

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

Date: Tuesday, 30 March 2021
Time: 11.00am
Venue: Tararua Room
Horizons Regional Council
11-15 Victoria Avenue, Palmerston North

REGIONAL TRANSPORT COMMITTEE

AGENDA

MEMBERSHIP

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

Michael McCartney
Chief Executive

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

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

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			
FAX	06 9522 929			

TABLE OF CONTENTS

1	Welcome / Karakia	5
2	Apologies and Leave of Absence	5
3	Public Forums / Deputations / Petitions	5
4	Supplementary Items	5
5	Members' Conflict of Interest	5
6	Confirmation of Minutes	
	Regional Transport Committee meeting, 1 February 2021	7
7	Update on Regional Land Transport Plan 2021-31 Development	
	<i>Report No: 21-35</i>	11
8	General Update - Government Policy and Submissions	
	<i>Report No: 21-36</i>	15
	<i>Annex A - HRC feedback on draft Waka Kotahi Investment Proposal</i>	19
	<i>Annex B - Waka Kotahi response to HRC feedback on draft Waka Kotahi Investment Proposal</i>	22
	<i>Annex C - Submission to Hawke's Bay draft Regional Land Transport Plan</i>	25
	<i>Annex D - Draft submission to Waikato draft Regional Land Transport Plan</i>	27
	<i>Annex E - Draft submission to Greater Wellington draft Regional Land Transport Plan</i>	29
	<i>Annex F - Draft submission to Taranaki draft Regional Land Transport Plan</i>	31
9	Approved Organisation Quarterly Update	
	<i>Report No: 21-37</i>	33
	<i>Annex A - Approved Organisation Report</i>	34
10	Road Safety Update	
	<i>Report No: 21-38</i>	67
	<i>Annex A - HRC Road Safety Coordinator Activity Report Feb 2021</i>	69
11	Waka Kotahi NZ Transport Agency Director's Report	
	<i>Report No: 21-39</i>	77
	<i>Annex A - Waka Kotahi NZ Update</i>	79

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 sixth meeting of the eleventh triennium of the Regional Transport Committee (Live Streamed) held at 10.38am on Monday 1 February 2021, in the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North.

PRESENT

Cr RJ Keedwell (Chair), Mayor G Smith (Palmerston North City Council), Ms E Speight (New Zealand Transport Agency), Inspector A Gurney (NZ Police), Mr S Walker (Road Transport Association),

Via Zoom: Cr SD Ferguson, Mayor A Watson (Rangitikei District Council), Mayor D Cameron (Ruapehu District Council), Mayor T Collis (Tararua District Council), Mayor H McDouall (Whanganui District Council), Mr L Hammond (KiwiRail).

IN ATTENDANCE

Group Manager Regional Services and Information	Mr G Shirley
Manager Transport Services	Mrs R Hewitt
Committee Secretary	Mrs JA Kennedy

ALSO PRESENT

At various times during the meeting:

Ms L Shirley (Senior Transport Planner), Mrs M Smith (Senior Communications Advisor, a member of the public, New Zealand Transport Agency staff).

The Chair welcomed everyone to the meeting.

APOLOGIES

RT 21-36

Moved

Keedwell/Smith

that apologies be received from Dr S Lampkin (Active Transport/Public Transport), Mr E Christiansen (Road Users), Mayor B Wanden (Horowhenua District Council), and Mayor H Worboys (Manawatu District Council).

CARRIED

PUBLIC FORUMS / DEPUTATIONS / PETITIONS

There were no requests for public speaking rights.

SUPPLEMENTARY ITEMS

There were no supplementary items to be considered.

MEMBERS' CONFLICTS OF INTEREST

During discussion of Report No. 21-01 Adoption of Draft Regional Land Transport Plan 2021, a conflict of interest was noted from Mayor McDouall (Whanganui District Council) in regard to the Te Araroa Trail and Cycleways map.

ADOPTION OF DRAFT REGIONAL LAND TRANSPORT PLAN, 2021

Report No 21-01

Mrs Hewitt (Manager Transport Services) provided Members with an overview of the process to adopt the draft Regional Land Transport Plan, 2021-31 (RLTP) and the consultation plan. Ms Shirley (Senior Transport Planner) highlighted the key changes to the Plan which arose following consideration by both the Regional Transport Committee and the Regional Advisory Group. Although Mayor McDouall (Whanganui District Council) supported the recommendations, he noted a conflict of interest in regard to recommendation c. Regional Cycleway map. He therefore abstained from voting for recommendation c.

RT 21-37 Moved Speight/Smith

That the Committee recommends that Council:

- a. receives the information contained in Report No. 21-01 and Annexes.*
- b. approves the list of significant activities and their rank as outlined in Section 9 of this report and Section 6.1 of the draft Regional Land Transport Plan, 2021-31 attached as Annex A to this report.*
- c. adopts the draft Regional Land Transport Plan for consultation, including the updated 'Full list of activities and Te Araroa Walkway and Regional Cycleway map' tabled at the meeting.*
- d. approves the consultation plan outlined in section 11 of this report.*

Abstain (Recommendation c.): Mayor H McDouall (Whanganui District Council)

CARRIED

CONFIRMATION OF MINUTES

RT 21-38 Moved Ferguson/Watson

That the Committee:

confirms *the minutes of the Regional Transport Committee meeting held on 1 December 2020 as a correct record, and notes that the recommendations were adopted by the Council on 16 December 2020.*

CARRIED

ESTABLISHMENT OF THE REGIONAL LAND TRANSPORT PLAN 2021-31 HEARING SUBCOMMITTEE

Report No 21-02

This report established the Regional Land Transport Plan 2021-31 Hearing Subcommittee (the Subcommittee), set terms of reference for the Subcommittee, and confirmed appointments to the Subcommittee.

RT 21-39

Moved

McDouall/Cameron

That the Committee recommends that Council:

- a. receives the information contained in Report No. 21-02 and Annex;*
- b. establishes the Regional Land Transport Plan 2021-31 Hearing Subcommittee;*
- c. confirms the appointment of the following five members to the Regional Land Transport Plan 2021-31 Hearing Subcommittee:*
 - 1. Councillor Rachel Keedwell (Horizons Regional Council)*
 - 2. Councillor Sam Ferguson (Horizons Regional Council)*
 - 3. Mayor Andy Watson (Rangitikei District Council)*
 - 4. Mayor Helen Worboys (Manawatu District Council)*
 - 5. Emma Speight (New Zealand Transport Agency)*
- d. confirms the appointment of Councillor Keedwell as Chair of the Regional Land Transport Plan Hearing 2021-31 Subcommittee;*
- e. approves the Terms of Reference for the Regional Land Transport Plan 2021-31 Hearing Subcommittee, as set out in Annex A to this report.*

CARRIED

The meeting closed at 11.04am.

Confirmed

MANAGER TRANSPORT SERVICES

CHAIR

Report No.	21-35
Information Only - No Decision Required	

UPDATE ON REGIONAL LAND TRANSPORT PLAN 2021-31 DEVELOPMENT

1. PURPOSE

- 1.1. The purpose of this report is to provide members an update on the progress of development of the **Regional Land Transport Plan (RLTP)** 2021-31 and advise of key steps in the process moving forward.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 21-35;
- b. notes the hearing dates outlined in paragraph 10.3;
- c. notes the updated timeline provided in paragraph 10.4.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. No community engagement is required as a result of this item. Consultation on the draft RLTP has occurred over the period 9 February – 17 March 2021.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. CLIMATE IMPACT STATEMENT

- 6.1. This item does not directly impact climate change. However, it is acknowledged that transport has an impact on carbon emissions and climate change. The Regional Land Transport Plan is a regulatory document guiding land transport planning and investment. Climate change and carbon emissions from transport have been addressed as part of the plan development with the view to improving the level of carbon emissions being produced in the region.

7. BACKGROUND

- 7.1. 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.
- 7.2. Under the Land Transport Management Act 2003, the **Regional Transport Committee (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 **Waka Kotahi NZ Transport Agency (Waka Kotahi)** by 30 June 2021.

8. PROCESS OF RLTP DEVELOPMENT TO DATE

- 8.1. There are several key steps in developing a RLTP which require consideration, discussion and confirmation from the Committee. These are:
 - 8.1.1. Confirmation of problems/issues and benefits for the region (**Investment Logic Mapping (ILM)** exercise). **Complete.**
 - 8.1.2. Confirmation of the strategic 'front end' of the RLTP ie. the vision, issues, objectives, and strategic priorities. **Complete (confirmed at 1 September 2020 meeting).**
 - 8.1.3. Prioritisation of the work programme (10 year programme of investment activities to be undertaken by AOs). **Complete (prioritised significant activities confirmed at 1 December 2020 meeting).**
 - 8.1.4. Confirmation of the draft RLTP for consultation. **Complete (confirmed at 1 February 2021 special meeting).**
 - 8.1.5. Public consultation. **Complete (9 February-17 March).**
 - 8.1.6. Hearing and deliberation on submissions.
 - 8.1.7. Confirm the final RLTP for adoption by Council.
- 8.2. The below outlines the work undertaken since the December Committee meeting and upcoming steps in the process.

9. UPDATE SINCE DECEMBER AND FEBRUARY MEETINGS

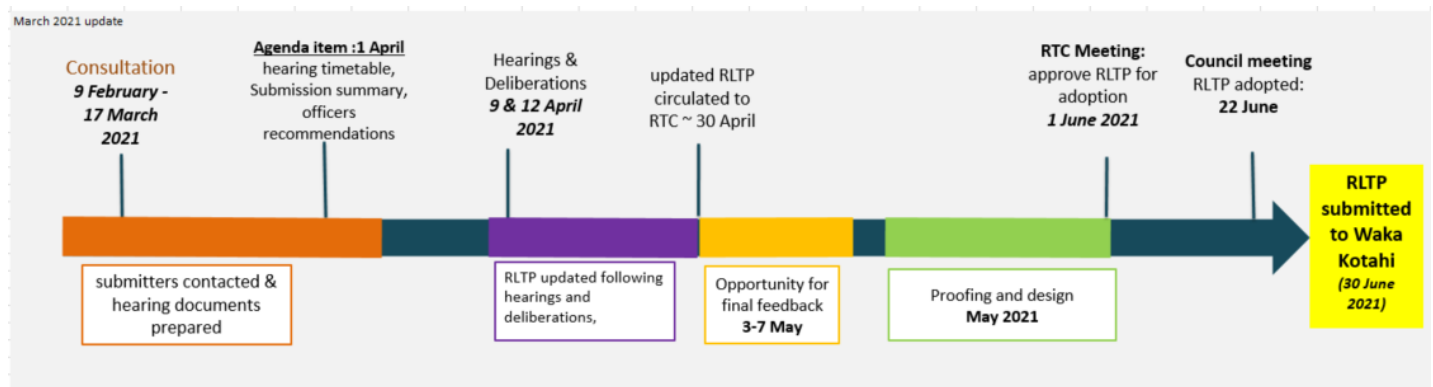
- 9.1. Two Committee meetings were held in quick succession. The meeting on 1 December 2020 was a standard meeting where the prioritised list of significant activities were prioritised. The meeting on 1 February 2021 was a special meeting held to approve the draft RLTP for consultation and establish the hearing committee.
- 9.2. Following the Committee meeting in December 2020, significant work on the draft RLTP was undertaken. Work completed includes:
 - 9.2.1. Collation of the work programme based on the activities submitted for funding via the **National Land Transport Fund (NLTF)**. Last minute changes and issues with the information provided meant this was a substantial task to complete.
 - 9.2.2. Completion of the draft RLTP including the strategic context (regional story) and strategic framework (vision, objectives, policies and transport investment priorities), and appendices following feedback from the RTC and RAG members.
 - 9.2.3. Development of consultation collateral, including newspaper adverts, a summary document outlining key information from the RLTP, social media collateral and media releases.
 - 9.2.4. Confirmation of the hearing panel and quorum to hear and deliberate on submissions to the draft RLTP.
- 9.3. The special RTC meeting on 1 February 2021 to approve the draft RLTP for release for public consultation, and establishing the hearing committee and quorum. Following this meeting the following actions have been undertaken:
 - 9.3.1. Finalising the consultation collateral (adverts and online content).
 - 9.3.2. Publicly consulting on the draft RLTP which included:

- Provision of the submission form, summary document and full Plan on the Horizons website, with a link being made available for TAs to put on their websites;
- Emails to TAs requesting they promote the RLTP on their own social media platforms and online forums;
- Social media promotion;
- Newspaper adverts;
- Hard copies of the draft plan were supplied on request.
- Emails to key stakeholders, iwi partners and interested parties advising of the draft RLTP and public consultation period.

10. TIMELINE / NEXT STEPS

- 10.1. Following the closure of the submission period, the hearing committee will meet to hear and deliberate on submissions to the draft RLTP.
- 10.2. At the time of writing this item, the submission period had just closed. The total number of submissions received is 55 which includes two late submissions. The social media campaign (specifically the sponsored Facebook post) attracted significant interest with around 200 comments received. While Facebook comments do not constitute formal submissions, it is intended to present the comments that have been received via social media to the hearing panel, with a summary of key themes for the panel to consider.
- 10.3. The key upcoming dates are listed as follows:
 - **1 April**
Agenda item circulated to the Committee covering
 - Hearing agenda (including submitter speaking times)
 - Copy of all submissions
 - Submission summary
 - Officer's recommendations
 - **9 and 12 April**
Public hearings and deliberations.
 - **30 April (TBC)**
Updated RLTP circulated to RTC members with opportunity for final comment
 - **25 May**
RTC agenda with final RLTP for approval circulated
 - **1 June**
RTC meeting to approve the RLTP
 - **22 June**
Council meeting to adopt the RLTP
 - **30 June**
RLTP must be submitted to Waka Kotahi.

10.4. The diagram below outlines the key meeting and report dates between now and completion of the RLTP development process.



11. SIGNIFICANCE

11.1. 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.	21-36
Information Only - No Decision Required	

GENERAL UPDATE - GOVERNMENT POLICY AND SUBMISSIONS

1. PURPOSE

- 1.1. The purpose of this report is to provide members with updates on various documents and consultation items released by local and central Government along with our involvement in each.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 21-36 and Annexes.

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. CLIMATE IMPACT STATEMENT

- 6.1. This is an administrative item and as such there is no climate change impact from this report.

7. BACKGROUND

- 7.1. There are a number of key documents and updates that have been released by government and agencies, 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.
- 7.2. Reports outlining a number of these key documents and policy have been provided to the Committee as regular quarterly updates. The following information provides key updates on any existing or new policy received since the last update to the Committee in December 2020.

8. DRAFT NEW ZEALAND RAIL PLAN

- 8.1. The **draft New Zealand Rail Plan (draft Rail Plan)** is a new document developed by the **Ministry of Transport (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 **Government Policy Statement (GPS)** and will guide the **Rail Investment Programme (RNIP)**.

- 8.2. The draft Rail Plan was initially released in December 2019 and called for submissions by 11 May 2020. The Committee submitted on the draft Rail Plan in May.
- 8.3. Following consideration of submissions, an updated Rail Plan was due to be presented to Cabinet (alongside the draft GPS) on 10 August 2020. The sector has been eagerly awaiting the release of a final rail plan, however no firm indications have been given on when to expect this. That said, the Ministry of Transport website advises that the Rail Plan will come into effect with the National Land Transport Programme 2021-24 (August 2021). On this basis, it is reasonable to expect that a final Rail Plan will be released within the next six months.

9. REGIONAL FREIGHT HUB

- 9.1. KiwiRail is progressing plans for a high-tech, intermodal freight hub which will help grow Palmerston North's role as a critical freight distribution centre for the lower North Island. It will support rail and road transport working together to meet the freight demand in the lower North Island, while boosting the regional economy. The project is known as the Regional Freight Hub.
- 9.2. The KiwiRail Regional Freight Hub has attracted funding from the **Provincial Growth Fund (PGF)** to design a regional growth/freight hub in the region, designate land use for rail, and commence purchasing the required land. The preferred site is partially in the North East Industrial Zone, stretching over rural land north towards Bunnythorpe. It is close to Palmerston North's major distribution businesses, and Palmerston North Airport.
- 9.3. In July 2020, KiwiRail sought informal feedback on the location of the Freight Hub prior to moving forward with the designation process. Horizons provided feedback on the proposal and has had ongoing dialogue with KiwiRail representatives.
- 9.4. In late October 2020, KiwiRail lodged its **Notice of Requirement (NoR)** for a designation in the Palmerston North City Council District Plan for the construction and operation of a new intermodal rail and freight hub. The NoR was publicly notified in February with submissions due to close on 26 March.
- 9.5. Transport staff are working closely with Horizons District Advice Teams to consider the Notice of Requirement and draft a submission outlining key matters as they relate to land transport in the Horizons region. Focus on the strategic direction of the draft Regional Land Transport Plan 2021-31 and alignment with this direction will form the foundation of our submission points on the NoR (in addition to any points raised from other areas of Horizons').
- 9.6. KiwiRail advise that after the designation is complete and land has been purchased, the next stage will be to begin planning to build the Regional Freight Hub, including any necessary resource consents, building consents and other third-party approvals.

10. MARTON FREIGHT HUB

- 10.1. On 18 August 2020, Minister Hon Shane Jones announced that the Government will help fund the construction of a rail hub in Rangitikei, dedicated to handling and transporting logs from around the lower North Island. The facility, to be built in Marton, will receive \$9.1 million from the Government's COVID-19 Response and Recovery Fund. Once complete and operational, the Marton Freight Hub will enable more efficient log transportation in the lower North Island. It is expected that the hub will create more than 80 jobs during construction, and 22 full time positions once operational. Further, the rail hub is expected to attract more commercial developments in the area and take freight trucks off the road network.
- 10.2. Further to the funding secured above, funding has also been committed by Rangitikei District Council and Rangitikei Forestry Holdings to progress the project.

- 10.3. Tenders were awarded in December to a planning consultancy and work on planning and site assessments commenced in January 2021. The next stage in this project is completion of a comprehensive development plan, due to be finished in April 2021.

11. NORTHERN EXPLORER

- 11.1. In March 2020, the Northern Explorer train service was shut down due to COVID-19. It was not reinstated when the Country came out of lockdown. Following support from local and regional councils, KiwiRail announced the Northern Explorer service would resume for the summer season.
- 11.2. It is noted, there is local and regional drive and support to change the function of the Northern Explorer from a tourist train to a passenger commuter train, which will be reliant on additional funding required to support the service and keep fares at an appropriate level. There is also support for changing the name from Northern Explorer to Northern Connector to reflect the change in purpose.
- 11.3. A high-level feasibility report, which explores possible options, is being developed. Following discussions between KiwiRail and the 19 Mayors and Chairs of Councils on the **North Island Main Trunk (NIMT)** work to refine and further develop the possible options will commence shortly
- 11.4. Any updates on progress with this project will be made available to the Committee at future meetings.

12. MINISTRY OF TRANSPORT: PROPOSED APPROACH TO SETTING OF SPEED MANAGEMENT – GUIDANCE DOCUMENT

- 12.1. The Government is developing the setting of speed limits rule (the draft rule) as part of its Tackling Unsafe Speeds programme. This is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits outside schools and will replace the Land Transport Rule: Setting of Speed Limits 2017.
- 12.2. The Ministry of Transport released a guidance document designed to provide local government and key stakeholders with visibility of the direction of the proposed changes and enable provision of additional input into drafting of the new 'setting of speed limits rule' ahead of formal consultation. It is understood that formal consultation was planned to occur in late 2020 after the general election.
- 12.3. Given the impact the setting of speed limits rule will have for our region, it is our intention to provide feedback on any formal consultation once it commences. At this stage we have not been given an updated timeframe on when consultation is likely to start.

13. WAKA KOTAHİ INVESTMENT PROPOSAL

- 13.1. The **Waka Kotahi Investment Proposal (WKIP)** outlines the programme of activities that Waka Kotahi, NZ Transport Agency propose for inclusion in the **2021-24 National Land Transport Programme (NLTP)**. This is important as it signals the level and focus of state highway investment for our region over the next 3 years, and informs a large part of the draft **Regional Land Transport Plan 2021-31 (RLTP)**.
- 13.2. The draft WKIP was released in October 2020 inviting feedback from the sector. Feedback on the draft WKIP was provided on behalf of the RTC in early December. A letter from Waka Kotahi was received in February 2021, responding to the points raised in the RTC's letter. As a result of the Committee's feedback, some changes will be made to the WKIP, along with a submission from Waka Kotahi on the draft RLTP to include various projects which are not currently included in the work programme. Other requests have been noted and some not actioned for various reasons as outlined in the response letter.

13.3. A copy of the RTC's feedback and Waka Kotahi's letter in response are attached as Annex A and B to this item.

13.4. Waka Kotahi have not provided a confirmed date for when the WKIP will be finalised.

14. HOROWHENUA DISTRICT COUNCIL – TARAİKA DEVELOPMENT MASTER PLAN

14.1. Taraika is a 420ha block of land to the east of Levin. It is privately owned by a number of different parties and has been identified as a key growth area for the Horowhenua District. Horowhenua District Council has been working with these landowners to produce a Master Plan to guide development in this area. This Master Plan will enable the development of approximately 2,500 houses (at a range of different section sizes), a small commercial area, new parks and reserves, and education opportunities. A section of this development runs parallel to the proposed Ōtaki to North of Levin (Ō2NL) corridor and intersects State Highway 57, which is a key transport corridor for the region.

14.2. Horowhenua District Council notified proposed Plan Change 4 in November 2020. Transport staff have supported members of the Policy Team in making a submission in support of the proposal with advice regarding ensuring consistency with the current and proposed Regional Land Transport Plan. We note that urban development and densification of housing are important but good land use planning ensures integration with transport network to ensure safety and access to a variety of transport options. A further submission is being developed currently and if required, transport staff will attend the hearings later this year.

15. REGIONAL LAND TRANSPORT PLANS – OTHER REGIONS

15.1. A number of other regions are also publicly consulting on their draft Regional Land Transport Plans. As is tradition, the Committee generally submits on our neighbouring region's RLTP's in support and highlights any critical projects of significance to our region.

15.2. The Hawke's Bay Regional Transport Plan submissions closed on 28 February 2021. Staff drafted and submitted on this Plan. However due to time constraints were unable to have this letter approved for dissemination on behalf of the Committee. Consequently, the submission was made by staff rather than on behalf of the Committee. A copy of this submission is attached as Annex C to this item.

15.3. Draft submissions for the Waikato, Greater Wellington and Taranaki draft Regional Land Transport Plans are attached as Annexes D, E and F to this item. Submissions on each of these Plans close in March 2021.

16. SIGNIFICANCE

16.1. 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 SERVICE

ANNEXES

- A HRC feedback on draft Waka Kotahi Investment Proposal
- B Waka Kotahi response to HRC feedback on draft Waka Kotahi Investment Proposal
- C Submission to Hawke's Bay draft Regional Land Transport Plan
- D Draft submission to Waikato draft Regional Land Transport Plan
- E Draft submission to Greater Wellington draft Regional Land Transport Plan
- F Draft submission to Taranaki draft Regional Land Transport Plan



4 December 2020

TTP:0201
LMS:RH

Waka Kotahi
Waka Kotahi Investment Proposal Team

Via email only: nltip@nzta.govt.nz

Dear Sir or Madam,

**WAKA KOTAHI INVESTMENT PROPOSAL 2021-2031 – HORIZONS REGIONAL COUNCIL
FEEDBACK**

Thank you for the opportunity to consider the draft Waka Kotahi Investment Proposal (WKIP). The purpose of this letter is to provide feedback on the WKIP, as it relates to the Horizons Region. This feedback is made on behalf of the Horizons Regional Transport Committee (RTC) which consists of representatives from:

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

GENERAL COMMENTS

The RTC are generally supportive of the priority themes and strategic direction proposed in the draft WKIP. In particular the Committee supports the regional focus for Manawātū-Whanganui on improving safety outcomes, freight connections and providing better transport options to respond climate change. The Horizons region is diverse and includes urban centres as well as large rural areas, for this reason our transport needs are highly varied. We believe these changes will play a vital role in the region's long term vision for land transport being achieved.

However, the RTC notes that while aspirational in its vision, the WKIP appears to lack commitment in the form of projects to achieve the above outcomes for the Manawātū-Whanganui region. We would like to see greater investment in projects that will deliver better transport options, lower carbon emissions and better movement of freight.

REGIONAL OVERVIEW

On the whole, we do not have concerns about the regional descriptions used to outline the transport opportunities in the region, however we wish to stress the importance in using the most up to date data when outlining population and employment statistics. The information used for Whanganui and Palmerston North in the WKIP is outdated.



In terms of the regional transport picture, the central location of the region makes it ideally situated as a freight hub but also to enable safe and efficient access for people to employment and health services.

To realise the goals of the WKIP and our draft Regional Land Transport Plan (currently under development), the region will be heavily reliant on support (financial and advocacy) from Waka Kotahi as there are multiple projects and transport modes that form part of the overall puzzle. For example, adequate and timely investment in the State Highway network is just one piece, others include development and improvement of public transport options, increased use of the rail network for freight and passenger movements and improved access to walking and cycling networks, some of which we acknowledge are not in the scope of the WKIP, but are still an important part of the wider picture.

Of particular note is the Palmerston North Integrated Transport Improvements (PNITI) which is a key project of high significance for the region. Without it, the vision to be a freight hub and provide safe movement of freight and people is significantly jeopardised. While the WKIP does not cover rail and public transport we also wish to signal the need for support from Waka Kotahi to help advocate for projects such as the KiwiRail Regional Freight Hub and Marton Rail Hub which are key to our overall success as a freight hub. We are also highlighting the need for additional support to enable improvements in the public transport network (including the Capital Connection passenger rail service) to achieve the better travel options and climate change.

TABLE 2: COMMENTS ON PROJECTS IN THE WKIP

Specific comments:

The following are some specific comments on the projects put forward in the WKIP:

- The Committee is concerned that there appears to be no project associated with improving the connectivity and efficiency of the SH1/SH3 Bulls to Sanson corridor. The safety improvements for this corridor are noted, however there are wider issues which the Committee consider require action. SH 1/3 between Sanson and Bulls is a congestion point in the New Zealand main highway route, with north, south, east and west vehicle movements.
- The Committee strongly encourages inclusion of a project in the WKIP relating to this corridor which provides for the development of a business case, design and designation in the 2021-24 phase. A project of this nature will serve the WKIP goals of improving freight connections and providing better travel options.
- The Committee is concerned that there are no improvements listed for SH57 north of Tokomaru, a strategically vital corridor with significant safety issues, that we expect will experience greater vehicle movements with the opening of Te Ahu a Tūrangā. Please confirm if there are any projects planned for this section of the network.
- The SH1 Manawatu River Bridge activity under Walking and Cycling only indicates when a SSBC will be undertaken, with no indication of when it will be implemented. The Committee requests this be planned for implementation in the 2021-24 phase due to the risks for cyclists on this stretch of the network.
- PNITI: The Committee notes sporadic investment is proposed for PNITI, but consider that the total is low and almost non-existent across the next three years (2021-24 period). This project achieves all four GPS 2021 priorities at a transformational scale and will be strategically important to the region but also New Zealand as a whole as it will improve freight connections between key ports, improve safety of the transport network and provide connections to alternative transport options such as rail which will reduce carbon emissions from freight movement. Given the value of this project, the Committee requests funding be applied in the 2021-24 phase to get this strategically important project moving.



- The "SH 3 Napier Road and Te Matai Road intersection" project relates to approximately 2 km of corridor improvements, rather than being limited to the intersection. We therefore consider the naming of this project to be misleading and suggest Waka Kotahi consider renaming. In addition, The Committee requests clarity on whether any funding is proposed for this activity in the 2021-24 phase as no project stages have been included under any of the three phases in the WKIP.
- SH4 Ore Ore Slip and corridor improvements – this is a significant resilience and access project, that is currently not identified in the WKIP. Given its importance to the region's state highway network, the Committee submits that this project should be included in Table 2 under committed activities or committed non-NLTF funded activities depending on funding source.
- It is unclear from the detail provided for the strategic business case development project, what this relates to. The Committee requests more detail be included in the description for this activity.

General comments on Table 2:

The following are some general comments in relation to Table 2 of the WKIP:

- The table needs a legend or key associated with it. We are unsure what the dash (-) next to some projects represents. We note that this symbol is listed next to the PNITI project and are concerned that it could indicate a lack of commitment. We request clarification on the meaning of this symbol.
- We note the dollar value (\$\$) associated with each project is explained in the wider WKIP (not regional summary). For the sake of simplicity and ease of understanding, the Committee requests that the \$ symbol and its associated value be provided in a legend that goes with the table.
- The Committee requests consideration of increased investment in active mode infrastructure, in line with the GPS 2021 priorities to provide better travel options and developing a low carbon transport system. Similarly, the Committee would also like to see activities that support and complement Councils investment in public transport.
- On page 102, under "Working Together", the first sentence says, "We will continue to work closely with our key partners on transport and land use matters, particularly in Palmerston North, Whanganui and Levin. – Please replace Levin with Horowhenua.
- Opportunities exist for Waka Kotahi to deliver activities collaboratively with councils. The Committee wishes to highlight our commitment to working collaboratively with Waka Kotahi and encourage Waka Kotahi to do the same to ensure the best outcomes possible for the region.

Thank you for the opportunity to provide feedback. If helpful, we are happy to meet and discuss the points raised in this submission further. Please do not hesitate to contact Rhona Hewitt (Rhona.Hewitt@horizons.govt.nz) regarding any enquiries or to arrange a meeting.

Yours sincerely,



Rachel Keedwell
CHAIR
HORIZONS REGIONAL TRANSPORT COMMITTEE



50 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100
www.nzta.govt.nz

23 February 2021

Rachel Keedwell
Chair – Regional Transport Committee
Horizons Regional Council
rachel.keedwell@horizons.govt.nz

Kia ora Rachel

Thank you for sharing the feedback from the Horizons Regional Transport Committee on the Waka Kotahi Investment Proposal. We appreciate the time and effort taken to review the document and provide your feedback.

The Waka Kotahi Investment Proposal 2021-31 outlines our investment approach for state highway maintenance and improvements, and nationally delivered programmes, such as national road safety education and advertising, research programmes and the national ticketing system.

When developing the Waka Kotahi Investment Proposal, we focused on the strategic priorities and direction from the Government Policy Statement on land transport 2021 (GPS) to ensure our proposed activities will give effect to the GPS outcomes.

We have carefully reviewed all feedback submitted and will be making additional amendments to the Waka Kotahi Investment Proposal where required.

Our responses to your feedback on the following projects are as follows:

Project	Horizons RTC comment	Waka Kotahi response
SH1/SH3 Bulls to Sanson corridor	Requests the project to improve connectivity and efficiency of the corridor on top of the safety project at the same corridor to provide for the development of a business case, design and designation to tackle the congestion point in NZ main highway route.	SH1 Bulls to Sanson Corridor Improvements/Pukenui Road Intersection is proposed for inclusion in the WKIP but not yet in the draft RLTP as approved by the RTC. We will provide a submission to seek that this be included in the RLTP.
SH57 north of Tokomaru	Please confirm if there are any projects planned for this section of the network.	We are aware of these issues, and although nothing is currently programmed for this section of the network, we will take this feedback on board as we develop our forward work programme.
SH1 Manawatu River Bridge	Requests implementation phase to be included in 21-24 due to the risks for cyclists on this stretch.	The programmed SSBC will determine the priority of this project and therefore the timing of implementation.

Palmerston North Integrated Transport Improvements (PNITI)	Requests funding be applied in the 2021-24 phase to get this strategically important project moving.	The PNITI business case is going to the Waka Kotahi Board in February. The majority of the PNITI programme for the 2021-24 NLTP is covered under the Road to Zero programme and the Enabling Streets for People programme.
SH3 Napier Road and Te Matai Road intersection	Requests a name change to address the fact that the project relates to approximately 2km of corridor improvements, rather than being limited to the intersection.	This activity has been included within the Palmerston North Urban Road to Zero package, which take a wider corridor approach. This change has not yet been incorporated into the draft RLTP as approved by the RTC. We will provide a submission to seek that this be included in the RLTP.
SH4 Ore Ore Slip and corridor improvements	Requests significant resilience and access project be included in WKIP committed activities or committed non-NLTF funded activities given its importance to the region's state highway network.	SH4 Te Ore Ore Slip is funded through emergency works and likely to be constructed next season. The longer-term improvements would still require funding. These longer-term improvements have not been identified as a high priority nationally through the Waka Kotahi resilience PBC, and unlikely to be funded through the 2021-24 NLTP due to funding constraints.
Strategic business case development project	Detail for this is unclear, request more information about what activity this relates to.	The priorities of the GPS and associated emerging policy require a reconsideration of the SH programme to maximise the impact on GPS priorities. This activity provides for reconsideration of the regional SH network in this context and development of the future SH forward programme, alongside work on the Waka Kotahi 30 Year Plan.

We note the general comments provided relating to table two in the regional summary and will make corrections in any future versions. The dash symbol listed next to the Palmerston North Integrated Transport Improvements project was simply there as there is not a corresponding number on the map (as with other programmes of multiple activities).

Thank you also for submitting your feedback to us on the non-state highway activities that are proposed for inclusion in the 2021-24 NLTP. Your detailed feedback on each of the proposed activities will help us inform which activities are prioritised for inclusion. The activities will be assessed and prioritised in the coming months, before a final list is developed and put forward for approval.

If you have additional queries or would like to discuss this further, please don't hesitate to contact me.

Ngā mihi



Emma Speight
Director Regional Relationships



28 February 2021

TTP 0201
LMS:RH

Hawke's Bay Regional Transport Committee
C/- Mary-Anne Baker, Acting Transport Manager
Via email: info@hbrc.govt.nz
Cc: mary-anne.baker@hbrc.govt.nz

Dear sir or madam,

DRAFT REGIONAL LAND TRANSPORT PLAN 2021-31 - FEEDBACK

Thank you for the opportunity to consider and provide feedback on the draft Hawke's Bay Regional Land Transport Plan 2021-31 (RLTP).

This submission has been made by officers on behalf of Horizons Regional Council. Due to timing the submission was unable to be reviewed and endorsed by the Regional Transport Committee, however will be circulated to the Committee following submission.

We would like to thank the Hawke's Bay Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.

We would also like to thank Hawke's Bay Regional Council for the continued support in following the Manawātū Gorge closure and subsequent development of the replacement route, Te Ahu a Tūrangā: Manawātū-Tararua Highway. We are looking forward to this new highway opening which will strengthen priority transport connections between the Horizons' and Hawke's Bay regions.

There are a number of current and future pressures on the transport corridors between the Hawke's Bay and Horizons regions. These include challenges and impacts associated with the use of the Saddle Road (alternative route) until the new highway is complete, as well as increased road maintenance that is going to be required in response to the large forests being harvested in the Tararua District. We also note that discussions with Waka Kotahi in relation to Napier-Taihape Road becoming a state highway (due to its increased use for movement of freight and tourism) are ongoing and would value any support available from Hawke's Bay staff or RTC members regarding this.

As alluded to above, the provision of safe, resilient and efficient connections between our two regions is vital and the importance of this is reflected in Horizons own draft RLTP (currently out for public consultation). We support the draft objectives, policies and investment priorities included in the Hawke's Bay draft RLTP, specifically those relating to safety and connectivity improvements and those relating to providing secure connections to the Napier Port. Further to the above and in light of the recent Climate Change Commission's advice, we note that there may be future opportunities that could be pursued to support the transition to lower carbon transport choices (particularly for freight) between our regions, with the existing rail line.



Thank you for the opportunity to provide feedback. We do not wish to speak in support of this feedback but are happy to provide clarification on any of the points raised if required.

Please don't hesitate to contact Rhona Hewitt (Rhona.hewitt@horizons.govt.nz) or Leana Shirley (Leana.Shirley@horizons.govt.nz) should you wish to discuss this further.

Yours sincerely

A handwritten signature in blue ink that reads 'Rhona Hewitt'.

Rhona Hewitt
TRANSPORT SERVICES MANAGER



17 March 2021

«File reference»
«Year/Accession No.» «Initials»

Waikato Regional Transport Committee
C/- Transport Policy Team
Via email: Transport@waikatoregion.govt.nz

Dear Sir/Madam,

DRAFT WAIKATO REGIONAL LAND TRANSPORT PLAN 2021-31 – SUBMISSION

Thank you for the opportunity to consider and make a submission to the Draft Waikato Regional Land Transport Plan 2021-31 (RLTP).

This submission has been made on behalf of the Horizons Regional Transport Committee (the Committee). Due to the time constraints the submission has yet to be formally endorsed by the Committee.

Firstly, we would like to thank Waikato Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.

The Committee supports the strategic direction of the Waikato draft RLTP. There are many similarities with Horizons draft Plan also currently open for submissions (closing on 17 March 2021). Given the importance of connections between our two regions, it is reassuring to see our two strategic land transport documents aligning with each other.

Of particular note is the strong emphasis on economic development/strategic corridors, safety and access and mobility. The Waikato and Horizons regions are similar with large rural-based economies coupled with strategically important land transport corridors running through each region providing important links to export ports. There are a number of current and future pressures on the transport corridors between the Waikato and Horizons regions. These pressures primarily relate to safety, connectivity and resilience on State Highway 1 (Desert Road) spanning across both regions. This is the key north/south corridor for movement of freight and people in the North Island, making it paramount that reliable, safe and efficient journeys are provided for along the road corridor.

The Committee is aware that much of the anticipated growth and focus of the Waikato region over the next 30 years is towards the Auckland and Bay of Plenty regions. This is understandable given the increasing populations of these regions as well as the proximity to the ports of Auckland and Tauranga. This should not diminish the need to continually improve the links to other regions and the Committee would like to make specific comment as follows:

1. Road links. As mentioned above, the most important roading link between the two regions is State Highway 1. The Committee has for some time has been aware of resilience and safety issues on State Highway 1 from Taupō to the Horizons boundary at the Desert Road Summit. The Committee acknowledges the safety improvements



proposed for SH 1 between Taupō and Waiouru via the draft RLTP, however submits that the project should also be extended to address resilience and connectivity pressures along this route. The current standard of the corridor between Taupō and the Desert Road Summit does not reflect the expected customer levels of service and the Committee would like to see greater commitment to improving the efficiency and resilience of this corridor in addition to safety.

2. Rail links. The Committee acknowledges and supports the draft RLTP's strategic provisions relating to supporting the use of rail for passenger and freight transport. However, we note that little mention is given to value of rail between the mid-lower North Island. The Northern Explorer passenger rail service runs between Wellington and Auckland, with stops in Otorahanga and Hamilton. At present this service is a popular option with tourists, however there is a real opportunity to change the focus of this service from tourism to a viable option for commuters within the North Island, particularly between the National Park (Ohakune) area and Auckland. A number of North Island Mayors have been collectively advocating for this change. With this in mind, the Committee requests that the draft RLTP be updated to include reference to the **North Island Regional Passenger Rail Connector** service in the *Policies and programme implementation* section of the draft RLTP (under the Access and Mobility banner).
3. Economic development/strategic corridors. It is requested that the Horizons Region be referenced alongside the other regions under programme implementation (significant inter-regional activities) for Economic development / strategic corridors. At present the Horizons region is not referenced, despite all other neighbouring regions being listed. We anticipate this is a typing error but in the event that it is not, the Committee advocates that significant projects between the Waikato and Horizons region are also important to realising the transport system's full benefit and should also be subject to support.

Thank you for the opportunity to submit. The Committee does not wish to speak in support of its submission but if required are happy to meet and discuss the points raised.

Please don't hesitate to contact Leana Shirley at leana.shirley@horizons.govt.nz or on 0508 800 800 should you wish to discuss this further.

Yours sincerely,

Rachel Keedwell
CHAIR

Copied to «Name»

Enclosures «Enclosure title»



17 March 2021

TTP:0201
2021 LMS:RH

Greater Wellington Regional Transport Committee
C/- Regional Land Transport Team
Via email: RLTPlan@gw.govt.nz

Dear Sir or madam,

**DRAFT GREATER WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021-31 –
SUBMISSION**

Thank you for the opportunity to consider and make a submission to the draft Greater Wellington Regional Land Transport Plan 2021-31 (RLTP).

This submission has been made on behalf of the Horizons Regional Transport Committee (the Committee). Due to the time constraints the submission has yet to be formally endorsed by the Committee.

Firstly, we would like to thank Greater Wellington Regional Council staff for their willingness to work with us during the preparation of our draft RLTP, in particular the support provided in determining the costs associated with the Lower North Island Rail Integrated Mobility Project and confirming the other significant inter-regional activities between our regions.

The Committee supports the strategic direction of the Greater Wellington draft RLTP. There are many similarities between the Greater Wellington draft and Horizons draft Plan also currently open for submissions (closing on 17 March 2021). Given the importance of connections between our two regions, it is reassuring to see our two strategic land transport documents aligning with each other.

The value and pressures associated with the road and rail connections between the Horizons and Greater Wellington regions are well established and the Regional Transport Committees for each Council have long been advocating for change to improve the safety, efficiency and resilience of the road corridor. Conversations in later years have also been dominated by the need to retain and enhance the passenger rail connections (currently operating as the Capital Connection service) between Wellington and Palmerston North. Collaboration and advocacy from both Councils has been successful in securing funding for the next stage of maintenance for the current service, and the business case development and procurement of new rolling stock. The Committee notes the project *"Improve long distance rail services"* ranked as priority 1 in Greater Wellington's draft RLTP. The Committee wishes to highlight its **strong support** of this project and its associated rank, given the value this service provides in connecting people and providing a lower carbon transport option.

We also **support** all safety and resilience projects associated with improving the inter-regional connectivity of the existing State Highway 1 road corridor. The safe and efficient functioning of this corridor, and provision of walking and cycling as part of this network, is critical to our Region's economic development and the social wellbeing of our communities.



Thank you for the opportunity to submit. The Committee does not wish to speak in support of its submission but if required are happy meet and discuss the points raised.

Please don't hesitate to contact Leana Shirley at leana.shirley@horizons.govt.nz or on 0508 800 800 should you wish to discuss this further.

Yours sincerely,

Rachel Keedwell
CHAIR



17 March 2021

«File reference»
«Year/Accession No.» «Initials»

Taranaki Regional Transport Committee
C/- Chief Executive
Regional Land Transport Plan submission
Taranaki Regional Council

Via email: transport@trc.govt.nz

Dear Sir/Madam,

DRAFT TARANAKI REGIONAL LAND TRANSPORT PLAN 2021-31 – SUBMISSION

Thank you for the opportunity to consider and make a submission to the draft Taranaki Regional Land Transport Plan 2021-31 (RLTP).

This submission has been made on behalf of the Horizons Regional Transport Committee (the Committee). Due to the time constraints the submission has yet to be formally endorsed by the Committee.

Firstly, we would like to thank the Taranaki Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.

The Committee supports the strategic direction of the Taranaki draft RLTP. There are similarities with the strategic focus of Horizons' draft Plan which is also currently open for submissions (closing on 17 March 2021).

The Committee supports the Taranaki draft RLTP's vision of *"A vibrant, resilient and connected region, with safe roads enhancing liveable places"*. In particular, we support the concept of integration across the whole of the transport system and ensuring inter-regional connections are safe and resilient. Transport priorities, objectives and policies relating to effective and efficient strategic road and rail corridors and the removing constraints on inter-regional corridors is notably supported. There are a number of current and future pressures on the transport corridors between the Taranaki and Horizons regions. These pressures primarily relate to safety and efficiency of the key routes between our regions and we are supportive of the draft RLTP's focus in these areas, and encourage investment in the State Highway network along this route.

The Committee would like to draw attention to the proposed Marton Rail Hub, which has secured government funding for the development of a debarking facility and forestry hub. Planning for this project is well underway and once up and running, the Marton Rail Hub will act as a key logistics point for log transport to North Island Ports such as Port Taranaki. The Committee therefore **supports and encourages** the investment in road and rail connections surrounding Port Taranaki to ensure safe and efficient connections to the Marton Rail Hub.



Thank you for the opportunity to submit. The Committee does not wish to speak in support of its submission but if required are happy meet and discuss the points raised.

Please don't hesitate to contact Leana Shirley at leana.shirley@horizons.govt.nz or on 0508 800 800 should you wish to discuss this further.

Yours sincerely,

Rachel Keedwell
CHAIR

Report No.	21-37
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. 21-37 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. CLIMATE CHANGE IMPACT

- 6.1. While this report covers matters relating to land transport, which is known to have an impact on climate change, the report itself is administrative and for information purposes only. For that reason it is considered there is no direct climate change impact as a result of this item.

7. BACKGROUND

- 7.1. A copy of the Approved Organisation report is attached as Annex A.
7.2. Members from Horizons Regional Council and each of the Territorial Authorities will speak to this report.

8. SIGNIFICANCE

- 8.1. 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 Organisation Report

Regional Transport Committee

Approved Organisation Update: March 2021

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

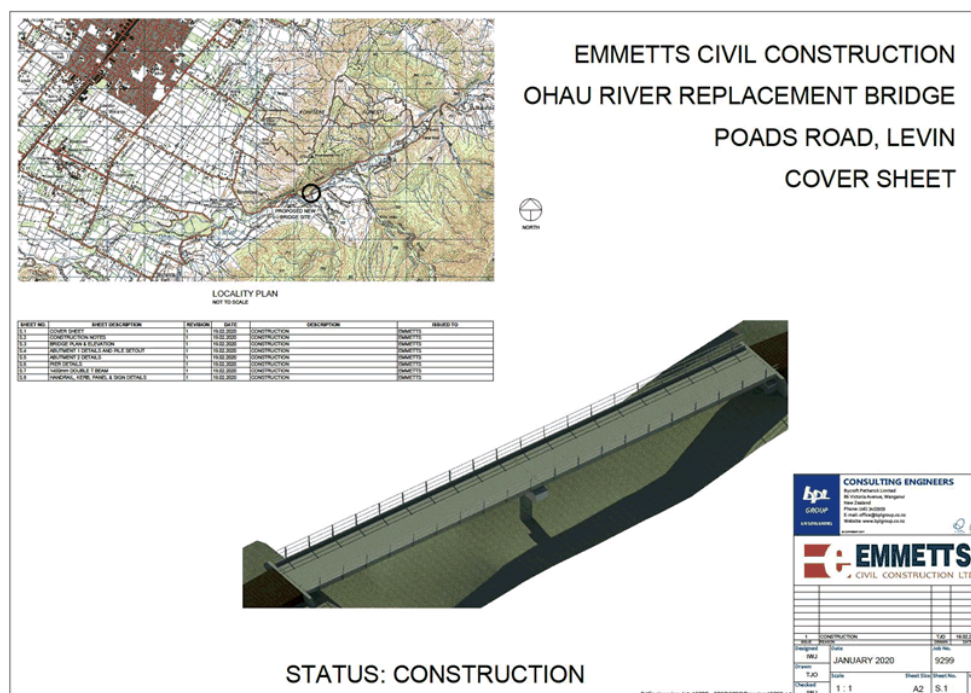
The 20/21 resurfacing program had some delays but was completed in February.

The footpath renewal program is 95% complete.

The 20/21 AWPT sites have begun with most of them being already completed:

- Waitarere Beach Road has been completed.
- Arawhata Road, Wylie Road and Ashlea Road rehab sites have also been completed
- Koputaroa Road site has an underpass being installed, which is expected to be completed by end of April.

Bridge Replacement Program has commenced with Poads Road Bridge replacement underway and is expected to be completed by end of April.



2. WALKING AND CYCLING

The Levin Town Spine Shared Pathway design is complete and the project is approved in principal and moving to stage 2 of KiwiRail's approval process.

Queen Street West and East Shared Pathway design is complete and road works on the East side have been completed. West side road works is currently on going.



3. ROAD SAFETY

Queen Street Improvements - Oxford Street to Salisbury Street

The project scope is to improve pedestrian and cyclist accessibility within Levin's town center on Queen Street, while also rehabilitating the failing road pavement and surface and replacing water reticulation infrastructure. This project was successful in attracting funding through the Provincial Growth Fund. This project is now completed.



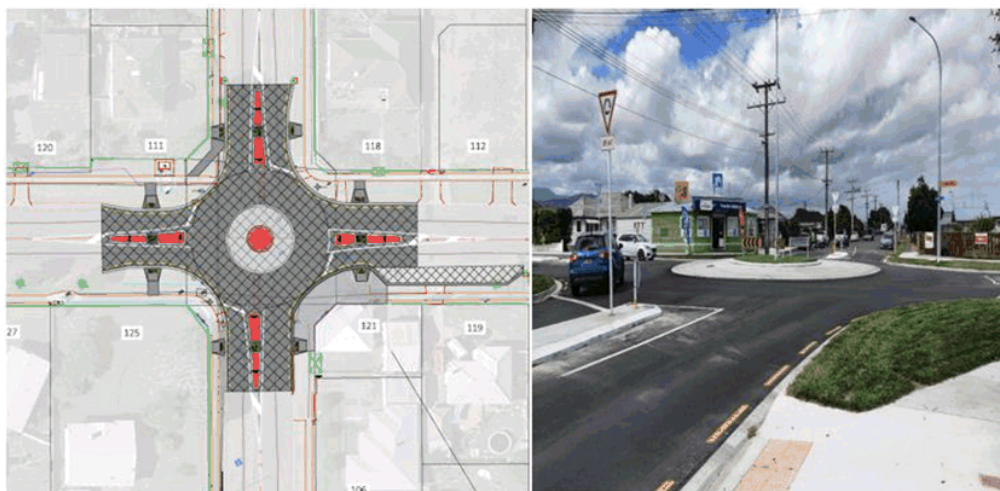
Street design



Pedestrian refuges on Queen Street

Queen Street – Tiro Tiro Roundabout

The project scope is to improve safety of an unsafe intersection by building a new roundabout while replacing water reticulation infrastructure. This project was successful in attracting funding through the Provincial Growth Fund. The project is now completed.



Liverpool Street Improvements – Bartholomew Road to Balmoral Street

The project scope is to improve safety of pedestrians as there is a history of pedestrian vs car incidents and this intersection is used by school children. This will include improving pedestrian crossing points, replacement of the footpath and an upgrade of the underground services at the same time as we rehabilitate the road.

Traffic Calming

Traffic Calming Projects are in place to help slow down traffic on roads which have been investigated/reported as dangerous from drivers speeding down. The idea is to visually narrow

road and give the effect that slower speeds are needed for traffic. Works on Andrews Street in Foxton, Grey Street in Shannon and Tiro Tiro Road in Levin South have all been completed.



Raised Kea Crossing on Grey Street in Shannon



Raised Crossing on Tiro Tiro Road in Levin South

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. Engagement between Waka Kotahi NZ Transport Agency and Council on this project has been extensive, well planned and extremely valuable for both organisations.

Safe Network Programme (SNP)

HDC are collaborating with Waka Kotahi in the planning, design and delivery of the Safe Network Program in the district, both on Local Roads and State Highways.

One example of this collaboration is a project to improve safety and access to community centers such as Schools and Marae. HDC has been able provide assistance by engaging with stakeholders and Iwi partners where there are strong existing connections with Council. Council is also able to provide more efficient and effective investigation and design assistance with HDC's local knowledge and in-house design capability.

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

1. PUBLIC TRANSPORT

COVID-19

With recent changes in alert levels, staff and bus operators have responded as required to ensure necessary regulations are met. The most recent change is the mandatory use of face masks on public transport for both drivers and passengers at all alert levels. Exceptions apply for passengers of certain age groups or with health conditions. Taxi drivers for companies operating under our Total Mobility Scheme are also required to wear a face mask at all alert levels, however their passengers are not. Anecdotal reports from drivers and passengers are that the majority of people are adhering to these requirements.

Under alert level 1, all services operate at normal timetables with no restrictions on capacity.

Patronage is currently at approximately 73% of normal levels (comparing July – December 2020 with the same period in 2019). The July 2020 forecast estimated patronage to be at 80% of pre-covid levels at this stage in recovery. However, the impact of Covid-19 has been significant and recovery is slow, with the biggest impact seen across tertiary and child users. This trend is consistent with others across the country.

Officers continue to participate in sector discussions on the response to COVID-19 and respond to any changes. A plan is in place for levels of service, should the alert level change.

Contracts

Service reviews:

- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19. The review has been extended with a revised completion date of late 2021/early 2022. A Technical Working Group has been established, with membership being officers from PNCC and Horizons. A Governance Group of political representatives provides oversight of the review. The Governance Group met in November 2020 to discuss the review vision and principles. Guidance from this meeting will be utilised by the Technical Working Group to develop network options for consideration at the next Governance Group meeting in April 2021. Consultation is planned for mid-2021.
- Following the introduction of new services and a new bus operating contract in Whanganui at the end of 2019, officers have assessed and made minor adjustments to the timetable, services and information to improve customer experience. These improvements were rolled-out from mid-January 2021. The Whanganui Advisory Group has been re-established and met on 3 February 2021.
- A mid-term review of the Feilding Around Town / Feilding to Palmerston North service was completed in 2020. A number of changes to the service were approved, with the primary change being the commencement of a Feilding only (Orbiter) service which travels around the Feilding township in addition to the Feilding to Palmerston North connector service. The Feilding Public Transport Advisory Group is working on an implementation programme, which involves seeking additional funding via the Long Term Plan process to enable the full suite of improvements to be implemented for this service.

Timetable changes

- A new timetable launched in Palmerston North on 6 December to implement the requirements of the Employment Relations Amendment Act 2018. Customer feedback on the changes will be recorded with a view to potentially making timetable tweaks (within the constraints of the legislative framework) if required.

- An updated timetable also launched in Whanganui on 18 January 2021. The updated timetable included improved route numbering and naming aimed at making the services easier to understand, and two small route changes to improve safety and access. As part of this project 40 bus stop sites were upgraded with on-street information to assist with ease of understanding of the services operating within each area.

Electric Bus

On 24 February 2021, a launch event was held to celebrate the new electric bus being brought into Transitz's Palmerston North fleet. This bus is now a permanent part of the fleet running the Palmerston North Urban services.

Bee Card

- Full fares and concessions were reintroduced on 28 September 2020
- Cards cost \$5 with a minimum \$5 top-up
- The Auto top-up feature was successfully launched in November 2020.
- A Massey pilot ran over the summer semester, with the roll out of Bee Card to all Massey staff and students commencing on 15 February.
- 18,202 Bee Cards issued to date with a 42% registration rate.
- From 20 July – 31 December 2020 the regional total of trips made using Bee Card was 62%.

Lower North Island Passenger Rail Project

Led by Greater Wellington Regional Council (GWRC) this is a collaborative project involving Horizons, Waka Kotahi NZ Transport Agency, KiwiRail and Transdev, exploring the procurement of a low/zero carbon Lower North Island commuter fleet.

This is envisaged as the future of mobility across the Greater Wellington and Manawatu regions where it will connect Wellington to the Wairarapa and the Manawatu with modern and reliable trains. These trains will replace the aging locomotive-hauled Wairarapa and Capital Connection carriages which are nearing the end of their service lives, and enable improved service capacity and frequency on both lines during both the peak and off-peak.

Development of the Detailed Business Case (DBC) is underway and it will build on the Indicative Business Case (IBC) completed in December 2019. The DBC is being underpinned by an international rolling stock market sounding (April 2021), and the development of a number of detailed investigation reports. The final DBC and funding application are expected to be completed July 2021.

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 is provided in a separate item in this agenda.

3. TRANSPORT PLANNING

Work on development of the Regional Land Transport Plan (RLTP), 2021-31 is well underway with the draft RLTP adopted for public consultation at a special Regional Transport Committee meeting held on 1 February. Public Consultation commenced on 9 February and closed 17 March. At the time of writing this update, 7 submissions had been received, with more expected as the consultation period nears the end. Hearings are scheduled for 8 and 9 April, with deliberations occurring upon completion of the public hearings.

The Regional Advisory Group and Regional Transport Committee have played pivotal roles in developing the draft RLTP out for consultation today. Development of the RLTP is a substantial piece of work which will require further, regular input from the Committee and stakeholders prior to being adopted by 30 June 2021.

Staff continue to be actively engaged in the Local Government Transport Special Interest Group RLTP Leads work stream, which meets fortnightly. The purpose of this group is to discuss/share

information coming from government around RLTP development, and work collectively to advocate to Waka Kotahi and government around any issues or additional support required.

In addition to the RLTP, focus continues to be on supporting the advancement of the following key initiatives which will impact land transport in the region:

- Te Ahu a Tūranga: Manawatū Tararua Highway.
- Ōtaki to North of Levin Expressway (Ō2NL).
- Palmerston North Integrated Transport Initiative (Regional Freight Ring Road).
- KiwiRail Regional Freight Hub
- Capital Connection - Inter-regional Passenger Rail services between the Horizons and Greater Wellington regions
- Accessing Central New Zealand Governance Group meetings, with the most recent meeting held on 12 February 2021.

The Transport Planning team also keep a regular watch on local and central government policy changes and submit where required. Some key central and local Government policy the team are keeping a watch on are:

- The Climate Change Commission's draft advice released earlier this year. We are actively supporting the policy team in advising and supporting the submission being drafted in response to this advice
- Land Use Development proposals for Levin (Tara-Ika) – supporting the Policy team with advice as it relates to land transport and our RLTP strategic direction
- Submissions to neighbouring region's draft RLTP's.

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.

A MoU with Waka Kotahi NZ Transport Agency for OW Permits: Council have requested an agreed procedure from Waka Kotahi on uploading the data into HSIMS.

3. RENEWALS

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

Seal designs are ongoing. Some AC sites have been programmed for next month weather permitting.

Reseals: 53km of reseals are complete.

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 2020-21 are:

Project	Length (m)	Start	Finish	Comments
Tangimoana Rd RP10220-11023	803	6 July 20	5 Aug 20	Complete
Taylor Rd RP2863-3059	196	8 July 20	31 July 20	Complete
Penny Rd RP1011-1433	422	20 July 20	7 Aug 20	Complete
Finnis Road RP0-2012	2012	Aug 20	Oct 20	Complete
Taonui Road RP14595-15869	1274	Aug 20	Sept 20	Complete

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

Project	Start	Finish	Comments
Bainesse School RTBs Construction	24 Sep 20	30 Oct 20	Complete
Makino-North Pedestrian Xing Upgrade	July 20	Aug-20	Complete
Ashhurst Rd: Kelvin Grove & Watershed Rd Intersections	Jan 21	Apr 21	Watershed Complete Kelvin Grove commenced
LED Upgrade	July 20	Jun 21	Underway
Rongotea School Tyne St Ped Xing	Apr 21	May 21	Awaiting price from contractor.
Severn St speed humps	Apr 21	May 21	Awaiting price from contractor.
Kiwitea School Footpath	Mar 21	Apr 21	Awaiting price from contractor.
Cemetery Road PW Signage upgrade	Jan 21	Jan 21	Complete
Colyton Road PW Signage upgrade	Feb 21	Feb 21	Work Programmed
Valley Road PW Signage upgrade	Apr 21	Apr 21	Work Programmed
Watershed Road PW Signage upgrade	Mar 21	Mar 21	Work Programmed
PVE/Churchill Intersection Imp	Feb 21	Feb 21	Complete
South St Lighting	Mar 21	Apr 21	Underway
Church St / Grey St Intersection Crash severity mitigation	2021-22	2021-22	Design underway
Halcombe Road Seal Widening	2021-22	2021-22	Design underway
Halcombe Rd. Crossing point	TBC	TBC	Awaiting feedback from Halcombe Community Committee.
Sandon Rd Curve Improvement	TBC	TBC	Land entry required

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
Makawakawa bridge S202 handrail/kerb blocks	3 Nov 20	Mar 21	Handrail complete. Casting kerb blocks.
Makiekie Bridge S214 strengthening and deck repair	3 Nov 20	31 Nov 20	Complete
Hurst road S70A base replacement	Sept 20	Sept 20	Complete
Umitoi north S299B wing wall strengthening	Jan 21	Feb 21	Complete
Awahou south S5B gabions and stream re-alignment	Dec 20	Jan 21	Complete
Otara road S172 secure deck and renew joints	Mar 21	Jun 21	Complete
South Street Bridge S409B	Sept 20	Sept 20	Complete
Kakariki Bridge Joint renewal	Mar 21	June 30	Awaiting Expansion Joints

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

Project	Start	Finish	Comments
Rongotea Road (S243A)	Feb 21	Mar 21	RMA consent approved
Rongotea Road (S241A)	Feb 21	Mar 21	RMA consent approved

Mangaweka Bridge:

Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. have negotiated a mutually agreed upon MoU for the ongoing management of the historic bridge. The MoU is now with Mangaweka Heritage Incorporation to sign.

Achievements/Activities since last status report

- Remaining site clearance (under new consent)
- Relocation of Mangaweka water main
- Constructed foundations for both abutments
- Constructed the foundations for both Piers
- Completed environmental controls
- Completed Archaeological clearance

Activities to be started/completed or in progress over the next month:

- Construct Abutment Wing Walls
- Install scaffolding and shore loading around pile columns
- Steel arrives in New Zealand
- Issue shop drawings
- Manufacture beams

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
PVE culvert 194A void filling, clearing culvert	Feb 21	April 21	50% Complete
Makawakawa bridge S202, aggrading stone removal	Oct 20	Oct 21	Complete
Mangamako road S133 retaining wall replacement	Jan 21	Feb 21	Complete

5. OTHER PROJECTS

Port St East Rural to Urban Upgrade: Physical works commenced in October 2019, and Practical Completion was achieved 21 October 2020.

Feilding to Palmerston North cycle way

- 50% i.e. 2.0 km of cycle way is expected to be complete by April 2021.
- The extension of 3 box culverts is expected to be complete by the end of May 2021.
- RMA Consent application being prepared for a cycle way bridge across the Taonui Stream
- Obtaining prices for design and build for a cycle way bridge across the Taonui Stream.

Churcher St Rural to Urban Upgrade: Design underway.

Turners Road: Land acquisition negotiations and design are ongoing.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS:

Contract Re-Tender

Council has recently completed the re-tender process for its Road Maintenance, Renewal and Minor Capital Works contract. Negotiations are being finalised with a preferred tender. Subject to agreeing several scope and personnel elements it is hoped to confirm award of the contract by the end of March. The contract is for an initial period of 3 years with 2 subsequent 3-year extensions possible. The indicative value of the contract is \$43million for the 3 year term.

Re – Seal and Pavement Renewal Programmes

The 2020 / 2021 Re-Seal programme is underway and is scheduled for completion by the end of the third quarter of the financial year. Re-sealing of 27km of the road network is planned for this year, and as of 11 March 2021 the programme is 95%.

The pavement renewal programme has been delayed due to servicing conflicts and budgetary constraints. A programme of 4 sites is currently in final design with works planned to be commenced in April.

The annual programme of line marking for the city is complete and the final package programme of drainage and kerb and channel renewals has been issued to the concrete works panel for completion in Q2 and Q3 of the financial year.

Other routine maintenance and cyclical works are tracking to budget. This year special attention has been given to completing maintenance works in association with renewal work to optimise the investment in traffic management and deliver full corridor refurbishment.



Pavement Sealing Work on Tennant Drive South of Massey University

Footpaths Renewals

In excess of 500 site specific footpath renewals have been completed across the network, in line with the targeted approach to address high priority faults. The renewal programme budget of approximately \$1m has been expended.

Footpath maintenance work continues on a reactive basis focusing on emergency & high priority footpaths faults as they arise.

2. CAPITAL PROGRAMME

Most components of the Capital Upgrade programme of work for 2020-21 are currently under construction or scheduled to commence soon. The specific projects are as follows:

2.1 Road Safety Projects

Monrad Street/Pencarrow New Roundabout

The roundabout is currently under construction and is scheduled for completion by July 2021.

Pioneer/Lyndhurst/West Safety upgrade

This project is to improve road safety by restricting the straight through and right turning movements from West Street and Lyndhurst Street, which will eliminate conflicting movements associated with the multi-lane wide road. Construction is scheduled to commence in April.

Benmore Avenue Traffic Calming

Construction has commenced for raised speed platforms along its length to reduce vehicle speeds. The project is currently under construction and is scheduled for completion by July 2021.

Park Road/Cook Street/Esplanade Entrance Intersection Upgrade

The tender has been awarded for the construction of a signalised intersection with an improved entrance to the Esplanade Reserve. Construction is scheduled to commence from 24 March 2021.

Bunnythorpe Ashhurst Road Right Turn Bays at Kelvin Grove Road and Watershed Road

The project is currently being undertaken jointly with Manawātū District Council. It is scheduled for completion by April 2021.

2.2 Active Transport Projects

Summerhill Drive Cycleway

Council approved the option for separated cycle lanes with indented parking and a flush median. The works will include installation of cycle separators to protect cyclists in what is a higher speed urban corridor. Construction of the indented parking is scheduled for May 2021 with line marking and separators to be installed in June.

Ruapehu Drive Pedestrian Safety treatment

Construction scheduled to commence in April 2021 for a raised pedestrian/courtesy crossing.

Wood Street Pedestrian Safety treatment

Construction commenced in March 2021 of a raised pedestrian refuge island, with completion scheduled for April 2021.

Mihaere Drive Footpath and Kea Crossing

A 580m footpath on the south side of the road has been constructed connecting Roberts Line to the industrial area on Mihaere Drive outside Cornerstone Christian School. In addition to this, a kea crossing for the school is planned which is scheduled to be constructed over Easter.

Mulgrave Street, Ashhurst Footpath

A new footpath is planned for construction between Hillary Crescent and Cambridge Avenue on the south side of the road. The 200m footpath is scheduled to be complete by July 2021.

3. EMERGENCY WORKS

No emergency works undertaken to-date.

4. PLANNING

4.1 Walking and Cycling

Urban Cycle Master Plan

Under Council's Urban Cycle Master Plan, three projects were proposed to be delivered in 20/21. These are

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

Due to more demanding requirements from Council for stakeholder engagement and community consultation, these projects will be delayed with delivery in 2021/22 following completion of the consultation and any consequential amendments to the design.

Manawatu River Pathway (Ashhurst to City)

To complete the remaining section of the Manawatu River Pathway, easement or corridor agreements are required for four remaining property owners. Informal negotiations have been unsuccessful, and Officers will be seeking a formal Council resolution to proceed to acquire the necessary land through the Public Works Act.

Palmerston North to Bunnythorpe Shared Pathway

Planning and design work continue on the PNCC portion of the Feilding to Palmerston North shared path. The project has been complicated by the recently announced KiwiRail Regional Freight Hub which overlaps some of the original pathway alignment. Negotiations as part of the Notice of Requirement (NOR) are continuing to develop an alignment and design which can be accommodated by the Freight Hub but still meet the outcomes of PNCC for the project.

4.2 Transport

Ferguson Street Two Laning and Traffic Signals

The two laning of the remaining section of Ferguson Street on the ring road is being progressed to detailed design ahead of final engagement and tendering for delivery in 2021/22. The works will include installation of new traffic signals to improve safety and access around the CBD.

Richardson's Line Roading Upgrades

With a recent upsurge in interest in land development in the North East Industrial Zone, concept design work for an upgrade of Richardson's Line has been completed to inform LTP funding requests and enable commencement of detailed design for the corridor. Work will include extension of water supply and wastewater networks to service the new development planned for the area.

Kairanga Bunnythorpe and Ashhurst Road Bridges

Following the recent submission of the PNITI Programme Business Case to NZTA's Board in February 2021, PNCC are advancing preliminary scoping of geotechnical investigation work to support renewal and strengthening of critical bridges on the Ring Road corridor. The work is intended

to enable early and cost-effective procurement of bridging capital works in year 1 of the RLTP should the funding be approved.

In addition, PNCC are working with NZTA to develop an implementation plan for the programme which will assist with advancing some early packages of work and clarifying the type and nature of any further business case work.

Te Awe Awe / Albert Street Roundabout Upgrade

This project has been deferred due to the unexpectedly high tender prices received. Officers are currently investigating the feasibility of altering the treatment from a roundabout to traffic signals.

4.3 Road Safety

Roberts Line/Railway Road Intersection

The Southern approach (Roberts Line) of this intersection is proposed to be closed at the Rail Line in response to recent multiple fatalities at this intersection. Consultation regarding the closure is scheduled to take place in April and depending on the nature of any feedback and submissions, it is hoped that the closure can be implemented early in the next financial year.

Low Cost Low Risk

Under PNCC's low cost low risk programme, there are number of road safety projects that have been submitted to NZTA for subsidized funding for the 21-24 NLTP period. The projects put forward for 21/22 are typically based around:

- Improving safety around schools;
- Walking and cycling Improvements;
- Intersection safety Improvements;
- Traffic calming.

Speed Limits Bylaw Review

In December 2020, Council approved the implementation of speed limit changes under stage 1 of the speed limit bylaw review. The changes have been in consultation over the last 2 years and involve of speed limit reductions around Ashhurst, Tennent Drive, Milson, Bunnythorpe and Pahiatua/Aokautere. Change to the speed limits are scheduled to be implemented in early April.

Initial planning is being undertaken for Stage 2 of the Speed Limit Bylaw Review which will consider:

- School Speed Limits
- Lower Speed Limits for the Palmerston North CBD
- Other changes identified through stage 1 but deferred

5. INNOVATING STREETS – WAKA KOTAHI, NZ TRANSPORT AGENCY

PNCC received funding approval for five projects under Waka Kotahi NZ Transport Agency's innovating streets project. The purpose of these projects is to trial temporary treatments which will create behaviour change and promote walking and cycling.

Main Street separated cycle ways between Pitt St and Botanical Rd

This project is to deliver a temporary cycleway on Main Street/Pioneer Highway and is aimed at encouraging more people to cycle. The design has been approved for implementation by Waka Kotahi with delivery scheduled to occur in early April.

George Street temporary road closures.

George street is planned to be closed to traffic over a series of four Sundays to trial the impact of pedestrianizing the street and prioritising public space over traffic movement. The space will be given over to local businesses and public to use.

Hokowhitu Village – streetscape improvements for pedestrians and cyclists.

This project will implement traffic calming on the roads outside Hokowhitu Village giving more emphasis to place rather than movement. The project is in design with delivery planned for May.

Ruha Street – Greenway and traffic calming treatments

This project will involve traffic calming of the street to improve the environment for pedestrians and cyclists. Community engagement is planned to be undertaken in April, with the delivery planned to occur before July 2020.

Square Edge – Placemaking Improvements

Some work to modify the pavement edge is planned in the vicinity of Square Edge to improve the environment for pedestrians. Community engagement is currently being undertaken.

6. COMPLETED WORKS

College Street Transport Upgrade

The College St transport upgrade has now been completed. The works included indented parking and bus bays, resealing of the road as well as wider and buffered cycle lanes extending some 3.2 km from Fitzherbert Ave through to Maxwells Line.

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

1. EMERGENCY WORKS

Event	Start	Completion Due	Comments
July-18, Turakina-3 south of Drysdale (Construction)	Mar 21	May 21	Resource Consent approved. Work Programmed to start in March
Apr-18, Turakina-2 north of Macleay's, dropout (Construction)	Mar 21	May 21	Resource Consent approved. Environmental controls completed and earthworks has started

2. MAINTENANCE

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

50km of reseals are programmed for this financial year. 50% Complete. Works are expected to be complete by March 2021.

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	Finish	Comments
Parewanui Rd	1700	July 20	Sept 20	Complete
Tutaenui Rd	240	Nov 20	Dec 20	Complete

Structural Component Replacement

Location	Start	Finish	Comments
Turakina Valley Road 3 – Culvert 106	Jan 21	Jan 21	Complete
Kaimatawi Road - McDonnell	Jan 21	Mar 21	Replace wing walls
Koeke Road- McCarthys	Jan 21	Mar 21	Replace Wing Wall
Parawanui Rd. Paulins Bridge	Mar 21	Mar 21	Scour protection
Mangarere Road - Mangarere	Nov 20	Mar 21	Design protection and reinstatement of damage cable sheathing.
Whangaehu Beach Road- Connors Bridge	Feb 21	Apr 21	Design remedial works.

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	Finish	Comments
Spooners Hill Road and Pukemapou Road – roadside obstacles.	Jul 20	Aug 20	Complete
LED Upgrade	July 20	Feb 21	Complete
South Makirikiri School Active signage	Jan 21	Jan 21	Complete
Neumans Line RP0862 – 1102	Nov 20	Dec 20	Complete
Pungatawa Rd. (RP6500-6840)	Feb 21	Mar 21	Complete
Network resilience work	Mar 21	Jun 21	Draining slip zones
Okirae Road bluffs	Feb 21	Jun 21	Awaiting geotech report
Jacobsens Bridge- Rock Rip Rap	Oct 21	Jun 21	Design works and obtain RM Consent.

Bridges

Bridge	Start	Finish	Comments
Bridge Capacity Assessments	Oct 20	Apr 21	Continuing with the programme.
Inspection Unit 15 bridges	10 Sep 20	16 Sep 20	Complete
Kuripapango (Bdy) Strengthening to HN-HO (HMPV) capacity (50:50 with HDC).	Mar 21	May 21	HDC awarded contract to Concrete Structures

Mangaweka Bridge

Rangitikei and Manawātū District Councils and Mangaweka Heritage Inc. have negated a mutually agreed upon MoU for the ongoing management of the historic bridge. The draft MoU for the old Mangaweka will be presented to MDC on 17 December 2020.

Achievements to date

- Site cleared
- Completed environmental controls
- Completed Archaeological clearance
- Relocated Mangaweka water main
- Constructed foundations for both abutments
- Constructed the foundations for both Piers
- Activities to be programmed for March:
- Complete construction of Abutment Wing Walls
- Install scaffolding and shore loading around pile columns
- Steel for beams arrives in New Zealand
- Issue shop drawings
- Manufacture beams

Taihape – Napier Road

- The Draft Report is complete and a copy has been provided to the Mayor and the CE for information.
- The report was presented in December 2020 to Hastings DC and a representative of Waka Kotahi.
- The report will be presented to RDC in April, a representative of Waka Kotahi will be invited.
- In the interim the identified improvement programme has been included in the 2021-51 Programme Business Case for Waka Kotahi's consideration.

Kuripapango Boundary Bridge Strengthening; Taihape – Napier Road:

The Bridge is under the control of Hastings District Council with Rangitikei District Council (RDC) contributing 50% of the cost under a formal Boundary Bridge Maintenance Agreement.

The bridge is to be strengthened to carry full HPMV loading. The works involve the supply and installation of new deck slab panels and strengthening the existing steel members through welding additional metal to the structure.

Hastings DC called tenders and subsequently awarded a contract to Concrete Structures (NZ) Limited for \$ 894,017.00 on the 22nd December 2020.

Hastings DC has advised that the physical works and closures will commence on 1st March 2021. The bridge will be closed during the day and opened up to light traffic at night. No work is to take place on the weekend.

Hastings DC have issued a comprehensive advanced notification to stakeholders. The expected completion date is the 31st May 2021.

5. UNSUBSIDISED CONSTRUCTION

Location	Start	Finish	Comments
Mokai Road: Sealing 250m	April 21	May 21	
Trevelyan Street: Sealing 100m	April 21	May 21	
Edwards Street: Sealing 56m	May 21	May 21	
Cobber Kain: Design of upgrade	Feb 21	Jun 21	Design only

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

For the January/February period, contractors have reported no serious incidents and there are no obvious H&S trends emerging in the transport teams. There is currently an increased risk of reintroduction of COVID-19 into the community and lockdowns due to new strains from the UK, SA, and Japan. These strains appear more readily transmitted, with any community transmission potentially leading back to full or partial lockdown. Site Safety plans and operations have been updated to protect against Covid-19.

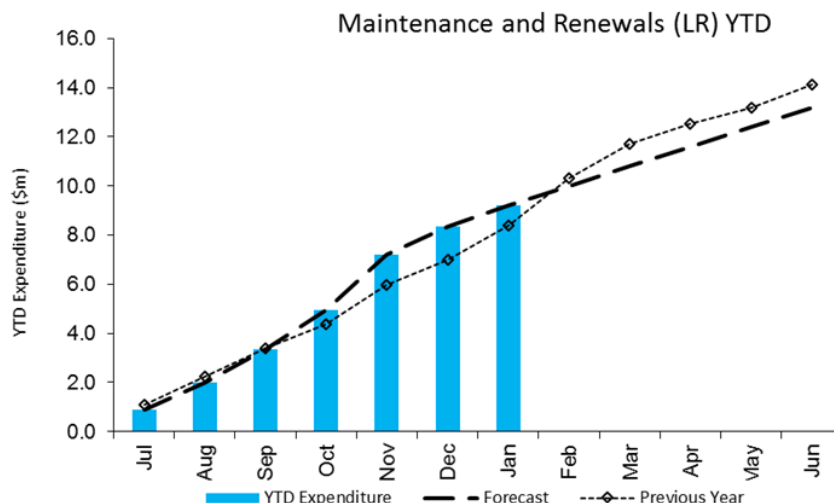
Emergency Works and Event Reinstatement Works

Funding for \$1.20M for Emergency Works has been forecast and expenditure is summarised and split between the initial response, major works and Professional Services. No events to date have occurred that meet criteria for Emergency Works funding.

However there are 19 Minor Event sites being evaluated for either construction, quality or yet to be completed. These reinstatement sites are currently estimated at \$155,745. There are further number of sites where safety fencing has been installed, with investigation, prioritisation, pricing and repair to be undertaken. Pavement reinstatement was completed on Oruakukuru Road 17.39km dropout site.

Financial YTD

The total value of subsidised work claimed and approved for the month to 31 January is \$997,070. The Subsidised Roads maintenance and renewals programme is sitting at 65.0% expenditure at 59% of the year. Expenditure is ahead due to completion of 5.1km of pavement rehabilitation, Mangaparo Rail Overbridge at 95% complete. The main activities undertaken this period were pavement rehabilitation, minor improvements, environmental works, unsealed maintenance and sealed pavement maintenance.



Capital Programme

The contractors focus on pavement rehabilitation including associated minor improvements and drainage renewal has seen spending brought forward compared to previous seasons. The pavement rehabilitation programme is benefiting from this and is currently on track or advanced in the program.

Mangaparo Road 3.78 km site bridge replacement was completed in December and large portion of earthworks was done to improve the road for this site. During January the contractor has progressed to complete the earthworks and has moved a lot of cuts to fill for the newly raised bridge deck level over the railway. The Contractor will start the pavement in early February and will be prepared in two sections for sealing the site.

Rimu Street seal extension in Ohakune has started in January with tree felling and earthworks. The site will be sealed with kerb and channel on both sides and a footpath with street lighting on the one side. This is a milestone as it completes all urban street sealing in Ohakune residential areas.

Bridge Renewal Programme

The Large Culvert Works consent is submitted and program pending Horizons clarification. The District Wide Bridge Painting consent and construction methodology are currently under review with identified works to be carried out over a number of years. GHD resource consent team are working on communications and engagement strategy for the Bridge Painting project for Horizons to demonstrate liaison with Iwi/Hapū. Emmetts have also started to investigate the replacement of four pedestrian crossings for Carters Mill Creek on Goldfinch Road, Miro Street, Ararwa Street and between Arawa and Miro Street.

Ruapehu Public Transport Pilot Project

Ruapehu District Council is working with Ruapehu Alpine Lifts, Horizons Regional Council, Waka Kotahi and DoC to secure public funding to complete the 2020 winter public Transport Pilot project. The business case was competed in November and submitted as part of the first draft of the Regional Public Transport Program 2021-2031.

If successfully funded and delivered, this project will be one of the first in New Zealand to demonstrate the outcomes from an All of Government (AOG) approach to solving transport access challenges for tourism hot spots in New Zealand. This project showcases the New Zealand Tourism Strategy, decarbonising transportation, application of the new Destination Management Guidelines and the more recent Regenerative Tourism initiative as we prepare for the return of International Tourism.

The Transport Demand Management group made up of DoC, RAL, Waka Kotahi, Horizons and RDC which meets again in March to discuss phased implementation of the new transport system for accessing Turoa and Whakapapa snow fields.

2. ROAD SAFETY

The joint Road Safety Action Plan between Ruapehu District Council, Waka Kotahi, New Zealand Transport Agency, Horizons Regional Council, NZ Police and road safety partners has been agreed and delivered across the Ruapehu for many years using the Safer Systems approach. Essentially, efforts have ensured alignment with National Road Safety campaigns and advertising calendars.

3. PGF COVID-19 RESPONSE – REDEPLOYMENT AND ACCELERATION – TRANSPORT

Council was been awarded \$1,330,000 to undertake additional projects within the district with the focus being social procurement and getting additional work going at pace to increase job opportunities. As a result of the funding GHD has recruited a cadet to do the power line ID project and other similar work, the cadet commenced work at GHD on Monday 3 August and is now engaged in formal tertiary education toward an engineering diploma.

The cycleway maintenance upgrades and tree felling projects contracts are well advanced and entering the final quarter of their contract terms. MBIE officials are pleased with the program and deliverables which has employed 15 people otherwise displaced by the economic outcomes from Covid-19.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Consistently good weather through the start of 2021 is supporting delivery of maintenance and renewal works across the Tararua District. Our Tararua Alliance team are on track to deliver all planned maintenance and renewals works by the end of June, marking the end of the 2018-21 National Land Transport Programme three-year funding block.

The programme for chipseal resurfacing is almost complete with standard sites due to be completed by the middle of March. Following on from that will be a trial of Polymer Modified Emulsion (PME) sites, which we will further assess performance of on Tararua's roads. The use of PME is expected to provide a broader weather window, benefits for health and safety and the environment, while delivering a quality at least as good as traditional cutback bitumen. The trial sites are expected to be completed by the middle of April and will receive additional inspection scrutiny over the next 12 months to allow the engineering team to assess their effectiveness.

The pavement rehabilitation programme is almost complete with one small site left on Weber Road. That team then will move to the Weber Road / Speedy Road intersection work where the intersection is being squared up and sealed to improve motorist safety.

Category	Project	Status
Huarahi Tūhono Project	Route 52 - 63 Section	Underway - Earthworks 50% complete
Rehabilitation	Route 52 - 93 Section	Complete
Safety Improvements	Waihi Falls / Waihi Valley Intersection	Underway - Mid April Completion
Rehabilitation	Weber Rd 16.5km	Due to start soon
Safety Improvements	Weber / Speedy Intersection	Starting after Weber Rd 16.5km
Rehabilitation	Weber Rd 13km	Complete
Rehabilitation	Weber Rd 14.5km	Complete
Rehabilitation	Weber Rd 3km	Complete
Rehabilitation	Odin St	Deferred - Reprioritised to align with future improvement works
Rehabilitation	Queen / Allardice St Roundabout	Deferred to 21/22 - 3 Waters Renewals requirements
Rehabilitation	Queen / Rawhiti St Roundabout	Deferred to 21/22 - 3 Waters Renewals requirements
Rehabilitation	Swinburn St	Deferred to 21/22 - 3 Waters Renewals requirements

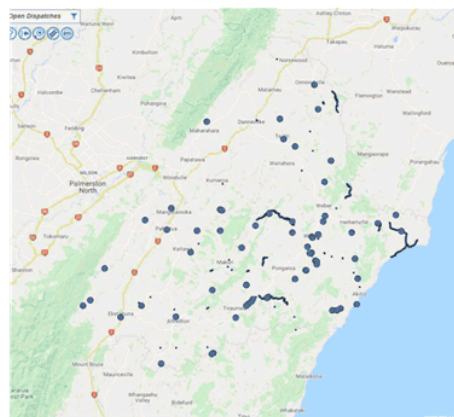
Renewal project planning now moves to 2021/22, confirming sites and commencing survey, investigation, and design work.

2. EMERGENCY WORKS

Following a severe rain event in November 2020, an emergency works funding application was submitted to Waka Kotahi to support clean-up and repairs at over 400 locations (shown in the adjacent image).

Due to current national funding constraints, we were requested to revise and reduce our funding submission to include only sites directly impacting the carriageway.

This subsequent application was approved and works are underway to address the damage caused. Ongoing monitoring of those sites not approved will be required, to ensure further damage does not impact the safety of road users.



3. PAHIATUA TOWN CENTRE UPGRADE

Construction activities continue through Pahiatua's main street, with above ground upgrades to the centre green strip starting to take shape and Pahiatua locals are starting to get a real feel for the finished product.

Positive feedback has been received regarding the stormwater gardens, and their ability to mitigate the impact of heavy rain downpours.



4. GENERAL BUSINESS

2021-24 National Land Transport Programme

Like many other road controlling authorities, our 2021-24 National Land Transport Programme funding submission is expected to be reduced due to Waka Kotahi funding constraints. With such a large road network and few ratepayers contributing to internal funding challenges, our submission was largely 'needs' based, required to meet current levels of service.

We expect costs will increase during the three-year block, as a result of significant infrastructure investment across the Manawatu-Whanganui region placing increased demand on consultants, contractors and suppliers (e.g. aggregate). This will place further challenges on our ability to meet service level expectations.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

An extensive number of small slips and downed vegetation dominated the rural area in the lead up to Christmas, including the Kauarapoua, and the Whanganui River Road. Some pressure was placed on our Environmental Maintenance and Minor Events budget very early in the financial year noting a very wet and stormy Spring. Dust is now prevalent in the hot spell immediately after Christmas.

Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities noting current returns are high with reduced supply chain from competition overseas. The Kauarapoua area (north of Whanganui) and particularly Denlair Road (east of Fordell) is taking substantial punishment from logging operations. An unusual step was taken in Denlair Road to leave portions of the sealed road unsealed until logging operations have ceased simply due to the significant potential cost of holding a seal intact. This is a method that may be used more often as conditions dictate, where previously very low volume rural roads are being forced to accommodate high volumes of 62 tonne logging trucks. Discussions with Forestry and affected residents on logging routes are ongoing.

The full roughness survey of sealed roads was carried out to determine smooth travel exposure (STE) across the network. The STE results are trending downwards from previous years, illustrating that current pavement funding levels are not keeping up with aging pavement stock combined with pressure from climactic events and logging pressure.

The Alliance has now adopted a traffic counting strategy, which so far this year has focussed on safety requests. A schedule of locations will now be generated to cover renewal sites for the 21/22 year and once the Forward Works field validation survey is complete, a programme for the remainder of the year and the next will be formulated based on the concepts and goals outlined in the strategy.

Pavement and surfacing renewals

Reseals were projected to begin in November then deferred to a one week timeframe in mid-December and then into January due to inclement weather. The bulk of the remaining reseal works were moved into late January/early February and are now complete.

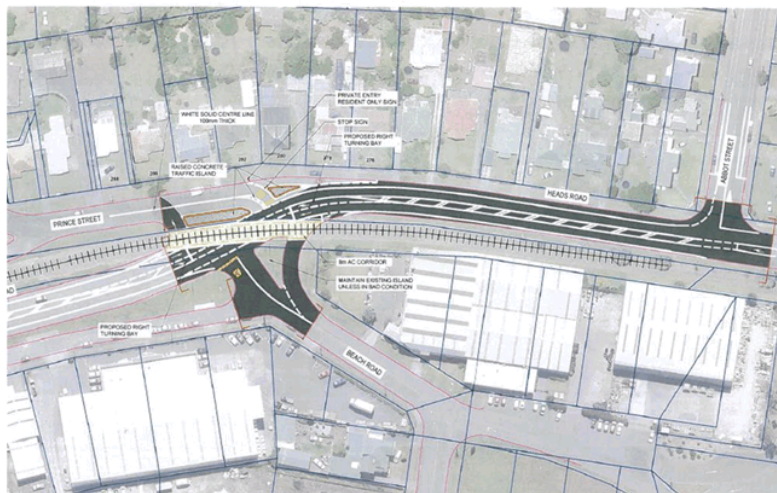
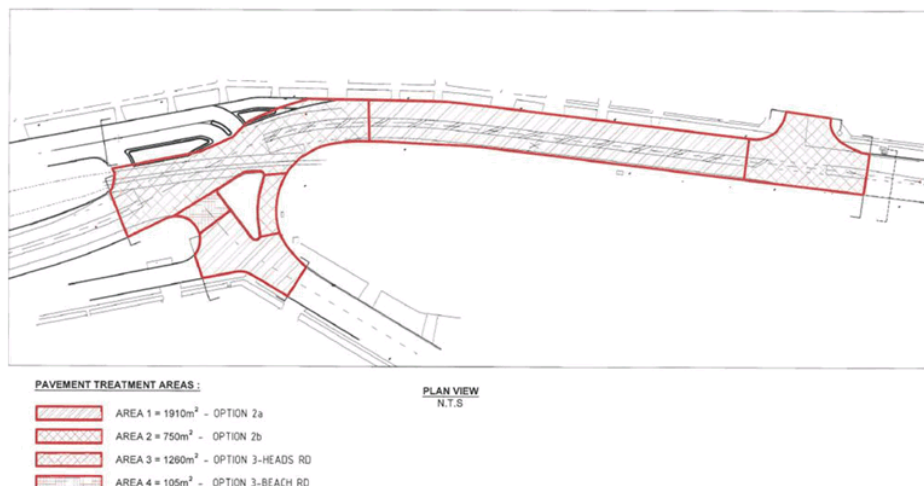
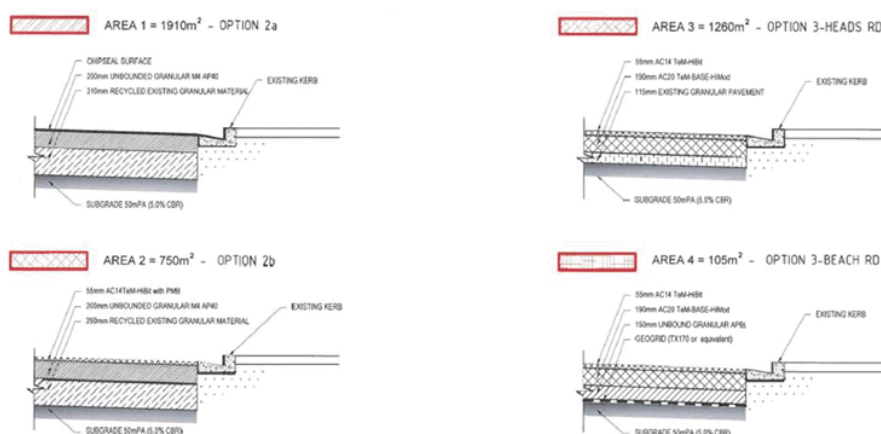


Photo: Heads Road and Beach Road Rehabilitation Site

A proposed rehabilitation of Heads Road rail crossing is programmed for completion in March 2021. The pavement areas have been dissected in order to split pavement options according to risk, to be more efficient with the structural requirements and limit cost by limiting pavement and/or recycling pavement in areas designated outside heavy wear.



Plan View: Pavement treatment areas, split according to risk and cost association.



Plan View: Option profiles of Heads and Beach Road site where areas have been ranked according to risk and cost using as much recycled material as possible to manage emissions and cost.

Drainage maintenance of rural surface water channels is an area of concern and was raised in a recent NZTA audit of our area. The RoadScience Mobile Mapper vehicle has now carried out a survey along the Whanganui River and Mangamahu Valley Mappers with an aim to produce drainage profile information, determining the maintenance/improvement needs along these routes. The initial focus of the mobile mapper run was in producing survey information for the RHAB sites; with the 20/21 site data now delivered the drainage profile information will be next off the ranks.

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 – All complete.
- Whanganui Urban Shared Pathway Project (refer to Walking and Cycling below).
- Dublin Street and Victoria Avenue traffic signals were upgraded using a temporary roundabout with heavy traffic and buses detoured around it. The works were due for completion end of November, however were delayed until 3rd week of December due to electrical and concrete works abandoned in heavy inclement weather. Significant facilities were implemented to safely facilitate school children, mobility impaired and cyclists.
- Traffic signals have been completed to the Te Tuaiwi Pedestrian thoroughfare across Glasgow Street adjacent to Pak'n'Save with Kiwirail undertaking their final works to synchronise for train movements.
- **Fitzherbert Avenue Extension to Mosston Road** – Demolition and clearing works have begun including dewatering and silt control measures. Works prior to Christmas included heavy stormwater manhole installation and large pipes across proposed carriageway. Stormwater, sewer, water and utilities work is earmarked for early in the 2021 New Year, with roading works to follow including widening works along Mosston Road where Fitzherbert is proposed to intersect. Significant other development from private subdivisions proposed to front Fitzherbert has seen a flurry of interest since work has begun with numerous consents being lodged to get housing developments underway.



Photo: Fitzherbert Avenue Construction - Heavy storm water pipes and manholes being constructed underground. Dewatering taking place.



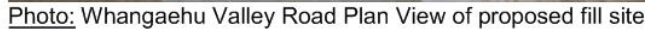
Photo: Retaining tilt slabs in place on London Street Shared Pathway link.

- **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. An application to Heritage NZ has been approved however we have been directed to consult with the Ministry of Culture and Heritage prior to beginning construction which has delayed the project.
- **Kerb and Channel/Footpath renewals.** The footpath and kerb & channel programme has continued with work in Wilson Street to accommodate the services upgrade. Harper Street and Kings Avenue kerb and channel renewal have been completed. Asphaltic Concrete surfacing to Wilson Street was completed in readiness for the Cemetery Circuit race at Christmas. Liverpool Street works have begun.

3. EMERGENCY WORKS

Emergency Works – August 2018

- **Whangaehu Valley Road dropout (RP1.7km)** – This fill site has been earmarked for 2021 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.



- We now have an agreement with Ngā Tangata Tiaki on the 2018 emergency works site in Jerusalem and have now secured a resource consent from Horizons. We were given permission from Waka Kotahi to roll the subsidised funding into 2020/21 to complete this site involving a rock toe revetment and soldier pile retaining wall of an estimated value of \$600k. A request for tender went out to the market prior to Christmas. Construction is being lined up for work in February noting the rock has already been sourced. The work must be completed by 30 June 2021 or the Waka Kotahi funding will be withdrawn.



4. WALKING AND CYCLING



Let's Go Programme

- Since March 2020 many schools reacted to various levels of lockdowns and restrictions. This lead to disruptions of the delivery of the Let's Go/ Mā Ake cycle skills programme. However during times of lesser restrictions under Level one, 1105 students received cycle skills training since June 2020. The forecast for this financial year is 2500 students all going well.
- Engagement – Thirty one (31) schools, (26 primary and 5 secondary schools) are engaged in Let's Go/ Mā Ake.
- Skills Training – As of end of the 2020 school year, 7705 students have gone through the scooter and cycle skills programme in the last 5 years.
- Bikes in Schools to date eight (8) schools have received funding from the Bike On NZ Charitable Trust
- The contractor (Whanganui Multisport Club Ltd) delivering the Let's Go/ Mā Ake programmes in schools, is undergoing a national accreditation process to become BikeReady (National Cycle Education System – Waka Kotahi) accredited.
- The Cycle Forward programme aims to encourage people living 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 the Whanganui District Council, Arthritis NA and the Whanganui Multisport Club Ltd. The programme is a New Zealand first trial and has been funded by Waka Kotahi NZTA and ACC and a partnership relationship with Horizons Regional Council. The current three year pilot programme may be broadened out to other centres in New Zealand.



Shared Pathways – Whanganui City Link

- **London Street Shared pathway (SH3).** Stage 2 of the project involves extension of the shared pathway down to the rail reserve including retaining walls in the section immediately north of Grey Street. The project is now complete.

- **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. Work is now underway and will be completed by May 2021.

Footpath renewals

- Current sites active in the city are Swiss Avenue, Harper Street, and Hakeke 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 4.2km section between the proposed new Upokongaro Bridge and the Aramaho Cemetery has been sealed and the bridge is now open to the general public.



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 2021/22 financial year, in order to dovetail into the Horizons construction.



Photo: Section of new Mountains to Sea Shared Pathway just south of new bridge in Upokongaro.

Report No.	21-38
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.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 21-38 and Annex.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. CLIMATE IMPACT STATEMENT

- 6.1. There is no climate change impact as a result of this report.

7. BACKGROUND

- 7.1. 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.
- 7.2. 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*.
- 7.3. 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.

8. ROAD SAFETY ACTIVITIES REPORT

- 8.1. The Coordinators Report provides an outline of road safety activities undertaken for the period 1 July 2020 - 28 February 2021. The report is attached as Annex A.
- 8.2. The activities covered in the report differs slightly from previous years; with a greater concentration on digital promotion of road safety messaging and less reliance on print media. This enables Coordinators to better target specific audiences, a greater number of people and is more cost effective.

- 8.3. Along with greater use of digital media, there has been a decrease in face to face engagement opportunities with some large gatherings cancelled due to COVID-19.
- 8.4. External community providers continue to be challenged as COVID-19 alert levels change. Programmes involving driver licence testing and working with schools have suffered the greatest impact. External providers continue to adapt to the challenges, with one taking the opportunity to advance their e-learning capability, going live in 2021. This will enable a new audience to be engaged through distance learning.
- 8.5. The Coordinators continue to evaluate the success of the work undertaken and look at new or different ways to reach our communities. Recent examples of this include trialling a community child restraint clinic and anchor bolt installation day, while incorporating multiple local business partners in a commercial setting. This reaches new audiences to our traditional existing operations. Another example is the work being facilitated to connect with whanau in Maori-medium education settings in Whanganui.
- 8.6. Horizons staff continue to represent local government through **Safe and Sustainable Transport Association (SASTA)** in the Road to Zero Collaboration Project, and keep abreast of sector developments. All three Coordinators will be attending a two-day professional development workshop facilitated by SASTA in April.

9. ROAD SAFETY TRENDS

- 9.1. The 2020 Communities at Risk Register was released by Waka Kotahi in January 2021. This document is used by the Coordinators to identify key issues and to shape requests for funding through the 2021-24 National Land Transport Programme Road to Zero Activity Class. A request for 2021-24 funding was submitted at the end of 2020.
- 9.2. Waka Kotahi has released a range of new Road to Zero resources for their Road Safety partners to use. A Regional Road Safety Dashboard is anticipated for release later in the year. *Public attitudes to road safety report* was released very recently. The Report shows public attitudes to road safety topics including speed, car safety, driver impairment and distraction, enforcement and Road to Zero/Vision zero. The Report provides a regional perspective as well as national findings. Coordinators will be using these findings and trend information from a previous 2016 national survey to inform future road safety messaging to our communities.
- 9.3. Crash data for the period January to November 2020 was reported to Committee in December 2020. The crash data trends for December 2020 to April 2021 will be presented to Committee at the June meeting.

10. SIGNIFICANCE

- 10.1. 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

Alastair Mayston
ROAD SAFETY COORDINATOR

Te Ora Nyman
ROAD SAFETY COORDINATOR

ANNEXES

- A HRC Road Safety Coordinator Activity Report Feb 2021

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

February 2021

Community Focused Activities

1. ALCOHOL – Palmerston North/Manawatū/Tararua/Horowhenua/Whanganui/Ruapehu

A radio advertising campaign was run across December and January in Palmerston North/Manawatū. It targeted changing behaviours and decreasing social acceptance of drink driving in the community. Thirty second advertisements targeting male listeners aired on four NZME network stations with timings concentrated on Thursday, Friday and Saturdays.

In conjunction a geo targeted digital media campaign using google display and NZ Herald highlighting enforcement activity, was run in December and January; with heavier impressions through Thursday to Sunday. Results were 340,923 impressions with 3,095 clicks to further information.

MediaWorks radio advertising promotion in Whanganui and Rangitikei districts. Newspaper advertising in Whanganui Chronicle, Midweek, River City Press and Ruapehu Bulletin to coincide with the festive season.

NZME iHeart radio and digital advertising campaign was run during December and January being specifically geo targeted to Tararua and Horowhenua communities. Drink driving radio adverts played on iHeart stations geo targeted to Tararua and Horowhenua.



A billboard campaign using Waka Kotahi NZTA *Drinking? Don't drive* messaging was run in five Palmerston North locations in December and January to coincide with Police operations, digital and radio. These locations targeted high traffic areas near the CBD around the ring road, airport and Napier Road.

Face to face engagements with community audiences such as expos focused on clear simple messaging such as *'when drinking? Don't drive'*, *zero alcohol limit for under 20's* and discussing planning ahead before starting drinking.



2. INTERSECTIONS – Palmerston North/Manawatū/Tararua/Horowhenua/Whanganui/Rangitikei

In addition to providing information to the public through flyers, postcards and leaflets, a Road Code education campaign using radio and digital advertising was started in February and will run for two months. This campaign is promoting safe driving behaviours with regard to knowledge of road rules and hazard identification when driving. Campaign consists of thirty second radio advertising on three NZME network stations alongside a digital campaign with 67,795 digital impressions on google and NZ Herald.



iHeart radio and digital adverts geo targeted to Tararua and Horowhenua were run during November and February with a particular emphasis on reminding drivers to 'indicate at roundabouts'.

Face to face 'rail safety week' activities did not go ahead due to covid levels. However print advertising in local newspapers was undertaken to ensure the national campaign was still supported. Horizons partnered with agencies to look at short-term solutions to reduce risk to those using the Bishops Road railway crossing in Horowhenua.

Print advert titled 'ARE YOU A CENTRE LINE DRIVER?' designed for newspapers appearing during July, November and February in Tararua and Horowhenua newspapers.

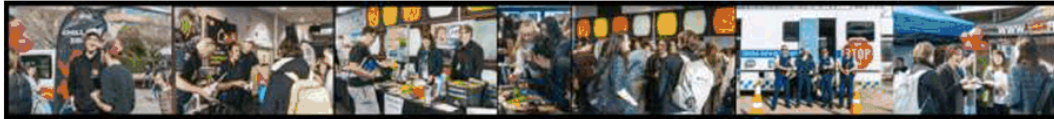


In partnership with Sport Manawatū Cycle Skills Advisor and Tranzit Driver Trainer; four Road User Workshops were delivered in Palmerston North during September. Forty bus driver attendees from Tranzit and Uzabus participated. Workshop included sharing issues & experiences of road users, analysis of local & national statistics of crashes involving vulnerable road users, practical component – identifying blind-spots, indicator use, road positioning of bikes, awareness of other road user behaviours and ideas for the future



3. YOUNG DRIVERS – Palmerston North/Manawatū/Tararua/Horowhenua/Whanganui/Rangitikei/Ruapehu

140 Young Drivers were targeted with road safety messages at first year student Flatting Expo at Massey University in July. A range of issues such as vehicle safety rating, driving impaired, seat belt use and license conditions were highlighted. Data is collected each year and a trend shows an increasing awareness and use of DRIVE online resources; also awareness of car safety rating had improved to 57%. When asked about road safety issues concerning them; alcohol and drug impaired stands out as a high concern followed by speed, roading infrastructure and attitude of drivers.



Newspaper advertising and radio promotion in Whanganui from October to February. Messaging included seatbelt use, impaired driving and speed.



iHeart radio adverts and digital adverts geo targeted to Tararua and Horowhenua were run during January and February with a particular emphasis on reminding parents of the rules if they are teaching their teen to drive.

Print (newspaper) advert also targeted parents in Tararua and Hawkes Bay reminding them about the rules when teaching a teen to drive.

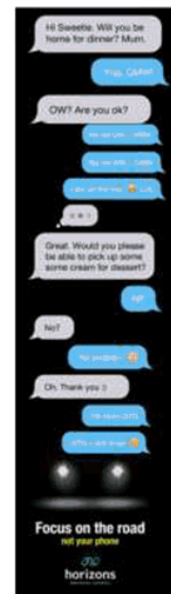
Supported SADD (Students Against Dangerous Driving) from Dannevirke High at their district workshop during February where they met with the Programme Delivery Lead for SADD to discuss ways to empower their peers to make better road safety choices.

4. DISTRACTIONS – Palmerston North/Tararua/Whanganui

A three month campaign with a texting distraction message was screened on Palmerston North Airport's nine digital screens, in the terminal departure lounge and incoming arrivals baggage, from August to October. Numbers of travellers exposed to the messaging were less due to Covid19.

An earlier 2020 distractions campaign message "On the Road. Off the Phone" continued on urban bus back from July to December.

Radio advertising and digital billboards promoting the 'On the Road, Off the Phone' message and banner flag that was launched at the Primary Touch module in Whanganui in October.



5. FATIGUE – Manawatū/Rangitikei/Whanganui

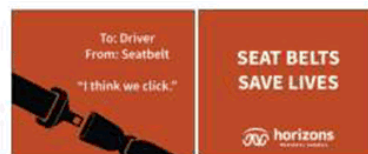
A fatigue awareness campaign was run from mid-December to mid-February. This campaign involved two versions of radio advertising with the story format linked to radio alcohol advertising. Thirty second adverts were run on four NZME network stations. The two target audiences were shift workers and holiday makers. Digital campaigns were also run in conjunction. 259,449 impressions with 2,244 clicks to road safety information pages.



Road safety coordinator for Taranaki attended a fatigue stop organised by Roadsafes Hawkes Bay during Labour Weekend. Drivers travelling from Hawkes Bay through the Taranaki District received information on driver fatigue. The value of working inter-regionally is that road safety messages received in one region compliment the messages being promoted in neighbouring regions.

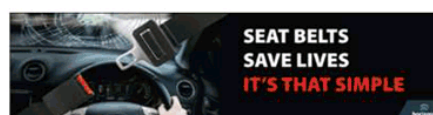
6. RESTRAINTS – Palmerston North/Manawatū/Taranaki/Horowhenua/Whanganui/Rangitikei/Ruapehu

Valentines digital media campaign on seat belts was conducted in February with 81,055 impressions and 296 clicks. Child restraint checking clinic operations with Plunket and Police in Palmerston North and Manawatū have been cancelled at times due to inclement weather and Covid19 impacts.



Response was provided to requests from Early Childhood Centres with checking restraints and providing information to child care centre communities. Little Buds and Treasured Cargo staff have partnered Plunket to provide extra technicians to increase coverage.

iHeart radio adverts and digital adverts geo targeted to Taranaki and Horowhenua were aired during December, January and February.



Horizons worked with Police, Plunket and other child restraint technicians to undertake roadside checking operations in Taranaki and Horowhenua during November and February. Parents whose children were incorrectly restrained were offered help in the first instance, particularly if only minor help was needed, i.e. harness needing to be tightened, restraint repositioned and installed correctly. For a small group of parents, compliance tickets were issued to ensure they followed up with ensuring their children ended up correctly restrained. A number of free bolt installations were also given out as well as information packs and other resources.

Coordinator facilitated Police operations with Plunket for roadside checking clinics. Many of these were impacted by alert level changes. A new approach was taken with the coordinator facilitating engagement with Kōhanga Reo and whānau to deliver support alongside Plunket technicians. Five centres in the Whanganui district are engaged in this programme. Support in the form of education and training was provided to ensure the tamariki travelling in the centres' vans are safely restrained in child restraints. Data of visits is kept and will be used to follow-up centres next year.

As part of Horizons' collaboration with other stakeholder partners, a number of booster seats were recently donated by the Tararua Alliance for families in Tararua who may be finding it difficult to provide the correct restraint for their child.



7. OLDER ROAD USERS – Palmerston North/Manawatū/Tararua/Rangitikei

In Palmerston North and Feilding full day Know the Code Workshops were delivered to 38 senior drivers during November. Courses continue to be well supported and well received with 95% of attendees rating it very good or higher and all attendees good or better. In addition to workshops, 40 minute presentations have been delivered to senior community groups on request. Know the Code advertising and courses were run in Rangitikei in November.



A number of further opportunities with this age group have been curtailed through the cancellation of larger community events such as the Feilding Senior Expo.

Some activities for this age group had to be cancelled due to Covid levels during the middle part of 2020. Know the Code workshops have been undertaken in Tararua during November. The workshops were well attended with over 40 senior road users attending either the Dannevirke or Pahiatua course. The courses were well received with many rating them as excellent or very good.

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

Back to School campaign was run in February to coincide with the start of the school year. Campaign consisted of radio advertising on three NZME network stations. Messaging targeted raising driver's awareness of school zone and school bus passing speeds. Digital campaign was run in conjunction.

Assistance was provided to a school community after safety concerns were expressed while road and rail infrastructure changes were being made to a growing urban area. Support to students and community members was provided from July to September.

Bus Side advertising from previous campaign appeared on two urban buses (Palmerston North) from July to December. Support was provided to School Patrol end of year in Feilding following Police request.



Be Seen, Be Bright newspaper promotion was run in July in Whanganui. Newspaper 'Hook that Turn', cycling advertising was run in Whanganui during October. Road Safety Week newspaper advertising in Whanganui and River City Press occurred in November.

Back to School messaging via print adverts in Tararua and Horowhenua newspapers during February. Support provided to school patrol end of year activities in Horowhenua.

9. MOTORCYCLISTS – Tararua/Horowhenua

Messages around safe motorcycling were distributed at the Coast to Coast motorcycle ride during December 2020. Ride Forever training was heavily promoted by Horizons and ACC staff during the stopover at Woodville. Motorcycle riders had the opportunity to win spot prizes by engaging with staff who passed on information about the heavily subsidized Ride Forever training. Over 30 riders signed up for the training on the day. These names were then forwarded onto ACC to follow up.

The intended Motorcyclists campaign was impacted when ACC's funding decision for promotional activities was overturned as a result of COVID19 impacting Motorcycle Awareness Month delivery.

Take up from motorcyclists to attend Ride Forever training being offered by a new provider to the region has been slow. Support is being given to an ACC Ride Forever Course contracted organisation to promote and build up attendance in courses being offered across the region.

10. EXTERNAL PROGRAMME PROVIDERS

Literacy Aotearoa (Horowhenua) – Restricted and full driver licencing courses are delivered in Levin by Literacy Aotearoa. Unfortunately with Covid 19 some changes with the delivery of the programme for the period July to December had to be made. Driver mentoring sessions could not take place and only resumed during Term 4. Of the 10 young people working towards their restricted licence during this period, six were ready to sit their licence by year end. Five of these young people passed their restricted licence. Plans are underway to extend mentoring hours from 5 hours per week to 7.5 hours per week as the need arises.

Plunket (Child Restraints): Plunket technicians completed child restraint checks. Due to weather forcing the cancellation of some operations in addition to ongoing Covid-19 contact concerns, the total number of child restraints checked is lower than at a similar time in previous years. Of 614 car restraints seen, 303 were incorrectly installed. Of these incorrectly installed restraints 135 had potential to cause significant risk to occupant's outcome if involved in a serious crash.

614	311	303	86	135	2	10	36	16	62	49	59	23	43	56	228	70	64	15
Number of Carseats Seen	Number Correctly Installed	Number Incorrectly Installed	Minor	Major	No Restraint	Expired	Seat Unsuitable	Car Position Wrong	Seatbelt Loose/Twisted	Harness Loose/Twisted	Seat Belt Routed Wrong	Harness Routed Wrong	No Anchor Bolt	Tether Not Used	Corrected	Anchor Bolt Given	Anchor Bolt Install Given	Other - Locking clip, lock off, extension

Sport Manawatu (Cycling Road Safety Education): This project has so far completed Grade 2 Cycle Skills programme to one urban and one rural school in Manawātū and Tararua districts. One Cycle skills Instructor has completed training and is now successfully qualified.

iHOW Trust (Legal Drivers Project): This project continues to operate out of the caravan and community rooms four days a week in Highbury and Milson shopping Centres and the Levin Community Centre two days a week. The interactive, relational teaching continues to have over 90% success rate with all students that attend and sit their theory test. Referrals continue from secondary schools, ITO's, MSD, Work and Income, Whaioro Trust and youth organisations such as YOSS and HLC.

Quantitative results for period 1 July 2020 – 31 December 2020

	Total	Female	Male	NZE	M/PI	Other	Pass	DNS	Fail
PN	778	345	433	333	315	130	736	21	21
Levin	235	146	89	44	191	0	212	10	13

Literacy Aotearoa (Feilding/PN/Whanganui) (Become Legal on the Road): This service assists people who have very individualised needs and require high levels of tutor support. Often attendees undergo ongoing support over a sustained period of time before they are capable and confident to take the test. Quantitative results for period 1 July – 31 December 2020

	Total	Sat	Passed
Feilding	7	4	3
PN	6	1	0
Whanganui	5	5	5

Manfeild Trust (National Driver Training Centre): Manfeild Park Trust received an extension to previous 2019-20 period due to suspension of services with impact of COVID19. Remaining carry over enrolments were completed and all unspent funds for 2020 returned. For the period of 1 January – 31 August 2020 nine courses were delivered with a total of 90 students assisted to gain their learner licence, with all but one passing the first time.

In the following period through to 31 December 2020 the following table shows attendance and pass rates for their learner licence and community mentor programmes.

Licence Class	Pass	Fail	Resit	Female	Male	European	Maori	Pasifika	Other
Full	4	1	-	3	3	3	3	-	-
Restricted	13	10	-	3	22	8	14	2	1
Learners	35	-	2	21	16	15	16	5	1

Age Concern (Whanganui) – Keys to Safe Driving and Carfit – Two Carfit activities have been completed in Whanganui during October and November. A total of 25 senior drivers received support with improving the safety of their car set up. Feedback from attendees was very positive and they are now more aware of the safety features in their vehicles. A range of improvements were undertaken including head restraints refitted correctly, posture advice, seat and mirror positioning changes. In addition to the car safety support provided on the day; further support such as health and grief counselling was able to be followed up by Age Concern.

CKC REAP – Learner Licence Programme – 42 participants in this programme. All have sat and passed their Learner Licence. On task with the programme, with their target being 35 participants.

CKC REAP – Safe2Go Programme – 121 participants in this programme. 41 clients sat and passed their licence test. The ages range from 16 years old to the oldest being 70 years.

Whanganui Learning Centre – Learner Licence Programme – Whanganui Learning Centre supports people with literacy and numeracy issues. Ninety-nine learners have participated in the Learner Licence Programme, with a constant demand from a wide demographic within the Whanganui region. There is difficulty to collecting accurate data, as not all learners notify the Centre of their test outcome, and due to client confidentiality AA no longer provide that information. Estimated feedback shows: 80 passed, 2 failed and 7 re-sat.

Te Ora Hou – Drive Safe, Drive Legal Programme – Covid19 has impacted the operations of this programme. Alert levels and the resulting testing delays has meant numbers are lower than forecasted. There is still a demand for the programme, and Te Ora Hou are working towards meeting the needs of their clients and offering more support. A common factor in attendees failing their tests was speeding through roadworks and many small errors due to nervousness. Four of the six who failed their initial restricted test have now passed as a result of them contributing their own funds to re-sit the test and Te Ora Hou providing a further mentoring session.

Report No.	21-39
Information Only - No Decision Required	

WAKA KOTAHI NZ TRANSPORT AGENCY DIRECTOR'S REPORT

1. EXECUTIVE SUMMARY

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the update from Waka Kotahi, NZ Transport Agency's Director Regional Relationships (lower North Island) contained in Report No. 21-39 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. CLIMATE CHANGE

- 6.1. As this report is administrative, there is no direct climate change impact as a result of this item.

7. BACKGROUND

- 7.1. Ross l'Anson, Manager Systems Management (Manawatu-Whanganui & Taranaki) will provide a presentation to the Committee on behalf of Waka Kotahi, NZ Transport Agency outlining regional and national activities.
- 7.2. Ross l'Anson is acting on behalf of Emma Speight, Director Regional Relationships (Lower North Island) as the nominated Waka Kotahi NZ Transport Agency representative for this Regional Transport Committee meeting.

8. SIGNIFICANCE

- 8.1. 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 Waka Kotahi NZ Update



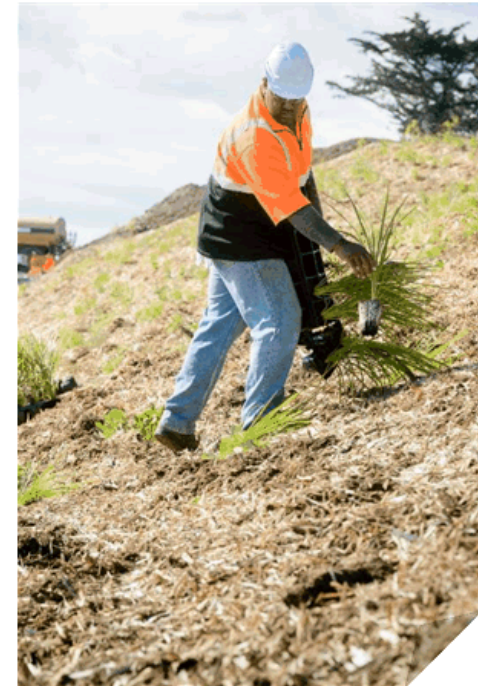
2021-24 National Land Transport Programme development

- Initial moderation for improvements and low cost low risk activities was completed in February.
- Final moderation of continuous programmes was also completed.
- This month, we'll be providing feedback to councils on the moderation for both continuous programmes and improvement activities.



National Land Transport Programme Dashboard

- You can now access NLTP funding data faster with our new online self-service dashboard.
- The NLTP funding dashboard shows NLTP expenditure by region, activity class and year.
- It also shows the status of funding requests for approved organisations, and the time it takes to approve these.
- The NLTP funding dashboard is part of a wider commitment to providing our people and co-investment partners with accurate, relevant land transport information.
- View the [NLTP funding dashboard on Waka Kotahi website](#)



Waka Kotahi Investment Proposal

- We are responding to submissions received on the Waka Kotahi Investment Proposal.
- We expect to share any changes made to projects in the regions in the coming month.
- We also received feedback on the proposed non-state highway activities which will help inform which are prioritised for inclusion in the NLTP.
- The non-state highway activities will be assessed and prioritised, before a final list is developed and put forward for approval.



Aotearoa Urban Street Guide

- We're developing an Urban Street Guide.
- Urban streets play a big role in supporting vibrant and inclusive city life by creating great spaces for people.
- The guide, one of the Road to Zero actions, will set out an understanding of urban streets in New Zealand and support existing best practice design.
- It will bring together updates to the [cycling network guide](#), [pedestrian planning guide](#) and [public transport design guidelines](#) to create a suite of technical guidance in the urban mobility space.
- We're working with the sector to develop the guide by mid-2021.



Public attitudes to road safety

- More than 3,300 New Zealanders were surveyed to find public attitudes to road safety topics, including:
 - speed
 - car safety
 - driver fatigue, impairment and distraction
 - enforcement
 - Road to Zero/Vision Zero.
- The full report is available on our website:
<https://www.nzta.govt.nz/resources/public-attitudes-to-road-safety>
- The report will be published annually.





Manawatū-Whanganui Regional Update

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	\$15.84M	Ongoing	Green	<p>Waka Kotahi has put together another big programme for our maintenance and operations with a plan to deliver over 90 lane km of renewals works, as well as a large heavy maintenance programme. The team has currently completed 96.6% of the programme and is on track to complete 100% by month end.</p> <ul style="list-style-type: none"> • 7.98 lane kms of Rehab programmed • 80.92 lane kms of Maintenance seal programmed • 2.91 lane kms of SCRIM programmed • 0.2 lane kms of Asphalt programmed
Low Cost / Low Risk	\$3.5M	Ongoing	Green	<p>20/21 Update 22 projects:</p> <ul style="list-style-type: none"> • 10 Resilience Projects: 7 out of 10 projects have been completed • 4 Safety Projects: 2 out of 4 projects have been completed • 8 Walking & Cycling Projects: 1 out of 8 projects have been completed • No Efficiency/Access project this FY
SH3 Manawatu Gorge Alternative Routes	\$3.3M	Ongoing	Green	<p>Work is underway to deliver the renewals programme for the 20/21 financial year. 11.59 lane kms has been programmed, with 35.11% complete so far.</p> <ul style="list-style-type: none"> • 3.37 lane kms of Rehab programmed • 4.07 lane kms of Maintenance seal programmed • 4.14 lane kms of SCRIM programmed

SH4 Update – Te Oreore slip site

March 2021

Cultural Impact Assessment (CIA)

- A first draft of this report was delivered to Waka Kotahi in early March.

100% design of reinstatement

- Detailed designs have been completed for the reinstatement of SH4 across the Te Oreore site. The only changes would be subject to the outcomes of the CIA.

Construction timeline summer 2021/22

- It is expected that the CIA will enable the project team to begin construction in the summer of 2021/22. This is contingent on the project's resource consents being granted by 1 July this year.



The crew at Te Oreore site drilling boreholes and installing groundwater monitoring devices, deep within the landslip area

SH4 Update – Resilience sites

March 2021

2. Raukawa

- We're continuing to work on consent for this site.
- We are hoping to begin construction in October 2021, with an estimated completion of March 2023.

3. Hapokopoko Rock Curve

- Pavement construction has been completed.
- The final sealing for the site began on 12 March and we expect it will finish this month.

4. Whiskey Corner

- Completed

5. South Raupiu Retreat

- The main physical work has been completed with the guardrail installed last week. The final tidy-up of the site is now under way.

6. Otoko Pā

- Completed

7. Kukuta Underslip

- Main work started this week. Work is expected to run through until September/October 2021.



SH4 & SH54 – Resilience sites

March 2021



Te Ahu a Turanga: Manawatū Tararua Highway



Manawatū-Whanganui Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ahu a Turanga: Manawatū Tararua highway	\$123m	<p>Main works construction commenced Jan 2021</p> <p>Parahaki Bridge foundation works start Mar 2021</p> <p>Project completion Dec 2024</p>	Green	<p>First earthworks season underway following December's sod-turning and planting ceremony attended by PM and Transport Minister – good progress being made on significant cuts and fill areas.</p> <p>New western car park completed and open, toilets relocated from former Gorge car park.</p> <p>Staging and piling commenced week beginning 22 March for Parahaki Bridge (Manawatū River)</p> <p>Also undertaking Meridian cable relocations, erosion and sediment controls, access tracks and Saddle Road construction safety improvements (Cook Rd completed).</p> <p>Team at CD Field Days 18-20 March. Visitor information centre being set up at site office, plus other plans for engagement in towns across the region. Subscribe to our bi-monthly newsletter at nzta.govt.nz/teahuaturanga</p> <p>Treading Lightly - landscaping team is preparing planting areas at two farms, as part of our stream and wetland offset commitment to treading lightly on the environment.</p> <p>300ha pest control in northern Manawatū Scenic reserve, 28km of stream mitigation, 46ha of new planting and 48ha of forest retirement (refer to planting diagram).</p>

Manawatū-Whanganui Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Whirokino Trestle and Manawatū River Bridge	\$70m	Late 2021	Green	<p>Demolition of the old Whirokino Trestle is complete and designs for an abutment memorial / viewing platform and information board are being prepared in consultation with iwi.</p> <p>Demolition of the Manawatu River Bridge has been suspended while Waka Kotahi investigates retaining the structure for walking and cycling. Waka Kotahi and Horizons Regional Council are working together to understand the consenting implications. Consultation with stakeholders is also taking place.</p>

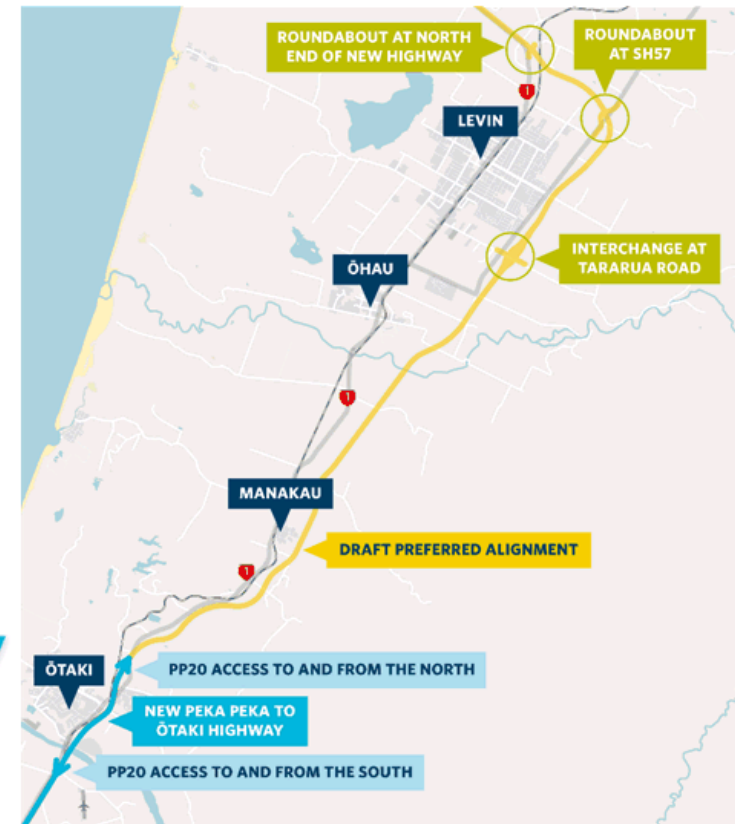
NZUP - Ō2NL

Ōtaki to north of Levin \$817 million new highway project

Outcomes of the new 24km four lane median-divided highway:

- **Improved safety**, with fewer deaths and serious injuries
- **More resilient network**
- **Support growth** through improved movement of people and freight
- **Integrate with the local network** including supporting access to walking and cycling
- **Enhance efficiency**, making journey times more reliable

Creating a positive legacy by working with the community on the built and natural environment we shape.



Ō2NL new highway

Progressing investigations and design

- Stakeholder and property owner conversations are ongoing
- Work has continued to refine the draft preferred alignment
 - Stakeholder, property owner and community feedback being considered, along with further technical investigations
 - **Refinements to draft preferred alignment will be advised in March 2021**
- Site investigation work continuing:
 - Wetland, aquatic and terrestrial ecology surveys are underway, with a wide range of surveys coming up
 - In total, preparation is underway for approximately 360 surveys involving 140 properties
- The next stage of investigations will continue to refine the design in response to our growing understanding of environmental and social effects (including ecological, waterways, stormwater, noise and visual impacts), and discussions with stakeholders (including Councils and KiwiRail)
- **Preferred alignment to be confirmed late 2021**



August / September 2020 engagement

Ō2NL safety improvements

Safety improvements and speed reviews on existing highways are part of the Ō2NL programme

- **SH57:** Stretches of edge barrier and wide centre lines on SH57, plus SH57 / Queen St roundabout and speed review
 - Implementation funding approved and tender process ongoing. Subject to tender responses, expect to appoint a contractor in Q2 2021 with works to commence shortly thereafter.
 - Formal consultation on speed in coming weeks
- **SH1 Ōtaki to south of Levin:** Stretches of median barrier and wide centrelines, plus SH1 / SH57 roundabout and speed review
 - Early discussions with community groups undertaken, wider community engagement in Q2 2021
- **SH1 from Levin to Manawatū River:** Safety improvements north of Levin being investigated, and speed review
 - Community discussions in in late 2020 / early 2021. These conversations help inform scope, with wider engagement to follow later in the year.



NZUP/PGF: SH43 Forgotten World Highway

Sealing the Tangarakau Gorge

- Construction has not yet started due to delays in receiving additional information required for the consent application.
- Having missed most of the 2020/21 construction season, it is likely that sealing will now start next spring.
- We are investigating what preliminary works, such as erosion controls, can be undertaken over the winter months to prepare the road for sealing.

Pohokura Culvert Bridge

- Work to reinstate the road to two lanes at Pohokura by building a bridge over a damaged culvert, is now complete

Other projects underway

- We are undertaking investigations and designs for many of the other projects planned for the route including safety improvements, the Manawawiri culvert replacement, Kahouri stream bridge and a preventative maintenance strategy.
- Physical work to replace the Manawawiri Culvert, safety improvements and sealing of safe stopping areas are scheduled to start April/May.



Top image: Pohokura during construction

Bottom image: Completed bridge

Manawatū-Whanganui Project Updates – ACNZ & PNITI

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary	
ACNZ	\$1.2M	Mid 2021	Green	Accessing Central NZ (ACNZ) Programme Business Case <ul style="list-style-type: none"> Draft Programme Business Case (PBC) completed PBC going through Investment Quality Assurance (IQA) review Business case to be finalised in line with Waka Kotahi board decision on PNITI 	
PNITI			Green	PNITI Business Case <ul style="list-style-type: none"> Presentation to ACNZ meeting 12th Feb Business case approved at Waka Kotahi 24th February board meeting Official confirmation will occur when the minutes are confirmed at the next board meeting Project partners developing scope for the Palmerston North Regional Transport System Improvement Plan Developing governance model 	

Manawatū-Whanganui Project Updates – other

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Ashhurst Mitigation	\$6M	Late-2021	Green	<p>The majority of the two-year Ashhurst Mitigation project has been completed with the remainder - Wyndham St (Oxford to Cambridge) shoulder widening is underway, with the SH3 (Napier Road) / Cambridge Avenue intersection upgrade yet to start.</p> <p>The completed work includes:</p> <p>Village Centre Improvements - Raised platforms, kerbside islands and planting to create a lower speed environment and improve safety.</p> <ul style="list-style-type: none"> • The Terrace – intersection closure, new fencing and bollards • Wyndham Street (between Cambridge Ave and Salisbury St) – road surface upgrade, kerb buildouts • Cambridge Ave, Mulgrave Street – new roundabout • York Street – new parking • Salisbury Street - footpath widened and kerb buildouts to calm traffic, upgrade pedestrian crossing • Bamfield, Lincoln and Worcester Streets- median islands at intersections. • Stanford Street - change of give way priority • Mulgrave Street, Salisbury Street – intersection closure • Mulgrave and Hillary - Altered priority to reduce traffic volume, traffic speed, noise and improve safety for Spelman Ct residents. • Hillary & Cambridge & Custom - Intersection re-alignment to lower speed, reduce traffic and encourage drivers off residential streets, improve visibility and footpath connections. <p>There is an upcoming speed review on York and Napier/SH3 that will engage on the current designs.</p>
Ashhurst Bridge Shared Path	\$300K (SSBC phase)	Early 2021	Green	<p>Business Case has been finalised and submitted for funding approval to the NLTP Delegations Committee.</p> <p>Tendering for detailed design professional services will start in June 2021.</p>

SH3 Napier Road

- Detailed design and consenting phase commenced
- Project scope includes:
 - Traffic signals at the SH3 Napier Road/Roberts Line intersection
 - Shared path between Sutton Place and Roberts Line (off-road)
 - Threshold treatments
 - Speed review
- Project extent is from Keith Street to Stoney Creek Road
- Project is currently out for tender for a professional services consultant
- Tender is due to close 26th March
- Project will kick off with the consultant in April
- Includes public consultation

Manawatū-Whanganui Project Updates – Speed & Safety

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
SH3 Bulls to Sanson	\$2.4M for Manawatu – Whanganui region over multiple corridors	April	Green	<ul style="list-style-type: none"> Planning is underway for drop-in sessions on speed and infrastructure. Expected to go to public engagement late April
SH3 Whanganui to Bulls			Amber	
SH3 Palmerston North to Whakarongo			Amber	
SH3 Palmerston North to Opiki		June/July	Amber	

Manawatū-Whanganui Project Updates – Speed & Safety

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
SH57 - (Otaki to Nth Levin + Shannon to Ashhurst)	\$2.4M for Manawatu – Whanganui region over multiple corridors		Green	<ul style="list-style-type: none"> See slides 15-17
SH4 Taumaranui to Whanganui			Amber	<ul style="list-style-type: none"> Further internal review required to consider pending infrastructure changes, land use and consenting. A communications plan for engagement and consultation is being drafted.

Manawatū-Whanganui Project Updates – Speed & Safety

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Ohakea CVSC		April	Amber	<ul style="list-style-type: none"> The CVSC design is underway Affected parties have been approached Construction is targeted to start early in the new year
Ohakea Roundabout		April	Amber	<ul style="list-style-type: none"> Designs for roundabout are in early phases of stakeholder engagement. We expect to show a simplified design at the community engagement drop-in sessions alongside the speed review.
Ohakea Shared Path		April	Amber	<ul style="list-style-type: none"> Detailed designs are underway

Manawatū-Whanganui Project Updates – Stock Effluent

Activity	Key date(s)	Progress	Commentary
Site Investigation	Late 2020	Green	<ul style="list-style-type: none"> Woodville site moving to Woodlands Road. Discussions have progressed with the property owner. If land purchase possible for the SEDF we can move to the next phase. A private developer has brought the old AFCO building in Taumarunui. Owner may want to make AFCO SEDF a public facility. Waka Kotahi funding is being investigated. We're working with the Ruapehu District Council and our contractors on pricing this work.



Hei konā mai

