

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

Date: Wednesday, 3 June 2020
Time: 10.30am
Venue: Meeting to be held via audio visual link

REGIONAL TRANSPORT COMMITTEE

AGENDA

MEMBERSHIP

Chair	Cr RJ Keedwell	Horizons Regional Council
	Cr SD Ferguson	Horizons Regional Council
	Mayor B Wanden	Horowhenua District Council
	Mayor H Worboys	Manawatu District Council
	Ms E Speight	New Zealand Transport Agency
	Mayor G Smith	Palmerston North City Council
	Mayor A Watson	Rangitikei District Council
	Mayor D Cameron	Ruapehu District Council
	Mayor T Collis	Tararua District Council
	Mayor H McDouall	Whanganui District Council
Advisory	Mr E Christiansen	Road Users
	Inspector D White	New Zealand Police
	Mr Sandy Walker	Road Transport Association
	Mr L Hammond	KiwiRail
	Dr S Lampkin	Active Transport/Public Transport

Michael McCartney
Chief Executive

Contact Telephone: 0508 800 800
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Postal Address: Private Bag 11025,
Palmerston North 4442

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

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Items in the agenda may be subject to amendment or withdrawal at the meeting.

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

CONTACTS	24 hr Freephone : 0508 800 800	help@horizons.govt.nz	www.horizons.govt.nz	
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		
POSTAL ADDRESS	Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442			
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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 second meeting of the eleventh triennium of the Regional Transport Committee held at 10.38am on Tuesday 3 March 2020, 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), Mayor H Worboys (Manawatu District Council), Ms E Speight (New Zealand Transport Agency), Mayor G Smith (Palmerston North City Council) *(from 10.48am)*, Mayor A Watson (Rangitikei District Council), Mayor D Cameron (Ruapehu District Council), Mayor T Collis (Tararua District Council) *(from 11.07am)*, Mayor H McDouall (Whanganui District Council) *(from 11.55am)*, Mr L Hammond (Kiwirail), Dr S Lampkin (Active Transport / Public Transport), Inspector D White (NZ Police), Mr E Christiansen (Road Users), Mr S Walker (Road Transport Association).

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

ALSO PRESENT At various times during the meeting:
Ms L Shirley (Senior Transport Planner), Mr A Mayston (Road Safety Coordinator), Mr J Miguel (Transport Planner), Ms C Morrison (Media & Communications Manager), Mr R l'Anson (New Zealand Transport Agency), Mr J Tamahana and Mr W Kiriona (Ngati Raukawa), various territorial authority roading / asset managers and members of the public.

The Chair welcomed everyone to the meeting.

APOLOGIES

RT 20-7 **Moved** **Keedwell/Ferguson**

That apologies for lateness be received from Mayors Collis (Tararua District Council), and McDouall (Whanganui District Council).

CARRIED

PUBLIC FORUMS / DEPUTATIONS / PETITIONS

Mr Justin Tamahana and Mr Wayne Kiriona (from Ngati Raukawa) had been granted public speaking rights.

Mr Tamahana and Mr Kiriona discussed concerns around roading issues in the Foxton area and the desire for safe connectivity between the district and town for both road users and cyclists. They also mentioned the need for engagement in discussions around the process of demolishing old bridges in the area, and possible utilisation of parts of the bridges within the district. Members asked questions of clarification and thanked Mr Tamahana and Mr Kiriona for their time.

Mayor Grant Smith joined the meeting at 10.48am.

SUPPLEMENTARY ITEMS

There were no supplementary items to be considered.

MEMBERS' CONFLICTS OF INTEREST

There were no conflicts of interest declared.

CONFIRMATION OF MINUTES

RT 20-8 **Moved** **Watson/Ferguson**

That the Committee:

confirms the minutes of the Regional Transport Committee meeting held on 3 December 2019 as a correct record, and notes that the recommendations were adopted by the Council on 17 December 2019.

CARRIED

ROAD SAFETY UPDATE

Report No 20-24

This report provided an update on road safety trends in the region and advised members of road safety education activities undertaken by Horizons Road Safety Coordinators over the previous six months. Mr Mayston (Road Safety Coordinator) introduced the report and highlighted the region's statistics for deaths and serious injuries in comparison with other regions, and the recently launched 'Road to Zero' action plan. Members provided comments and asked questions of clarification.

RT 20-9 **Moved** **Speight/Worboys**

That the Committee recommends that Council:

a. receives the information contained in Report No. 20-24 and Annex.

CARRIED

PROPOSED APPROACH TO SPEED MANAGEMENT

Report No 20-25

Mr Shirley (Group Manager Regional Services & Information) provided an outline of the proposed approach to speed management in New Zealand. He explained that by improving the safety of our roads, streets and footpaths, we could save lives and prevent injuries. He then outlined the proposed Speed Management Plan and its criteria and commented on the potential implications to Regional Transport Committees and Road Controlling Authorities to carry out the proposed approach.

RT 20-10 **Moved** **Cameron/Wanden**

That the Committee recommends that Council:

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

CARRIED

Mayor Tracey Collis joined the meeting at 11.07am.

CENTRAL GOVERNMENT CONSULTATION AND UPDATES

Report No 20-26

This report provided members with information on various documents and consultation items released by Central Government or due to be released. Ms Shirley (Senior Transport Planner) gave an overview of recent submissions and feedback made on behalf of Horizons Regional Council, and advised the draft Government Policy Statement was expected to be released in March 2020.

RT 20-11 **Moved** **Ferguson/Watson**

That the Committee recommends that Council:

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

CARRIED

REGIONAL LAND TRANSPORT PLAN, 2021 DEVELOPMENT PROCESS AND TIMELINE

Report No 20-27

Ms Shirley (Senior Transport Planner) took Members through this report which provided an update on the planning process and timeline for the 2021 Regional Land Transport Plan (RLTP). Ms Shirley highlighted the key steps involved in the RLTP development phase which would need advice and confirmation from the Committee in the next few months. Members' questions of clarification were answered and Members were encouraged to provide feedback to staff regarding key areas they would like included in the RLTP.

RT 20-12 **Moved** **Worboys/Smith**

That the Committee recommends that Council:

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

CARRIED

APPROVED ORGANISATION QUARTERLY UPDATE

Report No 20-28

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 20-13 **Moved** **Collis/Wanden**

That the Committee recommends that Council:

- a. *receives the information contained in Report No. 20-28 and Annex.*

CARRIED

NEW ZEALAND TRANSPORT AGENCY DIRECTOR'S REPORT

Report No 20-29

Ms Speight (New Zealand Transport Agency (NZTA) spoke to a powerpoint presentation which provided Members with an update on the NZTA's regional and national activities, specifically the recent National Land Transport Programme (NLTP) information sessions with local Government, the proposed changes to the Investment Decision-Making Framework (IDMF), Arataki version 1, and the priority of the Regional Land Transport Plan (RLTP). She also gave an overview on Mode Shift – Plans to grow the share of people walking, cycling and using public transport, the Road to Zero Action Plan (2020-2022), and covered regional updates. Ms Speight responded to Members' questions and comments.

RT 20-14 **Moved** **Collis/Cameron**

That the Committee recommends that Council:

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

CARRIED

The meeting closed at 12.17pm.

Confirmed.

GROUP MANAGER REGIONAL
SERVICES & INFORMATION

CHAIR

Report No.	20-64
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 last five months.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-64.

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 Waka Kotahi **NZ Transport Agency (Waka Kotahi)** 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. COVID19 IMPACT

- 7.1. The Coordinators' ability to carry out their activities during restrictions was significantly impacted.
- 7.2. Community face-to-face interactive activities that were planned to be undertaken between April and June have been cancelled. These activities covered such matters as, educating senior drivers, heavy vehicle drivers, drivers on distractions, road code rules, and the correct use of child restraints. Existing regular advertising campaigns such as billboard and

bus backs continued with less reach due to the reduced movement of people during alert levels 3 and 4.

- 7.3. Externally funded community education providers were impacted; with some unable to deliver scheduled activities. Some organisations are extending targets to when Covid-19 restrictions are relaxed and others are exploring alternative ways of working such as online tutorials. Some may not spend all their allocated funding. Coordinators are supporting community groups to continue into the future. This includes extensions that were made to the March 27 deadline for applying for next years' (2020-21) funding.

8. RECENT EDUCATION FOCUS

Recent months have seen coordinators undertake a number of initiatives. A summary of these follows.

- 8.1. Intersections: Safety around intersections remains a focus for all districts. Coordinators engaged with the public during Covid-19 through intersection quizzes in papers across the region. Reach extended outside this region with Hawkes Bay Howard League also using the quiz as a teaching resource for its driving programme.
- 8.2. Restraints: During February and March child restraint checks were carried out with Police and Plunket in the Whanganui district.
- 8.3. Older road users: Senior Driver Refresher Courses and presentations were undertaken prior to Covid-19. During Covid-19 education packs have being distributed to senior drivers as a substitute for face-to-face tuition.
- 8.4. Vulnerable road users: An increase in active transport use during Covid-19 provided an opportunity to raise awareness of key road sharing messaging. This incorporated newspaper advertisement/advertorials in addition to an existing billboard campaign as well as a focus on students returning to school under alert level 2. Support was provided with community safety concerns for a rail crossing and school entrance situation. A collaboration with community partners prior to Covid-19 with Fonterra On Yer Bike campaign.
- 8.5. Distractions: A cinema advertising campaign on texting and driving was started in March.
- 8.6. Alcohol: Coordinators collaborated with Police and Fire and Emergency NZ to hold a vehicle safety and impairment stop on SH2 leading into Wellington on Anniversary weekend in January. Coordinators had a presence at the Dannevirke A&P Show focusing on standard drink measures and providing impaired driving information to the public.

9. EXTERNAL ROAD SAFETY PROGRAMME FUNDING

- 9.1. Each year Horizons Road Safety coordinates an External Road Safety Education Fund to contract external groups to deliver road safety programmes across the region. These programmes are 100% funded by Waka Kotahi. External groups are required to contribute local share funding of 34%. In total, programmes have a value of \$200,000.00 and play a key role in supporting local community road safety initiatives. The fund is competitive and organisations are required to apply for funds to deliver a programme which is then assessed against a variety of criteria before the final allocation of funds is made.
- 9.2. For the upcoming 2020-21 financial year, the application process is currently underway with 14 applications received.
- 9.3. These application are currently being assessed with recommendations to be discussed and confirmed with the Horizons Chair and Waka Kotahi by end June

10. ROAD SAFETY TRENDS

- 10.1. While roads have been quieter with less vehicle traffic during the various Covid Levels there was still trauma on the regions roads.

TABLE 1. Monthly Road Deaths in Manawatū/Whanganui from 1 January to 20 May

Total during	2016	2017	2018	2019	2020
January	2	5	5	3	0
February	4	1	1	1	4
March	2	4	3	1	4
April	0	1	3	3	1
May	3	0	2	1	1
Total	11	11	14	9	10

- 10.2. Seven out of the total of ten fatalities from 1 January to 20 May 2020, were in the 16 - 24 year age group. Nine of the fatalities were male. In relation to deaths by type of user - drivers were seven, passengers one and motorcyclists two.
- 10.3. The Police representative will also be available to provide an update for the region.

11. SIGNIFICANCE

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

Debbie Webster
ROAD SAFETY COORDINATOR

Rhona Hewitt
MANAGER TRANSPORT SERVICES

Te Ora Nyman
ROAD SAFETY COORDINATOR

Alastair Mayston
ROAD SAFETY COORDINATOR

ANNEXES

There are no attachments for this report.

Report No.	20-65
Information Only - No Decision Required	

APPROVED ORGANISATION QUARTERLY UPDATE

1. PURPOSE

- 1.1. The purpose of this report is to update Members on significant regional roading, public transport, road safety and planning activities within the Horizons region.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-65 and Annex.

3. FINANCIAL IMPACT

- 3.1. There is 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. A copy of the Approved Organisation report is attached as Annex A.
6.2. Members from Horizons Regional Council and each of the Territorial Authorities 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.

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A Approved Organisations Report

Regional Transport Committee

Approved Organisation Update June 2020

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Cyclic maintenance work continued over the level 4 lockdown, enabling the network to stay in good condition.

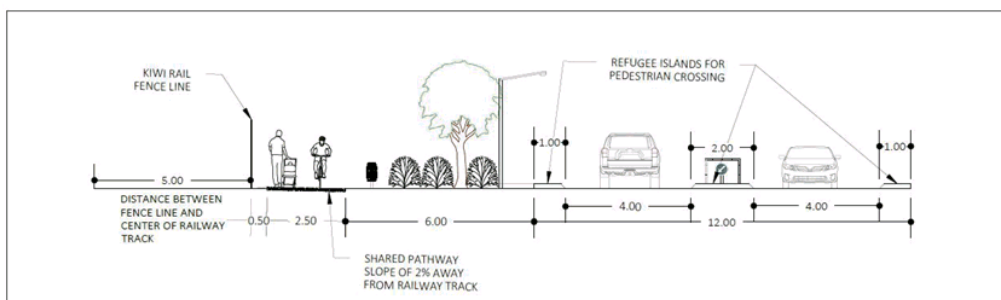
The 20/21 resurfacing program has been confirmed and pre-reseal maintenance is being programmed.

Sealed pavement renewals and footpath renewals have been significantly delayed by the lockdown. This means this year's programs for will only be partially complete this financial year and the remaining portions will be added to next year's program.

2. WALKING AND CYCLING

The Levin Town Spine Shared Pathway plans are complete and the project is ready for delivery. Council is eagerly awaiting approval from KiwiRail to begin construction.

This Levin Town Spine Shared Pathway will be a significant addition to Levin's walking and cycling facilities and is a key priority in the development of the Horowhenua walking and cycling network.



There are also plans to continue extending the Queen Street Shared Pathway from Featherstone to Bartholomew Road, and also extending the Arapaepae Road Shared Pathway to Tararua Road.

New footpaths across the district will continue to be built in 20/21. Urban areas where there is no footpath on either side of the road are prioritised.

3. ROAD SAFETY

Queen Street – Cambridge Street Roundabout Improvements are approaching completion. Higgins Contractors have been able to accelerate the program of works with a complete road closure around the intersection. The closure caused less disruption to traffic and businesses due to COVID-19 restrictions.

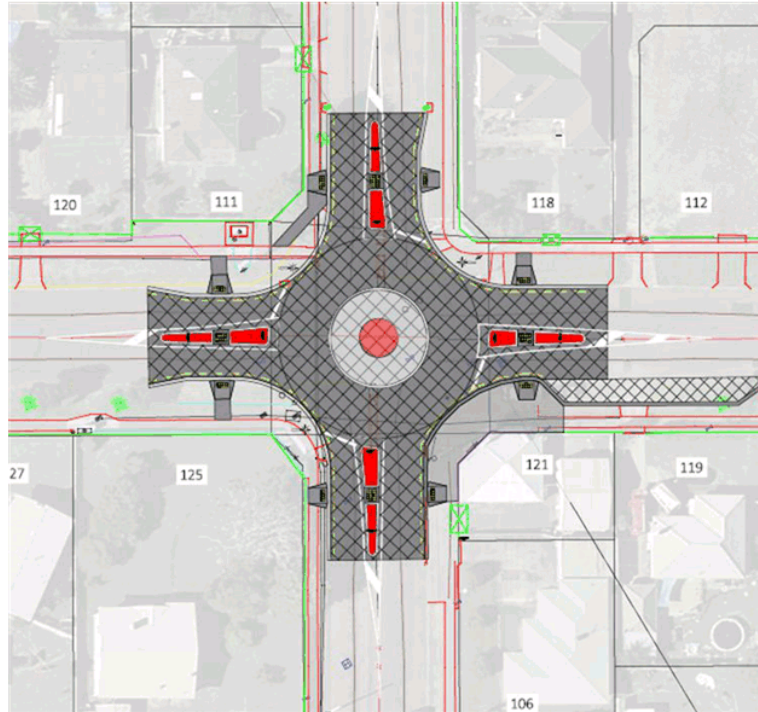
This project has created a much safer intersection layout, while also renewing pavements and underground utilities.



Queen Street Improvements - Oxford Street to Salisbury Street will be delivered with assistance from third party funding. This project includes significant safety improvements for pedestrians, cyclists and vehicle traffic, while also renewing failing pavements and providing a more attractive commercial area.



Queen Street – Tiro Tiro Roundabout will be constructed in the 20/21 financial year. This project is primarily a safety improvement project aimed at reducing the likelihood and consequence of crashes at this intersection, while also providing improvements to pedestrian facilities.



4. PLANNING

Otaki to North of Levin Expressway (O2NL)

Council continues to work closely with Waka Kotahi NZ Transport Agency on plans for the O2NL expressway. Work is currently focused with a Multi Criteria Analysis of the O2NL expressway. Engagement between Waka Kotahi NZ Transport Agency and Council on this project has been extensive, well planned and extremely valuable for both organizations.

Safe Network Programme (SNP)

The SNP team from Waka Kotahi NZ Transport Agency have recently begun engaging with Council about planned safety improvement works in the district's state highway network. Council has been very keen to be involved in the planning and delivery process for this work since its inception. Council and the SNP team are currently working closely together to ensure this programme delivers significant benefits.

Strategy (HITS)

Council adopted the HITS in May, The strategy provides a vision and principles-based planning framework to help coordinate the delivery of critical transport project.

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

1. PUBLIC TRANSPORT

Covid-19

Since going into Level 4 lock-down in March, the contracted bus services in the region have seen changes to service frequency and restrictions for passengers to maintain safety during this time. All changes were made in line with Government guidance. Public transport services were identified as essential services in order to enable people to access essential services such as supermarkets and health care centres and for essential workers to get to their place of employment.

Total mobility services were also identified as essential services and continued to operate through levels 4, 3 and 2. The subsidy was temporarily increased from 14 April to assist those needing the service. Use of the service dropped by 75% in March.

During Level 4, key services continued to run as follows:

- Ran to Saturday timetables (where possible) with a number of services suspended until further notice
- Free fares
- Rear door boarding only
- Physical distancing required (information provided on bus)
- Social media updates
- Additional cleaning
- Contact tracing database created and implemented

Patronage reduced significantly during this time, to 3% of normal patronage. This is consistent with the rest of the country.

During Level 3:

- Normal timetable resumed for: PN Urban, Feilding, Ashhurst, Whanganui Urban and Levin Commuter.
- Massey services remained on Saturday timetable
- Physical distancing required (information at bus stops and on bus updated and improved)
- Bus capacity information displayed (usually 55 passengers but maximum reduced to 11 to ensure physical distancing requirements are met)
- Social media updates
- Contact tracing continues

Patronage starts to increase. Up to 6% of normal patronage in the first week and then 8% in the second week.

Level 2:

- Normal timetable resumed for all services, except Massey which remained on a Saturday timetable until 25 May where the frequency increased to mid semester break timetables.
- Physical distancing reduces to 1 metre. New signage is installed on bus
- Passengers encouraged to keep a seat free between them and anyone they don't know.
- Capacity on buses increases to approximately 40% of the normal seated capacity. Standing on buses not permitted which reduces the capacity of the service.
- Asking passengers to avoid travelling at peak times on weekdays if they can
- Social media updates
- Contact tracing continues to be encouraged.
- Schools – capacity as normal for school-only buses. Capacity on public buses for school students is limited. Asking caregivers to remain with students at stops to ensure they have an alternative travel option should there not be room on the bus.

Regional Integrated Ticketing System (RITS)

Planning for the implementation of the Regional Integrated Ticketing System (RITS) continues. Delays have occurred while some web interface and background data information issues are being resolved. However, an accelerated and simplified implementation process is proposed which will see hardware installed on the buses in June and implementation mid-late July 2020. Implementation of the ticketing system is coincide with re-introduction of fares.

Contracts

The following service reviews have commenced:

- Feilding around town/Feilding to Palmerston North mid-term review commenced in May 2019. The review largely complete with recommendations from the Feilding Public Transport Services Advisory Group being approved by the Passenger Transport Committee at their meeting on 19 May. The recommended changes to the service and associated costs are being considered by Council on 26 May 2020.
- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19. Recently the review timeline and scope has been revisited by the Palmerston North Public Transport Services Advisory Group. The review has been extended with a revised completion date of mid-late 2021.

The Passenger Transport Committee was updated on the performance of contracted public transport services for the March-April period in May.

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, was presented to the Committee in March. The team has also been keeping across the Road to Zero Road Safety Strategy and the potential implications of this.

3. TRANSPORT PLANNING

Work on development of the Regional Land Transport Plan (RLTP) is underway with the investment logic mapping exercise commencing as a RTC workshop. Development of the RLTP is a substantial piece of work which will require input from the Committee and stakeholders prior to being adopted by 30 April 2021.

In addition to the RLTP, focus continues to be on supporting the advancement of the following key initiatives being key programmes identified in the current 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.

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

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.

It was a very different month this month, staff provided essential services. The team have been completing routine cyclic maintenance and inspections etc.

Churchill Rd Bridge aggradation was removed under existing consent in April.

Higgins inducted staff and sub-contractors on the Site Risk Plans, the controls and new requirements of working under Covid-19 Level 3.

Covid-19 restrictions have impacted on the work flow and programmes. The contractor will bring in additional resources to try and complete as much of the programmed work as practicably possible.

3. RENEWALS

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

Reseals commenced in November and are 98% complete. North Street, Turners Road & Halcombe Road AC sites are programmed for May/June which will see the completion of the season. 55km of reseals are expected to be completed by June 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	0.783km Complete
Kaimatarau Road Rehabilitation: 200 metre section - 100mm O/L	Aug 19	Aug 19	0.200km Complete
Rowe Rd: SH1 Intersection to Hammond Rd - Stabilisation	July 19	Aug 19	0.320km Complete
PVE 42.711 to 43.826 Stabilisation	Sept 19	Oct 19	1.115km Complete
PVE 9.703 to 10.857 Stabilisation	Sept19	Oct 19	1.154km Complete
PVE 1.105 to 2.667 Stabilisation	Sept19	Nov 19	1.562km Complete
Lwr Pakihikura 0.150 to 1.100 Stabilisation	May 20	Jun 20	0.95km Complete

4. ROAD IMPROVEMENTS

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
Baines School - Active signage	Jan 20	Mar 20	Complete
Taonui School - Active signage	Jan 20	Mar 20	Complete
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
Rongotea / Aranui Intersection - Guard Rails - Design	Jan 20	Jan 20	Complete
Feilding Schools - Active Signage	May 20	Jun 20	
Feilding High School - Church Street Table Top / Crossing	May 20	Jun 20	
Kiwitea School - Active signage	May 20	Jun 20	

Colyton School - Active signage	May 20	Jun 20	
Church Street / Grey Street Crossing Point & RM	May 20	Jun 20	
Awahou South School - Signage Enhancement	May 20	Jun 20	
Waugh's Rd - Taonui School RTB	May 20	June 20	Complete.
LED upgrade: 300 on high-use roads Feilding	Nov 19	Jun 20	95% Complete
CBD Lighting	Jan 20	Jun20	Design Phase
Baines School RTBs Design	Dec 19	May 20	Design complete. Safety Audit underway

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
Road Structures Life Cycle Management Plan 2019	Oct 19	May 20	Complete
Awahuri Rd. Bridge Guardrail replacement.	May 20	May 20	Complete

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	Complete
Rongotea Rd - Construction	Nov 19	Dec 19	Complete

Mangaweka Bridge: NZTA approved Implementation (construction) funding on 2nd April 2020, the funds were made available on 20th April 2020.

Resource Consent has been granted.

Contractors were invited to register their interest in this project at the beginning of the Pre-Implementation Phase. As a result four contractors have had early engagement throughout the design process to ensure the constructability of the new bridge. On 4th May 2020 these four contractors were invited to submit tenders closing on Thursday 25th June (8 weeks).

Indicative Project timeframe:Call for tenders on 4th May 2020.

Tender award: June/July 2020

Construction: July/ August 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 has been designed and the Construction Contract Documents are complete.

On 6th May 2020 Council applied to KiwiRail grants department for approval to construct Shared pathway on Railway line. The decision will take approximately 10 weeks.

On 22nd May 2020 Council applied to NZTA for the Implementation funds.

SH54 Intersections: NZTA will add two intersection improvements to its 2021-24 NLTP low cost low risk programme. A roundabout is being considered at the SH54/Pharazyn St intersection. Traffic signals are being considered for the SH54 / East / Lytton intersection, the phasing would include a pedestrian phase. These projects will be prioritised nationally, and would only proceed if funding is approved.

As an interim measure NZTA will install Active Signage at the pedestrians crossing on the SH54 East St intersection.

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 to be complete by July 2020.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS:

Re - Seal programme

The annual road re-seal program is underway. All planned chip seal sites have been completed with the last sites being completed after the return to work, post level 4 lock down. The quality of these works was at the desired level.

The AC re-seals program will commence as from the 27th May and is scheduled to be completed by the 20th June. (Weather permitting) These sites form part of the Tremaine Avenue upgrade, with the intersections of Tremaine Avenue and Vogel Street / Railway Rd and Tremaine Ave and Botanical Rd / Gillespie's Ln being the most critical of these works as shown below.





Pre-Reseal repairs for the 2020/2021 financial year is currently underway with targeted completion before 1st October 2020. The focus will then shift to the Pre-Reseal repairs for the 2021/2022 financial year with a completion date prior to the 30th June 2021.

All routine maintenance and cyclical works are ongoing throughout the network with special focus on the quality of works going forward.

Footpath Renewals

331 Jobs have been completed since the beginning of the year. We are on track to complete all the current year scheduled renewals by the end of June.

Footpaths Maintenance has been responsive and will continue to target emergency & high priority footpaths faults.

The footpath repair programme has identified significant effects from trees roots in some streets. Along JFK Drive, 10 golden elms were removed, and other trees had root prunes that are likely to require removal at a later date.

2. CAPITAL PROGRAMME:

Subsidised work

The upgrade to the pedestrian and traffic control facility on James Line railway crossing is under construction and is expected to be completed in July/August 2020. The works include barrier arms and pedestrian facilities. The project is being delivered under Council's Low-Cost Low Risk programme, which has enabled it to be progressed outside of Kiwi rail's normal prioritisation process.

Whakarongo School Upgrade on Stoney Creek Road. Safety works outside Whakarongo School in Stoney Creek Road 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) at a small country school. The plan involves moving Stoney Creek Road 20 meters north east and repurposing the existing road as a protected parking laneway which will separate flowing traffic from pedestrian activity associated with the school. The construction cost is approximately \$1.25 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 and are currently scheduled to be completed by the middle of June 2020. Prior to the COVID-19 lockdown completing was scheduled for the end of May

Below is a photo of the works taken at the beginning of May.



Non-subsidised work:

Nothing significant.

3. EMERGENCY WORKS:

No issues.

4. WALKING AND CYCLING:

College Street

College Street construction has started. Resealing of Victoria Avenue to Fitzherbert Avenue occurred in March. Final markings are still to be undertaken as well as the application of a new cycle lane surface which is currently being trialed.

Due to the Covid-19, the works were delayed, and the order of works had to change.

Indented parking spaces are being constructed at this time, starting at the Awapuni Village. Following the completion of this, the road will be remarked with buffered cycle lanes between Maxwells Line to Botanical Road.

The next section will be to complete the indented bays, reseal and new markings between Botanical Road and Fitzherbert Avenue.

All of College Street is anticipated to be completed by the end of the calendar year.

Banksia trees are planned for removal to enable the frequent parking bays designed for College Street. Some trees are in poor health others are an unfortunate loss. However, the outcome maintains a positive tree lined street effect attracting Tui into the area.

Summerhill Drive

Consultation for buffered cycle lanes on Summerhill Drive are planned to occur in July/August. Following this, it is anticipated changes would be made in 20/21.

Ashurst Footpath Improvements

As part of PNCC's footpath extension programme, we are looking to make a number of footpath improvements in Ashurst. These include:

1. Stanford Street – eastern side – new footpath from 44 Mulgrave Street to 78 Stanford South Street.
2. 63 North Street. Install 1no. mobility crossing that crosses over Cambridge Avenue
3. Lincoln Street & Winchester Street. Installation of 6no. mobility crossings at this intersection.
4. Oxford Street – eastern side – new footpath from Lincoln Street to Worcester Street.
5. Worcester Street – south side – new footpath from Oxford Street to Cambridge Avenue.
6. Oxford Street – east side – new footpath from Worcester Street to Wyndham Street.
7. Wyndham Street – north side – new footpath from Cambridge Street to 82 Wyndham Street.

Urban Cycle Network Master Plan

Several cycle corridors are in development to be delivered by the end of 20/21, these include

- Featherston Street West Separated Cycleways (Botanical Road to Rangitikei Street)
- Albert Street, Buffered Cycle Lanes
- Milsons Line Cycle Lanes

The Single Stage Business Case for the Feilding to Palmerston North shared pathway has been completed by Beca consultants and is now with NZTA staff for approval. The business case was jointly funded by the two Councils with representation from Kiwi rail and NZTA's national cycling team on the project team. A Multi Party Funding Agreement has been signed by PNCC, Manawatu District Council and NZTA. Once the business case is approved the project will enter the design phase with construction from the Feilding end likely to start over the next year. The Palmerston North capital programme for the pathway is currently scheduled to commence construction in 2022.

5. PLANNING:

Park Road

The intersection of Park Road and Cook Street is planned to be upgraded to traffic signals in 20/21 and will involve the realignment of the Esplanade Entrance. The upgrade is anticipated to improve road safety for all users and access to the Esplanade.

Park Road between Katene Street and Fitzherbert Avenue is also planned to have improvements for Pedestrian and Cycle Infrastructure. Planning is to occur in 20/21 where pedestrian crossing points, cycle lanes and shared paths are being investigated.

Palmerston North to Bunnythorpe

Planning for the Palmerston North to Bunnythorpe is being undertaken in 20/21 and is scheduled to be delivered in 21/22. The paths alignment is indicatively planned along Railway Road, Sangsters Road, Campbell Road. Several challenges occur along this route that need to be considered including, papers roads, a rail crossing and several bridges.

6. ROAD SAFETY:

Council Officers have met with NZTA's Area Programme Manager to review and submit road safety projects under the Safe Networks Programme, which aims to reduce road deaths and serious injuries under the Governments Road to Zero Safety Strategy. The review looked at 65 locations which are considered to be the worst performing corridors and intersections in Palmerston North. 53 of these projects were submitted to the NZTA to be considered for subsidized funding.

Several road safety projects are still in development and have been delayed, this includes

- Pioneer Highway / Lyndhurst Street / West Street intersection modifications
- Benmore Road Local Area Traffic Management Treatments
- Ruapehu Drive, pedestrian platform/crossing
- Wood Street, mid-block pedestrian islands

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

1. EMERGENCY WORKS

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

Protracted land entry negotiations, and resource consent requirements have delayed these these projects.

The unspent budget of \$987,000 will need to be carried forward to the 20/21 year.

Event	Start	Completion Due	Comments
July-18, Turakina-3 south of Drysdale (Construction)	Deferred to 2020/21		Awaiting Resource Consent approval.
Apr-18, Turakina-2 north of Macleay's, dropout (Construction)	Deferred to 2020/21		The remedial work has been redesigned to avoid land entry. Lodging the resource consent was delayed by the Covid-19 lockdown. The consent has been lodged on 24 th April 2020. Subject to Resource Consent the rock required for river protection will be stock piled on site in April 2020.
May-18, Swan St (Construction)	July - 19	Sept - 19	Complete

2. MAINTENANCE

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

It was a very different month this month, staff provided essential services. The team have been completing routine cyclic maintenance and inspections etc.

Higgins inducted staff and sub-contractors on the Site Risk Plans, the controls and new requirements of working under Covid-19 Level 3.

Covid-19 restrictions have impacted on the work flow and programmes. The contractor will bring in additional resources to try and complete as much of the programmed work as practicably possible.

3. 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	Mar 20	Jun 20	Site closed for the Covid-19 lockdown. Weather permitting this project is expected to be finished late Jun 20
Pukepapa Road	720	Mar 20	Jun 20	Site closed for the Covid-19 lockdown. Weather permitting this project is expected to be finished late Jun 20
Reseals	51.5 km	Jan 20	Jun 20	99 % Complete, (remaining site - northern Broadway TAC)

Structural Component Replacement

Location	Start Construction	Completion Due	Comments
Public Trust (Suspension)	Jan 20	Feb 20	Complete
Omatane	Deferred 2020/21	to	
Jacobsens	Deferred 2020/21	to	

4. 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
Taheke Road – geometric imp for forestry	Jan 20	Feb 20	Complete
Parewanui Road – safety footpath	Jan 20	Feb 20	Complete
Hammond St – safety footpath	Jan 20	Feb 20	Complete
Otara Road – guardrail	Mar 20	April 20	Complete
Ruahine Road - guardrail	Mar 20	April 20	Complete
Kie Kie Rd. (RP0030-3450)	May 20	Jun 20	95% complete
Murimuotu Rd. (RP4450-5930)	May 20	Jun 20	5% complete
Turakina Valley-2, guardrail	May 20	Jun 20	
Ratana Road – roadside obstacles	May 20	Jun 20	
Turakina Beach Road – roadside obstacles	May 20	Jun 20	
Whales Line roadside obstacles	May 20	Jun 20	
Murimotu-roadside obstacles	May 20	Jun 20	
Kakariki Road – shoulder widening LHS	May 20	Jun 20	
Santoft Road – roadside obstacles	Deferred to 2020/21		
Aldworth Road – roadside obstacles	Deferred to 2020/21		
Okirae Rd & Kauangaroa Rd Bluff	Nov 19	June 20	Preparing a presentation of the report for roading staff and contractors to discuss risks at the bluffs and to determine practices that manage risks.
Pungatawa Rd.	Deferred to 2020/21		
Makirikiri Rd. (RP2993-4634)	Deferred to 2020/21		
Ruanui Rd . (RP 425-1500)	Deferred to 2020/21		Liaising with DoC, requires a RMA resource consent due to site slope criteria and proximity to the Hautapu River.

Bridges

Bridge	Start	Completion Due	Comments
Mangaraupi No.2	Feb 20	Mar 20	Complete
Brandon Hall- Rock armour LH abutment	Feb 20	Mar 20	Complete
Puketoi	Feb 20	Mar 20	Complete
Hawkestone: Armour RH abutment using precast concrete blocks	Feb 20	Mar 20	Complete
Gorge Road (Omatane Bridge) Structures component Replacement	Jan 20	Feb 20	Complete
Abattoir Road Stage 1. Removing debris from under bridge	Feb 20	Mar 20	Complete
Wellington Road Underpass wall	May 20	Jun 20	Underway
Otara (Bdy) Completion of bridge strengthening project	Mar 20	Jun 20	50% complete. Remainder to be finished next financial year.
Kuripapango (Bdy) Taihape-Napier Road 2	Nov 19	Jun 20	Design: Strengthening to HN-HO capacity (50:50 with HDC). Has been promised by HDC to be delivered in June.
Bridge Life Cycle Management Report	Aug 19	May 20	Complete
6 Bridge Capacity Assessments	Mar 20	Jun 20	80% complete.

Mangaweka Bridge

NZTA approved Implementation (construction) funding on 2nd April 2020, the funds were made available on 20th April 2020. Resource Consent has also been granted.

Contractors were invited to register their interest in this project at the beginning of the Pre-Implementation Phase. As a result four contractors have had early engagement throughout the design process to ensure the constructability of the new bridge. On 4th May 2020 these four contractors were invited to submit tenders closing on Thursday 25th June (8 weeks).

Indicative Project timeframe:

Call for tenders on 4th May 2020.

Tender award: June/July2020

Construction: July/ August 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	Complete
Swan St	Aug 19	Sep 19	Complete
Paradise Tce walkway, Footpath + watermain replacement	Jan 20	Feb 20	Complete
Robin St + K&Ch (RP050-120)	Feb 20	May 20	95% Complete
Skerman St + K&Ch & pave reconstr	May 20	Jun 20	Underway

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.

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.

- Video footage was undertaken along the full route to assist with later assessment / discussions.
- A background / existing situation review report for the route is near completion. This will also include a “gaps” analysis to identify where additional information may be requested from RDC/HDC moving forward. This will be completed mid-May and distributed to key stakeholders for feedback and comment. A date for workshopping to discuss content will be investigated for the latter half of May 2020.

5. UNSUBSIDISED CONSTRUCTION**Speed Management Guide - NZTA**

Mokai Road seal extension is programmed to start early May and be finished early June 2020.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

The World Health Organisation has announced that the COVID-19 (novel coronavirus) is now a pandemic. The New Zealand Government declared a state of national emergency, during which non-essential services and businesses must close down or employees operate from home. In response to COVID-19 the Government placed the Country into Level 4 Restrictions for five weeks, commencing on Wednesday 25th March, 11:59pm, until we moved to Level 3 on Tuesday 28 April. Level 3 was in effect from 28 April until the country moved to Level 2 on 14 May 2020, with further changes to the Level expected over May.

In response to this GHD moved to working from home towards the end of March. Contractors were engaged to continue with essential work to keep the district maintained and safe. The essential services on the network include patrol, pre-programmed seal repairs where there is safety involved, completing temporary repairs on the Ohakune Mountain Road, continuing with maintaining the district water channels, grading the unsealed roads, weed spraying and mowing.

Emergency Works

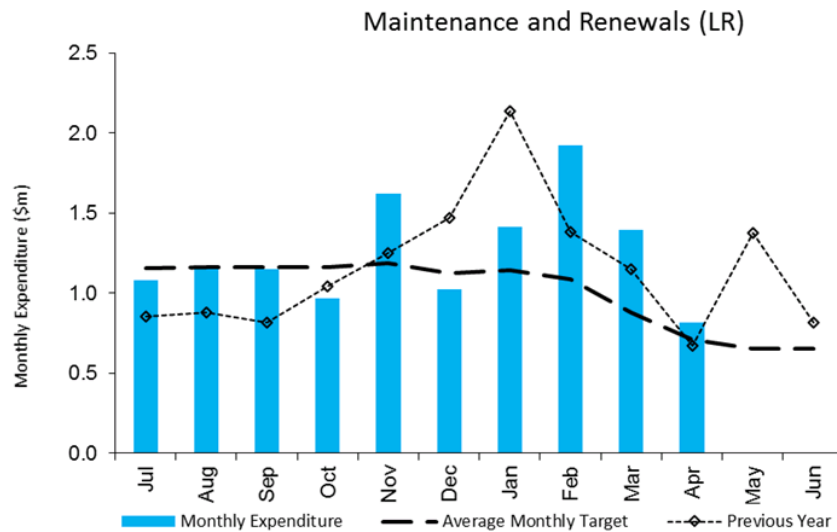
The last major site from the March 2018 event to be completed during 2019/20 is the Crotons Road Bridge for which the design has been finalised. There are a further 59 Minor Event sites also to be completed. The reinstatement sites are currently estimated at \$726,897.

Financial YTD

The total value of subsidised work claimed and approved for the month to 30 April is \$880,227. The Subsidised Roads maintenance and renewals programme is sitting at 87.9% expenditure at 84% of the year. The main activities undertaken this month were approved work activities such as drainage works, water channel and culvert cleaning, seal repairs, the Ohakune Mountain Road hairpin pavement sealing and traffic services.

The value of claimed work for April, over all Contracts was \$1,038,656 with the main expenditure this month being on Traffic Services Maintenance (\$158,586), Drainage Maintenance (\$120,475), Sealed Pavement Maintenance (\$73,877), Minor Improvements (\$60,557) and Drainage Renewals (\$117,112).

The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 30 April 2020.



2. CAPITAL PROGRAMME

Ohakune Maintain Road 13.52 to 13.9 km hairpin gabion construction was completed on the 09 March 2020, the earthworks excavations were completed on 10 March 2020 and the pavement construction commenced in Mid-March. The contractor was preparing to do the kerb and channel when Level 3 then 4 restrictions were placed on the country. During the first one and a half weeks of the Level 4 restriction Jilesen made the site safe by forming a basecourse layer over the surface and the site was sealed with a temporary seal on Monday 6 April. Jilesen re-established on the carpark during Level 3 (28 April). The completion of capping the material at the carpark is underway with the COVID19 Level 3 and will be done by 20th May 2020. Furthermore, the carpark channel that is to be extended over the fill and the drop chamber will be completed next season. The kerb and channel, further pavement construction, seal and AC will also be undertaken next season.

Road Name	RP Location (km)	Length (km)	Status	2019/20 Construction	Estimate (\$0,000)
Poru O Tarao Road	6.0 – 7.16 km	1.16	Completed	Earthworks and Pavement	\$300
Ongarue Waimiha Road (past Knights Rd)	3.61 - 5.2 km	1.59	Completed	Earthworks and Pavement	\$620
Ohakune Mountain Road	Hairpin 13.50 – 13.94 km	0.44	Temporary Seal Completed	Earthworks and Pavement	\$700
Paparoa Road		0.9		Pavement repairs	
Pavement Total		4.94			
Ohura Road	15.00 – 15.85 km	0.85	Earthworks completed	Earthworks	\$157
Ohura Road	15.85 – 16.73 km	0.88	Earthworks completed	Earthworks	\$80
Total		5.82			

Bridge Renewal Programme

Mangateitei Bridge was programmed for replacement in the 2019/20 year (in the 2018/21 NZTA Block Allocation), in line with the 2018-28 AMP programme. However, NZTA has not approved the budget for this item allocation. Due to the weak soils, further testing was undertaken and was incorporated in the pile design. The preliminary bridge design has informal approval from the Kiwi Rail structures team – but they indicated it will need to go through the Deed of Grant process to capture conditions from Kiwi Rail 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 – although at this bridge location the bridge is to be constructed on road reserve (so KiwiRail cannot issue or charge for a formal deed).

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 for this funding, but has not yet been approved under this category. Council is continuing to discuss this bridge with NZTA for possible inclusion within the 2018/21 block; however, NZTA indicated this is likely not to receive funding until the 2021/24 block.

Council has a number of timber bridges, constructed in the first half of the last century and these are generally expected to last up to 75 years with good maintenance strategies.

Structures degrade over time until the long-term cost of maintenance outweighs the cost of the renewal. Generally, the cost-benefit analysis for bridge renewal can only be achieved once bridges become restricted. However, the new Low-Cost /Low-Risk funding category allows the council to fund bridge renewals up to \$1 million that previously would not have met economic criteria to proceed. This funding is allocated on a national basis with bridges put forward for the 18/21 funding period not yet granted funding.

Funding for Ruapehu Road and Mangateitei Road rail overbridges may be approved by NZTA subject to regional allocation of the remaining budget. However, this is unlikely before the 2021-24 funding block.

Recent changes to the NZTA Economic Evaluation Manual indicate traditional NZTA renewal funding will now be harder to obtain and financial assistance is not guaranteed for these projects and they will be submitted for approval under the new Low Cost/Low-Risk funding category. The bridges currently under evaluation are:

Bridge No:	Bridge Name	Restriction	Constructed	Substructure Type	Note
292	Mangateitei Rail Overbridge	70% Class1	1910 (tbv)	Timber	Timbers are beginning to degrade quickly and bridge needs replacement. No alternative access. Used to access Mangateitei prime production land. Discussions are being held with KiwiRail on the design and clearances of the replacement bridge. Council is liaising directly with KiwiRail to ensure approvals are in place. However, KiwiRail does not engage as efficiently as the council, posing some risk to construction. NZTA funding yet to be approved.
404	Ruapehu Road Rail Overbridge	5,000 kg	1986 (note, this NZ Railways constructed bridge was partially constructed from Thames St overbridge)	Timber	Work will need to be completed within the next two-four years. Timbers degrading quickly. Alternative access possible via Mangawhero Terrace. Overheight vehicles can presently be accommodated by rail crossing and negotiation with KiwiRail. NOTE: Investigation indicates this does not currently qualify for NZTA structural renewal funding. Funding was applied for under the new Low cost/low-risk funding category with discussions continuing. NZTA indicated this is unlikely to be approved before July 2021.

Table 1 Bridge Renewals

NATIONAL PARK VILLAGE – PARK AND RIDE

The site handover from KiwiCamp was undertaken on 28 February with a number of minor issues to be rectified. A seat has been installed along the west side of the KiwiCamp building. The Code Compliance Certificate was granted on 2 April.

The bus shelter fabrication continued through March, there is a few days work remaining to do the Stone Veneer and completing the fabrication, which will occur when the Government Levels allow then to travel from Wellington and Taupo to undertake this work.



Figure 1 Park and Ride KiwiCamp and Bus Shelter



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. During Covid 19 L4 and L3 road safety advertising focused on travel restriction and general travel restriction notices as directed by the Emergency operations Centre.

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 revised and submission made to the Regional Public Transport Program to include the service in the draft RLTP 2021-2031.

As a result of Covid 19 the Ruapehu Transport Demand Management project was submitted to the Crown Infrastructure Partners shovel ready project (CIP) initiative to the value of \$7.2m. The project includes completing the public transport pilot project, transport infrastructures and has the capacity to employ 40 staff unlikely to have work if the public service fails to attract funding.

This CIP initiative seeks funding to establish the following:

1. To complete the Public Transport Pilot Project (roof of concept) June-October 2020 \$1.3m
2. Design and Build contract for a new park and ride facility in Ohakune \$2.3m
3. Transport Demand Management Infrastructure Bruce Road and Ohakune Mountain Road \$3.6m

At the time of writing this report the project had been referred to the Provincial Growth Fund for further consideration by CIP.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

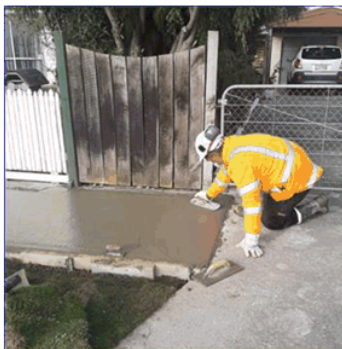
The COVID-19 pandemic was a major disruptor for the Tararua Alliance. It created a great deal of rapid change in our business and even within alert levels the goal posts changed regularly. This was a challenge accepted by the team with good spirits and really showed off the agile and resilient team we are lucky to work with.

When Level 4 lockdown occurred, we kept essential services going – ensuring our road network was safe and as clean as possible and responding to on-going waters leaks and issues. During this time a lot of planning was still happening for the transport water into Woodville from Palmerston North due to the water crisis. Luckily, the weather played its part and the need for the plan was averted, however a lot of logistical planning went into determining how this could be done during very challenging lockdown restrictions. We also had a strong presence at the TDC Emergency Operation Centre as part of the civil defence response to the pandemic. I would like to thank the Alliance team members who worked on essential services and with the Civil Defence team – putting themselves at risk in such an uncertain time to help the community. The office team managed to transition to working from home and adapted well to new technology for some with remote teams meetings becoming the new norm.

At the start of Level 3 we were able to get the remainder of our operations team back into physical works with some strict rules around social distancing and personal protective equipment – even travelling to site included new rules. The team took this in their stride and we were able to ensure a smooth transition back to work. Due to the timing of the lockdown we unfortunately lost a good portion of the end of the construction season – this has meant some works having to be deferred to next financial year, for example the Road Resurfacing cannot be done effectively outside of specific temperature bands so it is now too cold to complete that programme.

Although we are now at Alert Level 2 we cannot relax. Now that we have 6 weeks remaining in our financial year we're working hard to ensure the work we had planned to happen over three months can happen over two – both in the field and in the office. We are all looking forward to a good debrief and lessons learned session once restrictions and end of year pressures ease and are conscious that a good number of our staff missed out on planned holidays due to lockdown so again, a thanks to all staff within the team for your efforts and patience.

Majority of our Road maintenance teams have remained busy during the COVID pandemic. These activities were deemed as “essential” so our teams continued with their programmes with increase PPE and social distancing controls in place. Our sub-contractors also continued to deliver their contracts during these unprecedented times. The biggest challenge our team faced, was undertaking the Sexton duties where our staff had to wear full body suits and act as pall bearers on behalf of the families. This is going well over and above the call of duty and a big thanks goes out to all of the Tararua alliance staff that continued to work through this challenging time.



Footpath Maintenance works - Woodville



Pavement Work – Route 52

Road Renewals

Our renewals programmes have all but come to a close for the financial year. The team managed to complete our Area Wide Pavement treatment programme which was a great result. Our reseal programme was also well on target to be completed but due to COVID – 19 and the Autumn weather settling in we have made the decision to end the programme and complete the last 25% within the next financial year.

2. EMERGENCY WORKS

The team have been busier than ever in this space. Now that majority of the planning has been done for our larger sites, the Delivery teams are making the most of the fantastic weather and remain on target to deliver the programme prior to the end of the financial year. Our larger sites are a combination of large retreats and Rock walls along Route 52 and other Roads which will bring our emergency works programme to an end. We are also working with Horizons to use planting techniques to stabilise some our emergency works sites and our clean fill sites to help with sediment and erosion control.



Norsewood / Ormondville Road, Pipe Jacking Project nearing completion



Route 52, 63 Section – Large Road Realignment

3. PAHIATUA CBD UPGRADE

Pahiatua CBD Upgrade

Unfortunately the Pahiatua Upgrade is one of our projects that was impacted by Covid-19 particularly in level 4. As most of the activities on the Pahiatua project were not deemed "essential" the site was shut down for the majority of April. The site was inspected on a daily basis to ensure it remained safe during this time. Work still continued in the back ground in regards to design and planning of the above ground works while also formulating a plan of how the team can fast track the programme prior to the winter months.

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. The 6 year extension is due on 1 July 2020 and will roll over, noting contractor progress has been very satisfactory.

This period has been dominated by Alert level lockdowns. Alert level 4 works during April followed official advice and implemented the following works regime listed below. All other works were shut down.

Alert Level 4 – roading regime

Network Inspections (urban and rural) – 1 person isolation function in ute cab. All-faults inspection programme temporarily cancelled. Downsized to critical inspections only – drainage, roading obstacle clearing etc to ensure routes clear for lifelines purposes. No face-to-face contact with public.

Grading to rural unsealed roads – 1 person isolation function in machinery cab to keep rural roads trafficable and safe for food production and supply trips, and ensure drainage to channels is functioning for future resilience purposes. No metaling.

Sweeper truck – urban – 1 person isolation function in machinery cab to ensure sumps feeding stormwater infrastructure are kept clear and functioning during impending leaf fall. Further resources only on as-needed emergency basis.

CRM's – Will be filtered (monitoring from home) for essential service callouts only. Drainage alarm faults, slips or trees downed across road etc. All other miscellaneous faults will remain in database for future attention

Alert level 3 allowed all maintenance, operations and renewals to open up again from 28th April onwards albeit with strict protocols in line with the Covid-19 Standard for New Zealand Construction Operations. This period was incredibly puzzling for our contractors in relation to efficiency. Alert level 2 has relaxed a number of those restrictions however business efficiency remains challenging.

Projections to end of current financial year indicate a shortfall in expenditure of \$400k which will rollover to the 2020/21 financial year (year 3 of 3 year financial block allocation), noting a loss of several weeks of prime construction season through late May and April.

Maintenance grading works to rural metal roads is now fully back into operation and playing catch up noting the limited activities undertake during lockdown. Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities which have now resumed following the end of lockdown. The Kaurapaoa area (north of Whanganui) is again taking substantial punishment from logging operations. It has been noted however that Covid-19 has affected certainty in the long term market. The projections are very unclear as to the ratio of medium term harvesting versus carbon sync which will have a drastic effect either way on our future roading investment.

Pavement and surfacing renewals

With a recent decision to reprioritise pavement repairs over renewals and thereby get ahead of the pre-see repairs by a season, we have deferred a number of resurfacing sites from 19/20 to free up funding. This year's re-see season has been cut back by one third to allow additional pre-see 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). Unfortunately the lockdown prevented that package of sealed pavement repairs from going ahead so these monies will roll into the 20/21 financial year. Grader lay asphalt was recently completed in

Halswell Street and Bell Street.

Reseals were completed 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. This project was forced to shut down during the lockdown and numerous complaints were fielded by the community due to dust issues noting the warm dry spell. The project has resumed under level 2 and will be sealed in late May. There are cost implications on this project due to inefficiencies caused by lockdown.

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. Within our next Activity Management Plan we have referenced a document produced by the World Bank "Integrating Climate Change into Road Asset Management". A mobile 3D mapping vehicle will be trialed on our network next month to profile our drainage assets to collect data for resilience programming.

The Whanganui Alliance is progressing a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete for use in its rural network. Initial trials indicate that recycled and crushed concrete gives better dust control than the conventional products we source.

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. Wider detailed design has commenced aiming to be undertaking construction in the 2020/21 year as per our LTP commitments. MBIE have pledged monies through the Worker Redeployment Package towards this project on the basis it can get out to market rapidly.
- Mill Road heavy industrial link road was completed immediately prior to Alert level 4 lockdown. This seal extension through to Manuka Street is the first phase of the Mill Road Structure Plan for industrial development.
- **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. The lockdown has delayed consent on this project and the work will roll into Year 3 of our current block allocation. Work is programmed for late 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. However the project has been delayed due to Horizons investigating the vehicle entranceways to Kowhai Park for stopbank levels.

- **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 was completed immediately prior to level 4 lockdown with extreme haste noting it was adjacent to all 3 Whanganui supermarkets. This intersection has been plagued with problems from obsolete equipment. The upgrade will assist vulnerable users and allow better tweaking efficiency to this extremely busy intersection. A temporary roundabout was be in place for most of the duration of the works and extensive consultation process took place 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 due to consent requirements and iwi consultation. 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.

Of significant note during the lockdown period there were many complaints of speeding drivers noting heavily reduced traffic volumes.

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: 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 2020/21 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.

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 feeding into the 3 year block allocation for 2021-24 draft programme to the Activity Management Plan.

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 Upokongaro Bridge and the Aramoho Cemetery has been sealed. The Upokongaro bridge was launched just before Alert level 4 lockdown. Final preparations are being undertaken to proceed towards commissioning the bridge for public use. This will allow the missing link in the Mountains to Sea route to become fully utilised.



Photo: Launching of the Upokongaro Cycle bridge across the Whanganui River

- 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.

Four roading related “shovel ready” project applications were made by Whanganui District Council to the Infrastructure Commission, notably including renewal of the Dublin Street bridge. We are waiting on advice of approval or any deferrals to the Provincial Development Unit.

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 took place on Friday, 14 February to gather collective feedback on the two options shortlisted for a multi criteria assessment. A paper was 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.	20-66
Information Only - No Decision Required	

REGIONAL LAND TRANSPORT PLAN DEVELOPMENT - UPDATE

1. PURPOSE

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-66.

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 the region's transport network over the next 10 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 new 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 has commenced. The RLTP is required to be completed and submitted to NZTA by 30 April 2021.
- 6.3. At the last Committee meeting in March, the process for developing the RLTP and a proposed timeline were outlined. This item updates the Committee on which stage of the process we are at, and highlights the work programme moving forward.

7. RLTP DEVELOPMENT

- 7.1. There are several key steps in developing a RLTP which require consideration, discussion and confirmation from the Committee. These are:
 - 7.1.1. Guidance on setting the scene and confirmation of the strategic direction and context (which will feed into the strategic priorities and overall front end of the RLTP).

- 7.1.2. Confirmation of problems/issues and benefits for the region (**Investment Logic Mapping (ILM)** exercise).
- 7.1.3. Confirmation of the strategic 'front end' of the RLTP i.e. the issues, objectives, strategic priorities and policies.
- 7.1.4. Prioritisation of the work programme (10 year programme of investment activities to be undertaken by AOs).
- 7.1.5. Confirmation of the draft RLTP for consultation.
- 7.1.6. Hearing and deliberation on submissions.
- 7.1.7. Confirm the final RLTP for adoption by Council.
- 7.2. At present we are at the ILM stage of the development process. The ILM is a useful way of identifying problems, outcomes and benefits and getting early agreement before any investment decisions are made. Ultimately, investment logic mapping helps set the scene for the region's strategic direction and investment priorities. The ILM process is often done through facilitated workshops.
- 7.3. As we move into the development of the next RLTP, the overarching strategy that sets the strategic direction of the RLTP needs to be reviewed and tested. A key part of this is to ensure the region's transport problems and benefits are appropriate and clearly articulate the desired outcomes.
- 7.4. A workshop is planned following this Committee meeting to commence the ILM process. The workshop aim will be to commence the ILM process by consolidating and testing the Committee's thinking and capturing the RTC's thoughts on the critical problems the region faces and the benefits desired if the problems were addressed. The outcomes of the workshop will give direction to officers and **Regional Advisory Group (RAG)** members needed to develop an investment logic map that will clearly define the problems and benefits (with KPIs). A RAG workshop is planned following the RTC workshop with the aim of producing a draft ILM (see example below) that will be emailed to the RTC for comment and refinement.
- 7.5. Following confirmation of the ILM, work can commence on developing the strategic context (or front end) of the RLTP as per the timeline below.

	DATE	ACTIVITY	WHO
2020	June 2020	RTC workshop 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 and RAG
	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
	1 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
2021	December-January	Consultation	
	February	RLTP hearings and deliberations	RTC and staff
	March	RTC approval of final RLTP for Council adoption	RTC
	March/April	Council adopt RLTP	Council
	30 April	Submit final RLTP to NZ Transport Agency in TIO	Staff

7.6. There are a number of strategic government documents that feed into and guide the RLTP. Two key documents are the **Government Policy Statement on Land Transport (GPS)** and **Transport Agency Investment Programme (TAIP)**. At present, both of these documents are in draft form and indications from the NZ Transport Agency and Ministry of Transport are that release of updated or final documents are likely to be delayed due to the Covid-19 pandemic. Depending on what happens with these documents, the TAIP in particular, the above timelines may become very tight as we adapt to ensure the RLTP is consistent. Regardless, we will need to adhere to the 30 April deadline.

8. RLTP TEMPLATES

8.1. The NZ Transport Agency have indicated they wish to take a different approach to development of RLTPs and have released some detailed guidance which has been developed and endorsed by the **Transport Special Interest Group (TSIG)**. We intend to follow this guidance and the templates released by NZ Transport Agency and the TSIG. This will ensure the RLTP is consistent with other regions and follows best practice. There will be some changes to the prioritisation process for the work programme in order to line up with the methodology developed by the TSIG. This will be workshopped with the RAG and the Committee prior to the prioritisation process occurring.

9. TIMELINE / NEXT STEPS

9.1. Following this meeting, the ILM process will commence to inform the development of the strategic front end of the RLTP.

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

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.

Report No.	20-67
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.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-67 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. Since December 2019, a steady stream of updates and documents have been released by 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. An item was presented to the Committee in March outlining a number of these documents which the RTC has submitted on. Updates have been provided below on each of these documents.

7. LAND TRANSPORT (RAIL) LEGISLATION BILL

- 7.1. The **Land Transport (Rail) Legislation Bill (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.
- 7.2. From a regional planning perspective, 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.
- 7.3. The RTC submitted on this Bill. An update on progress of the Bill was provided at a recent **Transport Sector Interest Group (TSIG)** meeting. The Bill was updated following

consultation and reported back to the house on 1 May. It is currently awaiting its second reading. The changes made following consultation include:

- 7.3.1. Partial integration model retained, but strengthened to support better alignment to the land transport system.
- 7.3.1 The Rail Network Investment Plan (RNIP) will take into account the GPS and LTMA purpose.
- 7.3.2 Time period for RNIP planning extended to align with the NLTP and RLTP processes.
- 7.3.3 Clarification on the date that the RNIP will take effect.
- 7.3.4 NZ Transport Agency to provide advice to the Minister on whether the RNIP takes into account any relevant RLTPs to ensure informed decision-making by ministers.
- 7.4. Some of these changes align with points raised in the RTC submission and will hopefully enable early engagement with the sector and better planning at a regional level for rail investment.

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

- 8.1. The **Land Transport (NZTA) Legislation Amendment Bill (the Bill)** proposes changes to the Land Transport Management Act to enable the establishment of a framework around speed management by strengthening Ministry of Transport (MoT) and the NZ Transport Agency's regulatory leadership in this space. The changes will give the NZ Transport Agency 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.
- 8.2. A submission was made on behalf of Horizons Regional Council highlighting the above matters along with other areas of general support.
- 8.3. There have been very few updates in this space following close of submissions, due to Covid-19, but it is understood that consultation/engagement on tackling unsafe speeds is likely to happen in the second half of 2020.

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 RTC provided feedback on Arataki in February. Following receipt of about 50 pieces of feedback, the NZ Transport Agency has released a new version (Version 1.1) of Arataki which includes a series of technical amendments.
- 9.3. The changes made to Arataki include:
 - 9.3.1. Amendments proposed in the feedback, where these better reflect local issues, improve the accuracy or clarity of the content, better reflect the reality for communities, and are aligned with an agreed position or process
 - 9.3.2. Updates to the journey to work – mode share data to reflect the 2018 Census results
 - 9.3.3. Updates to reflect the draft GPS, government policy announcements and legislative updates (ie. Zero Carbon Act)

9.3.4. Updates to reflect new programmes, particularly the New Zealand Upgrade Programme (NZUP) and related regional initiatives, and additional Provincial Growth Fund (PGF) investment

9.3.5. Updates to reflect the draft Rail Plan

9.3.6. Updates where local circumstances had changed.

9.4. Version 1.1 has addressed some of the points raised in the RTC's feedback.

9.5. Feedback that requires more substantial changes, along with detailed assessment of Covid-19 impacts will be addressed in Version 2. Indications are that Version 2 may be released at the end of June 2020.

10. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

10.1. In July 2018, the current Government Policy Statement (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, MoT has been working on finalising the measures to reflect the short to medium term results identified in the GPS, and has advised that rather than releasing a 'stage two' GPS, they intend to include these in the GPS, 2021.

10.2. The draft GPS, 2021 was released in March 2020 just prior to entering Covid-19 Level 4 lockdown. Due to the lockdown, planned roadshows and engagement sessions on the draft GPS were cancelled and online content provided instead.

10.3. The draft GPS, 2021 is a well written and easy to follow document. A large focus has been provided on improving road safety and addressing climate change as well as utilising other modes for freight and passenger travel.

10.4. Submissions closed on 11 May. A draft submission was circulated to the Committee for comment with a submission made on behalf of the Committee on 11 May. A copy of the final submission is attached as Annex A.

10.5. An updated GPS is due to be released later this year and will inform/guide the Regional Land Transport Plan.

11. DRAFT NEW ZEALAND RAIL PLAN

11.1. The draft New Zealand Rail Plan (Rail Plan) is a new document developed by MoT which sets out the government's strategic direction for rail and signals investment priorities in the rail network over a 10 year period. It feeds into the GPS and will guide the Rail Investment Programme (RNIP).

11.2. The draft Rail Plan was initially released in December 2019 and called for submissions by 11 May 2020. Roadshows were planned as part of consultation in March and April 2020. However, as with the draft GPS, Covid-19 lockdown affected consultation process.

11.3. Submissions closed on 11 May. A draft submission was circulated to the Committee for comment prior to being lodged on 11 May. A copy of the final submission is attached as Annex B.

11.4. The Ministry are considering the feedback received and have indicated that a final plan is expected to be released later in 2020.

12. ACCESSIBLE STREETS

12.1. The NZ Transport Agency recently released draft updates to the Accessible Streets Regulatory Package and called for submissions by 20 May. The purpose of the rule

changes were to increase the safety and accessibility of footpaths and streets, and encourage active modes of transport. The package proposes a number of new rules to:

12.1.1. Respond to the rise of micro-mobility devices like e-scooters.

12.1.2. Improve the safety and efficiency of active transport modes and buses.

12.1.3. Propose that bicycles would be able to use the footpath under certain conditions.

This is primarily aimed at allowing children to cycle on the footpath.

12.2. Due to time constraints associated with Covid-19 and workload pressures, a submission was not made on behalf of Horizons.

13. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

A Draft GPS 2021, RTC submission

B Draft Rail Plan, RTC submission



11 May 2020

TTP0201
LMS

Ministry of Transport
GPS Team

Email only to: gps@transport.govt.nz

Dear «Name»,

DRAFT GPS (TRANSPORT) 2021 – MANAWATU-WHANGANUI REGIONAL TRANSPORT COMMITTEE SUBMISSION

Thank you for the opportunity to provide feedback on the draft Government Policy Statement on land transport, 2021 (GPS).

This feedback is made on behalf of the Manawatū-Whanganui 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 the RTC supports the strategic direction and context of the draft GPS and makes the following comments and observations in relation to the draft document for the Ministry's consideration.

1. General

The draft GPS makes for easy reading due to its clear and logical layout. We wish to thank the Ministry for this as it makes understanding the document and its impact at a regional level easier.

The RTC **supports** bringing Rail into the planning and funding system under the Land Transport Management Act. We would like to highlight our **view** that this should be fully integrated into the LTMA framework with the NZ Transport Agency making decisions (rather than the Minister) and for rail investment projects to be prioritised through the Regional Land Transport Plan (RLTP) process. If rail was fully integrated into the land transport planning framework (as roading activities are), it would enable regions to understand proposed investment and adequately plan for it in our RLTP's.



The RTC **notes** that the draft GPS is aspirational in its intent to increase the focus on alternative modes of travel and freight movement and reduce the reliance on the road network. The RTC **supports** these aspirations, however considers that in some cases, the document, particularly the funding streams is still focused on supporting roading based activities rather than place-making, active transport or public transport. The Committee would like to see the aspirations realised through increased funding and support for active transport, public transport, place-making and measures to incite behaviour change. This is discussed further under Section 2.3 of this submission.

The RTC **seeks** clarification and guidance from government on how the economic fall-out from Covid-19 will be managed in relation to the transport system. The RTC notes that this will likely have some short-term impacts on projects due to reduced revenue which will limit work programmes over the next few years. Further, we note that districts that are heavily reliant on tourism will be significantly affected by this and may take some time to recover. The RTC **suggests** that higher funding assistance rates for Councils may be required in the short-term to address this as many regions and districts are unlikely to be able to meet their local share. A short term increase in the Funding Assistance Rate (FAR) would ensure Councils are able to continue projects without increasing the local rate burden. The RTC is happy to provide additional information on what an appropriate FAR increase might be if necessary.

2. Strategic direction / strategic priorities

The RTC generally **supports** the strategic direction and priorities in the draft GPS. These flow on from the GPS, 2018 and have been refined in a way that make the priorities easier to understand and follow. However, there are some areas we feel have been overlooked or not covered in sufficient detail which could leave a gap in the funding framework and overall transport outcomes for certain regions.

The RTC **seeks clarification** on how resilience and security in the roading network will be managed. GPS, 2018 outlined resilience and security as important transport outcomes within the 2018 framework. The draft GPS's focus in relation to resilience is in the freight priority and by ensuring more transport options are available. It is the RTC's concern that the draft GPS does not adequately provide for resilience as it does not capture the critical/lifeline access function, where in some cases the only option is new roading or significant upgrades to the existing road network. An example of this is sections of the SH 1 corridor between Wellington and Palmerston North which has significant resilience issues and no viable or 'fit for purpose' alternatives.

The RTC **requests** that resilience be provided for within the strategic priorities of the GPS. It is our suggestion that resilience should be weaved through each of the four priorities as it has a role to play in the success of each priority. It would then be expected that funding opportunities be available within the activity class funding streams.

2.1. Road Safety

The RTC **strongly supports** the Road Safety strategic priority and the delivery of this through Road to Zero. We hold the same view that any DSI on our network is one too many. The RTC wishes to highlight the critical role local government will play in ensuring this priority is achieved and **seeks clarification** that ongoing support and guidance from Central



Government will be provided through the Road to Zero Action Plan and other tools to ensure engagement and commitment across the sector.

The RTC notes the new Road to Zero Activity Funding Class and changes to others mean that a mixture of activities (some of which previously had their own activity class) will be funded under this umbrella. The RTC is concerned that due to the wide list of activities falling within this activity class, some critical, but more difficult to measure activities such as road safety coordination and promotion and local road improvements will miss out on funding due to competition with other activities that have more measurable benefits.

The RTC notes the drop in the local road improvements and State Highway improvements activity classes (compared to GPS, 2018). We understand that a portion of local road improvements will now be funded through the new Road to Zero activity class. Given the make-up of the Horizons region with a larger rural area comprising of small (and in some cases quite isolated) townships and comparatively smaller urban centres to other regions, ensuring availability of sufficient funding for local road improvements is important. The RTC notes the potential for competing activities to result in some smaller but critical activities not being able to secure adequate funding and **suggests** 'ring-fencing' funding within the activity class to ensure adequate funds are available for each activity. The RTC **requests** that the funding bucket under Road to Zero be carefully considered and structured to ensure there is not only enough funding available but also fair allocation of funding across all activities falling within this activity class.

2.2. Climate Change

The RTC **supports** the focus of the draft GPS on reducing climate change. However, the RTC wishes to highlight **concerns** that the priority is too narrow, as it appears to only focus on greenhouse gas emissions and does not address some of the wider impacts of transport on the environment such as effects on water quality, erosion, loss of biodiversity etc.

The RTC **requests** that the climate change priority also take into consideration minimisation of other environmental effects from transport.

2.3. Better Travel Options

The RTC **supports** the Better Travel Options strategic priority to provide people better access to social and economic opportunities. Enabling transport choice through different transport modes that are accessible and work together is an important part of ensuring a healthy and prosperous region. The RTC is therefore motivated by the opportunities for innovation in relation to walking and cycling, public transport as well as other alternative travel modes that will arise from this strategic priority.

While the RTC supports this priority, we wish to highlight three **concerns** that, in our view, create potential inequity across the country.

1. The RTC notes the draft GPS highlights a group of key projects to achieve this priority, in particular, Lets Get Wellington Moving (LGWM) and Auckland Transport Alignment Project (ATAP). It is the RTC's concern that this will divert funding away from other parts of the system and/or country with equal or greater need of funding to achieve this priority. The RTC **requests** that reference to LGWM and ATAP be removed from the draft GPS as measures to deliver the outcomes of this priority and



measures of progress. Alternatively, the RTC **requests** that a more complete list of activities and projects be included under this priority to ensure other key projects or activities are not unfairly disadvantaged.

2. The RTC is concerned that the splitting of Passenger Transport Activity classes into two separate classes may see the bulk of funding being absorbed by larger programmes in Auckland and Wellington, meaning other parts of the country miss out. The RTC **seeks** clarification on how public transport projects will be allocated funding when outside the larger centres (e.g. Wellington, Auckland and Christchurch).
3. As noted in the introductory section of this submission, the RTC notes the aspirational intent of the GPS to shift focus from road based activities to alternatives. The aspirations and intended direction are well established in the text of the document. However, it is the RTC's **view** that this does not flow into the funding allocation for activities such as walking and cycling, public transport, place-making and behaviour change programmes to improve uptake of these modes of travel. The RTC is concerned that the expectations created by the strategic direction of the GPS will not be able to be realised at a local level, particularly in less populous regions or those with smaller urban centres due to the limited funding proposed in some activity classes. We refer, specifically, to the walking and cycling activity class which has a comparatively low level of funding available in years 1-3 and then drops further in following years. This is likely to limit investment and opportunities in this space and also does not recognise the ongoing maintenance costs associated with infrastructure.

The RTC **requests** that funding allocation and structure in the Public Transport and Walking and Cycling activity classes be considered further and additional funding allocated if possible.

2.4. Improving Freight Connections

The RTC **supports** the Improving Freight Connections strategic priority. This will help support economic development in our region and across the country as a whole. This will be particularly important as part of the recovery phase following Covid-19.

The central location of the Horizons region plays an important role in movement of freight around the North Island and equally movement of freight through our region unlocks opportunities for economic development. The RTC is therefore pleased to see this priority has been reframed and clarified from the GPS, 2018 and that it also includes rail and coastal shipping as a freight option. We see some real opportunities arising for our region in the use of rail and coastal shipping as a freight option.

While the RTC **supports** the use of Rail for movement of freight, we **seek clarification** that funding for freight movement via roads is not going to be disadvantaged where rail is not an option or where new or upgraded roading is needed to connect the two modes together. While the Horizons region has rail lines available for movement of freight, adequate road connections are important to enable safe and efficient movement of freight to or from the rail line and will be vital to the success of this strategic priority. An example of this within the Horizons Region, is the proposed Palmerston North Integrated Transport Improvements,



specifically the Regional Freight Ring Road which will be key to efficient, safe and multi-modal movement of freight around the Region, particularly as the KiwiRail Regional Freight Rail Hub project gets underway.

The RTC seeks greater emphasis be applied to the use of rural roads and local roads for movement of freight in the scenario where alternatives such as rail are not an option or where investment in roading is needed to complete the freight journey (i.e. to or from another mode such as rail or coastal shipping).

3. Conclusion

Thank you for the opportunity to provide feedback on the draft GPS. The RTC supports the overall direction and outcomes of the draft GPS. We look forward to seeing the outcomes from this consultation phase and any changes that may be made in response.

We do not wish to be heard in respect of this feedback but welcome any questions of clarification.

If there are any questions in relation to this feedback, please contact Leana Shirley, Senior Transport Planner on leana.shirley@horizons.govt.nz or Rhona Hewitt, Transport Services Manager on rhona.hewitt@horizons.govt.nz

Yours sincerely,



Rachel Keedwell
CHAIR
HORIZONS REGIONAL COUNCIL



11 May 2020

TTP0201
LMS

Ministry of Transport
PO Box 3175
WELLINGTON 6140

Attn: draft Rail Plan team

Email only to: DraftNZRailPlan@transport.govt.nz

Dear sir or madam,

DRAFT NEW ZEALAND RAIL PLAN – MANAWATU-WHANGANUI REGIONAL TRANSPORT COMMITTEE SUBMISSION

Thank you for the opportunity to provide feedback on the draft New Zealand Rail Plan (Rail Plan).

This feedback is made on behalf of the Manawatū-Whanganui 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

The Manawatū-Whanganui Region encompasses a broad area extending from south of Levin to north of Taumarunui and across to the east. Given the central location of the region, it is an important conduit of freight and people around the North Island. There are key transport corridors, both road and rail, within the region.

The RTC **strongly supports** the integration of rail into the land transport planning and investment framework. Rail is an integral part of the land transport network and with adequate planning and investment will be key to achieving the outcomes sought in the draft GPS.

1. General

On the whole, the RTC generally **supports** the strategic direction and intent of the draft Rail Plan and makes the following comments and observations in relation to the draft document for the Ministry's consideration.



The RTC notes that the draft Rail Plan was developed prior to the impacts of Covid-19 being fully realised. The RTC is aware that the effects and subsequent economic impacts mean that both central and local government are having to re-prioritise their programmes to drive economic recovery. Given the role movement of freight will play in economic recovery, the RTC is interested to understand whether investment in the rail network will be increased to help support development of rail and supporting infrastructure to increase freight movement by rail. The RTC see a real opportunity to fast-track freight movement by rail in our Region due to the connections with key rail freight networks to Wellington, Auckland, Gisborne and New Plymouth. Development of the proposed KiwiRail Central North Island Freight Hub will be key to achieving a secure and efficient distribution point for New Zealand, particularly in the North Island. However, the RTC also wishes to note that critical to the success of the Rail Hub (and any other rail hub in the region) will be development and maintenance of secure and efficient road connections, in this case the proposed Regional Freight Ring Road. It is important that the Rail Plan and GPS are aligned in this space.

Regarding the structure of the draft Rail Plan, the RTC acknowledges that the Plan does not provide a definitive list of investments for rail over the next decade or provide a funding commitment for any projects that are listed. However, the RTC notes that mention of these projects and timing provides a strong signal of Government's commitment to rail and will inform future funding decisions through both the Rail National Investment Plan (RNIP) and to some extent the GPS. For this reason, the RTC considers that the draft Rail Plan should take a further step and identify the high level priorities and opportunities for every region in the Country both in the short and long term, rather than focusing on the major metropolitan areas.

2. Strategic priorities – Part A (planning and funding framework)

The RTC **supports** the strategic priorities within the draft Rail Plan and **agrees** that rail contributes significant value to New Zealand and if performing well, will deliver positive social, economic and environmental benefits. Good planning and investment into this system will also realise the GPS goals

The planning and funding framework outlined in Part A is a good start and is clearly explained. The RTC **generally supports** the proposed planning framework and makes the following notes:

- The RTC **requests** that all regions be given the opportunity to provide feedback on the RNIP in its draft form. The RNIP outlines KiwiRail's planned three year investment, so early engagement will be key to understanding any proposed projects within each region and therefore planning/providing for these when developing or reviewing Regional Land Transport Plans (RLTPs).
- The RTC understands the reasons behind the Government's focus on the Wellington and Auckland metropolitan rail networks and the planning framework that is proposed for these areas. However, the RTC wishes to signal our **concern** that this focus is too narrow and will mean that investment opportunities outside these regions will be missed due to lack of funding. Given the Horizons' region's connection to Wellington in particular, the RTC is **concerned** that inter-regional rail opportunities in our region will not be adequately planned or invested in under the current approach.
- The RTC **suggests** that the draft Rail Plan's consideration of future opportunities be expanded to include recognition that increased passenger travel within and between regions will contribute to reduction of carbon emissions and is a more sustainable alternative to private cars. To provide for this, the RTC notes the current funding



model for passenger rail and including non-metro passenger rail model would likely need to be reviewed.

To re-iterate, the RTC **considers** rail an important part of the land transport network and if planned and adequately invested in, will play a key role in improving New Zealand's freight connections, passenger travel options, road safety and mitigating the effects of climate change. The key here is that this is applied across the Country and not just in major metropolitan areas, to avoid the system becoming disjointed.

3. Strategic Priorities – Part B (investment priorities for rail)

The RTC **generally supports** the strategic investment priorities outlined in the draft Rail Plan. As noted above, the RTC understands that the draft Rail Plan does not provide a complete list of investments for rail over the life of the Plan, however there are some investment opportunities mentioned that pertain specifically to the Horizons region which we wish to make comment on.

- 3.1. **Central North Island Freight Hub:** Page 27 outlines a list of key priorities for investment over the next decade. Given the level of effort and the benefits associated with the Central North Island Freight Hub identified for Palmerston North, the RTC **requests** that this project be explicitly identified on the list of key priorities on:

- page 27, or the future opportunities listed on page 28 and 31 of the draft Rail Plan.
- the RTC is **pleased** to note the Central North Island Freight hub is specifically mentioned under the "enabling regional development and connectivity through the PGF" as an investment priority. However, reference to key regional development projects should be mentioned throughout the Plan as they will be key to the success of improving use of Rail and subsequently economic recovery throughout the country.

- 3.2. **Capital Connection Passenger Rail Service:** The RTC is pleased to see the Capital Connection passenger service between Wellington and Palmerston North identified within the "Enhanced Inter-regional services" strategic priority. The Capital Connection is a critical and well-used service which connects people in the Horizons region with Wellington and vice versa. The RTC supports the comments that the service runs close to capacity, with approximately 135,000 passenger trips per year, but currently uses older rolling stock which is nearing its end of life and needs to be either refurbished or replaced.

The RTC wishes to re-inforce that investment in this service is a high priority in order for the service to continue. At present significant work and expense has gone into securing a short term option to keep the service functioning but additional investment is going to be required to retain this important service beyond 2025.

- 3.3. **Other investment opportunities**

Whanganui to Castlecliff rail line: The RTC **supports** reference to the Whanganui to Castlecliff rail line as an investment priority. Upgrades to this line are necessary to support resilience and reliability in this area.



Dannevirke log hub: The RTC **supports** the construction of a log hub in Dannevirke as an investment priority. This will significantly improve the impacts the region sees on our roads from forestry and logging activities.

Marton Rail Hub: The RTC **advises** that a project to construct a rail hub at Marton is under consideration by the Provincial Growth Fund. This project is associated with the development of a bioforestry plant and a district plan change to create a new industrial zone of 207 hectares. This will provide employment opportunities, facilitate movement of logs from the central North Island by rail to Wellington and provide opportunities for adding value and sustainable products from logs.

Given the opportunities associated with the Marton Rail Hub and on the basis that it is being considered by the PGF, the RTC **requests** this project be included in either the list of 'Investment Priorities' or 'Future Opportunities' on page 41 of the draft Rail Plan.

Levin Rail Hub: The RTC wishes to highlight another rail investment opportunity in our region, the Levin Rail Hub and advancing a Rail Station Access Plan for the Levin Station. These projects will identify measures to improve access, integration and functionality of the Levin Station and improve connections to Palmerston North and Wellington. Given the proximity of Levin to Wellington, it would seem logical to include this as part of the consideration of the wider Wellington metropolitan rail network.

Tourism: The RTC wishes to highlight that there are areas of the region, specifically Ruapehu which rely heavily on tourism. In this area, there are established rail corridors which could easily be updated and the number of stops increased to provide a travel option for tourists thereby injecting money into the economy for the region.

4. Conclusion

Thank you for the opportunity to provide feedback on the draft Rail Plan. The RTC supports the overall direction the draft Rail Plan. We look forward to seeing the outcomes from this consultation phase and any changes that may be made in response.

We do not wish to be heard in respect of this feedback but welcome any questions of clarification.

If there are any questions, please contact Leana Shirley, Senior Transport Planner on leana.shirley@horizons.govt.nz or Rhona Hewitt, Transport Services Manager on rhona.hewitt@horizons.govt.nz

Yours sincerely,



Rachel Keedwell
CHAIR
HORIZONS REGIONAL COUNCIL

Report No.	20-68
Information Only - No Decision Required	

NEW ZEALAND TRANSPORT AGENCY DIRECTOR'S REPORT

1. PURPOSE

- 1.1. The purpose of this report is to provide Members with an update on the New Zealand Transport Agency's regional and national activities.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the update from the Director Regional Relationships (Lower North Island), New Zealand Transport Agency.

3. FINANCIAL IMPACT

- 3.1. There is 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. Emma Speight, Director Regional Relationships (Lower North Island) will provide a presentation to the Committee on behalf of the New Zealand Transport Agency outlining regional and national activities.

7. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.