



AGENDA

REGIONAL TRANSPORT COMMITTEE

Tuesday, 6 December 2011 at 11.00am

Notice is given of a meeting of Horizons Regional Council to be held on
Tuesday 6 December, 2011 at 11.00am in the Tararua Room,
Horizons Regional Council offices,
11-15 Victoria Avenue, Palmerston North

Business to be discussed includes:

- § Regional Land Transport Programme 2012-15
- § New Zealand Transport Agency Regional Director's Report

**RECOMMENDATIONS IN REPORTS ARE NOT
COUNCIL POLICY UNTIL ADOPTED BY COUNCIL**

NEWS EMBARGO

Items in this agenda may be subject to amendment or withdrawal at the meeting. Items are embargoed until two days before the date of the meeting.

Reporters who do not attend the meetings should seek confirmation of the agenda material or proceedings from the Chief Executive prior to any media reports.

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

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SERVICE CENTRES	Kairanga Cnr Rongotea & Kairanga-Bunnythorpe Rds, Palmerston North	Marton Hammond Street	Taumarunui 34 Maata Street	Woodville Cnr Vogel (SH2) & Tay Sts
REGIONAL HOUSES	Palmerston North 11-15 Victoria Avenue	Wanganui 181 Guyton Street		
DEPOTS	Levin 11 Bruce Road	Taihape Torere Road Ohotu		
POSTAL ADDRESS	Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442			
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Notice is given that a meeting of the Regional Transport Committee of Horizons Regional Council will be held at 11.00am on Tuesday, 6 December 2011 in the Tararua Room, Horizons Regional Council offices, 11 -15 Victoria Avenue, Palmerston North.

COMMITTEE MEMBERS

Crs EB Gordon (Chair), VJF Chettleburgh QSM ED, Mayor R Ellis (Tararua District Council), Mayor C Leary (Rangitikei District Council), Mayor S Morris (Ruapehu District Council), Mayor I McKelvie (Manawatu District Council), Cr H Voss (Horowhenua District Council), Cr J Jefferies (Palmerston North City Council), Cr A Anderson QSM JP (Wanganui District Council), Mr R Forgie (Environmental Sustainability), Mr N Fitzpatrick (Public Health), Ms J Chetwynd (New Zealand Transport Agency), Ms Jeanette Park (New Zealand Police), Mr D Hoskin (Economic Development), Mr R Coles (Access & Mobility), Ms Jessica Stevenson (Cultural Interests).

AGENDA

Page No:

1. Apologies
2. Public Speaking Rights
Notification to speak is required by 4pm on the working day prior to the meeting. Further information is available on www.horizons.govt.nz or by phoning 0508 800 800
3. Late Items:
To consider, and if thought fit, to pass a resolution to permit the Committee to consider any further items which do not appear on the Order Paper of this meeting and/or the meeting to be held with the public excluded.
Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987, and the Chairperson must advise:
 - (i) The reason why the item was not on the Order Paper, and
 - (ii) The reason why the discussion of this item cannot be delayed until a subsequent meeting.
4. Members' Conflict of Interest
Members are reminded of their obligation to declare any conflicts of interest they might have in respect of the items on this Agenda.
5. Minutes of Regional Transport Committee Meeting held on 6 September 2011 5
6. Regional Land Transport Programme 2012-15
Report No: 11-209 9
7. New Zealand Transport Agency Regional Director's Report
Report No: 11-210 15
Annex A – Regional Director's Report 16
8. Members' Questions

M J McCartney
CHIEF EXECUTIVE



Minutes of the fourth meeting, eighth triennium, of the Regional Transport Committee held at 10.04am on Tuesday 6 September 2011, in the Tararua Room, Horizons Regional Council offices, 11 – 15 Victoria Avenue, Palmerston North.

PRESENT Crs EB Gordon (Chair), VJF Chettleburgh, Mayor R Ellis (Tararua District Council), Mayor I McKelvie (Manawatu District Council from 10.07am), Mayor C Leary (Rangitikei District Council), Cr A Anderson (Wanganui District Council), Ms J Chetwynd (New Zealand Transport Agency), Mr R Coles (Access & Mobility), Mr D Hoskin (Economic Development).

IN ATTENDANCE Chief Executive Mr MJ McCartney
 Manager Transport Services Ms A Redgrave
 Committee Secretary Mrs JA Kennedy

ALSO PRESENT Crs PW Rieger, and RG Walker, Ms K Lowe (Transport Planner), Mr W Wallace (Transport Planner).

At various times during the meeting:

Mr G Shirley (Group Manager Regional Services), Mrs C Rowe (Media & Communications Manager), Ms A Koehler (Communications Advisor), Ms D Myers (New Zealand Transport Agency), Mr D Stevenson (deputising for Cultural Interests), Mr D McGonigal (New Zealand Transport Agency), Cr C Teo-Sherrell (Palmerston North City Council), and various interested groups.

APOLOGIES

Apologies were received from Mayor B Duffy (Horowhenua District Council), Mayor S Morris (Ruapehu District Council), Inspector N Wynne (New Zealand Police), Mr N Fitzpatrick (Public Health), and Ms J Stevenson (Cultural Interests). The Chairman noted that Mr Stevenson would be deputising for Ms Stevenson.

RT 11-28

Moved

Chettleburgh/Anderson

*that the Committee **accepts** the apologies of Mayor Duffy, Mayor Morris, Inspector N Wynne, Mr N Fitzpatrick, and Ms J Stevenson.*

CARRIED

PUBLIC SPEAKING RIGHTS

There were no requests for public speaking rights.

LATE ITEMS

There were no Late Items notified.

MEMBERS' CONFLICTS OF INTEREST

There were no conflicts of interest noted.

The Chair noted that Inspector Neil Wynne, New Zealand Police would be retiring at the end of the month. He undertook to provide Inspector Wynne with a letter to thank him for his services and participation on the Regional Transport Committee (RTC).

CONFIRMATION OF MINUTES

RT 11-29

Moved

Chetwynd/Chettleburgh

that the minutes of the Regional Transport Committee held on 7 June 2011, as circulated, be received and confirmed as a correct record.

CARRIED

The Chair welcomed Mayor McKelvie and took the opportunity to wish him well in the upcoming General Elections 2011. He expressed appreciation for his participation and input as a Member of the RTC Committee.

Mr Wallace, Transport Planner, confirmed that Environment Waikato had responded to Horizons Regional Council's submission to their Regional Land Transport Strategy and accordingly had now included SH4 as a sub-regionally significant state highway.

REGIONAL LAND TRANSPORT PROGRAMME 2012-15

Report No. 11-152

This report was to update Members on progress with the preparation of the Regional Land Transport Programme (RLTP/the programme) for the 2012-15 period; and to approve the prioritisation process to be used in the RLTP development.

Ms Lowe, Transport Planner, supported by Mr Wallace and the Transport Manager introduced the report and expanded on key milestones, the regional prioritisation process and how it aligned with the national prioritisation process, progress to date, the Government Policy Statement on land transport funding, and progress on the implementation of high productivity motor vehicles route identification project in the Region.

Ms Myers, Planning and Investment Manager, New Zealand Transport Agency (NZTA) provided a powerpoint presentation on Regional Land Transport Planning which covered Activity Class Ranges, Indicative Allocations, Investment and Revenue Strategy, and an explanation of how the prioritisation of the Region's projects for the RLTP were translated into the National Land Transport Programme.

Mr McGonigal, Regional State Highways Manager, Manawatu-Wanganui, NZTA provided a powerpoint presentation summarising the steps and process which formed the State Highway Planning Process, and gave an update on progress with State Highway programmes in the Region.

Members asked questions of clarification on points of interest.

RT 11-33**Moved****Chettleburgh/McKelvie**

that the Committee recommends that Council:

- a. **receives** Report No. 11-153 into road safety education activities.

CARRIED

NEW ZEALAND TRANSPORT AGENCY REGIONAL DIRECTOR'S REPORT

Report No. 11-154

This report updated Members on New Zealand Transport Agency (NZTA) regional and national activities.

Mr McGonigal referred to Appendix 1 of the report and expanded on progress against some of the activities listed in the National Land Transport Programme. Members asked questions of clarification about the cost scope adjustments summary.

Ms Chetwynd expanded on areas of her report and answered questions of clarification.

RT 11-34**Moved****Gordon/Anderson**

that the Committee recommends that Council:

- a. **receives** the Regional Director's update report.

CARRIED

VERBAL UPDATE FROM NEW ZEALAND TRANSPORT AGENCY ON PROGRESS WITH STOCK EFFLUENT DISPOSAL FACILITIES

Mr McGonigal provided an update on progress with three areas that were being investigated for stock effluent disposal facilities: Waiouru/Taihape, Woodville, and Taumarunui. Members asked that consideration be given to looking at alternative sites for the development of stock effluent facilities, eg. outskirts of Wanganui. Mr McGonigal replied that the NZTA priority was to progress with the three areas that were currently being investigated.

MEMBERS' QUESTIONS

In response to a question, Mr McGonigal replied that NZTA would be responsible for the cost of any repairs required to the Saddle Road, caused through an increase in traffic flow due to the closure of the Manawatu Gorge.

The meeting closed at 12.23pm.

Confirmed.

 MANAGER TRANSPORT SERVICES

 CHAIRMAN

A Significant decision? If Yes	N
Do recommendations meet Significance Policy (contained within the LTCCP)	

Item No: 6
Date: 06/12/2011
Report No: 11-209
File No: TTP 02 01

REGIONAL LAND TRANSPORT PROGRAMME 2012-15

PURPOSE

1. To update Members on progress with the preparation of the Regional Land Transport Programme (RLTP/the programme) for 2012-15.

FINANCIAL IMPACT

2. The cost of RLTP preparation has been included in current budgets.

COMMUNITY ENGAGEMENT

3. A special consultative procedure in accordance with the Local Government Act 2002 will be undertaken in early 2012 as part of the RLTP development process.

BACKGROUND

4. Members will recall that a number of items regarding the timetable and process for the development of the RLTP 2012-15 have been presented at previous meetings. Horizons Regional Council must adopt the RLTP by 30 June 2012 and key milestones are outlined below for Member's information.

By 30 November 2011	All Approved Organisations (AO) ¹ submit draft activities to the New Zealand Transport Agency (NZTA) online system – Transport Investment Online (TIO).
November 2011 – February 2012	Liaison with the NZTA over draft programme, further refinement of activities as approved organisations develop Long Term Plans.
March 2012	Regional Transport Committee (RTC) approves draft programme for release for consultation.
April-May 2012	Consultation (in conjunction with Horizons' Long Term Plan consultation process).
May 2012	Submissions hearings.
June 2012	RTC approves RLTP for adoption by Horizons Regional Council. Horizons Regional Council adopts the RLTP.
July 2012	RLTP implementation commences.

¹ Approved Organisations in the Manawatu-Wanganui Region are all district and city councils, Horizons Regional Council and the New Zealand Transport Agency (State Highway Division). The organisations all receive funding from the National Land Transport Fund (administered by the NZTA).

PRIORITISATION PROCESS

5. The Land Transport Management Act 2003 (LTMA) requires the RTC to assign an order of priority to all state highway activities, new public transport services and all local road capital improvements not classified as minor². At the September 2011 meeting of this committee, members agreed to the prioritisation process proposed by the Regional Advisory Group (RAG)³. The agreed prioritisation process is twofold and is outlined below.
- a) Each proposed activity is assessed against the NZTA criteria of strategic fit (how well the project aligns with the NZTA strategic investment direction), effectiveness (the contribution the proposal makes to achieving the potential identified in the strategic fit) and economic efficiency (how well the proposed solution maximises the resources available). Activities are given a high, medium or low against each of the criteria to create an assessment profile (e.g. HMM or LHM) which is then used by the NZTA to create a national priority list. Every AO nationally must undertake this assessment for each project when they submit a proposal to NZTA for funding assistance. The table below shows the ranking that is given for each assessment profile.

Assessment Profile (strategic fit, effectiveness, economic efficiency)	NZTA Ranking
HHH	1
HHM, HMH, MHH	2
HHL, HMM	3
HLH, MHM, MMH	4
LHH, HML	5
HLM, MHL, MMM	6
MLH, LHM, LMH	7
HLL, MML, MLM, LHL	8
LMM, LLH	9
MLL, LML, LLM	10
LLL	11

- b) Projects that are required to be prioritised (as outlined in paragraph 6) are then assessed against the twelve outcomes outlined in the Regional Land Transport Strategy 2010 (RLTS) to determine an overall regional strategic contribution rating. These outcomes link to the higher level broad objectives and vision stated in the RLTS and the aim of incorporating this assessment is to try to marry regional priorities and outcomes with the national prioritisation process. This should help to ensure that we are aligned with national priorities for funding while still incorporating a regional flavour and communicating our priorities to central government.
6. The RAG met on 25 November to recommend a draft list of priorities. This list will be circulated to members for discussion at the workshop preceding the 7 December RTC meeting.

REGIONAL (“R”) FUNDED ACTIVITIES

7. Revenue collected from fuel excise duty, road user charges, vehicle registration and licensing, and other sources is credited to the National Land Transport Fund. These

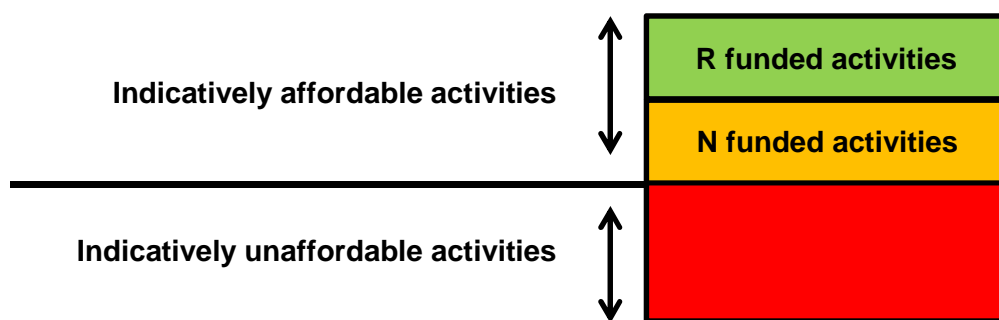
² For the purposes of prioritisation, minor capital works are defined as:
Capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:

- (1) Have a capital cost of less than or equal to \$5 million
- (2) Are not on a regional arterial route

³ The technical advisory group which is largely composed of transport staff from the regional, city and district councils in the region.

funds are used to pay for NZTA's investment in land transport activities. The two types of funds available for use in our region are nationally distributed funds (N funds) and regionally distributed funds (R funds). The R funds come from a five cent per litre increase in fuel excise duty and an equivalent increase in road user charges (light vehicles), which are distributed on the basis of population for ten years commencing April 2005.

8. R funds must be committed (i.e. a tender let and accepted) no later than 31 March 2015. Our region currently has approximately \$38 million of uncommitted R funds available, with approximately \$21 million of this having been freed up by from the North of Levin to Otaki section of the Wellington Road of National Significance.
9. The NZTA allocates R funds to the highest priority projects in a region ahead of N funds to ensure that there is a minimum level of spend in each region. The diagram below illustrates how funding is allocated.



10. Nationally, roading improvement projects that are likely to receive the highest priority are the Roads of National Significance (RoNS), High Productivity Motor Vehicle (HPMV) routes and projects that have the potential for significant contribution to economic growth and productivity (e.g. through improvements in journey time reliability, easing severe congestion in major urban areas, improving freight supply chains) or reducing actual crash risk for deaths and serious injury in high risk areas. Therefore it is likely many projects in our region would not receive sufficient national priority for N funding and would need to be R funded in order to proceed.

HIGH PRODUCTIVITY MOTOR VEHICLE ROUTES

11. At the September 2011 meeting of this Committee, members resolved that the preferred priority HPMV route for our region be State Highway 1 Wellington, directly north-south. The major improvement required in order to allow full High Productivity Motor Vehicle (HPMV)⁴ on this route is replacement of the Whirokino Trestle Bridge (south of Foxton on State Highway 1) which can not accommodate the over-weight vehicles but allows over-length vehicles. Replacement of this bridge would be in the order of \$17 million and would be R funded, leaving approximately \$21 million available for other regional projects.
12. Since this meeting, NZTA national office has advised that this route has a low benefit cost ratio because of the high cost of replacing the trestle bridge and as such, would not be funded as a HPMV route. The trestle bridge replacement is currently scheduled in the state highway programme within the ten year timeframe and NZTA has advised that when this moves into the five year timeframe, the project becomes an essential infrastructure replacement and will be funded from N funds.

⁴ Overlength and overweight vehicles up to the maximum parameters permitted by the Rule.

13. Until then over-length vehicles travelling to/from Wellington and north of our region will still be able to utilise the State Highway 1 direct route via the trestle, and over-weight vehicles will generally be able to use State Highway 1 route with a deviation around the trestle bridge via the Foxton-Shannon Road. It is estimated that 404,000 annual tonnes of freight is likely to be transported on HPMVs between Wellington and the Desert Road summit.
14. However, without improvements on the State Highway 56/57 route (approximate cost of \$1 million to strengthen the Manawatu River Bridge at Opiki), HPMVs travelling from the south to Palmerston North will be required to divert at Shannon via the Foxton–Shannon Road, State Highway 1 to Bulls then State Highway 3 to Palmerston North, an additional distance of 37 kilometres. This is likely to be less than desirable for the industry. Approximately 187,000 annual tonnes of freight is likely to be transported between Palmerston North and Wellington on HPMVs.
15. Development of the State Highway 56/57 route to Palmerston North is also consistent with the Regional Land Transport Strategy 2010 which aims to plan for, maintain and develop transport corridors which support and encourage the region’s role as a central freight distribution hub. NZTA therefore suggests that the Manawatu Bridge strengthening should take place and will provide a short- term full HPMV route.
16. This means the region will eventually have two full HPMV routes – one to service traffic between Wellington and Palmerston North and one to service the north-south traffic. Delaying the replacement of the Whirokino Trestle also frees up the R funds that would have otherwise been allocated to this project (approximately \$17 million). This gives the region the opportunity to progress other projects by using the unallocated R funds (currently estimated at \$38 million).
17. Examples of potential R funded projects include upgrading the Manawatu Gorge alternative route, Whakaruatapu Stream Bridge replacement and realignment (State Highway 2) and developing the strategic roading network around Palmerston North Airport and Bunnythorpe (outcomes of the Joint Strategic Transport Study undertaken in 2009/10).
18. Some of these projects have been “on the books” for a number of years and have previously been identified by the RTC as being of regional importance but have not proceeded to construction due to the low national ranking. Others, such as the Joint Strategic Transport study package of works and upgrading the Manawatu Gorge alternative, have yet to be fully scoped but have been highlighted in the RLTS as being regionally important. It is important to note however that the availability of funds does not automatically mean that such projects will be funded, as they still need to be sufficiently high priority.
19. R funds will only be collected until April 2015 and as outlined in paragraph 8, must be committed by 30 March 2015. Given the current funding focus on developing national economic growth and productivity, it is unlikely that many of our regional improvement projects would receive sufficient priority to receive national funding. Therefore it is crucial that this committee clearly communicates our regional priorities to the NZTA in the RLTP.

DISCUSSION OF HPMV PRIORITIES

20. The Horizons region is in a fortunate position compared with some of our neighbouring regions. We have R funds still uncommitted, partly due to the delays in the RoNs project. This means that, while the RoNs will proceed with national funding when ready, more work can be achieved in our region in the short-term.

21. The Whirokino Trestle cannot proceed in the short-term as an HPMV route due to its low BCR but will be replaced as essential infrastructure within five to ten years. Once this happens, State Highway 1 will be fully HPMV capable in our region.
22. However until then most HPMV vehicles travelling from Taupo to Wellington will still be able to use State Highway 1. Over-length vehicles can still use the Whirokino Trestle, while most over-weight vehicles will be able to use the Foxton-Shannon deviation. After \$1 million of improvements on the Manawatu River Bridge at Opiki, the State Highway 56/57 route will be fully HPMV capable for traffic originating in or destined for Palmerston North. However if this upgrade does not take place, Palmerston North HPMV vehicles would need to travel an additional 37kms when heading south.
23. On this basis it is recommended that the Committee supports the proposal to give priority to upgrading SH56/57 for HPMV upgrading.
24. This scenario will leave significant uncommitted R funds for other projects as outlined in paragraph 18 and will therefore provide the greatest benefit for our region.

NEXT STEPS

25. Over the summer period, NZTA will discuss individual programmes with approved organisations to give an indication of what could realistically expect to be funded. As each council considers their local Long-term Plan, the Regional Advisory Group will further refine our regional programme.
26. This committee will recommend the draft programme for public consultation at the 6 March 2012 meeting with consultation in April/May 2012.

RECOMMENDATIONS

27. That the Committee recommends that Council:
 - a. **receives** the update on the Regional Land Transport Programme 2012-15 development; and
 - b. **supports** the upgrading of State Highway 1/56/57 to provide full High Productivity Motor Vehicle capability, noting that:
 - in the short-term, most High Productivity Motor Vehicle traffic from the north will still be able to use either the Whirokino Trestle (over-length) or the Foxton-Shannon deviation (most over-weight vehicles);
 - within ten years the Whirokino Trestle will be replaced and the direct State Highway 1 route will also be fully High Productivity Motor Vehicle capable; and
 - c. **approves** in principle the draft list of project priorities for the Regional Land Transport Programme, with any amendments; and
 - d. **notes** that further refinement of the priority list is probable in the next three months, and a final priority list will be agreed at the March 2012 Regional Transport Committee meeting.

A Significant decision? If Yes	N
Do recommendations meet Significance Policy (contained within the LTCCP)	

Item No: 7
Date: 06/12/2011
Report No: 11-210
File No: TTP 02 01

NEW ZEALAND TRANSPORT AGENCY REGIONAL DIRECTOR'S REPORT

PURPOSE

1. This report is to update Members on New Zealand Transport Agency (NZTA) regional and national activities.

FINANCIAL IMPACT

2. No financial impact as a result of this report.

BACKGROUND

3. A copy of the Regional Director's report is at Annex A.
4. Ms Jenny Chetwynd, NZTA Regional Director Central Region, will speak to this report.

RECOMMENDATIONS

5. It is recommended that the Regional Transport Committee:
 - a. **receives** the Regional Director's update report.

KM Lowe
TRANSPORT PLANNER

ANNEX

- A Regional Director's report



To: Horizons Regional Transport Committee

From: Jenny Chetwynd – NZTA Regional Director Central

Date: 22 November 2011

The purpose of this report is:

- to provide an update on NZTA's role in the delivery of the Regional Land Transport Strategy and the National Land Transport Programme in the Manawatu-Wanganui Region
- to provide an update on key initiatives that may impact the strategic development of the regional transport network

1.0 2009-2012 NLTP IMPLEMENTATION UPDATE

1.1 Update on Manawatu-Wanganui State Highway & Network Ops Activities in the 2009-2012 NLTP

Good progress has been made on a number of state highway activities over recent months. Highlights include the SH2 Corby Road realignment, which is due for completion around the end of January 2012, together with the recent completion of the \$0.75m SH56 Campbell-Ashlea Road realignment.

The tendering process for the construction of the remainder of the Papatawa realignment project on SH2 north of Woodville was also completed recently, with the announcement of the winning tenderer expected shortly. Work will resume on site by Christmas.

Investigations are also continuing on the Otaki to North of Levin project, as part of the wider Wellington Northern Corridor Roads of National Significance programme. Engagement with stakeholders and the local community earlier this year (August-September) has helped the project team identify a range of factors to be considered when scoping possible expressway route options. It is anticipated that full public engagement on broad route options will commence in early 2012.

A good start has been made on state highway maintenance activities for 2011-2012, with our resealing and pavement rehabilitation contracts underway. This allows an early start to the reseal season and will enable our contractors to maximise the length of the season and reduce the likelihood of delays in finishing.

Updates on the Manawatu Gorge and regional effluent facilities are provided in section 2 of this report, with further details on the overall State highway programme available in Appendix 1.

1.2 Update on 2009-12 NLTP Funding Approvals by the NZTA

Due to the acceleration of a number of projects, (as part of the economic stimulus package), faster than anticipated progress on the Roads of National Significance, and the spend on emergency works as a result of the Canterbury Earthquake and a number of other storm events, the demand on the National Land Transport Fund has exceeded income. This had led to the need to manage our cash flow over the balance of the current 2009-2012 NLTP period. As part of this we have put in place a moratorium on starting new infrastructure improvement projects for the remainder of the 2009-12 NLTP period. This moratorium and the cash flow situation will not affect local road maintenance and operations programmes, public transport or any activity classes other than those associated with new infrastructure. In addition, projects under contract with approved funding will start will proceed as planned.

The NZTA has provided advice to all Councils that any projects that they had intended to commence in the 2011/12 year should be included in their 2012/15 programmes.

2.0 OTHER NZTA & MOT INITIATIVES OF REGIONAL SIGNIFICANCE

2.1 2012-15 RLTP and NLTP Development:

Significance to RTC	Alignment with statutory functions of RTCs
Details	<p data-bbox="491 398 1075 430"><i>Moderation of RLTPs and application of "R" Funds</i></p> <p data-bbox="491 454 1356 539">Previously Delaney Myers presented to the committee on the NZTA's Investment and Revenue Strategy, and how projects are profiled to determine funding preference.</p> <p data-bbox="491 564 1356 817">After the draft RLTP is submitted, a regional moderation process will take place, lead by the NZTA's Regional Planning and Investment Manager. The moderation is to ensure that the indicative profiles applied by the project owner are appropriate. Following that, a national moderation will be undertaken to ensure national consistency in profiling so that the projects demonstrating the best value for money and closest alignment with the Government Policy Statement on Land Transport Funding (GPS) proceed; taking into account regional priorities and the available sources of funding.</p> <p data-bbox="491 853 1356 1021">As Manawatu/Wanganui has Regionally distributed (R) funds available, they will be applied to the highest profiled projects, even if those projects have a profile which is lower than that which would have qualified for National (N) funds. As a general rule of thumb, all infrastructure improvement projects with a value over \$250,000 will attract R funds. Specific items that R funds would be applied to include:</p> <ul data-bbox="544 1061 1356 1666" style="list-style-type: none"> • Local Road and State Highway infrastructure improvement projects with an expected cost of over \$250,000. This includes what are commonly known as "Block projects", small improvements with a value of between \$250,000 and \$5M, all of which are individually listed on the HNO programme. • HPMV packages • Safety Retrofit projects over \$250,000. All other safety retrofit projects are done out of Minor Improvements and will not attract R funds. The Safety Retrofit programme does not "ring fence" the amount listed against R funds, instead R funds would be applied if and when each improvement was done. • Seismic Retrofit projects over \$250,000. Please see above explanation for Safety Retrofit, the same applies. • Property Acquisition Block and Fees, but only if a specific purchase was for an R funded project i.e. block projects but not minor works. Note that the block projects as in the programme do not have a land purchase component included. This item would not "ring fence" the amount listed against R funds, but R funds would be applied if and when each improvement was done. • PT infrastructure over \$250,000. <p data-bbox="491 1704 1356 1816">Minor improvements (individual projects under \$250,000, funded via each AOs "minor improvements" programme), will not attract R funds, unless there are insufficient quality infrastructure improvement projects available in a region to consume R funds within the required timeframes.</p> <p data-bbox="491 1843 1356 1899">Equally, if the R funds are exhausted, the remaining projects will be considered for available N funding.</p>

2.2 Manawatu Gorge Update

Significance to RTC	Key transport route in the region
Details	<p><u>Current Situation</u></p> <p>The focus of the activities at the Gorge is on getting machinery up onto the hillside above the slip. This will allow machines to remove the remaining unstable material and carry out benching to help bring the hillside to a point of stability.</p> <p>Once the hillside has stabilized the slip material on the road will be removed. The road bridges under the slip material are damaged, however the full extent of the damage will be determined once the bridges have been cleared of slip material.</p> <p><u>Diversion Routes</u></p> <p>NZTA has taken over the responsibility for the maintenance and operations of the diversion route via the Saddle Road and Pahiatua Track.</p> <p>In addition to the maintenance activities, three slow vehicle bays are currently being constructed on the Saddle Road to allow slow vehicles to pull over and reduce the frustration for those vehicles following. Barricades have also been installed to encourage drivers to stay on the designated diversion route. This follows concerns from local retailers in Woodville that vehicles were bypassing the main street. Feedback to date suggests these measures are working.</p> <p>To improve safety in Ashhurst, a number of traffic management measures have been installed, including extra signage and a change of priorities at two intersections to reinforce the designated diversion route.</p> <p><u>Going Forward</u></p> <p>The number one priority is to get the Gorge open as soon as possible, closely followed by the improvement of the Saddle Road to better accommodate diverted traffic. NZTA is preparing a project feasibility report that will identify a range of upgrade measures for the Saddle Road to improve the level of service during the times the Gorge is closed. The project to deliver these upgrade measures will be included for consideration as part of the 2012-15 RLTP process. NZTA and its TLA partners are in consultation over the delivery of the project. The feasibility investigation will be reported to the TLAs prior to Christmas.</p> <p>In the meantime, a weekly update on the project is being circulated to a wide range of stakeholders, including RTC members, each Friday. Anyone that is not receiving them and would like to, please contact: Rachel Cobham on 06 953 6072 or Rachel.cobham@nzta.govt.nz.</p>

2.3 Stock Truck Effluent Facilities

Significance to RTC	Significant regional transport issue
Details	<p><u>Woodville</u></p> <p>We are continuing to liaise with KiwiRail Operations (Auckland) to determine the feasibility of the proposed site in Woodville. However, given the challenging nature of these discussions, we have commenced investigations into an alternative site to the west of SH2.</p> <p>A traffic impact assessment on this alternative site is underway and we</p>

	<p>are currently liaising with LINZ in relation to the potential purchase of the property.</p> <p><u>Waiouru</u></p> <p>Following the identification of a number of challenges with the currently proposed site, we are now reconsidering potential locations. Consultants have recently been engaged to undertake an intra-regional study to determine the best location(s) for this site, and we are aiming to have a draft report to all key stakeholders before Christmas 2011.</p> <p><u>Taumarunui</u></p> <p>Property consultants have been appointed to investigate land requirement issues relating to both sites in Taumarunui. We are on track to produce an options report by the end of November 2011 for discussion with Ruapehu District Council.</p>
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2.4 Give Way Rule Changes

Significance to RTC	Key national safety initiative
Details	<p>At 5am on Sunday 25 March 2012, two give-way rules are changing. They are the left-turn versus right-turn rule and the uncontrolled T-intersection rule.</p> <p>Changing the give-way rules is part of the Government's <i>Safer Journeys</i> strategy to reduce the number of deaths and serious injuries on our roads. These changes will help reduce confusion on our roads by removing some of the demands currently placed on a driver's decision-making at intersections. This initiative is one of many actions underway to help create a safe road system in New Zealand.</p> <p>The NZTA has circulated an information sheet to all councils detailing our plans for communicating these changes to the public and how road controlling authorities can plan for these changes. Information is also available on our website http://www.nzta.govt.nz/traffic/around-nz/road-user-rule.html</p> <p>We will be providing the RTC with more information on these changes as we get closer to March 2012.</p>

Appendix 1: Horizons State Highway and Network Ops Activities in the 2009 - 12 NLTP

The following table provides an update on new and improved state highway infrastructure activities in the 2009 - 12 NLTP.

NLTP Activity – New and improved infrastructure (Committed, probable and possible phases only)	Phase in 2009 - 12 NLTP	Comment
Manawatu Hill Realignment	I, D, C	Design and property negotiations underway. Construction deferred due to NLTP cash flow constraints.
Ohingaiti-Makohine Realignment	C	Construction complete.
SH2 Papatawa Realignment	D, C	Construction underway.
Carlton/Alma/Jackson Intersection	D,C	Construction complete.
Concord Line Curve Realignment	I	Design Completed. Project not being progressed due to fall in funding priority
Corby Road South Curves	D	Construction underway
Desert Rd Nth Passing Lane	D	Construction complete.
Duddings Lake North Passing Lane	C	Construction complete.
Foxton South Curves	C	Construction complete.
Hansen Line and Taonui Nth Curves	C	Construction complete.
Linnet- Huia St Curve Imp	D, C	Design complete Construction not being progressed due to fall in funding priority
Lismore Corner	D	Design complete.
London St – High School Safety Improvement Package	D, C	Construction complete.
Makerua Intersection SH56/57	C	Construction complete.
Manunui Intersection	C	Construction complete.
North of Upokongaro Realignment	C	Construction complete.
Otamaraho Curve Passing Lane Extension	D, C	Design and property negotiations underway. Construction deferred due to NLTP cash flow constraints.
P/L merge treatments (region 8)	D	Design completed. Project not being progressed due to fall in funding priority.
Pukepapa Road South passing lane	C	Construction complete.
Rangitikei Line Tremaine Ave Intersection improvement	D, C	Scope of improvements being refined by NZTA & PNCC to minimise properties affected. Construction likely to be delayed due to land purchase and stakeholder issues
SH3/54 Intersection	I, D, C	Design completed. Construction not being progressed due to fall in funding priority
SH56/57 Drainage Safety profiling	I, D, C	Project to be deferred due to fall in funding priority.

NLTP Activity – New and improved infrastructure (Committed, probable and possible phases only)	Phase in 2009-12 NLTP	Comment
Waiaiti Bridge Realignment	D, C	Construction completed December 10. Extension of RTB at South Manakau Road programmed.
Wikitoria intersection	C	Construction complete.
Wilson Road South Curve Improvements	C	Construction complete.
Mangaweka South realignment	D	Project not being progressed due to fall in funding priority.
North of Levin to Otaki	I, D	Investigation phase underway.
SH2 Papatawa Realignment	C	Construction delayed will resume December 2011.
Tahoraia Railway Crossing	I	Deferred due to NLTP cash flow constraints.
Whakarua Stream Bridge Replacement and Realignment	D, C	Design well advanced. Construction deferred due to NLTP cash flow constraints.
Muhunua Road intersection	C	Right turn bay has been put in under minor safety. No further work required.
Waitarere Road realignment	I	Within Otaki – Levin RONS. Not being progressed now as a standalone project.
Dannevirke SE disposal facility	D, C	Site was changed to Woodville following stakeholder feedback. Discussions with Tararua DC are ongoing and going well. KiwiRail are now engaging with NZTA to discuss land issues. Design and consultation to follow on shortly.
Golf Road Passing Lane	D, C	Design is complete. Construction deferred due to NLTP cash flow constraints.
Gorge Woodville SW	I, D	Investigation is completed.
Levin- Makerua Passing Lane	I, D	Investigation is underway.
Millrick-Kendall realignment	D, C	Design and Construction deferred due to NLTP cash flow constraints.
National Park SE disposal facility	D, C	Ruapehu DC was concerned about consent breaches if the incoming effluent changes significantly. A meeting was held in April with RDC and Horizons to overcome these concerns. The meeting was successful and we are now making progress.
Rangitikei Line JF Kennedy Drive Intersection	C	Construction complete.
Sanson South PL	D	Design underway
Taihape SE Disposal facility	D, C	A site at Waiouru is being investigated but there are some issues relating to the possible treatment that might be required. GHD have been instructed to consider a possible alternative should the issues at Waiouru prove to be a "fatal flaw"
Hapokopoko Stream North Realignment	D	Design near completion. Project not being progressed due to fall in funding priority.
Marangai Road South P/L	C	Construction complete.

NLTP Activity – New and improved infrastructure (Committed, probable and possible phases only)	Phase in 2009-12 NLTP	Comment
Mt Stewart North Passing Lane	C	Project to be deferred due to fall in funding priority.
Oroua Rd North PL	D	Design underway.
Piriaka Rail Bridge and Approaches	I	Investigation completed. Project to be deferred due to fall in funding priority.
Ratana Hill	I, D	Investigation completed Project not being progressed due to fall in funding priority
Dalvey Road South P/L	D	Difficulty in purchasing property. On hold at present.
Turitea Stream Bridge widening – walking and cycling	D, C	Project on hold – not aligned with current funding priorities.



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