that access to education, employment and healthcare must improve, particularly in the North and East of the region. The RTC agrees that this is needed and support the area of focus included under the 'Transform Urban Mobility' priority/focus.
- The RTC notes that the regional summary identifies our region as having twice the national average of journeys to work by foot or bike. This is excellent but momentum and focus on this area should remain to ensure active transport continues to increase and be a viable mode of transport in our urban centres, particularly given our vehicle emissions are higher than the national average.

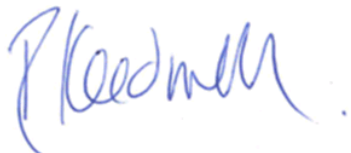
The RTC would like to see greater focus on enabling walking and cycling, as well as other active transport modes in our region included in the areas of focus in the regional summary.

- The RTC notes the regional summary highlights that transport carbon emissions are higher than the national average, likely due to the volume of through traffic and freight using our networks. While this may be the case, a focus on providing other lower carbon emission options for freight and other vehicle movements is important so that we can aim to reduce the carbon emissions in our region as well as nationally.

Overall, the RTC generally supports the regional summary for the Manawatu-Whanganui region and thank the NZ Transport Agency for signalling its commitment to supporting improving transport outcomes in our region. With some fine-tuning we are confident the regional summary will reflect both the government and our own strategic goals for land transport in the region.

We would welcome the opportunity to meet and further discuss the matters raised in this letter. To arrange a meeting or for further information on the matters raised, please contact Horizons Regional Council's Transport Services Manager, on 0508 800 800.

Yours sincerely



Rachel Keedwell, PhD
CHAIR
HORIZONS REGIONAL TRANSPORT COMMITTEE

Report No.	20-27
Decision Required	

REGIONAL LAND TRANSPORT PLAN, 2021 DEVELOPMENT PROCESS AND TIMELINE

1. PURPOSE

- 1.1. The purpose of this report is to provide Committee members with an update on the planning process and timeline for the 2021 **Regional Land Transport Plan (RLTP 2021)**.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-27.
- b. confirms proposed Regional Land Transport Plan timeline.

3. FINANCIAL IMPACT

- 3.1. There is no financial impact resulting from this item. The development of RLTP 2021 has been budgeted for via the Annual Plan and Long Term Plan processes.

4. COMMUNITY ENGAGEMENT

- 4.1. There is no community engagement required from this item. As the RLTP 2021 progresses, consultation on the draft document is likely to be required.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant business risk impact associated with this item.

6. BACKGROUND

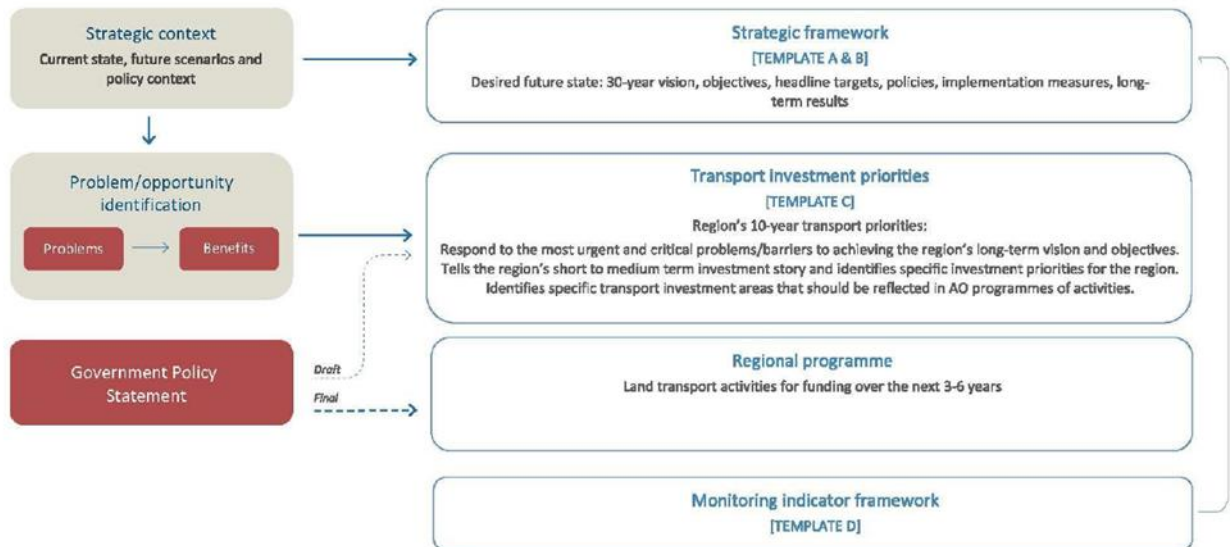
- 6.1. RLTPs are the primary documents guiding integrated land transport planning and investment within a region. The RLTP sets the strategic direction for our region's transport network over the next 10-30 years. It describes the long term vision and identifies the short to medium term regional investment priorities to achieve this vision. The RLTP also includes a regional programme of transport activities proposed for funding over a 3-6 year period.
- 6.2. The RTC is required to develop a RLTP every six years and review every three years. The RLTP 2015 was reviewed in 2018, and as such the planning cycle for the next RLTP is due to commence now in order for it to be adopted by June 2021.
- 6.3. This item outlines the general process for developing the RLTP and suggests a timeline for this process.

7. RLTP DEVELOPMENT PROCESS

- 7.1. The NZ Transport Agency have indicated they wish to take a different approach to the development and have released some detailed guidance which has been informed by the **Transport Special Interest Group (TSIG)**. We intend to follow this guidance and the

templates released by NZ Transport Agency and the TSIG, which incidentally are similar to the approach we have used in the past.

7.2. The below diagram has been sourced from the guidance material provided by the NZ Transport Agency. It provides an overview of the outline of a RLTP:



7.3. The RLTP itself will have the following:

- Executive summary
- Introduction
- Strategic context
- Strategic framework
- Ten-year transport investment priorities
- Programming and funding
- Monitoring framework
- Appendices

7.4. Throughout the RLTP development phase there will be some key steps which we will be seeking advice and confirmation from the Committee. These are:

- Guidance on setting the scene and confirmation of our strategic direction and context (which will feed into the strategic priorities and overall front end of the RLTP). The previous RLTP item at the December committee meeting introduced some thoughts around possible changes to the RLTP)
- Confirmation of the Strategic Priorities (**Investment Logic Mapping (ILM)** exercise)
- Confirmation of the strategic 'front end' of the RLTP
- Prioritisation of the work programme (10 year programme of investment activities to be undertaken by AOs)
- Confirmation of the draft RLTP for release for consultation
- Hearing and deliberation of any submissions
- Confirm the final RLTP for adoption by Council

8. TIMELINE

- 8.1. The timeline for development and completion of the RLTP is relatively tight. Work will need to commence immediately on confirming the strategic direction and context for the RLTP via the ILM process so that TA's (via **the Regional Advisory Group (RAG)**) can input and guide the development of their Asset Management Plans, prior to their submission on August 2020. The suggested timeline is outlined below:

DATE	ACTIVITY	WHO
March 2020	Approve timeline for RLTP development	RTC
March-June 2020	Develop strategic front end and direction for the RLTP – taking into account the draft GPS (due to be released in March 2020)	Staff
May 2020	ILM exercise to commence development of the RLTP Strategic Direction.	RTC and RAG
June-July 2020	Develop strategic priorities and draft strategic front end of RLTP	Staff
Early August	RTC workshop to confirm strategic priorities Note: this needs to be done for AOs to confirm their investment projects and asset management plans by 31 August for NZ Transport Agency	RTC
August - September	Review and update strategic front end following RTC workshop	Staff
September	Approve strategic front end	RTC
September–October	Development of draft programmes	Staff and RAG
November	RTC workshop to prioritise draft work programmes	RTC
November-December	Finalise work programme, monitoring framework and appendices	Staff
December	Approve draft RLTP for consultation	RTC
December-January 2021	Consultation	
February 2021	RLTP hearings	RTC and staff
March	RTC approval of final RLTP for Council adoption	RTC
30 April	Council adopt RLTP	Council
April - June	Submit final RLTP to NZ Transport Agency in TIO	Staff

9. TIMELINE / NEXT STEPS

- 9.1. Following confirmation of a timeline for the RLTP, drafting of the strategic context and direction will commence in time for the next RTC meeting in June.

10. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.

Report No.	20-28
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. 20-28 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

ANNEXES

- A Approved Organisations Report

**Regional Transport Committee
Approved Organisation Update March 2020**

ORGANISATION NAME: Horowhenua District Council
RTC REPRESENTATIVE: Mayor Bernie Wanden

1. MAINTENANCE, OPERATIONS AND RENEWALS

The season's resurfacing program has been completed to a high standard by J&J Walters under subcontract to Higgins. Pre-reseal maintenance is in the early stages for the 2020/2021 season.

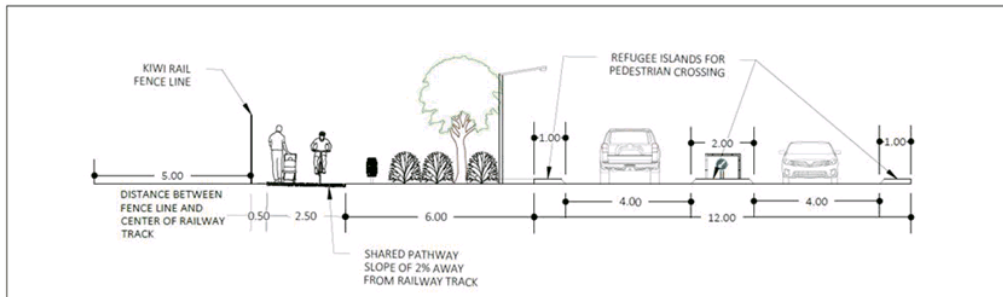
The pavement rehabilitation program is progressing well, despite difficulties in securing sufficient labour resources. Buller Road AWPT and Foxton Shannon Road AWPT are both complete. The following projects are underway or ready to start:

- Koputaroa Road Rehabilitation Stage 1
- Tane Road AWPT Stage 1
- Queen St/Cambridge St Intersection Improvements (includes rehabilitation)
- Waitarere Beach Road AWPT stage 2
- Poads Road Bride Replacement

2. WALKING AND CYCLING

Plans for the Levin Town Spine Shared Pathway project are progressing well. Council Officers are liaising with KiwiRail to gain approval to begin construction.

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.

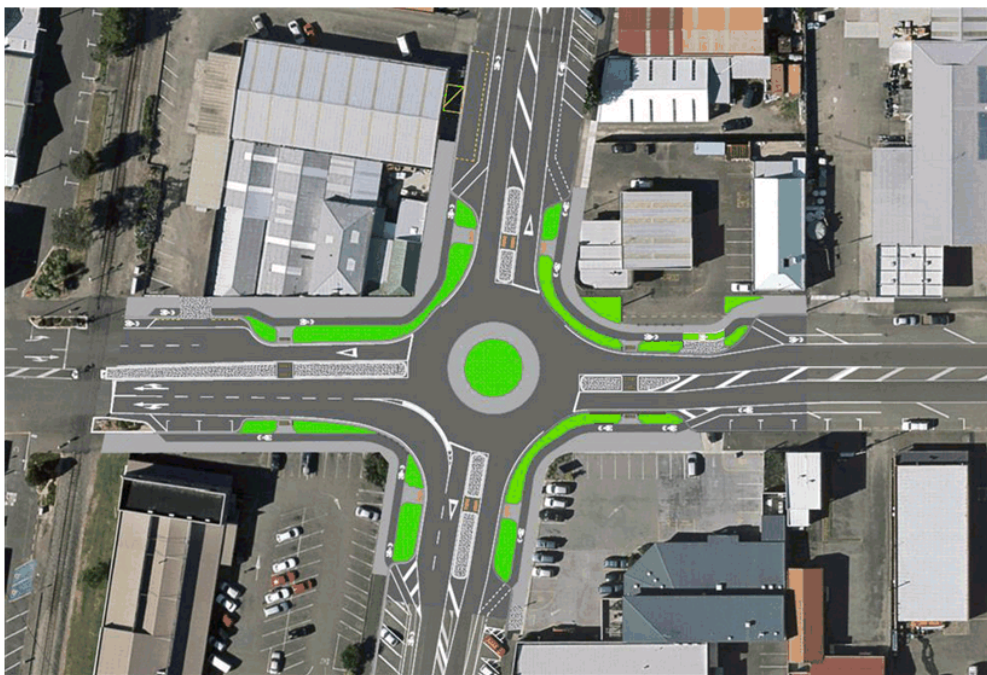


3. ROAD SAFETY

Minor safety improvement projects have been completed in Harbour Street Foxton, Avenue Road Foxton and Thomas Place, Foxton Beach. These projects have focused on improving safety for pedestrians and reducing speed environments.

A contract has been let to Higgins Contractors Levin to construct the Queen Street/Cambridge St Intersection Improvements. The existing intersection of Queen Street and Cambridge Street has been identified as unsafe for pedestrians and the growing amount of traffic that uses it. There have been 14 reported crashes from January 2014 to January 2019 at this roundabout. In addition, the roundabout is in poor condition and needs extensive repairs to cope with the increasing traffic volume.

We aim to improve pedestrian safety and the condition of the roundabout. In addition, we aim to reduce the crash rate and increase the capacity of roundabout to handle the increasing amount of traffic.



4. PLANNING

NZTA confirmed the funding of the Ōtaki to north of Levin upgrade to SH1 and have provided an indicative timeline for the project, to be completed in 2029. The district is also experiencing significant growth, with the population expected to increase from 30,000, three years ago, to 40,000 by 2028. The District's transport network requires significant planning and improvements to provide a safe and appropriate level of service the community. Council is developing the Horowhenua Integrated Transport Strategy (HITS) which will be used to inform transport investment. The HITS will act as an overarching strategy and will inform the Land Transport Activity Management Plan, as well as form the Strategic Case for a programme of significant or complex transport projects.

ORGANISATION NAME: Horizons Regional Council
RTC REPRESENTATIVES: Cr Rachel Keedwell, Cr Sam Ferguson

1. PUBLIC TRANSPORT

Council's focus continues to be implementation, tracking and monitoring of service performance. Work also includes data capture and analysis and planning for the implementation of the Regional Integrated Ticketing System (RITS) which has experienced delays but is expected to be launched in April 2020 subject to some web interface issues being resolved.

Previous tenders awarded in the 2018-19 financial year have commenced. Of note is the Whanganui Urban services contract which commenced in October 2019 and has had the rollout of the BEE card. This contract includes additional evening and weekday services, increased weekend frequency and provision of public holiday services. The new contract was kicked off with a free travel week to encourage new and existing users to try out the service.

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

- Feilding around town/Feilding to Palmerston North mid-term review commenced in May 2019 and is expected to be complete by mid 2020.
- 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 in the region in February. Patronage across almost all services continues to increase, after some years of decline. Whanganui services continue to drop but are being monitored with further investigations being undertaken in the coming months.

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 6 months, including the performance of the external programmes that they manage, will be presented as a separate agenda item to the Regional Transport Committee. The team has also been keeping across the Road to Zero Road Safety Strategy and the potential implications of this. A separate item on this and speed management plans is included in the agenda.

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 meetings.

Furthermore work is commencing on the review of the Regional Land Transport Plan (to which there is a separate agenda item). This will be a substantial piece of work in the coming months for all stakeholders.

<p>ORGANISATION NAME: Manawatu District Council RTC REPRESENTATIVE: Mayor Helen Worboys</p>

1. EMERGENCY WORKS

All Emergency Works are complete.

2. MAINTENANCE

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability. Current priorities are completing the remaining pre reseal repairs, focus on safety issues, drainage and resilience work.

Completing routine cyclic maintenance, some drainage repairs on reseal sites and urgent repairs to damaged pavements on logging routes.

Churchill Rd Bridge: Seeking Horizons Consent to remove aggradation.

3. RENEWALS

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

The reseal program (55km) commenced in November and is 95% complete. The programme is expected to be completed by February 2020.

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 2019-20 are;

Project	Start	Finish	Comments
Wylie Road (Himatangi Beach Rd to boundary) Haunching LHS	Aug 19	Sept 19	Complete
Kaimatarau Road Rehabilitation: 200 metre section - 100mm O/L	Aug 19	Aug 19	Complete
Rowe Rd: SH1 Intersection to Hammond Rd - Stabilisation	July 19	Aug 19	Complete
PVE 42.711 to 43.826 Stabilisation	Sept 19	Oct 19	Complete
PVE 9.703 to 10.857 Stabilisation	Sept19	Oct 19	Complete
PVE 1.105 to 2.667 Stabilisation	Sept19	Nov 19	Complete
Lwr Pakihikura, Mangapapa, and Waipuru	Jan 20	May 20	Forestry Harvest route

4. ROAD IMPROVEMENTS

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

Project	Start	Finish	Comments
Green Road / Rongotea Road Right Turn Bay	Sept 19	Oct 19	Complete
Manchester Street School - Church Street / Fitzroy Street Pedestrian Crossing & Kerb extension	July 19	Aug 19	Complete
Mt Biggs School Kerb Extension & Active Signage	Sept 19	Oct 19	Complete
Mt Biggs Road – Signage and Delineation	Oct 19	Nov 19	Complete
Feilding Schools - Active Signage	Feb 20	Mar 20	Works programmed
Feilding High School - Church Street Table Top / Crossing	Feb 20	Mar 20	Table top won't be installed at this time due to upcoming Utilities works in this area. Temporary solution programmed.
Bainesse School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Kiwitea School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Taonui School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Colyton School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Kairanga School - Active Signage			Deferred to 2020/21
Awahou South School - Signage Enhancement	Feb 20	Mar 20	Works programmed
Mt Stewart-Halcombe Road - Signage and delineation	Oct 19	Nov 19	Complete
Sandon Road - Signage and delineation	Nov 19	Dec 19	Complete
Rongotea Road - Signage and delineation	Nov 19	Dec 19	Complete
McKays Line - Signage and delineation	Nov 19	Dec 19	Complete
Ulysees Road - Signage and delineation	Jan 20	Jan 20	Complete
Halcombe Road / Stanway Road Crossing Aid	Apr 20	May 20	Works programmed

Rongotea / Aranui Intersection - Guard Rails - Design	Jan 20	Jan 20	Works programmed
Church Street / Grey Street Crossing Point & RM	Apr 20	May 20	Works programmed
LED upgrade: 300 on high-use roads Feilding	Nov 19	Apr 20	Installation commenced
CBD Lighting	Jan 20	Jun20	Awaiting design
Bainesse School RTBs Design	Dec 19	Feb 20	Engaged WSP
Colyton / Watershed Intersection	2020	2021	Delineation
Sandon Rd Curve Improvement			TBC
South St Lighting			TBC
Kawakawa / Turners RTB			TBC

Structural component replacement: This work provides for the renewal of components of, road bridges, retaining structures, guardrails, tunnels, stock access structures, cattle stops, footpaths on road structures, pedestrian over-bridges/underpasses.

Project	Start	Finish	Comments
Bridge S6C Awahuri-Feilding Road Bridge Barrier	Aug 19	Oct 19	Complete
Pohangina Valley East Road Makawakawa S202	Oct	Oct 30	Complete
Makiekie	Mar 20	Apr 20	
Road Structures Life Cycle Management Plan 2019	Oct 19	Feb 20	Currently populating gaps in data base.

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

Project	Start	Finish	Comments
Gillespies Line - Construction	17 Feb 20	24 Feb 20	
Rongotea Rd - Construction	Nov 19	Dec 19	Complete
20/21 Large Culvert Replacement Programme			

Mangaweka Bridge: The design is complete, and contract documents are being finalised. Negotiations to acquire land have successfully been concluded. Awaiting signed agreements, and Resource management consent.

Contractors were invited to register their interest in this project and the onset of the Pre-Implementation Phase. Five contractors qualified, and have had early engagement throughout the

design process to ensure the constructability of the new bridge. These five contractors will be invited to submit tenders on 24th February 2020.

Indicative Project timeframe:

Tender submissions: February 2020 / March 2020

Tender award: April 2020

Construction: June 2020 - April 2022

Resilience: This work category provides for non-routine work required to protect the serviceability of roads and bridges from damage, and to minimise the threat of road closure arising from natural phenomena.

Project	Start	Finish	Comments
Pohangina VE Bridge S201, Rock rip rap.	Nov 19	Dec 19	Complete

5. OTHER PROJECTS

Feilding to Palmerston North cycle way: NZTA approved the Pre-Implementation Phase on 24th January 2020. The project is now being designed. Construction Contract Documents should be completed by 31st March 2020.

Council is liaising with KiwiRail to determine its requirements.

SH54/North St/Pharazyn St Intersection: NZTA is re-examining the problems associated with this intersection with the view of implementing an appropriate solution. A copy of the Palmerston North and Feilding Network Operating Framework, and the Feilding Growth Precinct 4 Traffic Impact Assessment have been provided as input.

Turners Road: Land acquisition negotiations and design are ongoing. The indicative date for the start of construction is October 2020, the project would take 2 years to complete.

Port St East Rural to Urban Upgrade: Physical works commenced in October 2019, and are expected

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

1. MAINTENANCE, OPERATIONS AND RENEWALS:

Seal extension works, involving sealing of Koehlers Road, Orrs Road and parts of Te Ngaio Road and Clevely Line have now been completed. The programme is funded under Council's Low Cost Low Risk Programme and aims to improve safety, reduce maintenance costs and reduce dust nuisance issues for residents. Cost effective delivery of the work has allowed an additional section of road in Whitmore Road to be sealed and this work is currently underway.

Council is responsible for approximately 40 kilometers of unsealed roads and is targeting roads with minimal geometric issues in the early years of the programme. Sealing of these roads follows on from the successful sealing of Forest Hill Road over the last two financial years.

A contract has been awarded to Higgins Construction for an Area Wide Pavement Treatment on Tremaine Avenue, between North Street and Rangitikei Line (SH3). This work is part of ongoing efforts to upgrade Tremaine Avenue, the city's key industrial corridor, to address pavement failures associated with freight movements. This section of road carries in excess of 1200 freight movements daily, about 15% of overall traffic flow. A 2017 study identified the key freight corridors, as shown in figure 1. Daily freight volumes in excess of 250 movements are shown in black.

Higgins are scheduled to commence the Area Wide pavement work on Tremaine Avenue, between North Street and Rangitikei Line (SH3) this month.

Resurfacing of the roads for the 2019/21 season is underway. All the reseals will be completed by the end of March. The AC resurfacing is well underway and will be completed towards the end of the financial year.

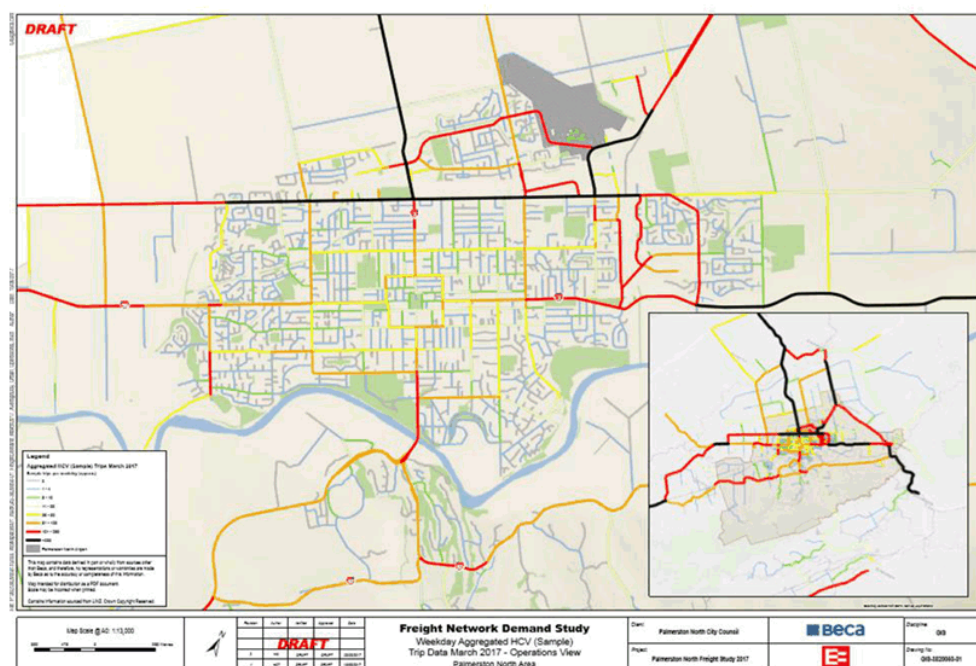


Figure 1 Network Demand Plot

2. CAPITAL PROGRAMME:

Subsidised work:

The 2019/20 programme to upgrade street lighting in streets that do not meet current standards is underway. Funded under Council's Low Cost Low Risk programme, the programme addresses areas identified as deficient under current AS/NZS1158 standards for street lighting. Budget for the current year's programme is \$865,000. The work has been procured by means of a contractor panel. Package 1 of the work which involves upgrading in 13 streets at a cost of \$279,000 has been completed. Package 2, involving 9 streets, is under construction with the estimated cost of \$263,000. Package involving 5 streets is presently being priced and has an estimated cost of \$204,000, while package 4 is currently in detailed design and has an allocated budget of \$113,000.

The upgrade to the pedestrian and traffic control facility on the James Line railway crossing is in detailed design with construction expected to occur in March/April. The work scope will include barrier arms and pedestrian facilities designed to the latest standards. The project is being delivered under Council's Low-Cost Low Risk programme, which has enabled it to be progressed outside of Kiwirail's normal prioritisation process. The provisional budget is \$450k but it is hoped that it can be delivered at a lower cost.

Three tenders were received for safety works outside Whakarongo School in Stoney Creek Road. The contract was awarded to Higgins Contractors and construction commenced in January 2020. The School is located on the edge of the Council's urban growth area and has experienced significant growth (>500 pupils). The design involves formation of a slip lane and protected parking precinct on vacant road reserve land, with the road carriageway being relocated 15 meters east, providing separation between flowing traffic and the low speed traffic and pedestrian activity associated with the school. The estimated construction cost is \$1.03 million. Minor changes to the intersection with the State Highway have been agreed with the New Zealand Transport Agency as part of the contract. The works are funded under Council's Low Cost Low Risk programme.

Council has engaged 6 contractors through a competitive tender process to undertake concrete and asphalt cement footpath renewals across the city. Three contractors each have been appointed to two separate panels for concrete and AC pavement work. Packages of work up to a value of \$50k have been issued to each of the 6 contractors. As the works are completed and signed off, PNCC has issued further packages of work. More than 50% of the allocated budget \$1,000,000 has been spent addressing some 20% of the level 4 and 5 faults within the network.

Non-subsidised work:

Nothing significant to report.

3. EMERGENCY WORKS:

Nothing to report.

4. WALKING AND CYCLING:

College Street construction is scheduled to start in late February. Final Consultation/Design/Delivery of College Street improvements from Maxwells Line through to Albert Street is underway. This mainly comprises of remarking traffic lanes, introducing buffered cycle lanes and indented bus bays.

Fitzherbert street to Victoria street will be resurfaced during February/May. Following the re-surfacing changes to cycle lanes will be paid to provide buffers. Indented parking bays are also to be installed and construction of these will begin in March.

Awapuni Shopping Centre is to receive some minor safety and parking upgrades comprising 2 new indented parking bays on College Street and threshold treatments, signage and line marking to promote a slower speed zone.

Investigations are under way into Featherston street cycle way improvements. It also includes investigations to improve cycle way safety to Maxwells line and Main Street East

5. PLANNING:

The Cycle Masterplan has been adopted by Council. The Single Stage Business Case has been submitted to NZTA for funding approval and Officers are meeting with NZTA staff to provide further clarification and additional information. Council has budgeted \$2.9 million for investment over the next two years for the implementation phase and has initiated works in College Street with funding from this programme.

6. ROAD SAFETY:

The Pioneer Road, Lyndhurst and West Street intersection has a history of crashes. The intersection layout will be changed to reduce the potential numbers of traffic conflict points by preventing right turns or cross intersection movements from Lyndhurst and West.

ORGANISATION NAME: Rangitikei District Council
RTC REPRESENTATIVE: Mayor Andy Watson

6. EMERGENCY WORKS

Uncompleted works include Turakina Valley Road 2 at North of Macleay's, Turakina Valley Road 3 at South of Drysdale and some minor works.

7. 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.

8. RENEWALS

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

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

Rehabilitation

Location	Length (m)	Start Construction	Completion Due	Comments
Spooners Hill Road	500	Oct 19	Oct 19	Complete
Taihape Napier Road-2	492	Nov 19	Jan 20	Complete
Skerman Street	160	Feb 20	Mar 20	
Pukepapa Road	720	Feb 20	Mar 20	
Reseals	51.5 km	Jan 20	Feb 20	60% Complete

Structural Component Replacement

Location	Start Construction	Completion Due	Comments
Public Trust (Suspension)	Feb 20	Apr 20	
Omatane	Feb 20	Apr 20	
Wellington Rd Underpass	Feb 20	Apr 20	

9. ROAD IMPROVEMENTS

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

Low cost / Low Risk Projects

Location	Start construction	Completion Due	Comments
Tennants Rd. (RP 0030-1220)	Sept 19	Oct 19	Complete
Mangahoe Rd. Guardrail	Aug 19	Oct 17	Complete
Kie Kie Rd. (RP0030-3450)	Feb 20	Mar 20	
Murimuotu Rd. (RP4450-5930)	Mar 20	Apr 20	

Makirikiri Rd. (RP2993-4634)			Deferred 2020-21
Ruanui Rd . (RP 425-1500)	TBC		Liaising with DoC, requires a RMA resource consent due to site slope criteria.
Pungatawa Rd.	Mar 20	Apr 20	Land entry and acquisition agreements before the Maori Land Court in February.
Okirae Rd & Kauangaroa Rd Bluff	Nov 19	Mar 20	Geotechnical Report

Bridges

Bridge	Start	Completion Due	Comments
Otara (Bdy) Otara Road	Mar 20	Apr 20	Completion of bridge strengthening project
Kuripapango (Bdy) Taihape-Napier Road 2	Nov 19	Apr 20	Design: Strengthening to HN-HO capacity (50:50 with HDC)
Bridge Life Cycle Management Report	Aug 19	Mar 20	Strategic Plan for Bridge Maintenance
6 Bridge Capacity Assessments	Mar 20	June 20	These will be selected from the Life Cycle Management Report Recommendations.
Mangaraupi No.2	Feb 20	Mar 20	
Brandon Hall	Feb 20	Mar 20	
Toe Toe Rd	Jan 20	June 20	Condition rating

Mangaweka Bridge

The design is complete, and contract documents are being finalised. Negotiations to acquire land have successfully been concluded. Awaiting signed agreements, and Resource management consent.

Contractors were invited to register their interest in this project and the onset of the Pre-Implementation Phase. Five contractors qualified, and have had early engagement throughout the design process to ensure the constructability of the new bridge. These five contractors will be invited to submit tenders on 24th February 2020.

Indicative Project timeframe:

Tender submissions: February 2020 / March 2020

Tender award: April 2020

Construction: June 2020 - April 2022

New Footpaths:

Location	Start	Completion Due	Comments
Parewanui Rd – (RP530-650)	Aug 19	Dec 19	Complete
Hammond St – (RP180-383)	Nov 19	Dec 19	Complete
Harris St + K&Ch (RP010-165)	Jan 20	Feb 20	
Skerman St + K&Ch & pave reconstr	Feb 20	Feb 20	
Robin St + K&Ch (RP050-120)	Feb 20	Mar 20	
Swan St	Aug 19	Sep 19	Complete

Paradise Tce walkway, Footpath + watermain replacement	Jan 20	Mar 20	Part of 3 waters project.
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Taihape – Napier Road:

The Taihape-Napier Road runs between Taihape township within the Rangitikei District on its western extent, to State Highway 50 at Omahu in the Hastings District on its eastern extent. The route is approximately 130km long, and takes two and a half hours to complete the journey.

In October 2019, a facilitated Investment Logic Mapping (ILM) workshop was held with representatives from Manawatu District Council (MDC), Hastings District Council (HDC), New Zealand Transport Agency (NZTA), and other technical stakeholders, to establish an initial assessment for the route. The discussions identified several strategic challenges and opportunities, including, but not limited to:

- Land-use changes (lifestyle block growth)
- Economic growth / route productivity (i.e. HPMV access)
- Resilience
- Safety
- Access

RDC, in partnership with HDC, intend undertaking a strategic transport study (Corridor Management Plan) to further assess the scale of these issues and opportunities, with a view to developing a vision and long-term strategy for the corridor. Among other things, it is contemplated this study could recommend the road becoming a State Highway.

The intention is that the strategy will:

- Establish the routes existing and desired future form and function;
- Investigate evidence that confirms and / or quantifies the potential opportunities and challenges identified during the ILM
- Confirm the desired future function of the corridor (with reference to the ONRC);
- Identify and assess potential options or responses on the road network that would assist in achieving the desired future function of the corridor; and
- Develop a technical report with accompanying implementation plan to establish the recommended improvements/strategic responses on relevant sections of the corridor that Council(s) could deliver to achieve its future desired future form and function.

The Corridor Management Plan will be presented to NZTA and form the basis for further negotiations over whether or not the Taihape-Napier Road should remain with RDC, and HDC, or be taken over by NZTA as a State highway.

If the Taihape-Napier Road remains with RDC, and HDC, the Corridor Management Plan will provide an evidenced based programme of improvement projects that could be included in HDC, and RDC's respective 2021 – 51 LTP. The Financial Assistance Rate for these projects could then continue to be negotiated with NZTA.

10. SAFETY ASSESSMENTS

Speed Management Guide - NZTA

The Speed Management Guide has been developed to implement a long term programme for assessing and reviewing speed limits. In conjunction with other works occurring on the following roads a speed review is being carried out:

- Ratana Road, the new subdivision is likely to require the location of the speed sign to be moved closer to the Highway by about 150m. The rural section is current posted at 100 km/hr which is

not consistent with curves that have design speeds in the range of 55-75km/hr. The speed limit in the village is 50 km/hr and is also being reviewed.

- Parewanui Road, from High Street to beyond Brandon Hall Road. The footpath is being extended from Ferry Road to Brandon Hall Road to provide a safe path for children who travel to and from school.

Cycle paths

Installing cycle paths in the urban areas is an item Council's Activity Management Plan as a Road Improvement activity, and is in-line with the Government Policy Statement.

It was found that Marton and Bulls is reasonably flat, however, Bulls is cut into small quadrants by the Highway limiting the opportunity. Taihape was too steep, and Hunterville too small.

The locations found to be suitable for establishing cycle paths are:

- upper Broadway / Wellington Road,
- Linking roads include Pukepapa/Skerman,
- Tu Tae Poro Poro trial linking playgrounds via backstreets and reserve areas.

Wellington Road from Morris Street to Station Road is programmed for a reseal this year providing the opportunity for road-marking to be changed. The remainder of the cycle path network in Marton would be installed in conjunction with other work.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

GHD regularly generates Safety Alerts for their regional offices. Topics include working at height, driving, excavations and ground penetration plus remote and isolated areas and working alone. These topics act to raise awareness and mindfulness for staff working in the field. The notifications are forwarded to RDC contractors to discuss with their staff.

Due to recent national work injury trends, Worksafe are encouraging the use and documentation of Temporary Works Design to help ensure workers and the public are kept safe during construction works and guidance is being developed on this new undertaking.

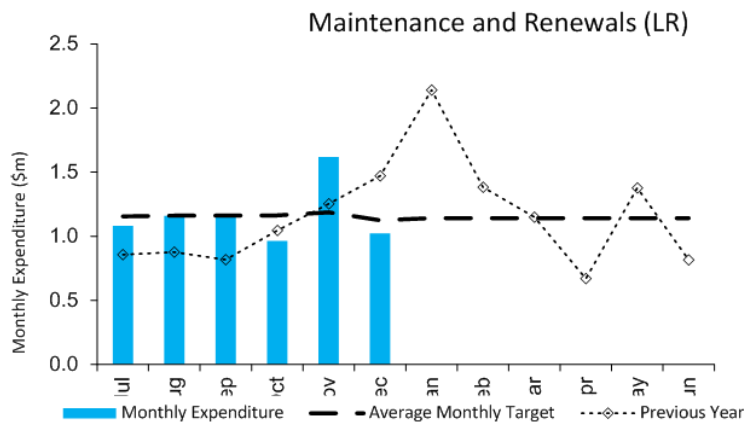
Emergency Works

No reported Emergency Reinstatement events to date this year. The Crotons Road bridge being the one uncompleted 2017/18 site, has been carried forward for reinstatement during 2019/20 once building consent has been approved, with 26 sites other to be evaluated as to whether monitoring only or no action is required. Funding for \$2.34M for Emergency Works has been budgeted in the EAP process and expenditure is summarised and split between the initial response, major works and Professional Services.

Financial YTD

The value of claimed work for December, over all Contracts was \$1,218,462 with the main expenditure this month being on Sealed Pavement Maintenance (\$318,956), Pavement Rehabilitation (\$144,475), Minor Improvements (\$133,118) Reseals (\$117,197) and Environmental Maintenance (\$73,715).

The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 31 December 2019.



2. CAPITAL PROGRAMME

The unsealed section on Ongarue Waimiha Road 8.5 to 9.7 km site and the Poro O Tarao Road 6 km site was sealed on 10 December 2019. Earthworks and tree clearing progressed further on the Ongarue Waimiha Road 3.6 to 5.2 km site and the pavement construction started on 06 January 2020. Ohakune Maintain Road 13.52 to 13.9 km hairpin, site blessing was completed in December and the site clearing with the gabion removal started on 10 January 2020..

The below table lists the sites for the 2019/20 pavement rehabilitation construction season. The advanced earthworks sites are expected to be deferred to doing the pavement and earthworks the following year, this will depend on available funding.

Road Name	RP Location (km)	Length (km)	Status	2019/20 Construction	Estimate (\$0,000)
Poro O Tarao Road	6.0 – 7.16 km	1.16	Constructed	Earthworks and Pavement	\$400
Ongarue Waimiha Road (past Knights Rd)	3.61 - 5.2 km	1.59	Construction	Earthworks and Pavement	\$425
Ohakune Mountain Road	Hairpin 13.50 – 13.94 km	0.44	Construction	Earthworks and Pavement	\$400
Ohura Road	15.85 – 16.73 km	0.88	Designed	Earthworks and Pavement	\$250
Ohura Road	15.00 – 15.85 km	0.85	Design	Earthworks and Pavement	\$250
Pavement Total		5.22			
Ongarue Waimiha Road	14.1 - 16.35 km	2.25	Design	Earthworks	\$80
Poro O Tarao Road	8.15 - 9.33 km	1.18	Design	Earthworks	\$80
Ongarue Village Rd, Taupo Rd, Tuhua Rd	The rail line to bridge	0.542	Design	Earthworks	\$20
Earthworks Total		8.89		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 be 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 the ensure the bridge is accessible by light vehicles.

NATIONAL PARK VILLAGE – PARK AND RIDE

During November/December the line marking, KiwiCamp campervan power connections and barrier arms installed, planting of garden areas continued, streetlights commissioned and 8 EV charger stations (16 chargers) installed. The site is fully operative and is experiencing significant patronage from visitors to Tongariro National Park and the Tongariro Alpine Crossing Shuttle operators.



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 current programme is aligned to the National Road Safety Advertising Calendar and has its focus on advertising campaigns targeting youth, drink driving and speed.

Ruapehu Public Transport Pilot Project

Ruapehu District Council is working the Ruapehu Alpine Lifts, Horizons Regional Council and NZTA to secure public funding to complete the 2020 winter public Transport Pilot project. Following the completion of the pilot the business case will be completed and submission made to the Regional Public Transport Program to include this service in the draft RLTP 2021-2031.

ORGANISATION NAME: Tararua District Council RTC REPRESENTATIVE: Mayor Tracey Collis
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1. MAINTENANCE, OPERATIONS AND RENEWALS

The planning team are working hard to prepare for next season as well as complete all requirements for this season. In conjunction with that preparation work, our road maintenance programme has been planned out almost to the end of the financial year. Once again, the further out we can plan our works the better efficiencies we can achieve and hence more savings from that work can be reinvested back into the network.

A workshop has been held with the other Downer Road Alliance asset management teams. The primary focus was to discuss the Roothing AMPs and how the team could leverage of the wider Downer communities. The team shared a couple of presentations on different methodologies of presenting the AMPs as well as current messages coming from NZTA regarding this work. The Downer support team will be helping with some generic content around methodologies as well as some writing and graphic art support from the Downer Bid team.

The design team continues to focus on ensuring it stays ahead of the delivery team. They are almost through the designs required for the Emergency Works permanent repairs and are now working on the Minor Improvement, Seal Extension and Carpark projects that require design work.

From our Delivery Team everyone is now back from their Christmas break and refreshed ready for the year ahead. Although the Christmas period was reasonably quiet, a big thanks goes out to the staff that worked through the break keeping on top of general maintenance and allowing others to rest up.

Pre reseal repairs are ongoing in preparation for our reseals programme and are well on track to be completed in mid-February. The drainage and pavement teams will then shift their focus to next year's pre-reseal repairs and safety faults across the network.

The Renewals programme remains well on track as the Construction and Resealing team work their way through the network. The Construction team continue the work in Weber Township which was started prior to the break. The Reseal team have completed the urban reseals with minimal disruption and are continuing the rural programme.

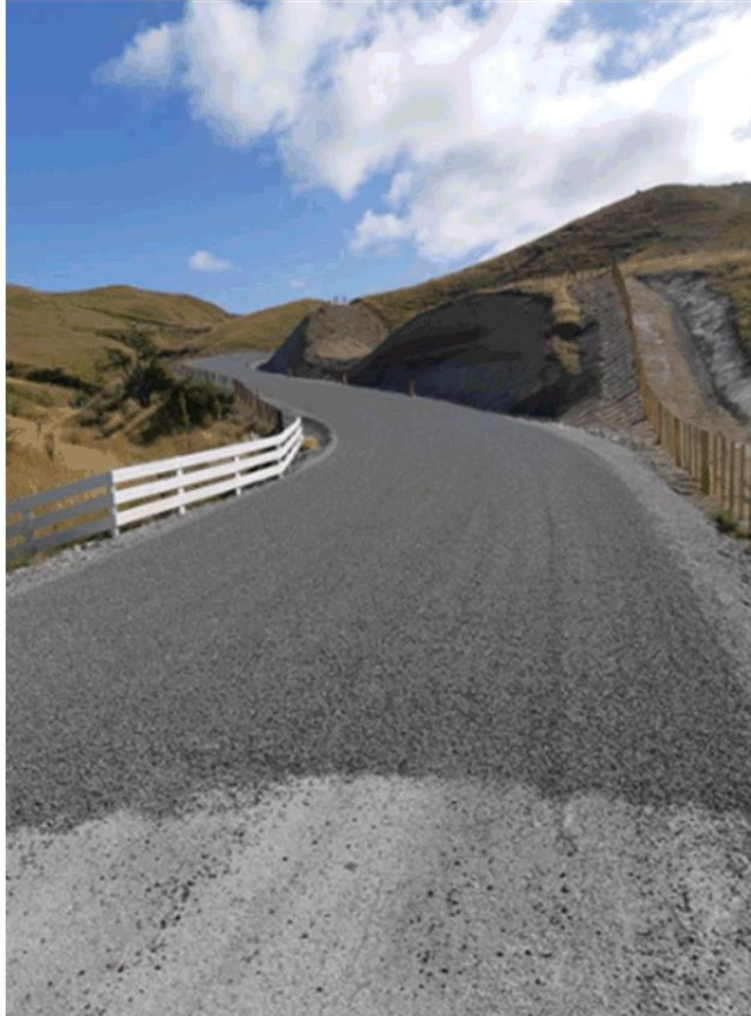
2. EMERGENCY WORKS

Our Emergency works programme is also tracking really well with a number a large projects underway across the network. With great assistance from sub-contractors we are well placed to have all of our emergency works completed before the end of the financial year. The photo below shows a recent Retreat completed on Mangahei Road.

3. PAHIATUA CBD UPGRADE

Sub – Contractors are back on site after a much needed break, they are progressing down the western side of Main Street with the Sewer install.

The mid-central team are continuing with the water main install from Wakeman Street over to Tui Street along with continuing the install down the main road. Water restrictions have caused some minor delays with being able to pressure test the new installs but the team have overcome this by importing water from Palmerston North to keep the project moving.



We are also starting to see a lot more activity with the above ground works also. Stage 1 and 2 footpaths will very shortly be re-instated following ducting installs for Chorus. This along with Kerb and Channel repairs and chip sealing of the Roads will see stage one nearing completion which will quickly be followed by stage 2.

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.

Maintenance Grading works to rural metal roads have been scaled back in February due to exacerbating dust issues through a very dry and windy spell. Council has received numerous complaints of road dust through December and January due to high winds and lack of recent rain in the rural areas. Only areas of significant corrugation creating potential safety hazards, will be addressed for now, in order to minimise the choking dust in the air and ingress into water tanks.

The roadside mower has now been stopped completely because of tinder dry conditions due to risk of spark. Growth conditions have largely tailed off recently so the effect is expected to be negligible in the short term on safety sightline concerns. A complete fire ban is now in place across the Whanganui District.

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. It has been noted however that the recent coronavirus has curtailed some current activity with future cartage becoming uncertain.

Pavement and surfacing renewals

With a recent decision to reprioritise pavement repairs over renewals and thereby get ahead of the pre-seal repairs by a season, we have deferred a number of resurfacing sites from 19/20 to free up funding. This year's re-seal season has been cut back by one third to allow additional pre-re-seal repairs to increase in order to gain one year preparation in advance for resilience purposes. This has the effect of transferring \$450k from renewals (re-seals) into operations (pavement maintenance). Grader lay asphalt was recently completed in Halswell Street and Bell Street.

Re-seals are happening across the Whanganui network in mid-February in quick succession utilising a Downer sealing crew from Hawkes Bay. Review of the Future FWP and the associated field validations has created a list of sites allowing designs on 2020/2021 sites to get underway.

Two roading rehabilitation projects were targeted along Papaiti Road for the 2019/20 financial year. Rehabilitation Project 1 (completed in late December) runs from RP 2.300km to 2.596km (just short of Waireka Road). The deteriorated pavement received a 150mm overlay of new metal over the existing seal, and a new sealcoat on completion. Roadside drains and culverts have been upgraded in conjunction. Rehabilitation Project 2 runs from RP 0.00km (Flemington Road) to 0.945km (Sandy Hook corner). This area is programmed for the same treatment due to deterioration. Project 2 will begin late February.

Drainage maintenance of rural surface water channels is an area of concern and was also raised in a recent NZTA technical audit of our area. Following the compilation of the Pavement and Surfacing FWP it is hoped that a simple FWP can be produced in lieu of the Downer model which is still under development. Initially this will follow the needs of imminent pavement and surfacing renewal sites but in time we will need a more robust strategy to get ahead of deterioration rather than chasing it.

The Whanganui Alliance is progress a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete for use in its rural network.

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).
- Fitzherbert Avenue Extension to Mosston Road – 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. Agreements are being formalised currently. Wider detailed design is commencing, aiming to be undertaking construction in the 2020/21 year as per our LTP commitments.
- Mill Road heavy industrial link road is advancing rapidly. This seal extension through to Manuka Street has heavy drainage, kerb and channel, and metaling well on track and scheduled for completion in early April 2020.
- **London Street Shared pathway (SH3).** Stage 2 of the project involves extension of the shared pathway from Fergusson Street down to the rail reserve including retaining walls in the section immediately north of Grey Street. Work is programmed for early 2020.
- **Whanganui East Shared Pathway.** The section of existing shellrock path between the Multisport Club 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 have been safety reviewed in preparation for construction to commence in April.
- **Moutoa (Pakaitore) Memorial Crossing – Taupo Quay.** Detailed design is complete and monies are confirmed in the current 2018-21 roading funding block under “City Wide Traffic Calming” in the Low Cost, Low Risk Safety Category. The proposal is to construct a raised pedestrian walkway across Taupo Quay between the Whanganui River bank and Moutoa Gardens. Copies of the Assessment of Archaeological Sites Report compiled by Archaeology North Ltd in October 2018, have been supplied to the Pakaitore Historic Reserve Board for their feedback. The board has informed us they are working on a historic project at present and the research in this archaeology report is considered extremely valuable. The report (including design plans) was forwarded to Heritage New Zealand some considerable time ago in early 2019 seeking approval to construct. Efforts are being made at present to check on progress to proceed with the Trust’s blessing, in order to construct this year.
- **Kerb and Channel/Footpath renewals.** Current sites active in the city are Harper Street from Abbott Street to Swiss Ave, Victoria Avenue from Ingestre Street to Plymouth Street, with standard renewals from asphalt, to concrete and grass berms. Liverpool Street between Halswell and Pitt Street was completed in late December.
- A Traffic Signals Upgrade to the intersection of Victoria Avenue and Glasgow Street is programmed for end of February. This intersection has been plagued with problems from obsolete equipment. An upgrade will assist vulnerable users and allow better tweaking efficiency to this extremely busy intersection. A temporary roundabout will be in place for most of the duration of the works and extensive consultation will happen through our communications team.

3. EMERGENCY WORKS

Emergency Works – April 2017 (Cyclone Cook)

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

- Whangaehu Valley Road dropout (RP1.7km) – This fill site was to commence in October 2019 having achieved resource consent and iwi approval for amendments to an adjacent stream, to allow full restoration of the carriageway. Rip rap rock armouring is to be installed at the toe of the fill having previously been stockpiled near the site in readiness. This project is funded 61% by NZTA. The project was deferred in late 2019 due to the use of this route as a SH4 detour.



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

Emergency Works – August 2018

Currently there are 2 Emergency Works project sites still awaiting completion from our most recent event in August 2018. These 2 significant projects are being designed, and earmarked for completion in the early part of 2020. 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.
- Kaurapaoa 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

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.

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 – As of end of 2019 school year, over 6000 students have gone through the scooter/cycle skills programme in the last three and a half 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. 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 fourth Council in NZ to be accredited.
- The Cycle Forward programme 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 comprised 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 delivered the work. A ministerial opening took place on Friday 29th November 2019 and was attended by Transport Minister Phil Twyford and local dignitaries.



Photo: Minister of Transport, Hon. Phil Twyford and Mayor Hamish McDoull opening the completed 2.3km length of Te Tuaiwi (The Spine) shared pathway.



Photo: Completed Te Tuaiwi shared pathway located in Kiwirail corridor between Glasgow Street and SH3.

- London Street Shared pathway (SH3). 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. 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 February 2020.

Kerb and Channel/Footpath renewals

- Current sites active in the city are Swiss Avenue, Harper Street, and Liverpool Street with standard renewals from asphalt, to concrete and grass berms.
- The recent footpath condition rating results have now been reviewed and a 5 year renewal programme has been developed.

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 37,000 tonnes of rip rap is required on the north mole side and is planned to take place in early 2021 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.

6. GENERAL BUSINESS

Whanganui District Council has engaged Abley Consultants to undertake a Network Operating Framework (NOP) model to steer and map its future evidence-based funding requirements aligned with optimum travel modes. The NOP once produced shall help to support business cases to NZTA in relation to structure replacements. A workshop took place on September 9th involving key stakeholders to confirm use and outcomes of the NOP, to update and discuss levels of service, to agree and confirm strategic objectives for each travel mode, and to map land use and priority routes. A second workshop to lock in amendments took place on 25 November 2019.

The hardware needed to carry out video inspections has now been purchased. Collection of video during inspections shall now start to build a good visual library of the network. As coverage increases it is expected that this will be utilised by both Downer and council staff who will be able to access the video through their internet browsers and minimise risk exposure for inspectors on the road, noting recent fatalities in our industry.

We recently purchased a drone for use within the Alliance. This tool will allow us an alternative option when undertaking inspections and surveys on assets that hasn't been readily available to us at previously. We have already used the tool to negate the use of an elevated work platform when assessing a bridge component which reduced the risk of this task significantly.

Brent Holmes attended a workshop on the Indicative Business Case for the SH4 emergency works site at Te Ore Ore on Friday, 24 January. A meeting for senior staff across WDC, RDC and Horizons has been arranged for Friday, 14 February to gather collective feedback on the two options shortlisted for a multi criteria assessment. A paper will then be presented to the NZTA board on 19 March for a decision on the highway route. Whanganui District Council has an MOU in place to cover 100% reimbursement of all extra over costs in maintaining the detour routes.

Report No.	20-29
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. Emma Speight will provide a presentation to the committee on behalf of the NZTA.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-29.

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