Regional Land Transport Plan

2015 - 2025

horizons
regional council

Contents

Contents

Introduction

FROM THE CHAIRMAN

Under changes to the Land Transport Management Act 2003 introduced in 2013, regional transport committees are required to develop a regional land transport plan, in consultation with their community and stakeholders every six years. The new Plan replaces the operative Regional Land Transport Strategy and Regional Land Transport Programme.

As chair of the Horizons Regional Transport Committee, I am pleased to present to you the first such plan for the Region – the Horizons Regional Land Transport Plan 2015-2025.

The Plan is a ten-year document. It sets out the strategic direction for land transport in the Horizons Region; states the regional priorities for the next ten-years; and outlines the proposed land transport activities over the next six-years that seek to contribute to these, for which the New Zealand Transport Agency and approved organisations (the seven district councils in the Region and Horizons Regional Council) are seeking national funding.

This document has been developed in partnership with our regional partners with agreement on which activities we want to pursue and in what order of priority. Based on the Plan, the Transport Agency will decide which activities it will include in the National Land Transport Programme (NLTP). Once included in the NLTP, an activity can then be funded from the National Land Transport Fund and subsequently delivered.

Central Government policy has directed the first call of roading dollars to national priorities. This may affect the level of funding for our regional priorities but we will continue to focus on projects that are important to our Region, making our roads safer, more efficient and providing more alternatives to access the transport network.

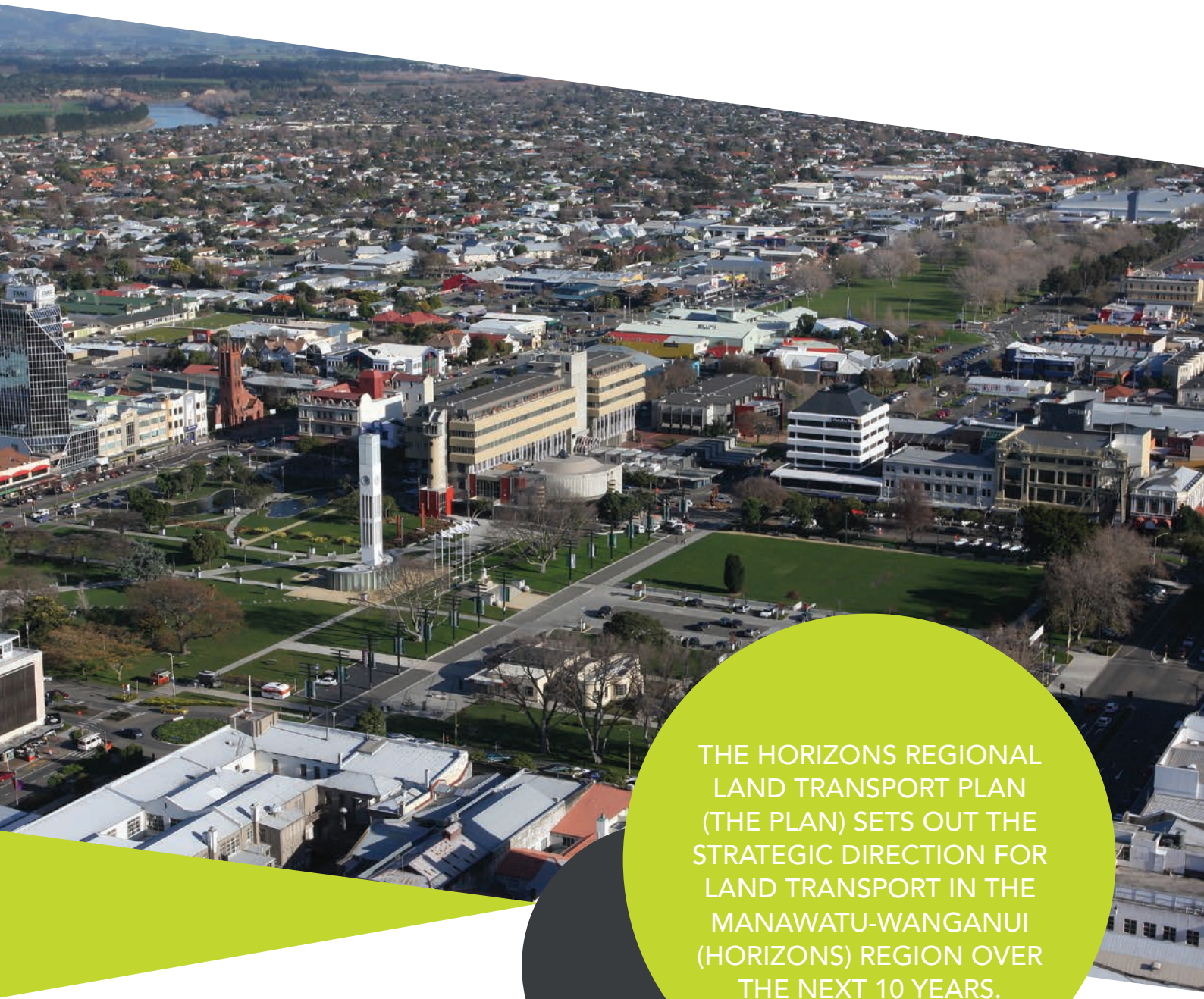
The Plan underpins and takes into account previous work undertaken at a national and regional level, such as the Regional Land Transport Strategy 2010-2040, the Government Policy Statement on Land Transport Funding 2015-2025 and particularly the 2010 Joint Transport Study undertaken by the Transport Agency, Manawatu District Council, Palmerston North City Council and Horizons Regional Council. The Committee is satisfied that this Plan is consistent with these documents. Issues, objectives and priorities identified in these documents have also assisted in identifying and prioritising the transport issues identified in this Plan.

Section 2.2 of the Plan identifies the Region's land transport issues and challenges. Objectives, policies and measures have been identified in subsequent sections to address them as the Region works towards its strategic vision for the future.

Activities identified in Section 4 of the Plan seek to address these priorities in the near future.

On behalf of the Committee, I would like to thank all of those individuals and organisations that contributed to the preparation of this document. I look forward to working with you in delivering better land transport outcomes in the future.

COUNCILLOR E B (BRUCE) GORDON
CHAIR, HORIZONS REGIONAL TRANSPORT COMMITTEE.



THE HORIZONS REGIONAL LAND TRANSPORT PLAN (THE PLAN) SETS OUT THE STRATEGIC DIRECTION FOR LAND TRANSPORT IN THE MANAWATU-WANGANUI (HORIZONS) REGION OVER THE NEXT 10 YEARS.

Section 1

CONTEXT OF THE REGIONAL LAND TRANSPORT PLAN

1.1 PURPOSE OF THE PLAN

The Horizons Regional Land Transport Plan (the Plan) sets out the strategic direction for land transport in the Manawatu-Wanganui (Horizons) Region over the next 10 years. It describes what our Region is seeking to achieve for the land transport system and how this will contribute to an effective, efficient and safe land transport system in the public interest as required under the Land Transport Management Act 2003 (LTMA).

The Plan also incorporates the Regional Land Transport Programme which identifies the land transport activities the Region wishes to prioritise for inclusion in the National Land Transport Programme (NLTP) for subsequent funding subsidy. This is the first plan to combine the Regional Land Transport Strategy and Regional Land Transport Programme into one document which, under new LTMA requirements, replaces the former strategy and programme. The Plan has been developed by the Horizons Regional Transport Committee (RTC) on behalf of Horizons in collaboration with key regional transport partners and stakeholders, and in accordance with statutory requirements under the LTMA as outlined in Appendix 3.

1.2 RESPONSIBILITIES OF TRANSPORT ORGANISATIONS

1.2.1 Central Government

The legal and policy framework for all transport activities in New Zealand is set by the Ministry of Transport, headed by its Minister.

The Minister works through the Ministry of Transport to head the group of Central Government organisations which have responsibility for transport in New Zealand. The Ministry manages the interface with a number of Crown entities that have varied responsibilities for sectors of the transport system.

These include:

- The New Zealand Transport Agency (the Transport Agency), which has responsibility for land transport planning; managing the state highway system; regulating access to and participation in, the land transport network; promotion of land transport safety and sustainability; and allocation of Government funding for land transport.
- Transport Accident Investigation Commission (TAIC). The principal purpose of TAIC is to determine the circumstances and causes of accidents and incidents with a view to avoiding similar occurrences in future. TAIC investigates significant aviation, rail, and marine accidents and incidents.
- Maritime New Zealand. The responsibilities of this organisation include maritime safety, security and marine environment protection.
- Civil Aviation Authority (including the Aviation Security Service) has responsibility for regulating civil aviation in New Zealand.
- The New Zealand Railways Corporation (trading as KiwiRail Group) is a State Owned Enterprise that is responsible to the Crown but operates as a commercial entity.

1.2.2 Regional and Local Government

At a local level, the territorial authorities of the Region are responsible for the management of local roading networks, while the regional council has statutory transport planning responsibilities through the RTC for the preparation of the Plan. The regional council is also responsible for the identification of essential public transport services and the provision of those services where necessary.

1.3 THE NATIONAL AND REGIONAL POLICY CONTEXT

The key to shaping the Plan is the requirements as set out in the LTMA as well as the Government's objectives and priorities as expressed through the Government Policy Statement on Land Transport Funding 2015/16 – 2024/25 (GPS).

A key priority focus of the Government is building a more productive and competitive economy, as articulated in the 'Government's Business Growth Agenda – Future Direction 2014'. The right level of investment, infrastructure and delivery is crucial to achieving this, including a fast and efficient roading network connecting our regional economies.

1.3.1 Government Policy Statement on Land Transport 2015

The Government has a strong focus on driving improved performance from the land transport system and investing in new transport infrastructure. This is primarily articulated through the GPS. The GPS sets out the strategic direction for land transport in New Zealand and outlines the results the Government wishes to achieve from allocation of transport funds from the National Land Transport Fund (NLTF). The Plan must be consistent with the GPS.

The Government's strategic direction for land transport is to pursue improved performance from the land transport system by focusing on three core priorities:

- economic growth and productivity
- road safety
- value for money

The GPS also sets out national land transport objectives and the long term results the Government wishes to achieve under each objective. The objectives seek a land transport system that:

- addresses current and future demand
- provides appropriate transport choices
- is reliable and resilient
- is a safe system, increasingly free of death and serious injury
- appropriately mitigates the effects of land transport on the environment.

1.3.2 New Zealand Energy Efficiency and Conservation Strategy 2011-2016

The New Zealand Energy Efficiency and Conservation Strategy 2011-2016 (NEECS) is a companion strategy to the New Zealand Energy Strategy 2011-2021. It is specifically focused on the promotion of energy efficiency, energy conservation and renewable energy. NEECS sets out six objectives for six key sectors, including transport. The objective for transport is "a more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies". The strategy also sets out targets and the means by which these targets will be achieved. It is a requirement of the LTMA that NEECS is taken into account in developing regional land transport plans.

1.3.3 The One Plan

The One Plan is the Regions guiding policy document that defines how the natural and physical resources of the Region will be cared for and managed by the Regional Council, Territorial Authorities and the community. The One Plan combines the requirements for preparation of a Regional Policy Statement and a Regional Plan under the Resource Management Act 1991. The LTMA requires the Plan to take into account the relevant regional policy statements or plans.

1.4 PROCESS FOR THE DEVELOPMENT OF THE PLAN

A significant amount of work went to producing the operative RLTS 2010-2040. While the operative RLTS was being developed, the Region commenced a Joint Transport Study (JTS) of the Palmerston North-Manawatu sub area, involving Horizons, the Transport Agency, Palmerston North City Council and Manawatu District Council. The aim of the study was to develop an evidence-based network hierarchy for the area, testing the validity of a number of proposals which have been promoted by these organisations over recent years. The recommendations from this study informed the operative RLTS for this area. The JTS formed a major component of the operative RLTS and the RTC considers that it is as relevant today as it was in 2010. The Government's focus on economic growth and productivity has largely remained unchanged over this period as well.

A number of the recommendations of the JTS have yet to be actioned or they are currently at different stages of their project delivery timeline. The RTC considers it is not appropriate that the Plan should re-litigate the work of the JTS or the operative RLTS. Therefore development of the Plan was done in a way to refine the operative RLTS rather than re-write it, while making sure that the Plan still gives effect to the new legislation underpinning it.

The process for preparing the Plan began in early-2014 with two workshops that followed the Transport Agency's Investment Logic Mapping (ILM) process identifying regional issues, possible performance indicators and measures aimed at addressing the identified issues.

A Transport Issues document was then released in April 2014 for targeted consultation (local and central government agencies, the transport sector, and various interested organisations) to truth test the issues identified through the ILM process.

Two issues affecting the Horizons Region were identified in the document:

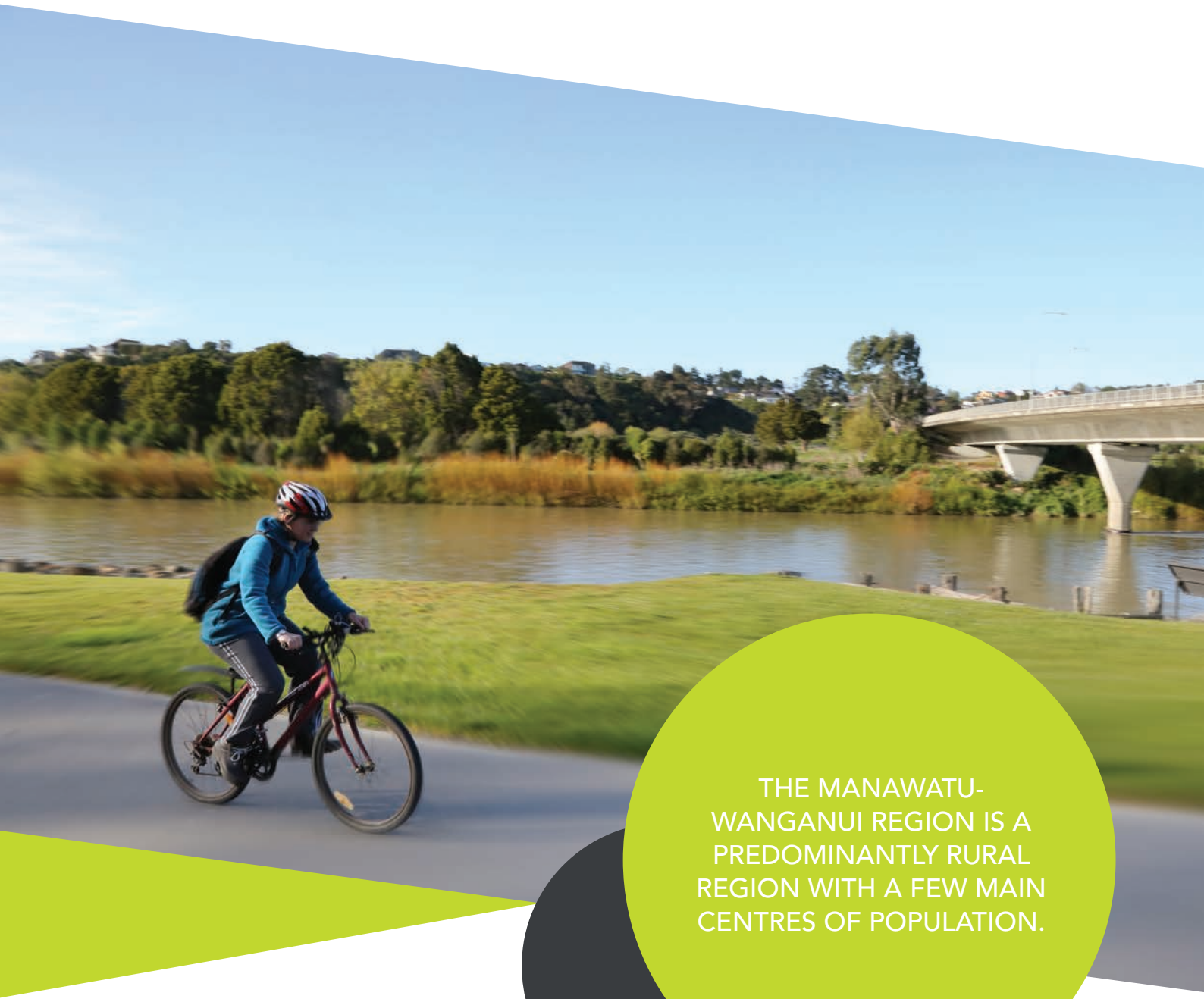
- Uncertainty around land use and transport planning integration means it is increasingly difficult to maintain the roading asset; and
- Disjointed planning across the network means it is difficult to prioritise resilience and structural investment around freight routes.

These two issues recognised that the majority of the Region's population and economic growth is occurring in the Palmerston North-Manawatu sub area. In particular, urban growth on the north-eastern boundary of Palmerston North City is creating conflict with activities in the North-East Industrial Zone which is likely to impact on the efficiency of freight transport trips. If potential issues are not addressed, Palmerston North's efforts to become a central distribution hub for the lower North Island could be limited.

However, feedback received through this targeted consultation, and confirmed through further public consultation, is that Palmerston North's growth in the north-east is largely due to industrial, not residential growth, and through a clear land-use planning framework, including the JTS, there is a clear framework for future investment. Other feedback reinforced that the issues in the operative RLTS have not changed significantly since it was published in 2010. Therefore the issues in section 2.2 largely reflect those of the operative RLTS as well as those raised through the Transport Issues document.

A number of workshops of the Regional Advisory Group (an advisory committee to the RTC made up of representatives from the territorial authorities, the Transport Agency and Horizons) and further meetings of the RTC have:

- refined the Plan's issues and objectives;
- developed a set of specific strategic priorities that the Plan will focus on over its lifetime;
- refined the policies and measures set out in the Plan as a means of addressing the Region's transport issues and guiding development of the transport system for the next ten years;
- outlined how the Plan will be implemented; and
- considered likely funding sources over the life of the Plan.



THE MANAWATU-WANGANUI REGION IS A PREDOMINANTLY RURAL REGION WITH A FEW MAIN CENTRES OF POPULATION.

Section 2

THE STRATEGIC CONTEXT

2.1 SETTING THE SCENE – THE MANAWATU-WANGANUI REGION

The Manawatu-Wanganui Region is a predominantly rural region with a few main centres of population. It lies in the lower central North Island and, because of its central location, it has good land and air transport connections to the rest of New Zealand.

While the Region is home to around 5% of New Zealand's population, it only accounts for 4% of national GDP and 4.9% of national employment[1]. However, economic outcomes vary across the Region.

Although the Region has not experienced the population and economic growth of some of the more densely populated regions in New Zealand, it nevertheless has a number of unique features that contribute to the way in which goods and people are transported through and around the Region.

A goal of the Region is facilitating regional economic growth and with this in mind the Government has commissioned a Regional Growth Study and the Region's Mayors and Chair have invested in a Central New Zealand Agribusiness Strategy. Both the Study and the Strategy will investigate ways to prioritise investment and economic growth opportunities for all districts within the Region over the next 30 years. Transport is a key enabler of growth so making sure the Plan and the Study and Strategy synthesise is key to unlocking potential growth

The Palmerston North - Manawatu sub area is now recognised as the hub of the growing freight distribution industry because of its location in the central-lower North Island, connecting to the surrounding regions of Taranaki, Hawke's Bay, Waikato and Wellington via the State Highway, rail and air networks. However, the hubbing concept is not limited to Palmerston North. Wanganui also has a growing hubbing centre based on the Heads Road Industrial Estate, and there is potential for future hubbing growth in the Horowhenua District when the Wellington Airport to north of Levin Road of National Significance project is complete. A key outcome of the Plan will be to strengthen this growth by having strong links to the Regional Growth Study and Agribusiness Strategy.

2.1.1 Geography

The Region is the second largest local authority region in the North Island and the sixth largest in New Zealand, with 8% of New Zealand's land mass contained within its boundaries.

There are seven local authorities that are almost completely contained within the Region, with small portions of Waitomo District, Stratford District and Taupo District also included within regional boundaries[2].

The seven main districts are:

- Ruapehu
- Manawatu
- Palmerston North City
- Horowhenua
- Wanganui
- Rangitikei
- Tararua

The Region's physical geography is relatively varied, with the volcanic plateau to the north, the alluvial plains of the Manawatu River to the south and the Ruahine and Tararua Ranges bisecting the length of the Region. Both the Tasman Sea and the Pacific Ocean border the Region.

The Region's climate is comparatively mild with greater extremes of temperature inland. Sunshine hours are in accordance with the national average, with the exception of Palmerston North which experiences a greater proportion of cloudy days. Rainfall is below the national average, with Palmerston North receiving 960 mm per annum. Rainfall through the rest of the Region varies between 1,000 mm and 2,000 mm per annum.

[1] Regional Economic Activity Report 2014, Ministry of Business, Innovation and Employment.

[2] Under a Memorandum of Understanding between Stratford District, Taranaki Regional Council and Horizons Regional Council, transport planning responsibilities for the portion of Stratford District which lies in the Horizons Region are undertaken by Taranaki Regional Council.

2.1.2 Population

The people of the Region, and more importantly where and how they live, will play a critical role in shaping the needs of the transport system. Over the course of the Plan the population will become more urbanised, older and will live in smaller households.

The Palmerston North City, Manawatu and Horowhenua Districts are expected to increase in population during the lifetime of the Plan. The remaining territorial authorities are expected to experience population decline, with marked losses in the Ruapehu District forecast.

All are expected to see large increases in the proportion of the population aged 65 and over and all will see average household sizes continue to decline. The transport needs of an ageing population will also have to be considered as many people over the age of 65 become transport disadvantaged and reliant on public transport (including taxis) and friends and family to meet their needs.

The increasing population of the area now covered by the Palmerston North - Manawatu sub area will lead to pressures on the transport systems of these authorities, particularly with regard to commuter movements between and within them. Conversely, population decline in the other parts of the Region will bring about its own set of transport problems, such as a declining ratepayer base to fund transport projects. However, some of this population loss will be offset by rates contributions from non-resident ratepayers owning second and holiday homes in the Region, particularly in the Ruapehu and Horowhenua Districts

At the 2013 Census, the usually resident population of the Region was 222,672, which was an increase of less than 0.1% on the 2006 population of 222,423.

Figure 1 below shows the estimate resident population of each district and population change since 1996.

ESTIMATED RESIDENT POPULATION AT 30 JUNE 1996, 2001, 2006, AND 2013 (2013 - BASE)

YEAR AT 30 JUNE	1996	2001	2006	2013	1996 - 2013 average annual change	2006 - 2013 average annual change
Ruapehu district	17,300	15,000	14,050	12,450	-1.6%	-1.7%
Wanganui district	46,000	44,400	43,800	43,500	-0.3%	-0.1%
Rangitikei district	16,750	15,500	15,150	14,550	-0.7%	-0.6%
Manawatu district	26,700	26,300	26,800	28,500	-0.3%	-0.9%
Palmerston North city	77,100	77,100	80,800	83,500	-0.4%	-0.5%
Tararua district	19,500	18,350	18,050	17,450	-0.6%	-0.5%
Horowhenua district	30,800	30,600	30,600	31,200	-0.1%	-0.3%
Horizons North-West	80,150	74,900	73,000	70,500	-0.6%	-0.5%
Horizons South-East	154,100	152,350	156,250	160,650	-0.2%	-0.4%
Manawatu-Wanganui Region	234,500	227,500	229,400	231,200	-0.1%	-0.1%
New Zealand	3,732,000	3,880,500	4,184,600	4,442,100	-0.9%	-0.9%

FIGURE 1: POPULATION CHANGE 1996-2013 (Statistics NZ estimated residential population data, 2013 base)

Statistics New Zealand's population projections, which are based on population estimates rather than Usually Resident Population figures, indicate an expected overall 4.4% increase in the Region's population by 2031 (medium growth scenario).

2.1.3 Age distribution

All territorial authorities within the Region will have a greater number of people aged over 65 years in 2031, when compared with 2011. This reflects the national trend of an ageing population and will see the regional median age rise to 40.9 years by 2031 from 37.6 in 2011. This overall ageing of the population will have a major influence on districts within the Region, with the greatest effects noticeable in the districts that are likely to have the highest median ages. For example, Statistics New Zealand's medium population projection scenario for the Horowhenua District predicts a marginal decrease in population and a median age of 51.5 years by 2031, up from 44.8 years in 2011. Such changes in demographic structure are likely to have a significant impact on the transport needs of the population as the more elderly the population becomes, the more dependent they become on others for their transportation needs. This results in less need for private vehicles and a greater need for public transport such as buses or taxis.

2.1.4 Socio-economic factors

Income is a determinant of travel as the more people earn, the more they tend to travel. The median personal income (half earn more, half earn less) of the Region at the 2013 Census was $25,000, which is lower than the national median income of $28,500. Median personal incomes in the Region range from $28,400 in Manawatu District to $21,800 in Horowhenua District. Historically, median personal incomes in the Region have always been lower than the national average.

Closely related to this, median household incomes in the Region are well below the national median. At the 2013 Census, the median household income was $50,000 while the national median was $63,800. Only Northland had a lower median household income at the 2013 Census. Differing from the median personal income data, the territorial authority with the highest median household income was Palmerston North City with an income of $58,400. Horowhenua District had the lowest median household income at $39,100. (This is unsurprising given the high rate of retired people living in Horowhenua on fixed incomes).

Historically the labour force participation rate in the Region has been slightly lower than the national average. The graph below shows the regional trend compared to the national trend between March 2004 and March 2013. Higher employment rates tend to correlate to greater travel demand, as people generally need to travel between their place of work and residence.

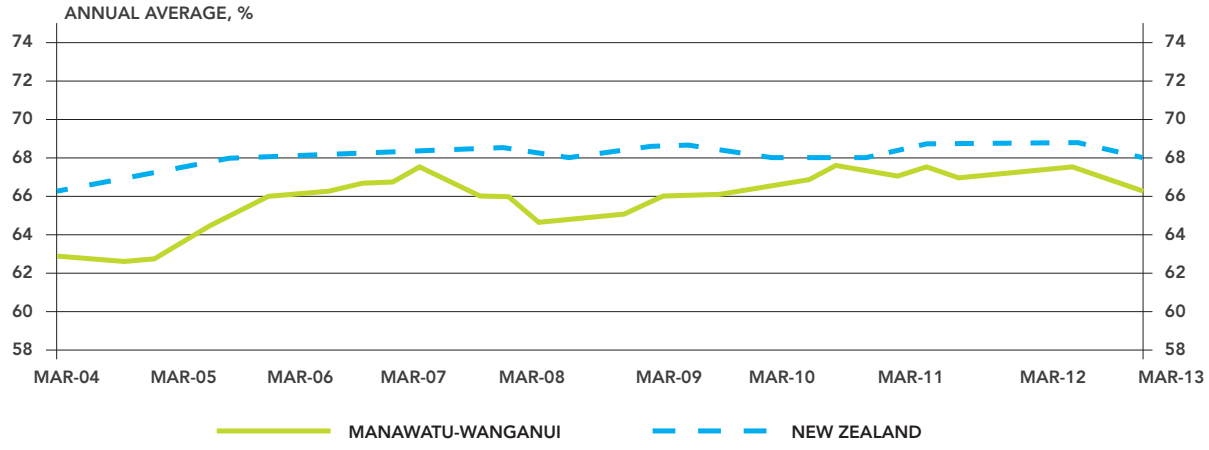


FIGURE 2: REGIONAL AND NATIONAL TRENDS IN THE EMPLOYMENT RATE, MARCH 2004 – MARCH 2013[3]

[3] Manawatu-Wanganui Quarterly Regional Labour Market Update March 2013, pg 3, Ministry of Social Development and Ministry of Business, Innovation and Employment.

The rates of household ownership continue to drop across the Region. At the 2006 Census, 66.8% of households in the Region were owned by the occupants or held in a family trust while at the 2013 Census, this rate had dropped to 65.2%. The most likely reason for this is that younger generations are deferring home ownership for other factors such as career entry, marriage and child bearing[4]. However the regional rate is above the national rate as housing is much more affordable in the Region than nationally.

Manawatu District has the highest home ownership rate in the Region at 71.2%, which possibly reflects the higher median incomes in the District, compared to regionally, as well as the close proximity of Feilding to Palmerston North where household prices may be cheaper in Feilding, but still close enough to commute to. Ruapehu District has the lowest rates of home ownership at 55%.

2.1.5 Dwelling Occupancy

The number of people per dwelling is an important indicator of travel demand. As new dwellings tend to increase urban sprawl in some parts of the Region, this leads to a dependence on private vehicle use as new areas are often not well planned for public transport provision.

The Region's average household size is 2.5 people per dwelling; this is less than the national average of 2.7. These numbers have not changed since the 2006 Census. Of note also is that the average household size in Palmerston North has declined from 2.9 residents per household in 1991 to 2.6 in 2006. This has had an impact on the number of new dwellings built in and around the city and environs. Palmerston North City's average household size is expected to continue to decline to 2.3 residents per household in 2031. Across the Region, household size is projected to decline from 2.5 to 2.2 residents per household by 2031.

2.1.6 Vehicle Ownership

In recent years there has been an increasing trend for households to have more vehicles, which runs counter to the declining rate of household size. However the 2013 Census revealed a change in this trend with fewer households, in percentage terms, now owning two or more vehicles in the Region. At the 2006 Census, 50.4% of households (40,869 households) owned two or more vehicles, while at the 2013 Census there was a slight decline to only 49.3% of households (40,917 households). Nationally 54.5% of households own two or more vehicles. This was a slight increase from the 2006 Census where 54.1% of households owned two or more vehicles.

In contrast, almost one in ten households in the Region has no access to a vehicle, a total of 7,602 (9.2%) households at the 2013 Census. This is above the national average of 7.9% of households without access to a vehicle.

While it is hard to speculate as to why these trends have appeared in the Region, household incomes and age may be a contributing factor in the declining rate of vehicle ownership. As vehicle costs increase households may begin to reduce the number of vehicles they own. An ageing population may also mean that more and more drivers are hanging up their keys because they cannot drive, or cannot afford to own a vehicle. As vehicle ownership rates have dropped, so too has vehicle kilometres travelled (VKT).

2.1.7 Vehicle Kilometres Travelled (VKT)

Since 2006 there has been a declining rate of vehicle kilometres travelled in the Region. Most of the decline in VKT has occurred on the State Highway network, which suggests that people are doing less long-distance driving. As a per capita measure the trend is also going down. Comparing the Census years of 2006 with 2013 shows that in 2006 people in the Region drove on average 11,417km, while in 2013 people drove just 10,806km.

There are a number of possible reasons for this declining trend in VKT: demographic trends such as an aging population which has both an age-related and income-related effect on travel; socio-economic trends such as reduced attachment to private vehicles, or increased awareness of the negative health / environmental outcomes

[4] Centre for Housing Research (2008) The Falling Rate of Home Ownership in New Zealand, Research Bulletin no. 13.

of driving; technological developments such as the rapid uptake of smart phones and other smart devices have reduced people's need to travel; and trends in transport costs, most notably sustained higher fuel prices but also cheap long-distance bus fares and reduced air fare costs also may have contributed to this.

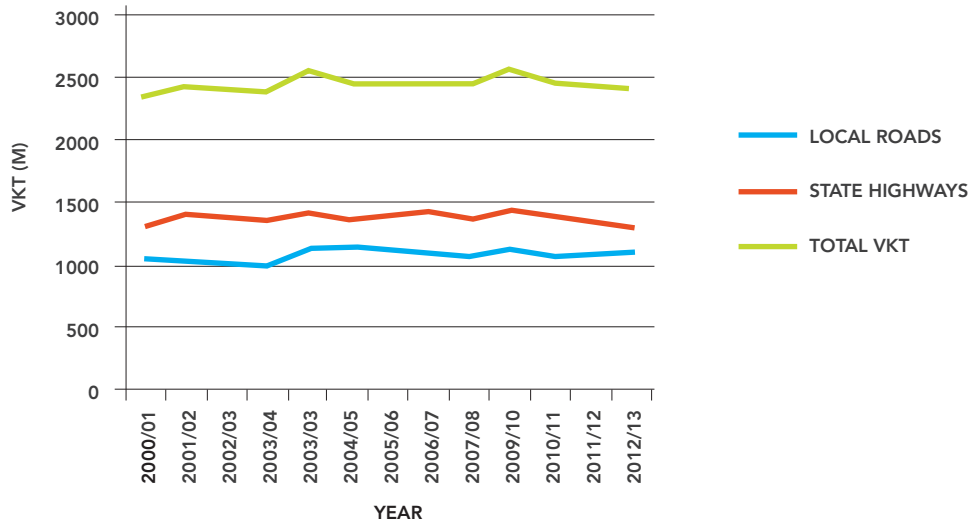


FIGURE 3: REGIONAL VEHICLE KILOMETERS TRAVELLED 2000-2013

2.1.8 Regional Economy and its Impact on Transport Demand

The regional economy is largely based on the production of primary industries, and because of this, the Region's economy is reliant on the land transport network in transporting product from its point of origin to its destination. A large proportion of the Region's primary product eventually makes its way out of the Region for either export overseas or to be redistributed to other parts of New Zealand. Therefore it is critical to the economy of the Region that transport links are resilient.

Figure 4 shows the contribution of each industry to the regional and New Zealand economy as well as providing a comparison of the importance of each industry for the Region against the national economy. What this table shows is the importance of the agriculture, forestry and fishing industries to the Region's economy. These industries contribute around double the GDP to our Region than they do nationally.

INDUSTRY	REGIONAL GDP	NZ GDP	DIFFERENCE
Rental, Hiring and Real Estate Services	11.38%	11.91%	-0.53%
Agriculture, Forestry and Fishing	10.66%	5.49%	5.17%
Manufacturing	8.94%	12.54%	-3.60%
Public Administration and Safety	7.83%	4.27%	3.57%
Health Care and Social Assistance	7.40%	6.04%	1.36%
Construction	7.34%	6.43%	0.92%
Education and Training	6.62%	4.35%	2.27%
Retail Trade	6.41%	4.54%	1.87%
Unallocated	6.38%	6.03%	0.35%
Wholesale Trade	4.71%	5.23%	-0.51%
Professional, Scientific and Technical Services	4.37%	7.64%	-3.27%
Electricity, Gas, Water and Waste Services	3.73%	3.02%	0.71%
Transport, Postal and Warehousing	3.48%	4.20%	-0.71%
Financial and Insurance Services	3.11%	5.73%	-2.62%
Accommodation and Food Services	2.09%	2.12%	-0.03%
Other Services	1.56%	1.93%	-0.37%
Administrative and Support Services	1.52%	2.21%	-0.69%
Information Media and Telecommunications	1.09%	3.24%	-2.16%
Arts and Recreation Services	0.83%	1.25%	-0.41%
Mining	0.54%	1.84%	-1.30%

FIGURE 4: ESTIMATED REGIONAL AND NATIONAL GROSS DOMESTIC PRODUCT (%) 2013 **SOURCE: INFOMETRICS**

The Palmerston North-Manawatu sub area is now a major freight hub and has superseded Wellington in importance as a distribution center. This is as a result of two important commodity flows:

- Palmerston North has become a key staging point for high value imported and domestic freight between Auckland and Wellington or between Auckland and the South Island; and
- Palmerston North has good access to hinterlands that produce New Zealand export commodities and provides the staging point for export of these out of the ports in Napier, New Plymouth and Wellington, or even Auckland and Tauranga.

Recent examples of this growth are:

- The creation of an inland port at Longburn through a collaboration of the Ports of Auckland and Napier, and Icepak. This inland port is within a wider industrial zone known as the Braeburn Industrial Area that is earmarked for future expansion; and
- Palmerston North City Council investigating a 126 hectare extension of the North-East Industrial Zone through its Sectional District Plan review process to accommodate expected growth in the zone.

Wanganui has also become an important freight distribution center recently, providing the primary sector with good road and rail transport routes to markets.

Time criticality is important in freight distribution. A key component of ensuring suppliers meet time critical deadlines is an efficient road transport network, as most time critical product is transported on the roading network. The lower part of the Region is fortunate to have a resilient and efficient roading network in order to meet the demands of time critical transport.

The National Freight Demands Study 2014 provides a snapshot of New Zealand's current freight task and a forecast of what it will look like over the next 30 years. The Study has estimated that the three most important destinations of freight in 2042 will be Taranaki with an estimated 2.59 million tonnes of freight, Wellington (1.81m/tonnes) and Hawke's Bay (1.20m/tonnes).

The most important origins of freight for our Region will be Auckland (2.40m/tonnes), Hawke's Bay (1.48m/tonnes) and Wellington 1.42 (m/tonnes).

Taranaki, Hawke's Bay and Wellington, therefore, are the key origin-destinations in moving freight efficiently and effectively during the lifetime of this Plan.

The Regional Growth Study and Agribusiness Strategy, will investigate ways to unlock further growth over the next 30 years. Transport is a key enabler of growth and discussed below are some of the key sectors of the economy.

The Central New Zealand Agribusiness Strategy is investigating ways to increase the Region's agribusiness exports from $1.9 billion to $3.8 billion by 2025. The Region contains 18% of all Class 1 soils and 14% of all Class 2 soils in New Zealand. These are considered to be the most versatile soils for agriculture and horticulture and there is potential for further growth around the use of these soils.

Agriculture (including: horticulture and fruit growing; sheep, beef and livestock farming; dairy farming; other farming services to agriculture; and hunting and trapping) is the Region's most important enterprise. Around about 80% of the Region is fertile grassland. Farmland is used more intensively than in the past which has led to increased dairy farming and more intensive livestock production. This intensification of the land will have long-term implications for the Regions transport networks, with increasing numbers of heavy vehicles servicing these industries.

Adding value to food exports through food innovation is a growing part of the regional economy and will be a key enabler of regional growth into the future. Key to this is the FoodHQ collaboration based at Massey University. Plans are in place to merge the current Massey University campus with the Fitzherbert Science Centre to create a 'one campus' feel. This will mean that the current high speed environment of Tennent Drive may be replaced with a high quality urban environment designed for both people and motor vehicles that will enable economic growth.

The dairy supply chain is complex, with varying degrees of movement throughout the Region to processing plants both within and outside the Region. Nationally, around 50% of dairy products are moved by rail. However, in our Region this is higher due to the milk conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hawera. There is also a large counter flow from Hawera to the Port of Napier, with finished product being sent for export from Napier.

In 2015, Fonterra's Pahiatua milk processing facility is expected to be upgraded with a new milk powder dryer. All the milk produced in the eastern North Island from the Hawke's Bay to Wellington will be converted to milk powder at the Pahiatua facility, therefore negating the need for it to be transported to Hawera.

There are a number of meat processing facilities in the Region that contribute to it having the largest volume of stock movements in the country. About 44% of meat is conveyed by rail around New Zealand as many meat processing plants have railway sidings. Most meat processed within the Region that goes for export is transported to either the Ports of Tauranga or Napier.

Forestry is likely to contribute more to the economy in the years between 2020-2030 as much of the Region's forestry estate reaches its harvestable age, although when it gets harvested will generally depend on its commodity price at the time. There are large plantations of forest in the Rangitikei, Ruapehu and Wanganui Districts, accounting for more than 75% of the total land area planted with radiata pine in the Region. Most of the logs will get transported via road, particularly local roads, but in some instances are transported by rail. Most logs get exported via the Ports of Napier, Taranaki and Wellington (CentrePort).

The regional tourism industry is largely reliant on the domestic tourism market, with no international airports or seaports in the Region. Most tourists will enter the Region via the land transport network rather than by air or sea as free independent travellers rather than on organised tours. The Region accounts for 4.3% of tourism spend[5] within New Zealand. The major tourist destination in the Region is Palmerston North, accounting for about 40% of all regional tourism spend. Due to its central location and ease of access, it is a major domestic conference and sporting venue which accounts for a large amount of its domestic tourism visits. International visitors are more important to the Ruapehu and Wanganui Districts, where there are major recreational attractions such as the Tongariro and Whanganui National Parks.

The Ruapehu and Wanganui Districts also have two of the 'Great Rides', that comprise the national cycleways network, Nga Haeranga: The Timber Trail and the Rivers to Sea cycle trails. The trails are the 'premier' rides on the network. In recent years the network of cycle routes has been expanded to include a number of on-road cycle touring routes, with the long-term aim of developing a nationwide cycling network, enabling locals and international visitors to explore all of New Zealand by cycle. All or part of the following 'cycle touring routes' are in the Region:

- Manawatu Cycleway
- Mountain to Sea Connection
- Tararua Traverse
- The Gentle Annie
- The OTT Trail
- Timber Trail Connection

[5] Ministry of Business, Innovation and Employment / Infometrics

2.2 THE ISSUES

Issues identify the pressures that the current regional land transport network is facing over the lifetime of the Plan. The issues tend to be multi-faceted and there are generally no 'quick fixes' in order to address them. They may take many years from start to finish to resolve. For example, roading projects from the investigation and design phases to the construction phase can be years apart for a number of reasons, including funding constraints and landowner negotiations.

The identified issues in the Horizons Region are:

- Integrated land use and transport planning to produce a more resilient network, and to provide a more structured roading hierarchy to accommodate anticipated future freight growth;
- Improved linkages to other Regions – of importance, links to the south of the Region and to the north of the regional border between the Desert Road Summit and Taupo;
- The need to maintain improvements to secondary strategic links that are playing an increasing role as east-west links and alternative routes and for tourism/economic development purposes;
- Anticipated population and economic growth in the Palmerston North - Manawatu sub area, the impacts this will have on freight distribution;
- The need for continued improvements to road safety in the Region;
- Increasing pressure on the Regions rural roading network, particularly with increased forest harvesting and agricultural use and potential increases in tourism traffic; and
- Mitigating adverse environmental effects from the regional transport system.

2.2.1 Integrated land use and transport planning to produce a more resilient network; and to provide a more structured roading hierarchy to accommodate anticipated future freight growth

The Region, largely due to its central location, is well served by a strategic network of road, rail and air links, with access to ports in neighbouring regions. In order to ensure that sustainable economic and social development of the Region is supported, it is vital to ensure that this network continues to function well and promotes the Region's increasingly important role as a center for the distribution of freight in the North Island.

However, there are a number of vulnerable sections of the network, which will become subject to increasing pressure over the coming years if traffic growth occurs. Of particular importance is the role of freight and its predicted growth. Two of the most vulnerable sections in the Region are the Manawatu Gorge (SH3) and Whirokino Trestle (SH1). These are important to the Region economically as the Gorge is the most direct link from our region to the Port of Napier, the most important export port with direct access to the Region. The Whirokino Trestle is also important as currently all high productivity motor vehicles (HPMV) heading north or south have to take a detour through a network of other routes.

KEY PROJECT

The 2010 Palmerston North-Manawatu Strategic Transport Study – A 30-Year Planning Framework

In 2010, at the same time as developing the Regional Land Transport Strategy, Palmerston North City Council, Manawatu District Council, the Transport Agency and Horizons Regional Council undertook the Palmerston North-Manawatu Strategic Transport Study (referred to as the JTS).

The intention of the JTS was to confirm a roading hierarchy for the Palmerston North-Manawatu sub area that would identify improvements and develop a programme of works to give effect to the road hierarchy over a 30-year planning horizon.

While some projects have been completed, a number of the proposals are still yet to be realised. Given that it is a 30 year plan of works, it is important that the RTC continues to advocate for these improvements over the lifetime of the Plan, and beyond. This is to ensure that the Palmerston North-Manawatu sub area, and the Region as a whole, realise the benefits from this investment.

The JTS does cover only a small area of the geographical region. However its importance should not be questioned with respect to unlocking economic growth and development opportunities that will benefit the entire region. Two large industrial areas are located to the northeast and southwest of Palmerston North. By facilitating their development through strong and effective transport links which the JTS has identified, freight efficiency will be greatly improved opening up additional economic opportunities across the Region.

The major deficiencies of the existing rural road network within the core study area were identified as:

- the State Highway 3 route between Sanson and the Manawatu Gorge passing through Palmerston North is inefficient as an inter-regional route;
- the commuter route between Feilding and Palmerston North via Bunnythorpe requires this traffic to use two level crossings of the North Island Main Trunk (NIMT) railway line;
- the need for an additional crossing of the Manawatu River;
- the lack of a clearly defined road hierarchy, particularly north and east of Palmerston North to provide good access to the North East Industrial Zone (NEIZ) adjacent to the airport, the proposed eastern residential growth area and the proposed New Upstream Bridge.

Also identified was the need for additional capacity along and across Tremaine Avenue within the urban area of Palmerston North. A number of proposals were developed to address these deficiencies. They are:

- A rural state highway route between Mt Stewart and the Manawatu Gorge via Bunnythorpe
- A New Upstream Bridge between Te Matai Road and Staces Road
- An Eastern Corridor between Bunnythorpe and the New Upstream Bridge
- A bypass of Bunnythorpe
- A Rural Ring Road around Palmerston North

Also identified was the need for additional capacity along and across Tremaine Avenue within the urban area of Palmerston North.

A number of proposals were developed to address these deficiencies. They are:

- A rural state highway route between Mt Stewart and the Manawatu Gorge via Bunnythorpe
- A New Upstream Bridge between Te Matai Road and Staces Road
- An Eastern Corridor between Bunnythorpe and the New Upstream Bridge
- A bypass of Bunnythorpe
- A Rural Ring Road around Palmerston North

Appendix 2 provides further detail on the key findings of the JTS. The key projects identified on page 59 have been updated to give an indication of progress to date. It should be noted that Palmerston North City Council currently have the Upstream Bridge being constructed in the 2038-2044 period as it is currently not economically justified.

A rural roading hierarchy has been developed (see Appendix 2) which takes into account the existing roading hierarchy of the Palmerston North City District Plan. In 2012, Palmerston North City's Plan Change 7 brought the District Plan into line with the operative RLTS, and in 2014 Plan Change 50 of the Manawatu District Plan did likewise.

However, during the development of the Plan there have been concerns raised that there is a mismatch of land use planning and transport planning between the public and private sectors. The concern is that the two sectors are not working as efficiently as possible in identifying areas for investment, as planning of the land transport network goes hand in hand with private sector development. The protection of identified heavy freight routes is one of the most important ways that the public sector can stimulate investment for the private sector as this

provides long-term certainty for the sector. Improving this situation will give the private sector more confidence in the resilience and efficiency of the Region's transport network and encourage increased investment in the Region.

In 2011, the Wanganui District Council (WDC) adopted an Urban Transportation Strategy that sets the direction for future transportation investment over the following 30 years in the District. The Strategy aligns a number of WDC documents including the District Plan. One of the major themes of the Strategy is to improve the efficiency and effectiveness of freight movement and notes that, in order to be successful; the Strategy relies on other stakeholders to play their part. An example of this was the reopening of the Castlecliff branch rail line in May 2011, providing direct access to the Open Country dairy factory as a terminus for Port Taranaki, which has subsequently been replaced by Centreport (Port of Wellington) operations. However, it also recognises that future District Plan reviews will need to consider the potential land use conflicts between identified areas of housing development and heavy vehicle routes.

The One Network Road Classification will also assist in ensuring more efficient freight movements as roads across the Region, and nationally, will provide a level of service based upon the function they perform. For example a road classified as a National (high volume) road (the highest classification) should be expected to be always available, or rapidly restored in the event of disruption.

Increased use of the rail network will also increase the resilience of the regional land transport network. The Region lies at the crossroads of the North Island Main Trunk rail line, the Gisborne-Palmerston North and New Plymouth-Marton lines. It is generally agreed that rail for freight, and passenger, movements is currently under-utilised.

Rail can also assist in integrating land use development by ensuring there is multi-modal access. The example above of the re-opening of the Castlecliff spur line in Wanganui is relevant. In Palmerston North, Palmerston North City Council sees great benefit in securing a rail spur into the growing North-East Industrial Zone in order to provide relief to the road network.

Resilience can also be determined in terms of how well the network can withstand short and long term interruptions. The Region is prone to emergency events such as floods and slips, high winds and earthquakes. There is also the very real threat of volcanic activity from the Central Plateau and Mt Taranaki, and climate change may bring sea level rise to some of our coastal communities.

2.2.2 Improved linkages to other regions – of importance links to the south of the Region and to the north of the regional border between the Desert Road Summit and Taupo

This issue has been of importance to the RTC for a number of iterations of the RLTS. Because of the Region's proximity to the Wellington Region, which is of national economic importance, access to and from it, particularly the important State Highway 1 south route, is crucial to the economic vitality of our Region. Access along State Highway 1 is heightened because of the lack of practicable alternative routes to and from the Wellington Region.

Likewise, the part of State Highway 1 north known as the 'Desert Road', between Waiouru and Taupo in the Waikato Region, is increasingly important to the economy of the Region. Around one-quarter of all vehicle movements on this road are by heavy commercial vehicles and this is expected to increase over the life of the Plan. State Highway 1 north provides the most direct link from this Region to the Port of Tauranga, New Zealand's largest port in terms of cargo volume, as well as to the 'Golden Triangle' regions of Auckland, Bay of Plenty and Waikato that account for around half (45%) of New Zealand's freight movements and population.

Safety and congestion issues on State Highway 1 south have long been of concern to the RTC. This was recognised when the Government announced the north of Levin to Wellington Airport corridor to be a Road of National Significance (RoNS) in 2009. By upgrading the route to a mostly four-lane expressway it is hoped that access will improve to CentrePort (the Port of Wellington), Wellington CBD, Wellington Regional Hospital and Wellington Airport. In doing so this will relieve severe congestion on both the state highway and connecting local roads, improve safety, and improve journey time reliability.

The current route south as far as Otaki has poor alignment and a number of narrow bridges. A large number of local roads and properties have access onto the highway (which contributes to its poor safety record) and these issues make it very difficult to upgrade the existing route to modern standards. Congestion, particularly around Otaki, has been a long standing issue.

The project has been divided up into eight individual sections and the Otaki to north of Levin section is mostly in the Horizons Region. The current proposal for this section is to have provision for a four-lane corridor, although another option is the upgrade of the existing route to the junction of SH1/57 intersection (just south of Levin). The overall RoNS project is expected to save 40 minutes of journey time between Wellington and Levin when all improvements are expected to be complete by 2031, and to have 30% fewer serious crashes in the five years after the route is finished.

Linkages to the neighbouring regions of Taranaki and Hawke's Bay are also crucial for economic development purposes. The Port of Napier is the most important export port directly accessible to the Horizons region. Freight flows from the Hawke's Bay Region to Horizons region, of which a large proportion will come directly from the Port, are expected to increase from 0.68 million tonnes (2012) to 1.48 million tonnes in 2042[6] . Freight going in the reverse direction is also anticipated to increase. Therefore the links between the two Regions needs to be secure for the passage of HPMVs.

The closure of the most direct road route, the Manawatu Gorge (SH3) in 2011-12 showed the vulnerability of the route to closure. Daily economic losses to the Region were estimated at $63,000. The Saddle Road was shown as not being up to standard to meet the additional traffic volumes generated. Since the closure a project to upgrade the Saddle Road to be capable of taking high productivity motor vehicles has alleviated issues in the rare instances that the Gorge is closed. The ongoing investments in routine work to improve the resilience of the main route however remains important and necessary.

The RTC has long advocated for, and will continue to do so, improvements to State Highway 2 that connects the Hawke's Bay and Horizons Regions. In recent years the Papatawa Realignment and Whakaruatapu Bridge replacement projects have been high priority for the Committee and have improved the linkage to the Hawke's Bay. However it is recognised that the route does not have full HPMV capability and ensuring that is does is a priority.

State Highway 3 to Taranaki has seen many recent safety improvements relative to other key linkages due to its prior outdated standards. However there are two projects in the Taranaki Region that the RTC would like to see completed in order to provide a safer and more efficient journey between the Regions. These being the Normanby Overbridge realignment and Tangahoe Bridge replacement.

Rail has for some time also been a key link to Taranaki with much dairy product being transported to the Wharearoa dairy facility in Hawera, however this may change with planned upgrades at Fonterra's Pahiatua facility planned. However the Taranaki Region is still anticipated to be our Region's most important destination of freight over the next 30 years[7].

[6] National Freight Demand Study, Ministry of Transport, 2014.

[7] National Freight Demand Study, Ministry of Transport 2014

State Highway 4 also connects the Waikato and Horizons Regions. It plays an important role in times that State Highway 1 north is closed. That part of the highway known as the 'Paraparas' has traditionally been a narrow and windy stretch prone to intermittent closure through slips. In recent years works have been undertaken to improve its resilience to weather related events. The highway is also an important gateway to the Whanganui and Tongariro National Parks.

The previous issue touched on the Manawatu Gorge alternative and the Whirokino Trestle bridge as being important parts of the road network that are constraining, or potentially constraining, economic growth. Both of these projects are anticipated to be completed during the lifetime of the Plan.

The North Island Main Trunk rail line is also of vital economic importance to the north and south of the Region. The volume of freight moved by rail is anticipated to increase during the lifetime of the Plan. Encouraging a greater share of freight from commodities that is not time critical such as forestry, pastoral agricultural and dairy will be a key output of this Plan.

Encouraging a shift of freight from road to rail also has positive road safety outcomes as this lessens the conflicts between heavy vehicles, private vehicles and cyclists.

2.2.3 The need to maintain improvements to secondary strategic links that are playing an increasing role as east-west links and alternative routes and for tourism/economic development purposes

In addition to the State Highways, a number of local roads have been identified as strategically important to the Region, including alternative routes for east-west and north-south links for tourism purposes. Most of these routes have low volumes of traffic. However, they become important in the event of road closure or for tourist access and therefore need to be safe and provide an adequate level of service when necessary. Many of these routes have had safety and level of service issues that have just recently been resolved and will need to be maintained during the lifetime of this Plan.

The Saddle Road, which connects Ashhurst and Woodville, is currently the most used alternative east-west route when the Manawatu Gorge (SH3) is closed and carries approximately 60% of traffic at those times. When the Manawatu Gorge was closed during 2011-12, the Saddle Road was shown to have an inadequate level of service for such a long period of time. Since this closure the road has been upgraded to be capable of taking HPMVs.

The Pahiatua Track provides a strategic connection for the west to the south-east of the Region and to the Wairarapa. It also serves as a secondary alternative route when the Manawatu Gorge is closed, carrying approximately 40% of the Gorge traffic. Ensuring that the Track maintains its status as an alternative secondary route will be important during the lifetime of this Plan. With this in mind, there may need to be some safety realignments as there are a number of tight hairpin turns and the road is also used as a training route for cyclists. Widening the road width will increase the safety to all road users.

The Napier-Taihape Road also played an increased role as a alternative east-west link during the 2004 floods. Largely as a result of this the RTC advocated for the route to be sealed. Sealing of the road took place between 2007 and 2012 and has played an emerging role as a tourist and freight route since.

The Whanganui River Road has also been identified as a potential tourism route between the Wanganui and Ruapehu Districts. It now forms part of the Mountains to Sea – Nga Ara Tuhono Cycle Trail, one of the Great Rides of the New Zealand Cycle Trail routes, with the section between Pipiriki and Upokongaro utilising the River Road. The road was constructed early last century and had been largely a metal road since. However, in 2006-07 sealing of this route commenced and was completed in March 2014.

2.2.4 Anticipated population and economic growth in the Palmerston North and Manawatu area, the impacts this will have on freight distribution

The Region's population was 222,672 at the 2013 Census, which was an increase of less than 0.1% on the 2006 population of 222,423. The population in the Palmerston North - Manawatu sub area is expected to increase in the coming years. The remaining Districts are expected to lose population with the exception of Horowhenua which is expected to increase slightly.

Figure 1 in section 2.1.2 shows that the Palmerston North-Manawatu sub area has accounted for the majority of the Region's recent population growth. This is not anticipated to change, with most projected population growth in the Region still forecast for these two areas over the next ten-years.

KEY PROJECT
Regional Growth Study and Central New Zealand Agribusiness Strategy

Councils in the Horizons region are collaborating to facilitate economic growth and prosperity for the Region. This collaboration has seen central Government invest in a Regional Growth Study for the Region to be completed in April 2015. This study will identify key opportunities for growing our regional economy. Government has highlighted the importance of Council's collaborating with each other and with industry and iwi to facilitate growth.

Councils in the Region have also invested in the Central New Zealand Agribusiness Strategy. The Strategy is an implementation plan that takes opportunities identified from the growth study and puts them into practice. The base strategy will be completed in June 2015.

The Strategy builds on the strength the Region has in agribusiness from primary producers through to processors and research and development. Collectively the Councils in the Region see significant advantages in building on the agribusiness base and aim to double the Region's agribusiness exports by 2025. As the results of the Growth Study and Agribusiness Strategy are put in place, Councils are likely to continue to invest in growing the Regions prosperity. This is likely to include further investment in the land transport network as the distribution of product from market will be key to unlocking anticipated growth.

The variation process of the Plan means that it can be flexible enough to include any projects that are identified in the Study that are not currently included in the Plan.

The likely effect of this population growth is that there will be increased pressure on some of the key transport links in and between the two territorial authorities. Again, the purpose of the JTS was to recommend a number of solutions for resolving the issues that were identified. Of the proposals identified earlier, a number have a direct relationship with this issue.

A number of key arterial routes are experiencing some congestion at peak times and this will need to be managed adequately into the future. Palmerston North's significant and growing freight distribution industry and the strategic network in and around the city will need to cater effectively for this now and into the future. The implications for this have been discussed in a previous issue. However, of importance to this issue, is ensuring that future growth of the North East Industrial Zone is planned for via an efficient road network providing good access locally to Palmerston North and regionally to the rest of the North Island. This has been recognised through the planned increase in this zone highlighted in section 2.1.8

Furthermore, improved connections between Feilding and Palmerton North will need to cater for predicted increases in commuter flows, including the resolution of issues in the Bunnythorpe area. Refer to Appendix 2 for further detail on the JTS actions.

Another recommendation of the JTS is that a separate traffic study be undertaken to identify options to optimise the Palmerston North urban road network and to develop an integrated roading plan to cater for future traffic demands, both to 2021 and to the longer term horizon of the JTS. This will need to allow for land use changes to emerge from the current PNCC urban growth strategy and may include a review of the findings of the JTS, based on current land use projections. The findings of the Growth Study and Agribusiness Strategy will also influence future growth.

PNCC have put forward two projects in the programme component (section 4) to address these issues: the upgrade of strategic routes to HPMV standard, and implementation of the Integrated Transport Strategy business case.

2.2.5 The need for continued improvements to road safety in the Region

Road crashes have a huge social and economic cost to the Region. The estimated value of each life lost in a road fatality in the Region is $4.61 million[8].

The National Road Safety Strategy, Safer Journeys 2020, is a strategy to guide improvements in road safety over the period 2010-2020. Its aim is to create a safe road system increasingly free of death and injury. To do so, the Strategy describes using a Safe Systems approach that works across all elements of the road system: roads, speeds, vehicles and users.

The Strategy identifies 13 areas where current performance needs to be strengthened and ranks them into areas of high concern, medium concern, and continued and emerging focus. Coupled with this national focus, is the "Communities at Risk" register that identifies communities with a significantly higher than average risk of crashes involving certain causal factors. The Communities at Risk and Safer Journeys will guide investment in road safety until at least 2020.

Since *Safer Journeys* was introduced the national road toll has dropped to totals not seen since the early 1950s when the population was far smaller and there were far fewer cars on the roads. In both 2011 and 2013, the national road toll was under 300 fatalities. Before 2011, the last time this was achieved was in 1952. In 2003, 461 people lost their lives on the nations roads; in 2013 this was almost halved at 254 fatalities. While improvements have been made, it is considered that work is still required to reach the ultimate goal of a zero road toll.

The work we do in our Region all contributes to improving the outcomes identified in Safer Journeys. Since the operative RLTS was adopted, there have been some big improvements in the number of fatalities and serious injuries in the Region. However 2014 reversed some of the trends seen below with 34 fatalities from a total of 30 fatal crashes on the Regions roads, therefore it is important that all road safety partners continue to work in a coordinated manner in order to reduce the amount of fatalities and injuries on the Regions roads.

The trend for increasing overall injury crashes has also started to be reversed since 2010. In the period, 1999 to 2010, the trend was for an increase in overall injury crashes. A total of 665 injury crashes were recorded in 2010 and this has been reduced to 563 in 2013.

[8] Social cost of road crashes and injuries 2013 update report, Ministry of Transport, November 2013.

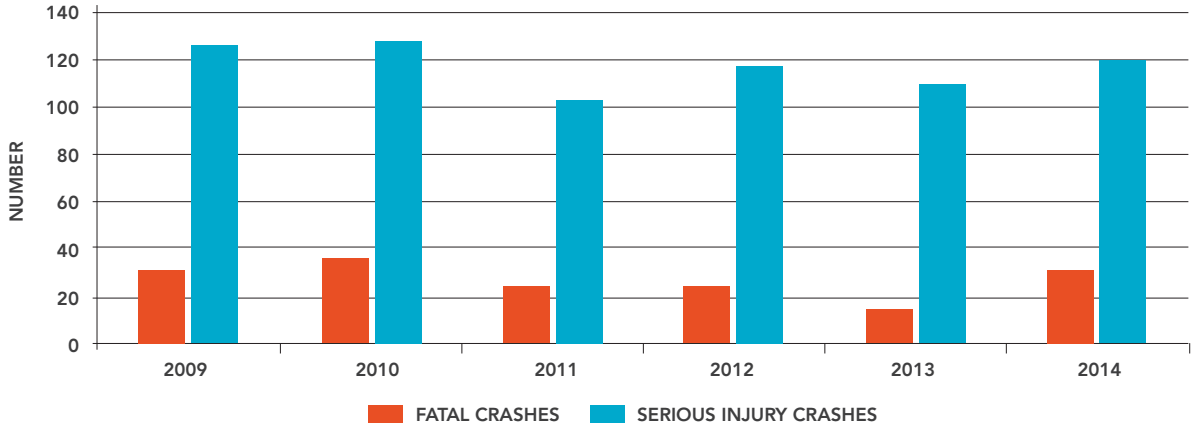


FIGURE 5: MANAWATU-WANGANUI FATAL/SERIOUS INJURY CRASHES 2009-2014

Some of the main contributing factors to road crashes in the Region are:

- Intersection crashes, occur at a higher rate regionally than the national average on both rural and urban roads.
- The Region accounts for 7.7 percent of national serious trauma from crashes involving alcohol and/or drugs. The Region accounts for just 5.2 percent of New Zealand's population.
- Motorcyclists are also more likely to be killed or injured in this Region than would be expected nationally.
- Fatigue is a particular problem on State Highway 1 two to three hours north of Wellington.

Regionally, local Road Safety Action Plans provide a means for all road safety partners across the traditional three 'E's', engineering, enforcement and education, to cooperate on achieving positive road safety outcomes.

2.2.6 Increasing pressure on the Regions rural roading network, particularly with increased forest harvesting and agricultural use and potential increases in tourism traffic

Rural roading networks are critical to the Region's economic success, providing access to farming and forestry areas and service centers. The seven territorial authorities that manage these roads face increasing challenges to maintain networks that are appropriate for the heavy vehicles needing to use them to bring out primary products, as well as catering for residential access. Often they have a small rating base and a significant length of road network to maintain. Population loss in these districts is leading to a declining, and ageing, rural ratepayer base. The cost of maintaining the roading asset is getting spread across fewer and fewer ratepayers with the percentage of those on fixed incomes increasing. These districts also face increasing costs associated with the maintenance of routes that have a more strategic inter-district role.

The local roads often provide the important 'first and last' kilometre of the journey from the producer of goods to the market. The maintenance of current levels of service is the number one priority for the future investment of the land transport network in the Region for the next ten years.

The Region has over 128,000 hectares[9] of exotic tree plantations intended for harvest. Pavement renewal, and who will pay for this, will be an issue for the Wanganui and Ruapehu Districts in particular due to the amount of forestry logging expected to occur in the period 2020 to 2030. In the Wanganui District it is anticipated that 7.9 million tonnes of forestry will be harvested during this time period.

[9] National Freight Demands Study 2014, Ministry of Transport

Increases in tourist traffic as well may exacerbate some of these same issues, particularly in the Ruapehu District that also has a large forest estate due for harvest in the next ten-years. Tourists unfamiliar with the regions roads and large logging trucks sharing the same often narrow and winding roads may cause conflict. Therefore maintaining these roads to an appropriate level of service will be critical during the lifetime of the Plan.

In 2011, the Government established the Road Maintenance Taskforce to identify opportunities to increase the effectiveness of road maintenance. One of the Taskforce's main recommendations was that road controlling authorities should take a 'one network' approach to asset management. Collaboration between authorities should be encouraged and, in some cases, joint management of the network will provide significant opportunities for improving efficiency.

Out of this Taskforce, the Road Efficiency Group (REG) was formed in 2012 which is made up of representatives from territorial authorities and the Transport Agency. One of the main outcomes of the REG was the formation of the One Network Roading Classification (ONRC). This involves the categorising of roads based on the functions they perform as part of an integrated national roading network. It is hoped that this classification will help territorial authorities plan, invest in, maintain and operate the road network in a strategic, consistent and affordable way throughout New Zealand. It is expected that territorial authorities will begin transitioning to implementing the ONRC in the 2015-18 NLTP period.

The Region has many bridges, most of which were built over 50 years ago. As a result of the deteriorating condition of the bridges, many of them are due for renewal in the 2015-2025 period. Some of these bridge replacement projects have been included in the programme component of the Plan in section 4.

2.2.7 Mitigating adverse environmental effects from the regional transport system

The transport system is responsible for about one-fifth of New Zealand's climate changing greenhouse emissions and these are anticipated to increase over time. An increase in the use of alternative and energy efficient transport modes is needed to combat transport emissions.

Transport emissions are the largest contributor to poor air quality in New Zealand . However the Region's air quality is generally good with only the Taumarunui and Taihape catchments being compromised over winter, yet this is largely because of winter heating sources rather than transport emissions that contribute only about 1-2% of PM^{10} particulates in these catchments.

There are also a number of other negative effects that the transport system produces. Contaminants such as those from vehicle tyres, brake pads, oil and grease and the wear of bitumen from road surfaces can all end up in the Region's air, water and land. Large construction projects can also lead to adverse environmental effects. Runoff from earthworks can end up in waterways and dust can become airborne if not mitigated effectively.

Promoting energy efficiency, particularly via the promotion of alternative modes of transport such as walking and cycling and public transport networks is a key contributor to mitigating the adverse environmental effects of the land transport system.

The Palmerston North-Manawatu sub area is relatively geographically flat which lends itself to be being conducive for cycling. During the lifetime of the Plan a number of projects are planned to increase the amount of cyclist, and pedestrian, opportunities.

The Region has made significant strides in recent years to increase patronage on its public transport services and through increasing the amount of cycle lanes in urban areas. The Palmerston North urban bus services were reviewed extensively in 2014-15 and it is planned that major improvements for these services will be implemented during the lifetime of the Plan. Other improvements are also planned to move commuters out of private vehicles onto public transport.

[10] Updated Health and Air Pollution in New Zealand Study: Health Research Council of New Zealand, Ministry of Transport, Ministry for the Environment and New Zealand Transport Agency, 2012.

Ride-sharing, be it informal carpooling between friends and work colleagues, or through an established ride sharing website, such as 'Lets Carpool', all contribute to lessening the impacts from the land transport network.

Promoting alternative fuels is also a small, yet growing, contributor as well. Fuel / electric hybrid vehicles are now common place on the roads whereas fully electric or plug in hybrid vehicles are a newer form of hybrid that may emerge during the lifetime of this Plan.

Effective and integrated land use planning can also mitigate the effects of the transport network. Building new subdivisions with no thought for multi-modal access or services can lead to car dependence, and thus, more greenhouse gas emissions produced.

2.3 OBJECTIVES

Five key objectives have been adopted. These set out key areas the Region will focus on to address the Issues already identified and lead directly to the strategic priorities that the RTC wants to focus on in the programme element of the draft Plan. The strategic priorities identified in section 2.4 are required to link back to the objectives so there is a strong connection between the 'strategy' component of the draft Plan and the 'operative' part of the Plan. Furthermore, each project identified in the programme component is required by the LTMA to address either an objective or policy of the Plan. The RTC has chosen to link them to objectives.

The identified objectives have been drafted so that they contribute to the purpose of the LTMA and are consistent with the draft Government Policy Statement on Land Transport Funding. They are:

- Enhanced freight efficiency across the Region;
- Enhance the strategic advantage of the freight hub for the central North Island;
- Better targeted investment for a strategic network;
- A safe land transport system; and
- A resilient and multi modal transport system.

These objectives do not differ greatly from the objectives of the operative RLTS. In fact, there are fewer objectives because of the change in the LTMA that now requires the Plan to contribute to an effective, efficient, and safe land transport system in the public interest.

The first two objectives capture the strategic direction carried over from the operative RLTS that focused heavily on supporting economic growth and connecting to national transport corridors. This is still a relevant issue for the Region and is also consistent with the purpose of the LTMA and the current GPS.

The third objective focuses on a number of major work streams that are ongoing and will have an impact on the delivery of the road network over the lifetime of the draft Plan, such as the One Network Roading Classification, HPMV and 50Max implementation (heavy vehicles that do not need a permit to take up to 50 tonnes maximum loading). It focuses on the efficient delivery of the network, but not solely on the road network, as the rail network also forms part of the strategic network.

The focus of the fourth objective, safety, has always been a focus of previous RLTSs. Road crashes have a huge social and economic cost to the Region and the use of some other modes of transport (i.e. walking and cycling) is declining because of concerns about safety and personal security, whether real or perceived.

The fifth objective recognises the varied transport needs of the Region's residents, some of whom have a high degree of choice and flexibility, while others have limited options for getting around. It acknowledges the need for increased choice of personal transport in order to reduce dependence on car travel. It also recognises the

need for the transport system to be adaptable to changing circumstances and to respond to the needs of the Regions varied communities.

The objectives identified broadly align with the LTMA as well as the GPS, which they are required to do. The matrix below analyses how each objective would contribute to the purpose of these documents.

OBJECTIVES	LTMA PURPOSE	GPS OUTCOMES		
	Contributes to effective, efficient and safe land transport system in the public interest	Economic growth and productivity	Value for money	Road safety
Enhanced freight efficiency across the Region	√	√	√	√
Enhance the strategic advantage for the freight hub for the central North Island	√	√	√	√
Better targeted investment for a strategic network	√	√	√	√
A safe land transport system	√	√		√
A resilient and multi modal transport system	√	√	√	√

2.4 STRATEGIC PRIORITIES

The LTMA requires that the Plan must include a statement of transport priorities for the first ten years of the Plan. The identified strategic priorities will guide investment in the land transport network for the duration of the Plan. It is these priorities that link the 'strategic' element with the 'operational' aspect of the Plan, as projects addressing the strategic priorities will be given a higher ranking than those that do not.

The RTC has chosen to rank the priorities as this provides a clearer direction of where the Region wishes to invest over the next ten years. This then should provide a clear picture of the Regions wishes to the Transport Agency when it compiles the NLTP.

The priorities must address the land transport issues and contribute to the objectives already identified in chapters 2.2 and 2.3. A number of the identified priorities are extensions of themes running through previous iterations of the RLTS.

In establishing the priorities the RTC has considered:

- National priorities - the purpose of the LTMA and the existing and draft GPS
- Existing Regional priorities – the operative RLTS and RLTProgramme
- The issues and objectives identified in the Plan

2.4.1 Strategic Priority 1: Efficient road maintenance and delivery

Maintaining the existing roading asset at its current level of service has been prioritised as the most important deliverable of the Plan. Because of funding constraints throughout the land transport sector, all road controlling authorities are under increasing pressure to ensure that the roading asset provided meets the community's expectations.

There are a number of reasons why these funding constraints have come about. Less than anticipated NLTF revenue, the large capital commitment to the RoNS and the increasing cost of maintaining and renewing the Regions roads has meant that the road maintenance dollar has had to be spread more thinly. Furthermore, declining rural rating bases means that to sustain the current level of service for many of the Regions rural roads, the spend is spread across fewer ratepayers. Territorial authorities are now in the very real position of having to return some lightly used roads to metal roads.

The REG was established in 2012 in order to drive value for money and improve performance in maintenance, operations and renewals throughout the country, in a response to a perception that there were varying degrees of output throughout New Zealand. As a direct result of this the Transport Agency and local government produced the ONRC to address and implement efficiencies in the delivery of road maintenance. From the 2015-18 NLTP, the Transport Agency and all territorial authorities will begin implementing the ONRC, which is a classification of roads based on the function they perform in the overall national picture.

As Section 2.2.6 explained the pressure of increasing forestry and tourism traffic in some of the Regions districts will have a significant bearing on how efficiently and safely logs can be transported to market and how safely tourists can traverse isolated rural roads. Appropriate maintenance of roads used by forestry and tourists will ensure economic growth and road safety outcomes are met in this Plan.

With this in mind safety is also a key component of this priority as this forms one of the key deliverables of the land transport system. Road safety outcomes have improved markedly over the past ten-years, however 2014 reversed many of the positive gains experienced in the preceding years. The challenge will be to ensure that 2014 was a blip on an otherwise positive downward trend. Road maintenance plays an important part in road safety as a lowering of roading standards can be a contributing factor in road crashes.

Links to objectives:

- Better targeted investment for a strategic network
- A safe land transport system

2.4.2 Strategic Priority 2: Improved connectivity of key strategic routes

The standard of north-south and east-west connectors has long been a concern to the Region. With the Government's and Region's current focus on economic growth, in particular through the Regional Growth Study and Agribusiness Strategy, it is of vital importance to the Region that the arteries of the land transport network are at a capacity sufficient enough to enable economic growth. This is even more important for our Region as it serves as the crossroads for much north-south and east-west traffic in the lower North Island. As the majority of freight is still forecast to be carried on road during the lifetime of the Plan, it is important that the key strategic routes are capable of carrying HPMVs.

With the announcement of the RoNS, major safety and alignment issues will be addressed in order to improve safety and travel time variability on this part of State Highway 1. However completion of the RoNS is still a number of years away. The current timeframe for completion of the Otaki to Levin section is 2019-20.

The differing standard of State Highway 1 north between the part of the highway in the Horizons Region and Waikato Regions has also long been a concern of the Region. Horizons has long advocated for a number of improvements in the Waikato Region. However due to other projects in Waikato having a higher priority, few of these projects have proceeded to date. State Highway 1 north is a key connector for the Region to the Ports of Tauranga and Auckland that are the two largest ports by volume in the country.

Currently State Highway 1 south is not a HPMV route as the current state of the Whirokino Trestle means overweight HPMV's have to take a detour via Foxton-Shannon Road, adding distance and cost to the carriage of freight. Ensuring that the Whirokino Trestle is capable of taking the overweight vehicles will be key to unlocking the routes economic potential.

State Highway 4 also connects the Waikato and Horizons Regions. It plays an important role in times that State Highway 1 north is closed. That part of the highway known as the 'Paraparas' has traditionally been a narrow and windy stretch prone to intermittent closure through slips. In recent years works have been undertaken to improve its safety and resilience to weather related events, and any ongoing measures arising that uphold this resilience are supported.

Connectivity to the Hawke's Bay via SHs 2 and 3 is important to both Regions. The Port of Napier is a key origin / destination for a lot of freight flows between both Region's. However, this connectivity is largely constrained by the absence of a HPMV route between the Regions. The Manawatu Gorge (SH3), in the rare instance that it is closed is of concern, however a recent upgrade of the Saddle Road to HPMV standard has alleviated some of these concerns and increased the resilience of the connection.

Because of the strategic importance of SHs 2 and 3, the RTC supports ongoing improvements over time, to the standards appropriate to their function. Examples of proposed work to be included in the lifetime of this Plan, and the Plans of Hawke's Bay and Taranaki are fully supported.

Section 5 outlines projects that are identified as inter-regionally significant that will support HPMV movement and are supported in this Plan.

State Highway 3 also passes through Palmerston North and traffic currently informally bypasses the city through a network of local roads. The outcomes of the JTS aim to address this through ultimately upgrading and designating these local roads to SH3. Other projects that aim to ensure better and safer connectivity, such as Whakaruatapu and Manawatu Hill on State Highway 2 connecting Hawke's Bay, have been advocated through the operative Regional Land Transport Programme 2012-15.

SH3 to Taranaki is largely of an appropriate standard, although the route between Waitotara and Hawera in southern Taranaki is currently not at HPMV standard. Two projects in the Taranaki Region to address this are supported in this Plan (refer Section 5); the Tangahoe Bridge and Normanby Overbridge realignment projects. Much of the product from east to west is milk product that is transported by rail from the Oringi and Longburn processing facilities to the Whareroa dairy plant in Hawera although some of these movements will be reduced when the Pahiatua milk processing facility is upgraded to process most of the milk produced on the east coast.

State Highway 43 (The Forgotten Highway) is now functioning as an emerging tourist route between Stratford and Ruapehu Districts. However, 12km of this route remains unsealed. Completion of sealing of this route would provide a boost for tourism, and therefore the economy, of these two Districts.

Rail links are also important to the Region given its strategic location in the central lower North Island. As highlighted in section 2.2.1, the Region lies as the crossroads of three important rail lines: the North Island Main Trunk, the Gisborne-Palmerston North and New Plymouth-Marton lines.

In the past ten years work on day lighting tunnels on the Manawatu Gorge and at Kai Iwi on the New Plymouth-Marton line has enabled Hi-Cube containers to pass on the lines.

KiwiRail's recent focus on reviewing the viability of under-utlised lines has meant the mothballing of the Stratford-Okahukura Line in recent years. This has meant the loss of an important alternative rail link in the event of closure of the New Plymouth-Marton line. The focus for KiwiRail is to now increase the tonnage and revenue from its existing lines, and for travel times to become more reliable and relevant. Encouraging the use of commodities that are not time critical onto rail will be important to ensuring that rail connectivity is improved over the lifetime of the Plan.

Section 5 (Inter regional activities) further highlights what projects the Region wishes to see advanced that will improve connectivity on these strategic routes.

Links to objectives:

- Enhanced freight efficiency across the Region
- Enhance the strategic advantage for the freight hub for the central North Island
- Better targeted investment for a strategic network
- A safe land transport system

2.4.3 Strategic Priority 3: Plan for and proactively respond to demographic change and impacts of land use change

Current demographic trends are showing that households are getting smaller and the population is ageing and becoming more urban. There may also be a change in car driving habits with less vehicle ownership and fewer VKT driven per person.

It will be important during the lifetime of the Plan to ensure that access to services is secure, particularly for the Region's rural communities. As the population becomes more urbanised key services, such as health, postal and banking, have been gradually reduced and centralised.

Ensuring that there is appropriate public transport services will be key to retaining the vibrancy of these smaller communities. These services may be in the form of commuter bus services, community vehicles or health shuttles. Even for a community the size of Wanganui, access to health services at MidCentral Health in Palmerston North will become more important as Palmerston North Hospital assumes the responsibility of more specialised services.

Changing demographic trends will have considerable impacts on how people use the land transport network and there are also particular conflicts on the rural-urban periphery where the urban areas in the Region are experiencing, or planning, growth. Making sure that land use planning considers future transport needs is important to ensure that the Region is not locked into inefficient use of transport resources that is difficult and expensive to mitigate at a later date.

The outcomes of the Regional Growth Study and Agribusiness Strategy will investigate ways to maximise the value of outputs from the land which may have some impacts on long-term land use change. It is important that the Plan, the Regional Growth Study and Agribusiness Strategy are aligned.

Links to objectives:

- A resilient, multi modal land transport network
- A safe land transport system

2.4.4 Strategic Priority 4: Increased focus on pedestrians and cycling

The decline in walking and cycling over the past 20 years throughout New Zealand and Horizons has been apparent. Lifestyle changes have played a part, and the convenience and availability of low-cost vehicles have contributed to this decline. However, the Government has recognised the important role walking and cycling can have in positive economic, social and environmental outcomes. The National Cycle Trail, Nga Haerenga, was created in 2009 in order to reap some of these benefits through the construction of a series of 'Great Rides'. This has since been expanded to include a series of 'Cycle Touring Routes' that complement and expand on the flagship 'Great Rides'.

While the focus of the national cycle network is on recreational and cycle tourism, the GPS 2015-25 will encourage progress on improving urban cycling networks, or commuter cycling. Encouraging walking and cycling in urban, and between, urban centers can support economic growth and productivity through the provision of better access to markets, employment and business areas. It also improves capacity on existing roads through mode shift and so lessens the amount of maintenance and renewal needed.

It is hoped that projects previously deferred in the operative Regional Land Transport Programme 2012-15 can be implemented in this timeframe. A further $100 million from outside the NLTF has now been earmarked from the Future Investment Fund to kick-start a number of key urban cycling projects, to take pressure off other transport networks.

The Region plans to continue to promote walking and cycling as convenient and healthy methods for short trips, as well as trips connecting main urban centres, over the life of the Plan, including an ongoing programme of infrastructure improvements in order to facilitate growth.

Links to objectives:

- A resilient, multi modal land transport network
- A safe land transport system

2.4.5 Strategic Priority 5: Efficient, accessible and affordable public transport networks

The Region considers it a priority to grow its network of public transport services through improvements that are affordable. Growing public transport networks can reduce pressure for costlier capital improvements on the roading network as well as reducing the impacts of congestion at peak times. There are also environmental benefits to be realised from fewer private vehicle trips being made. Public transport also provides vital social connections for some of the Region's more isolated communities, enabling residents of these communities to remain resident in those towns. With a projected ageing of the population and the related loss of mobility, the provision of accessible and affordable public transport networks will become even more important during the lifetime of this Plan.

The Region has experienced significant growth in its public transport networks over the past decade. Services in Palmerston North have had significant growth due to the Massey and UCOL Unlimited Access Scheme giving "free" access to transport services for students and staff of these organisations. Increased peak-time services introduced in 2010 has also provided a carrot for commuters to increase their use of public transport in Palmerston North. A review of the network in 2014 will determine the future network layout and, once the review is complete, improvements will be introduced subject to funding availability. Wanganui's urban bus network has also experienced growth over the last few years and the commuter services between Palmerston North and Feilding, Levin and Marton are all experiencing varying degrees of growth.

It is difficult to justify traditional scheduled public transport services within smaller settlements. However innovative transport solutions may be justified for these communities. The issue of rural access will become more acute as populations decline and age, and services are centralised in larger localities. This is discussed in Section 2.4.3.

The Regional Public Transport Plan (RPTP) sets out in detail how the Region will provide public transport services and what levels of service will be provided. Horizons will continue to regularly review all its services to ensure they are providing efficient, accessible and affordable services for the Regions residents.

Links to objectives:

- A resilient, multi modal land transport
- A safe land transport system

2.4.6 Strategic Priority 6: An appropriate network of tourism routes

This is a priority as it encourages visitors to visit the Region, and therefore provides economic development opportunities, and encourages their movement through a network of clearly defined and visible tourist routes. International tourism is particularly important for the Wanganui and Ruapehu Districts, with domestic tourism being more important to Palmerston North.

The numbers of tourists in the Region are expected to grow in the coming years so providing an appropriate network of tourism routes is important in fostering economic growth in some of the Region's smaller communities that rely on tourists.

In the past few years, the Whanganui River Road and the Napier-Taihape roads have been sealed. Both of these roads are expected to play an increasing role as tourist routes in the Region. Freedom camping, particularly campervan users, is an increasingly popular form of tourist activity in the Region, and the sealing of these routes can only enhance the reputation of the Region as a destination for this form of tourist activity.

Other routes that could be upgraded through completion of seal extensions over the course of this Plan that could reap tourism benefits are State Highway 43 and Route 40, both of which run between Ruapehu District and the Taranaki Region.

An emerging area of tourism is the Manawatu Gorge. Due to a number of recreational developments over the past ten-years the Gorge now attracts almost 100,000 annual visitors. In 2006, just 15,000 visitors were recorded. The Gorge walk is now regarded as one of the top ten walks in New Zealand by the NZ Automobile Association.

Coupled with this increase in visitors is the increase in conflicts between vehicles, particularly heavy vehicles heading east / west and pedestrians / cyclists using the Gorge. A project to build a clip on walkway / cycleway is prioritised in Section 4 of the Plan.

As a result of expected increases in demand in cycle tourism from the completion of touring routes that form the New Zealand Cycle Trail, the Region should ensure that access to and from these trails is adequate to support the projected demand. A project linking the Mountains to River Cycleway from the Whanganui River Road to Wanganui City is prioritised in Section 4 of the Plan.

Links to objectives:

- Better targeted investment for a strategic network
- A safe land transport system
- A resilient, multi modal land transport network

2.5 POLICIES AND MEASURES TO ACHIEVE THE PRIORITIES

Previous chapters of the Plan have outlined the issues, the objectives and the strategic priorities. This section focuses on how the RTC will achieve what it has set out in the strategic priorities and will set out policies that will guide and direct decisions and the planning that needs to occur to achieve the priorities. It will also set out measures, or key performance indicators, that will allow us to measure how well the objectives and priorities are being achieved. This will assist with the Plan monitoring to gauge the Plans effectiveness.

2.5.1 Strategic Priority 1: Efficient road maintenance and delivery

Policy 1.1

Ensure the road network provides suitable access to business, educational, social and recreational services for the Region's residents and businesses

BY

1.1.1 Maintaining and renewing roads in a manner consistent with their function as identified in the One Network Roading Classification (Territorial Authorities and the Transport Agency).

1.1.2 Providing and maintaining local roads that cater appropriately for the needs of businesses and communities (Territorial Authorities).

1.1.3 Encouraging the separation of arterial and local road traffic where appropriate (Territorial Authorities).

1.1.4 Ensuring that road controlling authorities, through the Plan, maintain and (where necessary) improve existing transport links into rural areas to facilitate economic growth (Transport Agency and Territorial Authorities).

1.1.5 Support collaboration between road controlling authorities in order to maximise investment (Territorial Authorities and the Transport Agency).

Measures:

1. Implement the One Network Roading Classification in the 2015-18 National Land Transport Programme timeframe.
2. Completion of renewals and maintenance programmes achieved within budget.
3. Reduced costs in road maintenance activities through improved asset management practices.

Policy 1.2

Ensure continuous improvement in regional road safety

BY

1.2.1 Utilising a safe systems approach involving a combined package of measures targeting safer road users, safer vehicles, safer roads and safer speeds (Police, Territorial Authorities, Transport Agency, Horizons, ACC, District Health Boards).

1.2.2 Targeting the areas of highest risk (as identified in road crash statistics) for road safety interventions (Police, Territorial Authorities, Transport Agency, Horizons Regional Council, ACC, District Health Boards).

1.2.3 Promoting the development of a road safety culture (Police, Territorial Authorities, Transport Agency, Horizons Regional Council, ACC, District Health Boards).

1.2.4 Prioritising through the Plan engineering, education and enforcement activities which address identified causes of road crashes in the Region (Regional Transport Committee).

1.2.5 Ensuring that safety and personal security are fully considered when implementing transport projects (Transport Agency, Territorial Authorities, Horizons Regional Council, KiwiRail).

Measures:

1. Regularly review and implement District Road Safety Action Plans ensuring good coordination between districts on common road safety issues.
2. Number of serious and fatal road crashes declining year on year during the lifetime of the Plan.
3. Reduced annual social cost of crashes.

2.5.2 Strategic Priority 2: Improved connectivity of key strategic routes

Policy 2.1

Maintain and as necessary improve the strategic transport network to ensure safe, efficient intra- and inter-regional accessibility and links with national transport corridors

BY

2.1.1 Undertaking a programme to maintain and develop the strategic road network to give effect to the preferred strategic option of the 2010 Joint Transport Study (Transport Agency, Territorial Authorities).

2.1.2 Protecting the current and future functions of the strategic transport network through designations and appropriate planning processes (Transport Agency, Territorial Authorities, KiwiRail).

2.1.3 Ensuring the strategic transport network is resilient to disruption from adverse weather and other hazards, and that there are available alternatives of appropriate standard for this function (Transport Agency, Territorial Authorities, KiwiRail).

2.1.4 Maximising the existing capacity of the strategic transport network by efficient network management techniques (Transport Agency, Territorial Authorities).

2.1.5 Encouraging the integration of rail and other transport modes, where possible, to ensure the most efficient and effective inter- and intra-regional movement of freight and people (Transport Agency, Territorial Authorities and KiwiRail).

2.1.6 Minimising the negative effects of land use intensification on the strategic roading network (Transport Agency, Territorial Authorities).

2.1.7 Working with neighbouring Regions through their Regional Land Transport Plan development and implementation to identify and strengthen inter-regional links and routes (Transport Agency, Regional Councils, Territorial Authorities).

Measures:

1. Complete investigations of necessary improvements to the RoNS between Levin and Otaki and implement the identified improvements.
2. Implement the recommendations of the Joint Transport Study, subject to scheme assessment reports and further consultation with affected communities, to ensure that the strategic transport network in the Palmerston North-Manawatu sub area caters for future growth and facilitates economic development.
3. Implement safety realignments on strategic routes in identified priority order through the Plan.
4. Identify and advocate for improvements on activities identified as having inter-regional significance.
5. Submit on District Plan reviews and land use proposals to ensure effects of development on existing and future networks are avoided or mitigated.
6. Increased tonnage moved by rail.

Policy 2.2

Support the provision of effective connections to the Region's principal economic growth and productivity areas

BY

2.2.1 Upgrading rural roads and bridges as necessary to cater for commercial, agricultural, forestry and tourism traffic (Transport Agency, Territorial Authorities).

2.2.2 Encouraging the separation of arterial and local road traffic where appropriate (Transport Agency, Territorial Authorities).

2.2.3 Undertake the Regional Growth Study and Central New Zealand Agribusiness Strategy to identify actions to encourage further economic development in the Region (Ministry of Business, Innovation and Employment, Ministry for Primary Industries, Horizons Regional Council, Territorial Authorities).

Measures:

1. Increased GDP per capita in the Region.
2. Implement the recommendations of the Regional Growth Strategy and Central Agribusiness Strategy, where appropriate.

Policy 2.3

Support the efficient and effective movement of freight within and through the Region

BY

2.3.1 Planning, maintaining and developing transport corridors to support and encourage the Region's major role in the efficient distribution of freight throughout New Zealand (Transport Agency, Territorial Authorities, KiwiRail).

2.3.2 Supporting the integration of modes, where possible, to encourage the most efficient and effective inter- and intra-regional movement of freight (Transport Agency, Territorial Authorities, KiwiRail).

2.3.3 Considering the needs of freight distribution in local and regional planning documents, and ensuring the availability of suitable land to facilitate this (Transport Agency, Territorial Authorities, Horizons Regional Council).

2.3.4 Supporting the provision of facilities for the transfer of freight between transport modes, as appropriate (Transport Agency, Territorial Authorities, Horizons Regional Council, KiwiRail).

2.3.5 Establishing and protecting a safe network of routes for 'high productivity motor vehicles', where appropriate (Transport Agency, Territorial Authorities).

2.3.6 Ensuring that freight corridors are resilient to disruption from adverse weather and other hazards, and that there are available alternatives of appropriate standard to minimise disruption of freight flows (Transport Agency, Territorial Authorities, KiwiRail).

2.3.7 Promoting and providing infrastructure that mitigates adverse environmental effects resulting from the transport system, such as stock truck effluent disposal sites.

Measures:

1. Complete implementation of proposed stock truck effluent facilities identified in the North Island Stock Truck Effluent Strategy.
2. Increased payload per vehicle in tonnes, by mode.
3. Increasing number of high productivity vehicles on high productivity motor vehicle routes.
4. Number of new businesses locating in the freight hub.

2.5.3 Strategic Priority 3: Plan for and proactively respond to demographic change and impacts of land use change

Policy 3.1

To ensure land use planning recognises potential impact on existing transport systems

BY

3.1.1 Ensuring new land use development includes provision for walking, cycling and public transport services, consistent with relevant best practice guidance (Territorial Authorities).

3.1.2 Promoting increased urban housing density in areas or corridors with high accessibility via several transport modes, such as along bus routes (Territorial Authorities).

3.1.3 Promoting the establishment of community facilities in new areas of development in order to reduce the need to travel (Territorial Authorities).

3.1.4 Advocating for the review of minimum parking requirements in district plans and the implementation of parking pricing to reflect the true cost of parking provision (Regional Transport Committee).

Policy 3.2

Encourage effective integration of transport and land use planning in growth areas of the Region

BY

3.2.1 Ensuring that current and future transport corridors are identified and protected in planning documents (Transport Agency, Territorial Authorities).

3.2.2 Developing transport projects and services which are consistent with land use plans and strategies (Transport Agency, Territorial Authorities).

3.2.3 Ensuring freight and tourist flows are taken into account during planning processes (Transport Agency, Territorial Authorities).

Measures:

1. Contribute to the review of district and regional planning documents to ensure alignment with the Regional Land Transport Plan.
2. Reduction in 5-year vehicle kilometres travelled rolling average in urban areas.
3. Maintain / reduce percentage of household consumption expenditure on transport.
4. Advocating on District Plan reviews / plan changes on land use proposals.
5. Collaboration with territorial authorities on walking and cycling strategies, new developments and urban growth.
6. Increased population density in Palmerston North and Wanganui.
7. Decrease in tonnes of CO2 emitted from domestic transport per capita.

2.5.4 Strategic Priority 4: Increased focus on pedestrians and cycling

Policy 4

Encourage the uptake of walking and cycling as transport modes and for recreation

BY

4.1 Providing new infrastructure that caters for safe walking and cycling, where appropriate (Transport Agency, Territorial Authorities).

4.2 Maintaining current walking and cycling facilities to appropriate standards (Transport Agency, Territorial Authorities).

4.3 Encouraging walking and cycling through travel behaviour change programmes, and promotional and educational activities (Transport Agency, Territorial Authorities, Horizons Regional Council, District Health Boards).

4.4 Providing facilities which enable transfer between modes, such as bike parks at bus terminals and cycle carriers on buses (Horizons Regional Council, Territorial Authorities).

4.5 Developing and promoting recreational walkways and cycleways where appropriate (Transport Agency, Territorial Authorities).

4.6 Promoting the role of cycling in tourism and recreation in the Region (Horizons Regional Council, Territorial Authorities).

Measures:

1. Complete construction of the Ruapehu-Whanganui Pathways - Ngā Ara Tūhono cycleway and the Pureora-Ongarue Central North Island Rail Trail.
2. Undertake pedestrian and cycling safety education programmes in selected high-risk locations.
3. Increased uptake of walking and cycling counts.
4. Increase level of investment in walking and cycling facilities.
5. Investigate the provision of cycle carriers on buses in urban areas and on commuter services between centres.

2.5.5 Strategic Priority 5: Efficient, accessible and affordable public transport networks

Policy 5.1

Promote the increased use of public transport

BY

5.1.1 Providing frequent, reliable, cost effective public transport services where appropriate in urban areas and between centres (Horizons Regional Council and Transport Agency).

5.1.2 Promoting public transport in urban centres as the mode of choice for current car users, particularly for commuters (Horizons Regional Council, Territorial Authorities and Transport Agency).

5.1.3 Ensuring that the public transport system is accessible and affordable for all, including those with limited options (Horizons Regional Council, Territorial Authorities and Transport Agency).

5.1.4 Developing high quality passenger transport infrastructure in appropriate locations (Horizons Regional Council, Territorial Authorities and Transport Agency).

5.1.5 Providing bus priority measures where appropriate and necessary to maintain a high level of service (Territorial Authorities and Transport Agency).

5.1.6 Investigating and developing innovative and cost-effective public transport solutions to improve access and mobility for residents in small towns and rural areas (Horizons Regional Council and Transport Agency).

5.1.7 Planning and providing for public transport routes and facilities in residential subdivisions and major new facilities (Territorial Authorities and Transport Agency).

5.1.8 Supporting the retention of current passenger rail services through the Region and investigating opportunities for improved services (Horizons Regional Council).

Measures:

1. Review and implement the Regional Public Transport Plan (RPTP) to implement the public transport component of the Plan.
2. Complete a first principles review of the Palmerston North urban services.
3. Complete investigations into bus terminal improvements in Palmerston North and Wanganui.
4. Maintain existing rural services, and where feasible, introduce new services.
5. Investigate the provision of cycle carriers on buses in urban areas and on commuter services between centres.
6. Provide improved bus service information where necessary.
7. Investigate the feasibility of retaining or improving the current commuter services between Palmerston North and Wellington.
8. Increase public transport trips per capita.
9. Increasing farebox recovery on the regional public transport network.

Policy 5.2

Ensure that people with special transport needs are provided for in the public transport system

BY

5.2.1 Providing Total Mobility and specialised transport services in as many parts of the Region as possible (Horizons Regional Council).

5.2.2 Providing wheelchair accessible buses where viable (Horizons Regional Council).

5.2.3 Ensuring that public transport infrastructure (such as terminals and bus shelters) and bus information systems (timetables, public announcement systems etc) meet the needs of all users (Horizons Regional Council, Territorial Authorities).

Measures:

1. Continue to provide the Total Mobility service including investigating the establishment of new services where feasible (Horizons Regional Council).
2. Review bus timetable information systems to ensure that visual and audio impairments are catered for where feasible (Horizons Regional Council).
3. Increased level of investment on accessibility infrastructure.

2.5.6 Strategic Priority 6: An appropriate network of tourism routes

Policy 6

Cater for the provision of clearly defined tourism routes

BY

6.1 Ensuring that existing transport links in rural areas are maintained, and where necessary improved, to facilitate tourism growth (Transport Agency and Territorial Authorities).

6.2 Promoting the role of cycling tourism and recreation in the Region (Transport Agency, Territorial Authorities and Regional Tourism Organisations).

6.3 Encourage the retention of the current rail network in the Region, including the retention of disused rail corridors for other transport uses, such as tourism (KiwiRail and Regional Tourism Organisations).

Measures:

1. Year on year growth in the use of the National Cycle Trail routes in the Region.
2. Increased vehicle counts on the Whanganui River Road, Napier-Taihape Road and State Highway 43.
3. Working with the tourism industry to raise awareness of the Regions tourist routes.

THE REGIONAL PROGRAMME OF ACTIVITIES OUTLINED IN THE NEXT TWO CHAPTERS OF THE PLAN IS A LEGISLATIVE REQUIREMENT OF THE LTMA.

Section 3

FUNDING THE PLAN

The regional programme of activities outlined in the next two chapters of the Plan is a legislative requirement of the LTMA. The regional programme of activities (the programme) outlines activities for which funding is sought through the National Land Transport Programme and NLTF, as well as activities that are to be funded through other sources. The funding sought in this plan from the NLTF will give effect to the strategic priorities as outlined in section 2.4.

The NLTF is not limitless and will not be able to fund all of the activities identified in the Plan. Other sources of funding outside the NLTF are required to give effect to the objectives and priorities in the Plan, such as passenger revenue from public transport services to offset the amount of public funding.

3.1 ANTICIPATED REVENUE SOURCES

A description of the known and anticipated sources of funding for regional land transport activities is outlined below. This includes funding through the NLTF and other sources of funding.

3.1.1 Revenue from the National Land Transport Fund

The NLTF is a funding source for projects supported by the Transport Agency. This funding is sourced from road user charges, fuel excise duty, and from motor vehicle registration and licencing fees. There are also modest contributions from sources such as the rental or sale of state highway land, and interest from cash invested.

Funding in the NLTF is allocated to activity classes established in the GPS. The GPS is prepared on a three yearly basis and is amended to reflect the current government's priorities for land transport. The ten activity classes of the GPS 2015 are shown below.

- State highway improvements
- State highway maintenance (including operation and renewals)
- Local road improvements
- Local road maintenance (including operation and renewals)
- Public transport (services and infrastructure)
- Walking and cycling improvements
- Regional improvements
- Road safety promotion
- Investment management (transport planning)
- Road policing

For each activity class, an upper and lower funding range is given in the GPS. The distribution of funds across activities is undertaken by the Transport Agency with input from transport partners. Funding occurs in a manner consistent with the GPS, and is on the basis of national priority until the funding available to each activity class is fully allocated. Not all activities put forward in the Plan will receive the funding sought from the NLTF.

Regional improvements is a new activity class within the GPS. It is intended to provide certainty to the Regions that funding is available for provincial areas to meet their legitimate transport investment needs. Allocation of funds for this activity class will occur nationally, and will be allocated to projects that the Transport Agency considers will deliver regional rather than national benefits.

Approved organisations that have a RoNS, or part of a RoNS, cannot seek funding from this activity class.

The road policing activity class is not coordinated through the Plan as it occurs with the other activity classes. Funds are allocated directly to the NZ Police at a national level. However, regional land transport plans are required to include an assessment of the relationship of police activities to the Plan. This assessment is below.

3.1.2 Contribution of road policing activity to the Horizons Regional Land Transport Plan

Policing is about making our communities safer. The Road Policing Strategy to 2015 is aligned with Safer Journeys - the New Zealand Road Safety Strategy. The Road Policing Strategy is about preventing harm, saving lives, targeting repeat and high risk offenders, and working with partners to protect the people in our communities from death and serious injury.

The focus is on prevention first, which will result in fewer victims, fewer offenders and a reduction in road trauma for our community. Within the Region, local Road Safety Action Plans (RSAP's) set a framework for the coordinated delivery of multiple agency interventions to implement the Government's Safer Journeys Strategy.

The RTC is responsible for setting the political direction for road safety in the Region and providing high level regional policy through the Plan. A representative from the Police sits on the RTC as an advisory member.

The Police work with partner agencies to achieve the Safer Journeys' vision of a safe road system increasingly free of death and serious injury. The Police contribute to the safe system approach using an intelligence and evidence based approach to identify risk and maximise deployment. This includes targeting resources to prevention, deterrence and enforcement activities which focus on high risk drivers (e.g. young drivers) and driving behaviour, alcohol and drugged driving, speed and restraints, and high risk geographic areas at particular times (days of the week and hours of the day).

Educating and encouraging road users to behave more safely will help ensure identified targets and outcomes related to the RSAP's and Safer Journeys can be achieved. Police activities, as part of the safe system approach, are captured in the road safety objective and priorities in this plan.

3.1.3 Local Revenue sources

Many transport activities undertaken by regional and territorial authorities are subsidised through the NLTF. Subsidy through the NLTF is contingent on the provision of a local contribution applied by the local authority. Local revenue sources are typically derived from local rates, fares for public transport services (where relevant), debt and development contributions. The amount of subsidy varies between local authorities and is referred to as the Funding Assistance Rate (FAR). Local authorities also carry out unsubsidised activities such as urban renewal footpath work and seal extensions in rural areas that do not get picked up in this figure. The actual amounts of local funding contributions are subject to the long term plan and annual plan processes of each council. Consequently the programme as outlined in this plan will be subject to ongoing changes that will affect which activities get funded and the level of funding.

3.1.4 Other sources of revenue

There are a range of other known sources of revenue at both national and local levels for regional transport activities, as outlined in this section.

SUPPLEMENTARY FUNDING

At the local level, additional sources of funding outside those provided through the NLTF or from local revenue sources are termed 'supplementary funding'. Examples of supplementary funds include:

- additional contributions from territorial authorities or private parties beyond that usually required for a subsidised activity such as development contributions.
- contributions from community groups or other government agencies to community programmes.

ACCELERATED REGIONAL ROADING PROGRAMME

In June 2014 the Government announced a $212 million funding package to accelerate regionally important state highway projects, drawing on the Future Investment Fund. The $212 million funding package is made up of three parts:

- $80 million to accelerate the construction of five critically important regional projects;
- up to $5 million to finalise investigation and consenting processes for six projects, and up to $115 million funding has been set aside to fund the construction of these projects; and
- $12 million to accelerate investigation and design of three large projects.

One of the projects identified in the second group of funds is the Whirokino Trestle bridge on State Highway 1. The bridge is a major impediment for HPMVs currently having to take a detour on their journey north or south. The project is also important for safety considerations as there have been a number of serious and fatal crashes on this structure over the years. This project has been given a Priority 1 by the RTC in the programme component.

$100 MILLION FOR URBAN CYCLEWAY IMPROVEMENTS

In August 2014 the Government announced extra investment of $100 million over the following four years for urban cycling infrastructure, allocated from the Crown's Consolidated Fund and divided between capital and operational expenditure. An Urban Cycling Investment Panel, consisting of representatives of central and local government and other organisations will investigate opportunities to invest in urban cycleways that would expand and improve the cycling network. Cycling projects in the urban centres of the Horizons Region may be eligible for consideration, should a project(s) be included in the Plan.

$8 MILLION ADDITIONAL FUNDS FOR NATIONAL CYCLEWAY / NGA HAERENGA

In 2009 the Government announced $50 million in the budget for the following three years for the National Cycleway Project. In February 2014 the Government announced a further $8 million worth of funding for maintaining the cycleway over the following four years, via a contestable fund.

KIWIRAIL FUNDING

KiwiRail is a State Owned Enterprise focusing on the movement of freight and people by rail and ships within New Zealand. As a State Owned Enterprise, KiwiRail funding and planning occurs separately to the rest of the transport network. The KiwiRail Turnaround Plan 2010 is the guiding document for KiwiRail investment. Subject to business cases, investment follows the Government's 10-year turnaround plan to turn around the rail industry and focuses on investment in the business's assets rather than an operating subsidy. KiwiRail is currently in discussion with the Ministry of Transport regarding a proposed future strategic plan for rail in New Zealand.

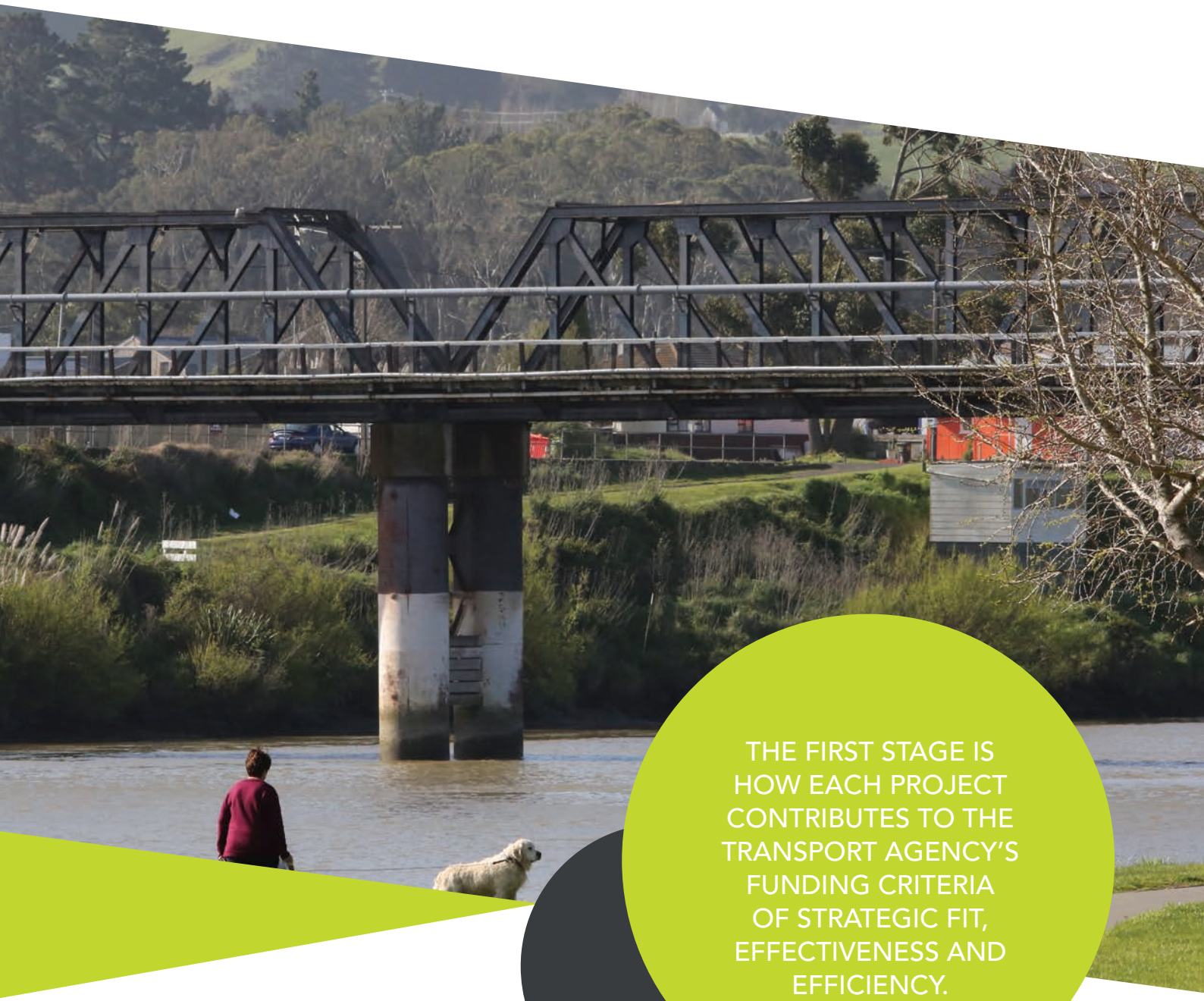
3.2 TEN-YEAR FORECAST OF REVENUE AND EXPENDITURE

The LTMA requires regional land transport plans to include a financial forecast of anticipated revenue and expenditure on activities for the ten-financial years from the start of the Plan. Figure 6 shows the anticipated expenditure in each activity class over the next ten years, along with the anticipated revenue source.

The ten-year forecast for the Horizons Region has a total cost of almost $1.4 billion over the next ten-years. The NLTF share of this expenditure is around $992 million. Long term plan and annual plan processes will affect the values, and ongoing reviews will also affect the activities proposed and values. However, the ten-year forecast does give an indicative forecast of expenditure based on the best information available at this time.

ACTIVITY CLASSES	FORECAST EXPENDITURE 2015 - 2025 ($)	FUNDING SOURCES	
		NATIONAL ($)	LOCAL ($)
Local Roads - Maintenance and operations	354,090,149	200,497,034	153,593,115
State Highways - Maintenance and operations	163,911,760	163,911,760	0
Local Roads - Renewals	378,040,119	212,533,887	165,506,232
State Highways - Renewals	53,329,500	53,329,500	0
Local Roads - New and improved infrastructure	56,878,789	38,273,450	18,605,339
State Highways - New and improved infrastructure	268,587,075	268,587,075	0
Public Transport infrastructure	678,050	339,025	339,025
Public Transport services	67,167,419	33,583,709	33,583,709
Walking and Cycling facilities	24,174,479	14,534,823	9,639,656
Road Safety promotion	8,363,562	5,514,933	2,848,629
Transport Planning	2,266,000	1,507,720	758,280

FIGURE 6: FORECAST ANTICIPATED EXPENDITURE AND REVENUE 2015-25



THE FIRST STAGE IS HOW EACH PROJECT CONTRIBUTES TO THE TRANSPORT AGENCY'S FUNDING CRITERIA OF STRATEGIC FIT, EFFECTIVENESS AND EFFICIENCY.

Section 4

REGIONAL PROGRAMME OF TRANSPORT ACTIVITIES

The Land Transport Management Act 2003 requires the RTC to assign an order of priority to all activities that the RTC considers to be significant. Any proposed activities that meet the criteria in the Significance Policy (in appendix 4) have therefore been prioritised by the RTC.

The prioritised list is in Figure 8. The projects have been prioritised in two stages.

The first stage is how each project contributes to the Transport Agency's funding criteria of strategic fit, effectiveness and efficiency. Each of the three criteria is assessed as either a High, Medium or Low fit. This gives each project a Transport Agency assessment profile.

The second part of the prioritisation process is how each project ranks regionally. Those projects that address the higher strategic priorities are given a higher ranking than those addressing lower strategic priorities.

Projects already under construction, or where funding has been previously committed are also included as Priority 1 projects. These have been included in order to present a complete picture of activities underway in the Region during the six years of the programme component. Transport studies that will inform future investment have also been given a Priority 1. Because the RTC has placed efficient road maintenance and delivery as the highest strategic priority, all road maintenance and operations have been given a Priority 1 as well to signal its importance to the Region.

Figure 9 shows the full list of activities that all approved organisations anticipate to undertake over the next six years. This includes those activities that the RTC considers do not need prioritising.

In preparing the Plan, the Committee is required (under section 16(6)(d) of the LTMA) to include an explanation of the proposed action if it is proposed that an activity be varied, suspended or abandoned. No known activities are proposed to be varied, suspended or abandoned.

4.1 PRIORITISED LIST OF ACTIVITIES

This section contains the list of projects that the RTC has prioritised for funding from the NLTF. Figure 7 shows the location of the key prioritised activities.

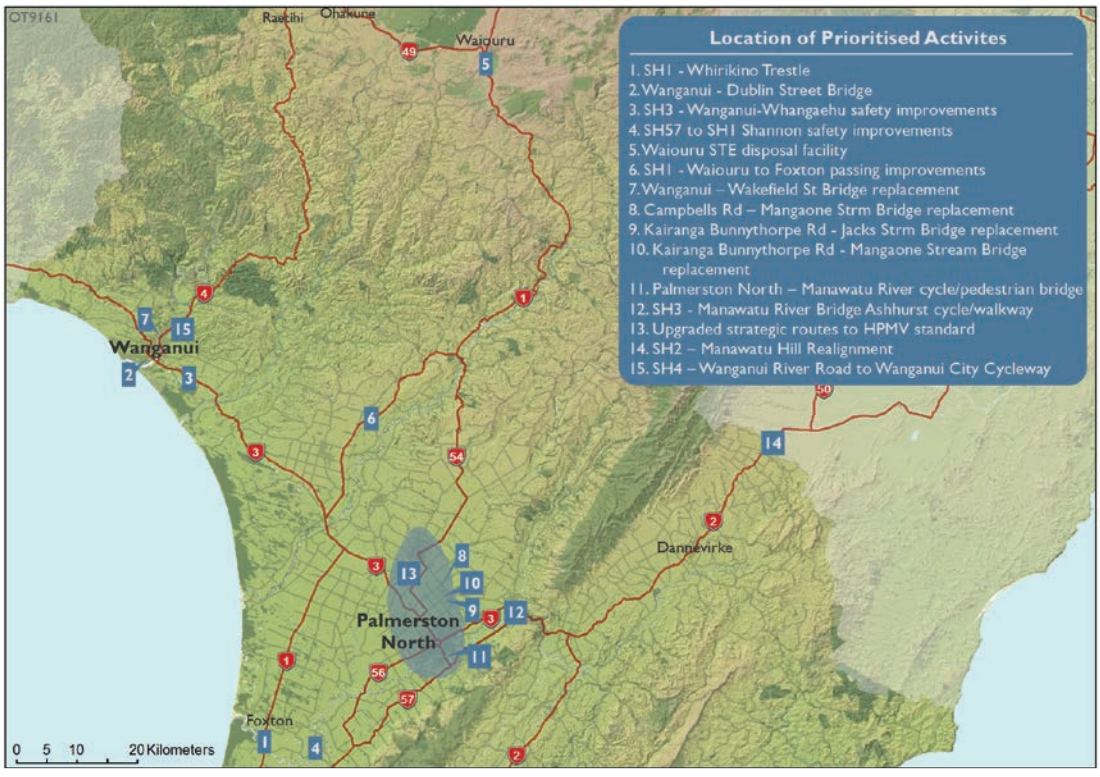


FIGURE 7: LOCATION MAP OF KEY PRIORITISED ACTIVITIES

KEY TO ORGANISATIONS

DOC ..... Department of Conservation

HDC .....Horowhenua District Council

HRC ..... Horizons Regional Council

MDC .... Manawatu District Council

NZTA .... New Zealand Transport Agency

PNCC ..... Palmerston North City Council

RangDC..... Rangitikei District Council

RuaDC.... Ruapehu District Council

TDC ..... Tararua District Council

WDC .....Wanganui District Council

FIGURE 8: PRIORITISED LIST OF ACTIVITIES

ORGANISATION	PROJECT NAME	START YEAR	TOTAL COST FOR ALL YEARS	COST 2015	COST 2016	COST 2017	TOTAL COST FOR 3 YEARS	TOTAL COST FOR 6 YEARS	NZTA ASSESSMENT PROFILE	RLTP PRIORITY	OVERALL RANKING
Horizons	Public Transport Programme 2015-18	2015	15,166,060	4,966,910	5,056,354	5,142,796	15,166,060	15,166,060	MHH	1	1
Horizons	Regional Land Transport Planning Management 2015-18	2015	1,676,632	209,002	146,763	146,763	502,528	942,817	HH-	1	1
Horizons	Road Safety Promotion 2015-18	2015	1,034,782	338,120	344,882	351,780	1,034,782	1,034,782	HH-	1	1
DOC	Maintenance, Operations and Renewals Programme 2015-18	2015	1,691,060	172,106	166,106	325,481	663,693	1,321,386		1	1
HDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	58,998,266	5,668,743	5,743,386	5,766,903	17,179,032	34,879,532		1	1
MDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	100,903,101	10,096,055	10,025,867	10,136,055	30,257,977	60,799,633		1	1
NZTA	Maintenance, Operations and Renewals Programme 2015-2021	2015	289,780,480	25,302,820	25,747,680	26,868,410	77,918,910	162,580,660		1	1
PNCC	Maintenance, Operations and Renewals Programme 2015-2021	2015	89,433,425	8,090,697	8,860,163	8,159,152	25,110,012	51,337,057		1	1
RangDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	98,697,485	9,061,713	10,123,723	9,830,193	29,015,629	58,945,746		1	1
RuaDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	111,233,140	9,730,469	9,936,272	10,352,016	30,018,757	63,186,750		1	1
RuaDC	SPR Maintenance, Operations and Renewals Programme 2015-2021	2015	9,156,773	920,336	947,945	976,383	2,844,664	5,279,117		1	1
TDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	109,380,255	10,454,792	10,559,341	10,664,933	31,679,066	64,318,037		1	1
WDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	115,380,303	10,571,903	10,250,353	10,271,347	31,093,603	65,978,876		1	1
HDC	Activity Management Plan Improvement	2015	90,000	30,000	30,000	30,000	90,000	90,000	HH-	1	1
MDC	Transport Planning 2015-2025	2015	690,000	50,000	150,000	80,000	280,000	460,000	LL-	1	1
PNCC	Activity Management Plan - ONRC addendum	2015	30,000	30,000	0	0	30,000	30,000	MM-	1	1
RangDC	Transport Planning 2015-2026	2015	720,000	180,000	50,000	80,000	310,000	490,000	MH-	1	1
RuaDC	AMP Development	2015	100,000	0	100000	0	100,000	100,000	MH-	1	1
WDC	Asset Management Plan Update/ONRC integration	2015	30,000	30,000	0	0	30,000	30,000	HH-	1	1
NZTA	Wellington RoNS - 9. Otaki to Levin	2015	76,970,419	13,103,641	16,455,598	16,990,424	46,549,663	76,970,419	HHL	2	1
NZTA	Whirokino Trestle Bridge Replacement	2015	41,340,000	500,000	5,200,000	35,000,000	40,700,000	40,700,000	HHH	1	1

ORGANISATION	PROJECT NAME	START YEAR	TOTAL COST FOR ALL YEARS	COST 2015	COST 2016	COST 2017	TOTAL COST FOR 3 YEARS	TOTAL COST FOR 6 YEARS	NZTA ASSESSMENT PROFILE	RLTP PRIORITY	OVERALL RANKING
PNCC	Palmerston North Integrated Transport Strategy Implementation Business Case	2015	400,000	300,000	0	0	300,000	300,000	MM-	1	1
PNCC	City wide streetlighting upgrade to LED	2015	2,700,000	2,700,000	0	0	2,700,000	2,700,000	MMH	1	2
HDC	LED Lighting Conversion	2015	460,125	51,125	51,125	51,125	153,375	460,125	HH-	1	2
WDC	WDC - Street lighting Up-grade to LED Technology	2015	2,777,500	555,500	555,500	555,500	1,666,500	2,777,500	HHH	1	2
WDC	Dublin Street Bridge - Strategy Study	2017	100,000	0	0	100,000	100,000	100,000	HM-	1	2
WDC	Review - Effects of Forestry on Rural Roads	2015	20,000	20,000	0	0	20,000	20,000	HH-	1	2
NZTA	Wanganui-Whangaehu Safety Improvements	2016	636,508	0	313,676	322,832	636,508	636,508	HMH	1	2
NZTA	SH57: SH1 to Shannon Safety Improvements	2016	8,053,323	0	353,323	7,700,000	8,053,323	8,053,323	HMM	1	2
NZTA	Waiouru SE Disposal facility	2015	325,388	325,388	0	0	325,388	325,388	MMH	2	2
NZTA	SH1 Waiouru to Foxton Passing Improvements	2017	12,207,564	0	0	272,864	272,864	12,207,564	HML	2	2
PNCC	Upgraded strategic routes to HPMV standard	2017	5,361,347	0	0	1,421,784	1,421,784	4,613,613	HHM	2	2
NZTA	Manawatu Hill Realignment	2015	11,673,500	356,000	96,000	11,221,500	11,673,500	11,673,500	MMM	2	2
NZTA	Weight Right Facilties - Manawatu/ Whanganui	2015	6,018,804	79,431	1,463,164	2,657,903	4,200,498	6,018,804	HML	1	3
WDC	Br 74 Wakefield St Rail Overbridge Replacement	2015	1,800,000	100,000	200,000	1,500,000	1,800,000	1,800,000	MHL	1	3
PNCC	MDC Campbells Road Mangaone Stream Bridge Replacement	2015	722,814	722,814	0	0	722,814	722,814	MMM	2	3
PNCC	MDC Kairanga Bunnythorpe Road Jacks Stream Bridge Replacement	2015	550,000	264,000	0	0	264,000	264,000	MMM	2	3
PNCC	MDC Kairanga Bunnythorpe Road Mangaone Stream bridge renewal	2020	550,000	0	0	0	0	50,000	MMM	2	3
WDC	Crash Reduction Study	2016	50,000	0	50,000	0	50,000	50,000	MM-	2	4
PNCC	Cycle/Pedestrian Bridge implementation	2015	7,027,516	850,000	3,000,000	3,046,516	6,896,516	7,027,516	HMM	3	4
NZTA	Rangitikei Line Tremaine Ave Intersection Improvement	2015	2,710,000	1,000,000	0	0	1,000,000	1,000,000	MMH	2	4
PNCC	Walking and Cycling Improvements package	2015	18,370,679	2,105,224	2,364,304	2,746,155	7,215,683	11,965,751	MMH	4	4
MDC	Walking and cycling	2015	1,200,000	0	0	1,200,000	1,200,000	1,200,000	MMH	4	4
WDC	Walking and Cycling	2015	4,543,800	408,000	418,000	427,000	1,253,000	2,595,000	MMH	4	4
NZTA	Manawatu River Bridge SH3 Ashhurst Cycle/ Walkway	2015	2,500,000	0	0	0	0	2,500,000	MML	4	4
NZTA	Whanganui River Cycleway	2015	810,000	810,000	810,000	0	810,000	810000	MMH	4	4
WDC	Whanganui River Cycleway	2015	1,675,000	280,000	725,000	670,000	1,675,000	1,675,000	MMH	4	4
					PREVIOUSLY COMMITTED ACTIVITIES						
NZTA	HPMV - SH3 Heads Rd to SH1 Bulls	2014	605,000	100,000	0	0	100,000	100,000	N/A	N/A	N/A
NZTA	Otamaraho Curve P/L Extension	2014	4,989,000	3,900,000	489,000	0	4,389,000	4,389,000	N/A	N/A	N/A
NZTA	Shannon North S/W	2013	4,680,000	919,980	0	0	919,980	919,980	N/A	N/A	N/A
NZTA	Wellington RoNS - 9. Otaki to Levin	2013	27,900,000	3,200,000	8,376,000	8,369,000	19,945,000	26,886,000	N/A	N/A	N/A
NZTA	Whakaruatapu Stream Bridge Replacement & Realignment	2014	7,987,000	3,673,600	1,313,400	0	4,987,000	4,987,000	N/A	N/A	N/A

4.2 FULL LIST OF ACTIVITIES

All transport activities proposed for inclusion in the Plan are detailed in Figure 9, grouped by organisation. The LTMA requires that all proposed activities are assessed against either the objective or the policy that each activity will contribute to. The final column in Figure 9 provides this assessment against the objectives of the Plan. These are:

- Enhanced freight efficiency across the Region;
- Enhance the strategic advantage of the freight hub for the central North Island;
- Better targeted investment for a strategic network;
- A safe land transport system;
- A resilient and multi modal transport system

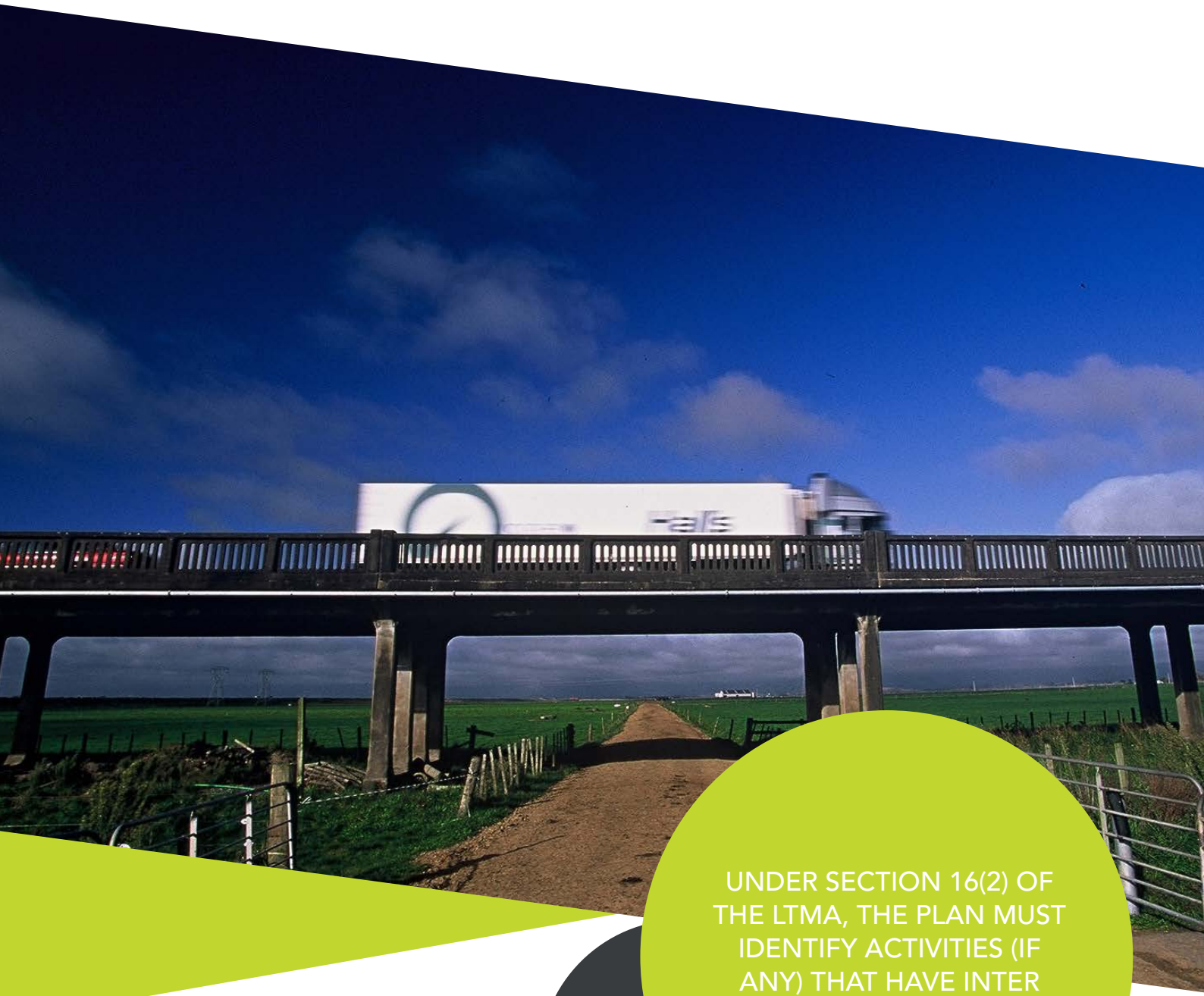
Please note that the column titled 'Assessment Profile' is the profile that the relevant approved organisation has given each project, where appropriate, and these have not been moderated. Therefore some of these profiles are likely to change over time. If they do change, changes will be reflected when the Plan is adopted.

FIGURE 9: FULL LIST OF ACTIVITIES

ORGANISATION	PROJECT NAME	START YEAR	TOTAL COST FOR 6 YEARS	COST 2015	COST 2016	COST 2017	ASSESSMENT PROFILE	RLTP ASSESSMENT	PRIORITY	CONTRIBUTION TO OBJECTIVE
DOC	Maintenance, Operations and Renewals Programme 2015-2021	2015	1,321,386	172,106	166,106	325,481		1	1	Strategic Network
DOC	Minor improvements 2015-18	2015	56,700	18900	18900	18900		NA	NA	Strategic Network
Horizons	Public transport minor improvements	2015	668,000	100,000	290,000	278,000		NA	NA	Strategic Network
Horizons	Public Transport Programme 2015-18	2015	15,166,060	4,966,910	5,056,354	5,142,796	MHH	1	1	Resilient and multi-modal
Horizons	Regional Land Transport Planning Management 2015-18	2015	942,817	209,002	146,763	146,763	HH-	1	1	Resilient and multi-modal
Horizons	Road Safety Promotion 2015-18	2015	1,034,782	338,120	344,882	351,780	HH-	1	1	Safety
HDC	Activity Management Plan Improvement	2015	90,000	30,000	30,000	30,000	HH-	1	1	Strategic Network
HDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	34,879,532	5,668,743	5,743,386	5,766,903		1	1	Strategic Network
HDC	Minor improvements 2015-18	2015	1,846,022	652,355	621,067	572,600		NA	NA	Strategic Network
HDC	LED Lighting Conversion	2015	460,125	51,125	51,125	51,125	HH-	1	2	Safety
MDC	Kiwirail crossing improvement	2016	102,250		102,250		LL-	NA	NA	Safety
MDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	60,799,633	10,096,055	10,025,867	10,136,055		1	1	Strategic Network
MDC	Minor improvements 2015-18	2015	1,548,480	516,160	516,160	516,160		NA	NA	Strategic Network
MDC	Transport Planning 2015-2025	2015	460,000	50,000	150,000	80,000	LL-	1	1	Strategic Network
MDC	Walking and cycling	2017	1,200,000	0	0	1,200,000	MMH	2	4	Resilient and multi-modal
NZTA	Maintenance, Operations and Renewals Programme 2015-2021	2015	162,580,660	25,302,820	25,747,680	26,868,410		1	1	Strategic Network
NZTA	Minor improvements 2015-18	2015	4,387,075	1,364,868	1,462,358	1,559,849		NA	NA	Strategic Network
NZTA	Rangitikei Line Tremaine Ave Intersection Improvement	2015	1,000,000	1,000,000	0	0	MMH	2	4	Freight Efficiency
NZTA	SH1 Waiouru to Foxton Passing Improvements	2017	12,207,564	0	0	272,864	HML	2	2	Strategic Network
NZTA	SH57: SH1 to Shannon Safety Improvements	2016	8,053,323	0	353,323	7,700,000	HMM	1	2	Safety

ORGANISATION	PROJECT NAME	START YEAR	TOTAL COST FOR 6 YEARS	COST 2015	COST 2016	COST 2017	ASSESSMENT PROFILE	RLTP ASSESSMENT	PRIORITY	CONTRIBUTION TO OBJECTIVE
NZTA	Waiouru SE Disposal facility	2015	325,388	325,388	0	0	MMH	2	2	Safety
NZTA	Wanganui-Whangaehu Safety Improvements	2016	636,508	0	313,676	322,832	HMH	1	2	Safety
NZTA	Weight Right Facilties - Manawatu/ Whanganui	2015	6,018,804	79,431	1,463,164	2,657,903	HML	1	3	Freight Efficiency
NZTA	Wellington RoNS - 9. Otaki to Levin	2015	76,970,419	13,103,641	16,455,598	16,990,424	HHL	2	1	Freight Efficiency
NZTA	Whirokino Trestle Bridge Replacement	2015	40,700,000	500,000	5,200,000	35,000,000	HHH	1	1	Freight Efficiency
NZTA	Manawatu Hill Realignment	2015	11,673,500	356,000	96,000	11,221,500	MMM	2	2	Safety
NZTA	Manawatu River Bridge SH3 Ashhurst Cycle/Walkway	2015	2,500,000	0	0	0	MML	4	4	Safety
PNCC	Activity Management Plan - ONRC addendum	2015	30,000	30,000	0	0	MM-	1	1	Strategic Network
PNCC	Bourke Walding Intersection Upgrade - Signalisation	2015	894,230	894,230	0	0	MMM	NA	NA	Safety
PNCC	City wide streetlighting upgrade to LED	2015	2,700,000	2,700,000	0	0	MMH	1	2	Safety
PNCC	Cycle/Pedestrian Bridge implementation	2015	7,027,516	850,000	3,000,000	3,046,516	HMM	3	4	Resilient and multi-modal
PNCC	Ferguson Street Widening (Linton to Pitt)	2017	1,708,000	0	0	1,708,000	MHM	NA	NA	Strategic Network
PNCC	Grey Street Cycle and Pedestrian Facilities	2015	350,000	350,000	0	0	MLL	NA	NA	Resilient and multi-modal
PNCC	James Line Upgrade	2015	2,970,492	2,247,000	723,492	0	MMM	NA	NA	Safety
PNCC	Kelvin Grove Road Safety Improvements	2020	1,366,750	0	0	0	MMM	NA	NA	Safety
PNCC	Kelvin Grove Road Stoney Creek Road safety upgrade	2015	450,000	450,000	0	0	HMM	NA	NA	Safety
PNCC	MDC Campbells Road Mangaone Stream Bridge Replacement	2015	722,814	722,814	0	0	MMM	2	3	Strategic Network
PNCC	MDC Kairanga Bunnythorpe Road Jacks Stream Bridge Replacement	2015	264,000	264,000	0	0	MMM	2	3	Strategic Network
PNCC	MDC Kairanga Bunnythorpe Road Mangaone Stream bridge renewal	2020	50,000	0	0	0	MMM	2	3	Strategic Network
PNCC	Maintenance, Operations and Renewals Programme 2015-2021	2015	51,337,057	8,090,697	8,860,163	8,159,152		1	1	Strategic Network
PNCC	Minor improvements 2015-18	2015	2,100,000	700,000	700,000	700,000		NA	NA	Strategic Network
PNCC	Palmerston North Integrated Transport Strategy Implementation Business Case	2015	300,000	300,000	0	0	MM-	1	1	Resilient and multi-modal
PNCC	Park Rd Cook St Intersection Upgrade	2018	513,603	0	0	0	MMH	NA	NA	Safety
PNCC	Rongotea Road No 1 Line Intersection Safety Improvements	2017	2,215,250	0	0	600,000	MMM	NA	NA	Safety
PNCC	Stoney Creek Road Whakarongo School safety upgrade	2017	1,300,000	0	0	1,300,000	HMM	NA	NA	Safety
PNCC	Summerhill Drive Pedestrian and cycle activities	2019	297,825	0	0	0	MMM	NA	NA	Resilient and multi-modal
PNCC	Upgraded strategic routes to HPMV standard	2017	4,613,613	0	0	1,421,784	HHM	2	2	Freight Efficiency
PNCC	Walking and Cycling Improvements package	2015	11,965,751	2,105,224	2,364,304	2,746,155	MMH	4	4	Resilient and multi-modal
RangDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	58,945,746	9,061,713	10,123,723	9,830,193		1	1	Strategic Network

ORGANISATION	PROJECT NAME	START YEAR	TOTAL COST FOR 6 YEARS	COST 2015	COST 2016	COST 2017	ASSESSMENT PROFILE	RLTP ASSESSMENT	PRIORITY	CONTRIBUTION TO OBJECTIVE
RangDC	Minor improvements 2015-18	2015	3,154,062	525,677	525,677	525,677		NA	NA	Strategic Network
RangDC	Transport Planning 2015-2026	2015	490,000	180,000	50,000	80,000	MH-	1	1	Strategic Network
RuaDC	AMP Development	2016	100000	0	100000	0	MH-	1	1	Strategic Network
RuaDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	63,186,750	9,730,469	9,936,272	10,352,016		1	1	Strategic Network
RuaDC	SPR Maintenance, Operations and Renewals Programme 2015-2021	2015	5,279,117	920,336	947,945	976,383		1	1	Strategic Network
RuaDC	Mangateitei Road Rail Overbridge Renewal	2017	394,770	0	0	394,770	HHM	NA	NA	Strategic Network
RuaDC	Minor improvements 2015-18	2015	2,787,839	902,466	923,510	961,863		NA	NA	Strategic Network
RuaDC	SPR Minor improvements 2015-19	2015	682,946	219,099	228,452	235,395		NA	NA	Strategic Network
RuaDC	Ruapehu Road Rail Over Bridge Renewal	2017	450,000	0	0	450,000	HMM	NA	NA	Strategic Network
RuaDC	Upokonui Stream Culvert Renewal	2015	450,063	450,063	0	0	HHM	NA	NA	Strategic Network
RuaDC	Waitewhena Rail Overbridge Renewal	2015	325,879	325,879	0	0	HHM	NA	NA	Strategic Network
TDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	64,318,037	10,454,792	10,559,341	10,664,933		1	1	Strategic Network
TDC	Minor improvements 2015-18	2015	1,820,484	600,800	606,808	612,876		NA	NA	Strategic Network
WDC	Asset Management Plan Update/ONRC integration	2015	30,000	30,000	0	0	HH-	1	1	Strategic Network
WDC	Br 15 Kauarapaoa Road Bridge Replacement	2019	100,000	0	0	0	LLL	NA	NA	Strategic Network
WDC	Br 37 Matarawa Bridge Replacement	2018	500,000	0	0	0	MML	NA	NA	Strategic Network
WDC	Br 74 Wakefield St Rail Overbridge Replacement	2015	1,800,000	100,000	200,000	1,500,000	MHL	1	3	Strategic Network
WDC	Bridge Replacement - Armco Culverts	2018	330,000	0	0	0	LLL	NA	NA	Strategic Network
WDC	Crash Reduction Study	2016	50,000	0	50,000	0	MM-	2	4	Safety
WDC	Dublin Street Bridge - Strategy Study	2017	100,000	0	0	100,000	HM-	1	2	Strategic Network
WDC	Fitzherbert Avenue Extension - New Road construction	2018	1,993,000	0	0	0	LMH	NA	NA	Freight Efficiency
WDC	Heads Rd / Beach Rd / Prince St Intersection	2018	1,300,000	0	0	0	MMH	NA	NA	Freight Efficiency
WDC	Maintenance, Operations and Renewals Programme 2015-2021	2015	65,978,876	10,571,903	10,250,353	10,271,347		1	1	Strategic Network
WDC	Minor improvements 2015-18	2015	2,384,491	810,733	786,074	787,684		NA	NA	Strategic Network
WDC	Review - Effects of Forestry on Rural Roads	2015	20,000	20,000	0	0	HH-	1	1	Strategic Network
WDC	WDC - Street lighting Upgrade to LED Technology	2015	2,777,500	555,500	555,500	555,500	HHH	1	2	Safety
WDC	Walking and Cycling	2015	2,595,000	408,000	418,000	427,000	MMH	4	4	Resilient and multi-modal
WDC	Wanganui Central Transport Hub	2019	250,000	0	0	0	MLL	NA	NA	Resilient and multi-modal
NZTA	Whanganui River Cycleway	2015	810,000	810,000	0	0	MMH	4	4	Resilient and multi-modal
WDC	Whanganui River Cycleway	2015	1,675,000	280,000	725,000	670,000	MMH	4	4	Resilient and multi-modal



UNDER SECTION 16(2) OF THE LTMA, THE PLAN MUST IDENTIFY ACTIVITIES (IF ANY) THAT HAVE INTER REGIONAL SIGNIFICANCE.

Section 5

INTER-REGIONAL ACTIVITIES

Under section 16(2) of the LTMA, the Plan must identify activities (if any) that have inter regional significance.

The Region is a crossroads for a number of nationally significant roading and rail corridors. A number of state highways criss-cross their way through the Region as well as a number of rail lines. The ONRC has identified a hierarchy of state highways in New Zealand according to the form and function they perfom.

For the purposes of this section the RTC has identified those state highways that are either classified as nationally or regionally significant under the ONRC, as well as all rail corridors in the Region. The following corridors can therefore be considered to be of national or regional significance.

- Inter-regional corridors to Waikato:
  - State Highway 1
  - State Highway 4
  - North Island Main Trunk rail line
- Inter-regional corridors to Taranaki:
  - State Highway 3
  - Marton-New Plymouth rail line
- Inter-regional corridors to Hawke's Bay
  - State Highway 2
  - State Highway 3
  - Palmerston North-Gisborne rail line
- Inter-regional corridors to Wellington
  - State Highway 1
  - State Highway 2
  - North Island Main Trunk rail line

These inter-regional corridors play a crucial role in facilitating the movement of people and freight through the Region and the lower North Island, as well as to the upper North Island. The effectiveness, efficiency, safety and resilience of these corridors impacts on the ability to meet economic and social outcomes, most critically affecting travel times and the cost of doing business in our Region, neighbouring regions and New Zealand as a whole.

The operative RLTS already identified improved safety, efficiency and reliability of links to the north, east, west and south of our Region. With the commencement of the Wellington Airport to north of Levin RoNS and KiwiRail's Turnaround Plan[11], the issues of safety, efficiency and reliability to the south of our Region will be largely mitigated when complete.

The RTC also recognises that the Waikato region to the north has a priority emphasis on improving its connections to the Auckland and Bay of Plenty regions (the so called 'golden triangle'). However, the RTC is still advocating seeing improvements on the section of State Highway 1 between Taupo and the Desert Road summit which is recognised as a bottleneck to the efficient flow of freight and cars through the centre of the North Island.

The replacement of the regional funding (R-funding) mechanism from the NLTP with the new nationally contestable fund, the Regional Improvements activity class, has also given added emphasis on regional collaboration in order to access this limited pool of funding for key projects that regions consider will improve outcomes.

[11] KiwiRail Turnaround Plan, 2010-2020

With this in mind in August 2014 the RTC's of Horizons, Hawke's Bay and Taranaki met in Palmerston North to discuss the future investment opportunities on these critical corridors between these regions, in order to facilitate the improvement of economic and social outcomes. The result of these discussions is that a number of projects have been identified that are deemed to be inter-regionally significant. It is anticipated that both the Taranaki and Hawke's Bay Plans will advocate for the same projects so that they are recognised as being of significance to New Zealand as a whole.

Figure 10 provides a location map of all inter-regional activities.

SIGNIFICANT INTER-REGIONAL ACTIVITIES BETWEEN HORIZONS AND HAWKE'S BAY

ACTIVITY	REASONS FOR INTER-REGIONAL SIGNIFICANCE
HB Expressway Pakowhai and Links Road Intersection Improvement	This intersection is a safety and efficiency pinch point on the key strategic link between the Hawke's Bay Region and the Horizons (Manawatu-Wanganui) region. The Palmerston North-Manawatu area is increasingly functioning as a freight hub, and tonnages of freight between the Manawatu and the Hawke's Bay Region increasing.
High Productivity Motor Vehicle Improvements Tranche 2 (SH2 between the Port of Napier and the boundary with the Horizons Region)	These improvements will remove impediments to the use of HPMVs between the Hawke's Bay Region and the Horizons Region, in particular the freight hubs of the Palmerston North – Manawatu area. The Saddle Road (an alternative to the Manawatu Gorge) is suitable for HPMV use, while 50MAX vehicles can use the Manawatu Gorge. Once bridge structures in the Hawke's Bay Region are strengthened, HPMV use will be possible on this strategic link.
HB Expressway Kennedy Road to Meeanee Road. Indicative Business Case	This section of State Highway 50A has reached its capacity and safety is of concern. This section forms part of the key strategic link between the Hawke's Bay Region and the Horizons Region. The Palmerston North - Manawatu sub area is increasingly functioning as a freight hub, and tonnages of freight between the Manawatu and the Hawke's Bay Region are increasing.
Upgraded Strategic Routes for HPMV capability in the Horizons region.	The lower Horizons area acts as a freight hub and logistics centre for the lower North Island, and HPMV entrance capability will ensure that the benefits of HPMV routes to and from the Hawke's Bay Region can be maximised.
SH2 Manawatu Hill Realignment	Safety black spot with a history of crashes. Improved alignment with a passing lane in both directions. Realignment will allow for travel time savings for freight between Horizons Region and Hawke's Bay Region

SIGNIFICANT INTER-REGIONAL ACTIVITIES BETWEEN HORIZONS AND TARANAKI

ACTIVITY	REASONS FOR INTER-REGIONAL SIGNIFICANCE
SH3 Tangahoe River Bridge	These improvements will strengthen the bridge so that it is HPMV capable and will complete the HPMV route between the two regions.
SH43 (Forgotten Highway)	12km of this increasingly used tourist route between the two regions remains unsealed. This is a significant barrier to improving tourism, and economic growth, between Stratford and Ruapehu Districts.
SH3 Normanby Overbridge	The project has been identified by the Government as receiving funding through the Accelerated Regional Roading Package. This overbridge has significant safety issues and is not up to HPMV standard. Completion of this project will complete the HPMV route between the two regions.
Upgraded Strategic Routes for HPMV capability in the Horizons region.	The lower Horizons area acts as a freight hub and logistics centre for the lower North Island, and HPMV entrance capability will ensure that the benefits of HPMV across the southern North Island can be maximised.

SIGNIFICANT INTER-REGIONAL ACTIVITIES BETWEEN HORIZONS AND WAIKATO

ACTIVITY	REASONS FOR INTER-REGIONAL SIGNIFICANCE
SH1 Hatepe Hill to Turangi	These three projects all have a number of tight, low speed corners that are out of context for a nationally significant road. There are also significant safety benefits to be realised from improvements to these sections of State Highway 1.
SH1 Pueketarata to Manawatu Boundary	
SH1 Three Sisters	

SIGNIFICANT INTER-REGIONAL ACTIVITIES BETWEEN HORIZONS AND WELLINGTON

ACTIVITY	REASONS FOR INTER-REGIONAL SIGNIFICANCE
SH1 Otaki to Levin RoNS	The upgrade will maintain efficient connections between the main freight hubs of Wellington (and the South Island) with areas to the north and east, such as Palmerston North and Hawke's Bay. It will also provide enduring safety improvements.

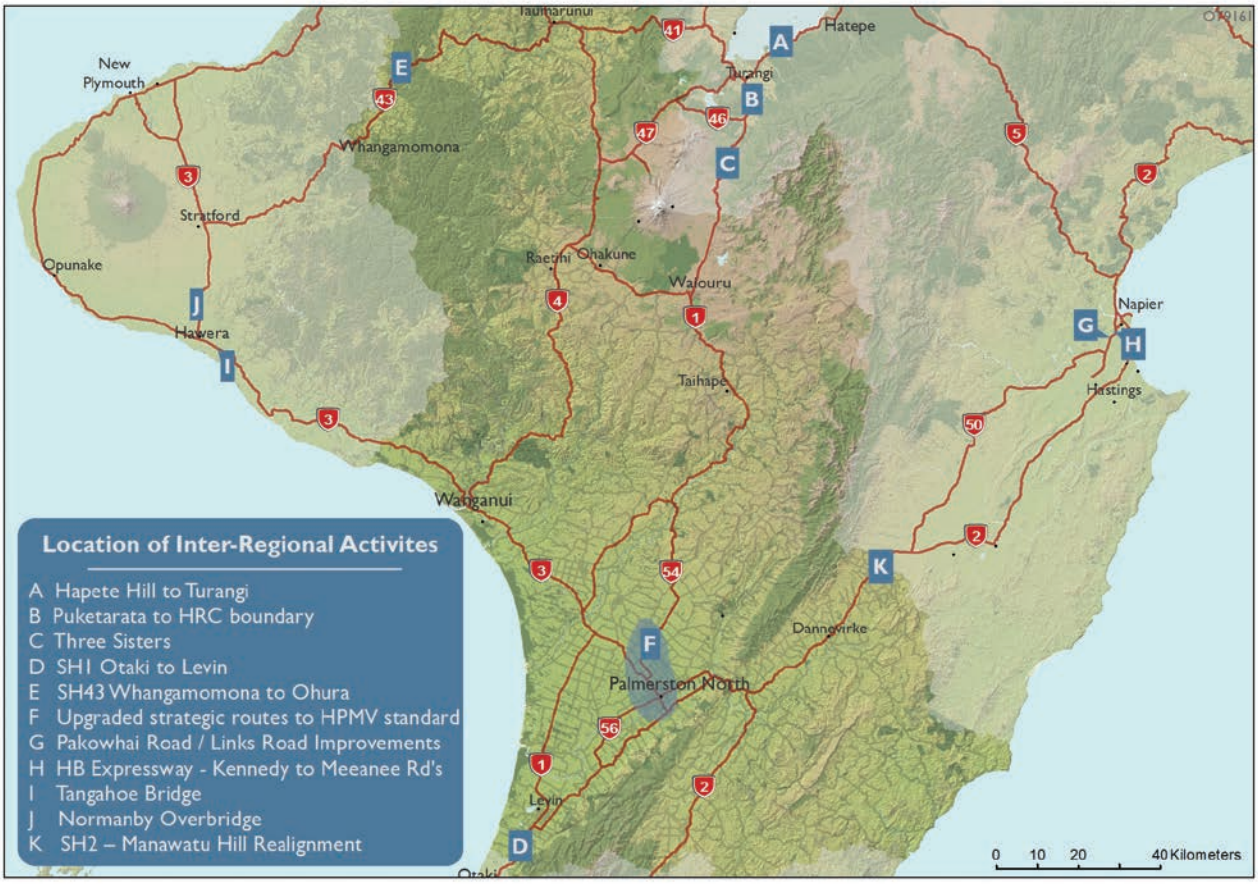


FIGURE 10: LOCATION MAP OF INTER-REGIONAL ACTIVITIES

A DESCRIPTION OF HOW MONITORING WILL BE UNDERTAKEN TO ASSESS IMPLEMENTATION OF THE REGIONAL LAND TRANSPORT PLAN

Section 6

MONITORING OF THE PLAN

Under the LTMA, the Plan is required to include "a description of how monitoring will be undertaken to assess implementation of the Regional Land Transport Plan" and "the measures that will be used to monitor the performance of the activities".

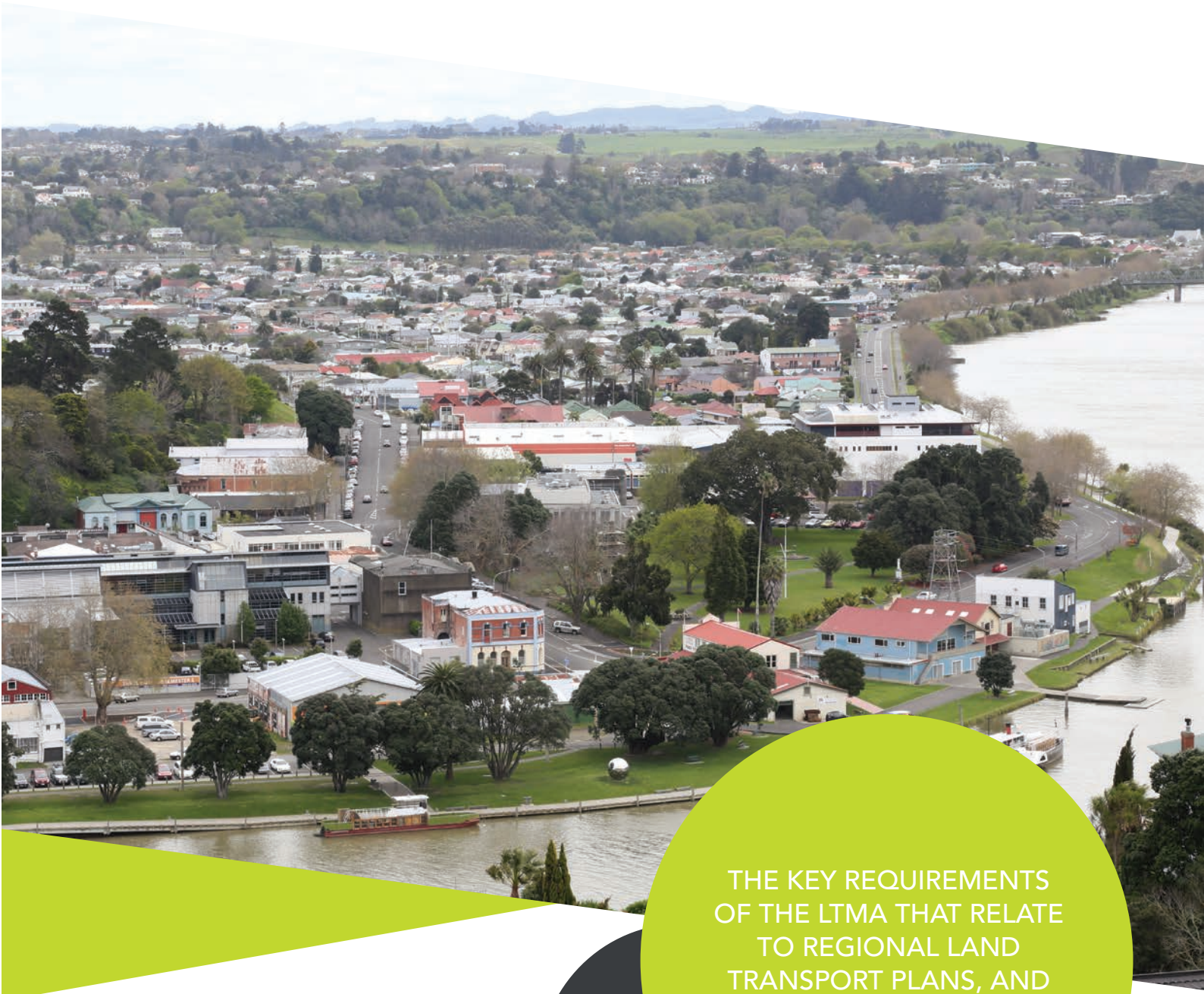
THE MONITORING OF THE PLAN WILL BE UNDERTAKEN AT TWO LEVELS.

1. The strategic priorities component of the Plan identifies measures for each policy. The Plan will monitor these measures on a three yearly basis, one year prior to undertaking a review of the Plan, which is required by the LTMA to be undertaken during the 6-month period immediately before expiry of the third year of the Plan. Results will be reported on a three yearly basis to the RTC.

2. Monitoring will also be undertaken annually on progress against the programme of activities included in the programme component of the Plan. A key component of this will be the monitoring of the performance of activities in the Plan. This will be reported annually to the RTC and will include the following:

    - A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.

    - The number of plan variations approved during the year including: scope/cost changes to activities; inclusion of new activities; and deletion of current activities.



THE KEY REQUIREMENTS OF THE LTMA THAT RELATE TO REGIONAL LAND TRANSPORT PLANS, AND A DESCRIPTION OF HOW THIS PLAN HAS MET THOSE REQUIREMENTS

Section 7

APPENDICES

APPENDIX 1: LEGISLATIVE ALIGNMENT WITH THE LTMA

Outlined in the table below are the key requirements of the LTMA that relate to regional land transport plans, and a description of how this plan has met those requirements.

LTMA SECTION REFERENCE	PROVISION	DESCRIPTION OF HOW THE PLAN MEETS THE STATUTORY REQUIREMENTS
s14 (a)(i)	The RTC must be satisfied that the Regional Land Transport Plan contributes to the purpose of the LTMA - which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Section 2 provides the policy framework for the Plan, including objectives, priorities, policies, and key implementation measures. This policy framework, together with the programme component of the Plan, has been designed to give full effect to the LTMA's purpose.
s14 (a)(ii)	The Regional Land Transport Plan is consistent with the GPS on land transport.	Section 1 describes the national and regional policy context and includes a discussion on how the GPS is given effect to through this plan. Section 2.3 also describes how each objective aligns with the GPS.
s14(b)(i) and (ii)	The RTC has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives.	In the absence of guidelines from the Ministry of Transport and/or Transport Agency detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives), the RTC has developed a set of objectives in section 2.3 that closely reflect and give effect to national GPS objectives as well as reflecting regional priorities and aspirations. This Plan has been built off the solid policy direction outlined in the previous Regional Land Transport Strategy. It is important to note that this Strategy, and the one developed prior to it, went through a robust development process, including the detailed examination of strategic options upon which the resulting outcomes of the existing Strategy were based.
s14(c)(i)	The RTC has taken into account the national energy efficiency and conservation strategy.	Section 1.3 describes the national and regional policy context, including the National Energy Efficiency and Conservation Strategy (NEECS) and a description of how NEECS considerations have been built into the Plan - principally through sections 2.4.4 and 2.4.5 which sets strategic priorities 4 and 5.
s14(c)(iii)	The RTC has taken into account likely funding from any source.	Section 3.2 includes an outline of anticipated revenue sources.

APPENDIX 2: KEY FINDINGS OF THE 2010 JOINT TRANSPORT STUDY

The JTS was completed in mid-2010 by the Transport Agency, Palmerston North City Council, Manawatu District Council and Horizons Regional Council and sets out a framework for the strategic transport network in the Palmerston North - Manawatu sub-area over the next 30 years.

The aim of the study was to develop an evidence-based network hierarchy for the Palmerston North - Manawatu sub area by testing the validity of a number of proposals which have been promoted by the Transport Agency, Palmerston North City Council and Manawatu District Council

These included:

- the concept for strategic access across the generally northern side of Palmerston North as suggested in the National State Highway Strategy (2007) between Mt Stewart and the Manawatu Gorge, thereby removing the state highway route from within the urban area of Palmerston North;
- proposals for improved connections between Feilding and Palmerston North to cater for commuter flows, including the resolution of issues in the Bunnythorpe area;
- the concept of a rural ring road around Palmerston North, incorporating an upstream bridge crossing of the Manawatu River.

A map of the proposed roading hierarchy in the study area is included below.

The study recommendations are:

1. a western bypass of Bunnythorpe and the New Upstream Bridge are sufficiently economic to warrant these projects being adopted for the purpose of planning the road network within the study area. However, as modelling and investigation indicates that a significant volume of traffic would continue to use Waughs Road/Campbells Road through Bunnythorpe, a detailed scheme assessment of the western bypass proposal (including consultation) is still required. This will determine what form, if any, a western bypass of Bunnythorpe may take.
2. the hierarchy of the rural road network within the study area should:

   a. retain three arterial routes between Feilding and Palmerston North via:

      i. Camerons Line, Milson Line, Kairanga Bunnythorpe (KB) Road and Rangitikei Line connecting to Rangitikei Street (as a major arterial)

      ii. Camerons Line, Milson Line, connecting to Ruahine Street (as a minor arterial),noting that this function would then be downgraded to a local road in the remaining northern section to KB Road and to a collector in the remaining southern section as far as Flygers Line, in response to any closure of Milson Line arising from an extension of the airport runway

      iii. Waughs Road, Bunnythorpe Western Bypass and Railway Road connecting to Vogel Street (as a major arterial)

   b. recognise three inter-regional routes

      i. between Mt Stewart and the Manawatu Gorge via Rangitikei Line, KB Road and Ashhurst Road

      ii. between SH54 (Feilding) and SH56 via Bunnythorpe, KB Road, Rongotea Road, No 1 Line and Tiakitahuna Road

      iii. between Ashhurst and south of Levin via SH57

c. recognise Stoney Creek Road as a minor arterial road in an eastern corridor connecting to the New Upstream Bridge, but also recognising that its function should be reviewed as the growth patterns and strategies for the city's eastern urban area become more certain and when the New Upstream Bridge is in place

d. provide for a Rural Ring Road around Palmerston North including KB Road and Stoney Creek Road

3. road improvements required to give effect to the proposed road hierarchy, in addition to the Bunnythorpe Western Bypass (subject to detailed scheme assessment) and the New Upstream Bridge comprise:

a. widening KB Road between:

i. Rangitikei Line and Milson Line to 10m

ii. Milson Line and Bunnythorpe to 8.5m

b. intersection improvements likely in the form of roundabouts at:

i. Rangitikei Line/KB Road

ii. Milson Line/KB Road

iii. Bunnythorpe Western Bypass/KB Road

iv. Campbell Road/Ashhurst Road/Stoney Creek Road

c widening Ashhurst Road to 8.5m

d. upgrading Stoney Creek Road, including some improvements to the alignment and seal widening to 8.5m

e. minor improvements in Ashhurst to improve safety and efficiency

4. planning provision, with a view to later construction, should be made for new links:

a to achieve the Bunnythorpe Western Bypass (subject to detailed scheme assessment)

b. to the south of Bunnythorpe between KB Road and Ashhurst Road

c. connecting Stoney Creek Road and Riverside Drive including an intersection upgrade at Napier Road/Stoney Creek Road, possibly in the form of a roundabout

d. in Ashhurst, to connect Ashhurst Bunnythorpe Road with Napier Road (subject to detailed scheme assessment)

5. structure plans to manage local road and property access should be prepared for:

a. Kairanga Bunnythorpe Road

b. Stoney Creek Road

c. Ashhurst Road in the event that development pressures emerge on SH57 through Aokautere

d. the proposed new links involving the western and southern bypasses of Bunnythorpe and the approaches of the New Upstream Bridge

6. a separate traffic study be undertaken of options to optimise the Palmerston North urban road network and to develop an integrated roading plan to cater for future traffic demands, both to 2021 and to the longer term horizon of this study, which will need to allow for the land use changes to emerge from the current urban growth strategy and which may include a review of the findings of this study which are based on present land use projections.

This plan for the development of the road network in the study area, particularly the rural road network between Feilding and Palmerston North addresses the deficiencies in the existing road network and is entirely compatible with the RoNS project for the Levin to Wellington corridor, including an eastern bypass of Levin.

The table below provides an update on progress for those key projects identified in the JTS as well as other projects that contribute to the outcomes sought in the JTS that have been identified for investment in the current Plan:

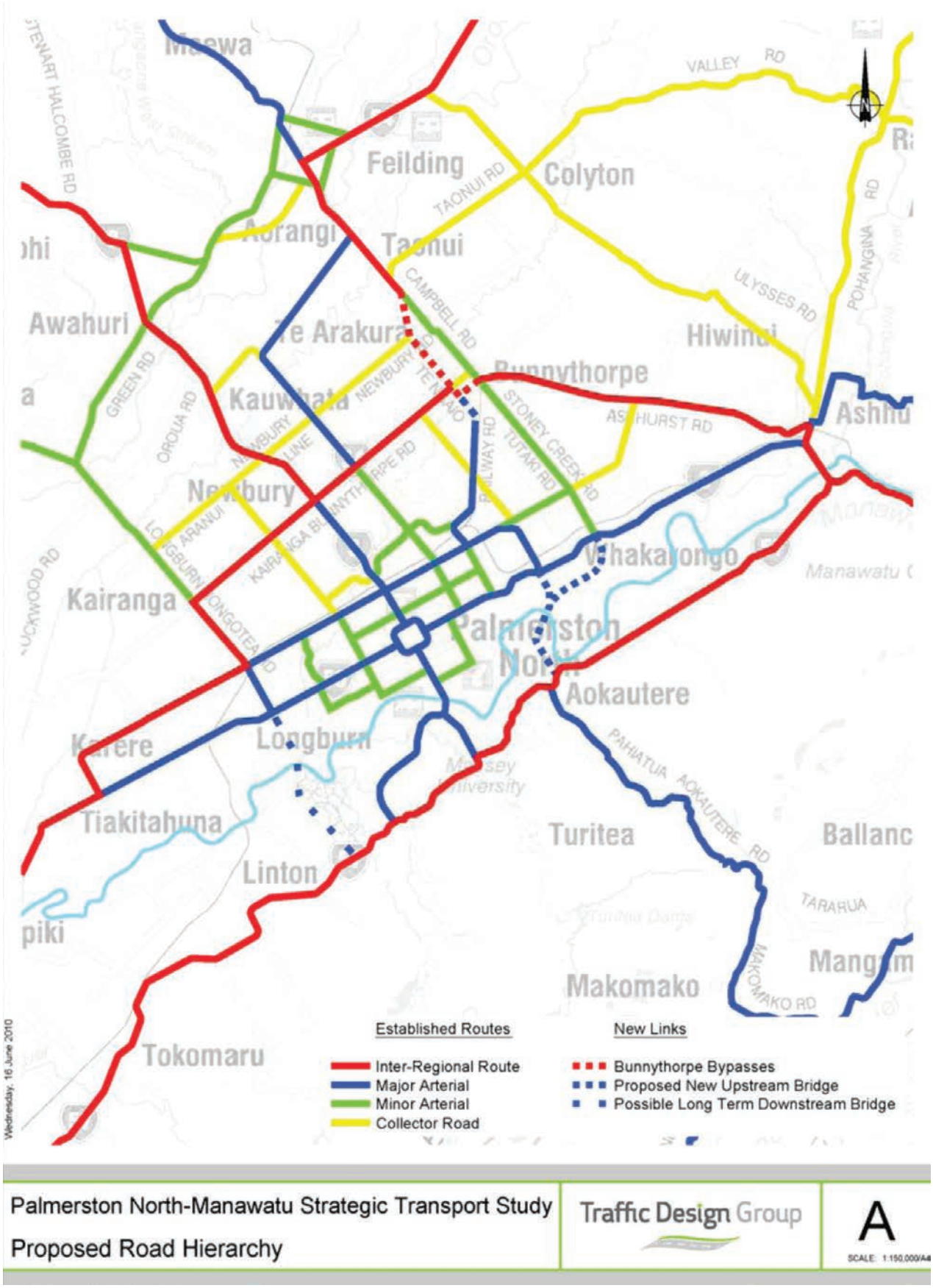
PROJECT IDENTIFIED IN JTS	PROGRESS
Rangitikei Line/Kairanga Bunnythorpe (KB) Road Intersection Upgrade	A Programmed Business Case[12] is being developed in the 2015-16 year for these three projects. This will look at the best possible options for investment.
KB Road: Rangitikei Line to Milson Line Seal widening	
Milson Line/KB Road Intersection Upgrade	
KB Road: Milson Line to Bunnythorpe Seal Widening	Scheduled for construction between 2017-21 at a cost of $5.36 million.
Bunnythorpe Southern Bypass (subject to detailed scheme assessment)	An Indicative Business Case is timed for the 2018-21 NLTP to provide the strategic context for investment[13].
Bunnythorpe Western Bypass (subject to detailed scheme assessment)	
Bunnythorpe Western Bypass/KB Road Intersection Upgrade	
Ashhurst Road Upgrade	Upgrades are subject to investigation of HPMV capabilities.
Stoney Creek Road Upgrade	
Manawatu River Upstream Bridge	Currently does not meet investment criteria. Construction of bridge is currently set at between 2038-2044.
PROJECTS NOT INCLUDED IN JTS BUT SUPPORT ROADING HIERARCHY	**PROGRESS**
Campbells Road Mangaone Stream Bridge Replacement	Scheduled for construction in 2015-16 at a cost of $0.72m
Kairanga-Bunnythorpe Road Jacks Stream Bridge Replacement	Scheduled for construction during 2015-16 at a cost of $0.55m
Kairanga-Bunnythorpe Road Mangaone Stream Replacement	Scheduled for construction during 2020-21 at a cost of $0.55m

The recommendations of the JTS set out a broad plan for the strategic network over the next thirty years. Specific improvements and aspects of detailed management of the proposed network are outside the scope of the Plan and are still subject to detailed investigation and assessment. This further work will take into consideration the effects on local communities and facilities.

12 The primary purpose of a Programmed Business Case is to provide robust evidence that a decision to invest in a programme of works represents best value for money.

13 An Indicative Business Case takes account of the strategic context accounting for the assumptions about the future, the organisations objectives and underlying strategic documents (such as the GPS or the RLTP) to position the outcomes sought against wider national, regional and district outcomes.

FIGURE 11: PROPOSED ROAD HIERARCHY FROM 2010 JOINT TRANSPORT STUDY



APPENDIX 3: LEGISLATIVE REQUIREMENTS AND POLICY FRAMEWORK

The preparation of a Regional Land Transport Plan is a legislative requirement set out in the Land Transport Management Act 2003. The requirement to produce the Plan is a new requirement that combines elements of the operative Regional Land Transport Strategy 2010-2040 and operative Regional Land Transport Programme 2012-15.

Each Regional Council must have a Regional Transport Committee (RTC) whose statutory functions include the preparation of the Plan for approval by the Regional Council.

The Plan enables each Regional Council to set out the Region's land transport objectives, policies and measures for at least 10 years. The Plan must be produced at least once every six years and reviewed every three years.

The LTMA also requires the Plan to give effect to the purpose of the LTMA, which is to contribute to an effective, efficient, and safe land transport system in the public interest.

The following documents must be considered in developing the Plan.

- The Government Policy Statement on Land Transport Funding 2015-2025;
- The New Zealand Energy Efficiency and Conservation Strategy (NZEECS, 2007);
- The One Plan
- District Plans of all territorial authorities.

Other documents which have informed the development of the Plan include:

- The Palmerston North-Manawatu Joint Transport Study 2010;
- Long-term Council Community Plans (and amendments) of all local authorities in the Region;
- 2020 Safer Journeys – the National Road Safety Strategy (2010);
- The Regional Public Transport Plan for the Manawatu-Wanganui Region (2011);

Territorial authorities' transport plans, walking and cycling strategies and economic and growth strategies.

APPENDIX 4: SIGNIFICANCE POLICY

PURPOSE

Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the Regional Transport Committee (RTC) to adopt a policy that determines significance in respect of –

a) variations made to regional land transport plans under section 18D of the Act; and
b) the activities that are included in the Regional Land Transport Plan under section 16 of the Act.

APPLICATION

The Regional Land Transport Plan can be varied at any time. However, consultation will be required in accordance with section 18 of the Act if the variation is significant. The approach to the consultation will reflect the level of significance of the proposed variation (to be determined by the RTC) and consideration should be given to the costs and benefits of any consultation processes or procedure and the extent to which consultation has already taken place.

When making a decision as to the significance of a matter, the RTC will consider information on the reasons for the variation, the options, relative costs and benefits and those affected by the decision.

SIGNIFICANT ACTIVITIES

For the purpose of section 16(3)(d) of the Act, a significant activity is any activity put forward by an approved organisation that is:

- greater than $5 million in total value, including property purchase; and
- is a large new improvement project.

For the purpose of identifying what is a large new improvement project, a large new improvement project excludes:

- Committed activities (existing commitments arising from approved activities)
- Business as usual activities:
    - Local road and state highway maintenance and renewals;
    - Local road and state highway minor capital works (<$5 million);
    - Existing public transport services;
- Other activities costing less than $5 million for example:
    - New minor walking and cycling projects;
    - Minor road safety projects and programmes;
    - Transport studies.

SIGNIFICANT VARIATIONS

The Regional Land Transport Plan can be varied at any time once operative. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.

CERTAIN ACTIVITIES THAT DO NOT REQUIRE A VARIATION

Certain activities do not require a variation to the Regional Land Transport Plan, as identified in section 18D and 18E of the Act. These are activities proposed by an approved organisation relating to:

- Local road maintenance;
- Local road renewals;
- Local road minor capital works; and
- Existing public transport services.

GENERAL DETERMINATION OF SIGNIFICANCE

The significance of variations to the Regional Land Transport Plan will be determined on a case-by-case basis. The RTC has adopted the following definition to determine when a variation to the Regional Land Transport Plan is significant and must therefore undergo consultation.

All amendments of variations to the Regional Land Transport Plan other than the following are considered to be significant for the purposes of consultation:

- Activities that are in the urgent interest of public safety; or
- New preventative maintenance and emergency reinstatement activities; or
- The new activity has been previously consulted on and meets funding approval provisions in accordance with sections 18 and 20 of the Act; or
- A scope change that does not significantly alter the original objectives of the project – to be determined by the RTC; or
- Replacing one project with another project within a group of generic projects; or
- A change to the duration and/or order of priority of the activity that does not substantially change the balance of the programme

11-15 Victoria Avenue, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442
T 0508 800 800 **F** 06 952 2929 rltp@horizons.govt.nz **www.horizons.govt.nz**

horizons
regional council

2014/EXT/1411 ISBN 978-1-927259-03-0