

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

Date: Tuesday, 1 September 2020
Time: 10.30am
Venue: Meeting to be held via audio visual link

REGIONAL TRANSPORT COMMITTEE

AGENDA

MEMBERSHIP

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

Michael McCartney
Chief Executive

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

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

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REGIONAL HOUSES	Palmerston North 11-15 Victoria Avenue	Whanganui 181 Guyton Street		
DEPOTS	Levin 120-122 Hokio Beach Rd	Taihape 243 Wairanu Rd		
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AGENDA

1 Welcome/Karakia

2 Apologies and Leave of Absence

At the close of the Agenda no apologies had been received.

3 **Public Forums:** Are designed to enable members of the public to bring matters, not on that meeting's agenda, to the attention of the local authority.

Deputations: Are designed to enable a person, group or organisation to speak to an item on the agenda of a particular meeting.

Requests for Public Forums / Deputations must be made to the meeting secretary by 12 noon on the working day before the meeting. The person applying for a Public Forum or a Deputation must provide a clear explanation for the request which is subsequently approved by the Chairperson.

Petitions: Can be presented to the local authority or any of its committees, so long as the subject matter falls within the terms of reference of the council or committee meeting being presented to.

Written notice to the Chief Executive is required at least 5 working days before the date of the meeting. Petitions must contain at least 20 signatures and consist of fewer than 150 words (not including signatories).

Further information is available by phoning 0508 800 800.

4 Supplementary Items

To consider, and if thought fit, to pass a resolution to permit the Committee/Council to consider any further items relating to items following below which do not appear on the Order Paper of this meeting and/or the meeting to be held with the public excluded.

Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended), and the Chairperson must advise:

- (i) The reason why the item was not on the Order Paper, and
- (ii) The reason why the discussion of this item cannot be delayed until a subsequent meeting.

5 Members' Conflict of Interest

Members are reminded of their obligation to declare any conflicts of interest they might have in respect of the items on this Agenda.

Minutes of the third meeting of the eleventh triennium of the Regional Transport Committee held at 10.30am on Wednesday 3 June 2020, via audio visual link, as a result of a change in legislation due to Covid-19.

PRESENT Via audio visual link: Crs RJ Keedwell (Chair), SD Ferguson, Mayor B Wanden (Horowhenua District Council), Ms E Speight (New Zealand Transport Agency), Mayor A Watson (Rangitikei District Council), Mayor D Cameron (Ruapehu District Council), Mayor T Collis (Tararua District Council), Mayor H McDouall (Whanganui District Council), Mr E Christiansen (Road Users), Mr S Walker (Road Transport Association), Mr L Hammond (KiwiRail), Dr S Lampkin (Active Transport/Public Transport).

IN ATTENDANCE Via audio visual link:
Group Manager Regional Services and Information Mr G Shirley
Manager Transport Services Mrs R Hewitt
Committee Secretary Mrs KA Tong

ALSO PRESENT At various times during the meeting:
Via audio visual link: Ms L Shirley (Senior Transport Planner), Ms C Morrison (Media & Communications Manager), and a member of the Press.

The Chair welcomed everyone to the meeting.

APOLOGIES

RT 20-15 *Moved* **Keedwell/Wanden**
That apologies be received from Mayor G Smith (Palmerston North City Council), and from Mayor H Worboys for lateness.

CARRIED

Mayor H Worboys did not arrive before the meeting closed.

Prior to the meeting, an apology was forwarded from Inspector D White (NZ Police) (Advisory Member).

PUBLIC FORUMS / DEPUTATIONS / PETITIONS

There were no requests for public speaking rights.

SUPPLEMENTARY ITEMS

There were no supplementary items to be considered.

MEMBERS' CONFLICTS OF INTEREST

There were no conflicts of interest declared.

CONFIRMATION OF MINUTES

RT 20-16 Moved Ferguson/Collis

That the Committee:

confirms the minutes of the Regional Transport Committee meeting held on 3 March 2020 as a correct record, and notes that the recommendations were adopted by the Council on 7 April 2020.

CARRIED

ROAD SAFETY UPDATE

Report No 20-64

This report provided an update on road safety trends in the region and advised members of road safety education activities undertaken by Horizons Road Safety Coordinators over the last five months. Mrs R Hewitt (Manager Transport Services) took the item as read and mentioned the impact of Covid-19 and how it significantly impacted on the ability of Coordinators to carry out their normal activities.

RT 20-17 Moved McDouall/Watson

That the Committee recommends that Council:

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

CARRIED

APPROVED ORGANISATION QUARTERLY UPDATE

Report No 20-65

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

RT 20-18 Moved Watson/Ferguson

That the Committee recommends that Council:

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

CARRIED

REGIONAL LAND TRANSPORT PLAN DEVELOPMENT - UPDATE

Report No 20-66

Ms Shirley (Senior Transport Planner) took Members through this report which provided an update on the development of the 2021 Regional Land Transport Plan (RLTP) and the impacts of Covid-19 both on the timeline, and the release of the final Government Policy Statement on Land Transport (GPS) and Transport Agency Investment Programme (TAIP).

RT 20-19 Moved Watson/McDouall

That the Committee recommends that Council:

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

CARRIED

CENTRAL GOVERNMENT CONSULTATION AND UPDATES

Report No 20-67

This report provided members with information on various documents and consultation items released by Central Government. Ms Shirley (Senior Transport Planner) took the item as read, mentioned Arataki version 2 would be due out in late June, and gave an overview of recent submissions made on behalf of Horizons Regional Council.

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

That the Committee recommends that Council:

- a. *receives the information contained in Report No. 20-67 and Annexes.*

CARRIED

The meeting adjourned at 11.08am.

The meeting reconvened at 11.09am.

NEW ZEALAND TRANSPORT AGENCY DIRECTOR'S REPORT

Report No 20-68

Ms Speight (New Zealand Transport Agency (NZTA)) spoke to a powerpoint presentation which provided Members with an update on the NZTA's regional and national activities, specifically the ways in which Covid-19 had affected sites, projects and timelines. She also highlighted the Innovating Streets for People pilot fund, the new search filter on Trade Me with regard to safety ratings on vehicles, and various Manawatū-Whanganui regional updates.

RT 20-21 **Moved** **Keedwell/Wanden**

That the Committee recommends that Council:

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

CARRIED

The meeting closed at 11.37am.

Confirmed

MANAGER TRANSPORT SERVICES

CHAIR

Report No.	20-114
Decision Required	

ROAD SAFETY STRATEGY

1. PURPOSE

- 1.1. The purpose of this report is to advise members of plans to develop a Regional Road Safety Strategy and seek support for the concept for developing the document.

2. EXECUTIVE SUMMARY

- 2.1. The Transport Team are proposing to develop a Regional Road Safety Strategy in partnership with Territorial Authorities (TAs), Waka Kotahi, NZ Transport Agency and other key stakeholders. The intent of the Regional Road Safety Strategy is to set out a framework for the coordinated delivery of multiple agency road safety interventions across the region.

3. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-114.
- b. supports the development of a Regional Road Safety Strategy as proposed in the item below.

4. FINANCIAL IMPACT

- 4.1. At this time, there is expected to be no direct financial impact associated with the development of this strategy. The cost of development of the strategy will be funded through the transport planning budgets.

5. COMMUNITY ENGAGEMENT

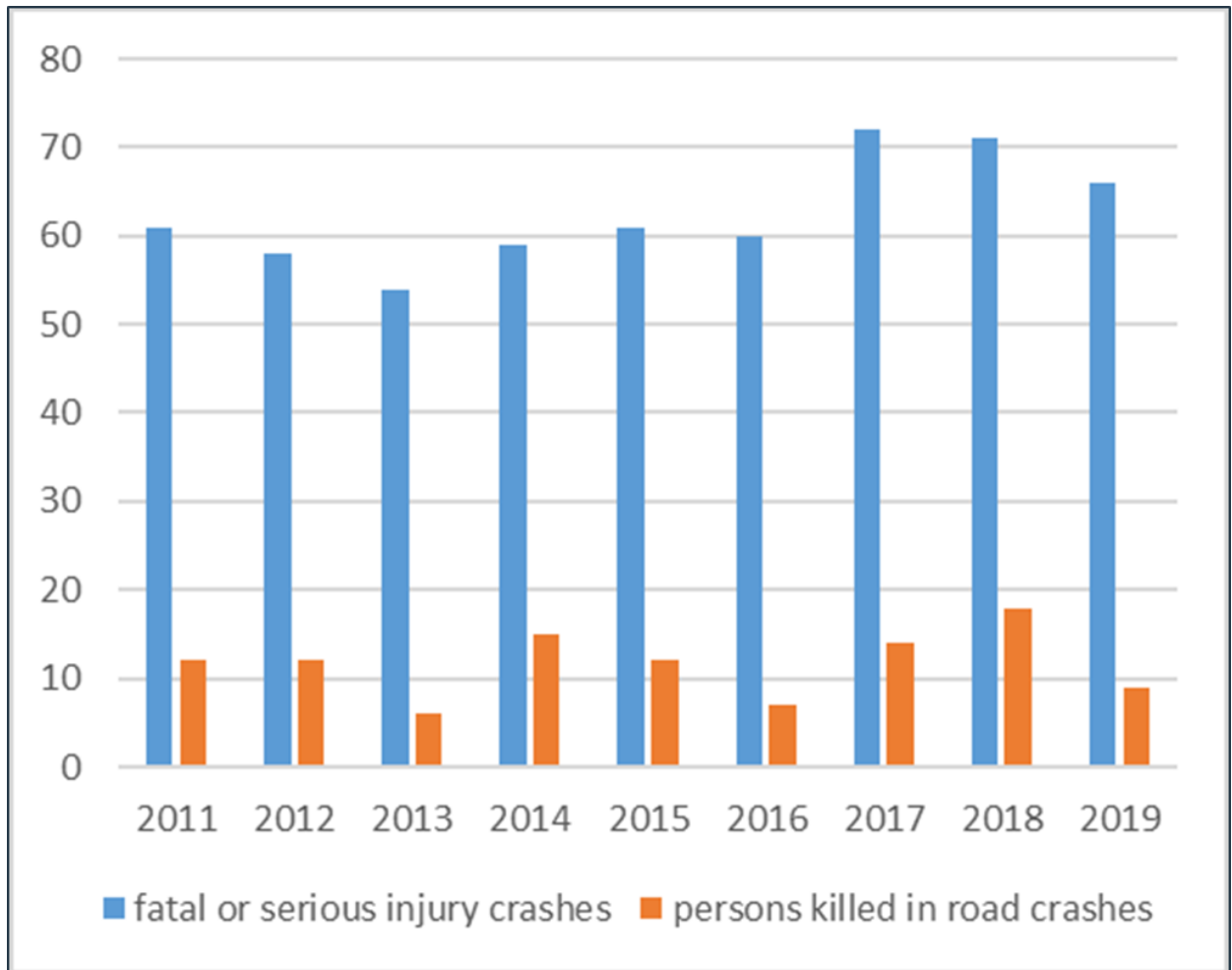
- 5.1. None required.

6. SIGNIFICANT BUSINESS RISK IMPACT

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

7. BACKGROUND

- 7.1. Road safety is an ongoing issue nationally. Regionally, Manawatū-Whanganui sits near the middle for road trauma per population size. In 2017 there were 208 deaths and serious injuries on our roads, which was an increase on previous years. Since then the number of deaths and serious injuries have reduced, but only marginally. On average three people are seriously injured every week and one person dies every fortnight on our region's roads. This is not acceptable and as a region we need to commit to doing better.
- 7.2. The graph below shows the number of deaths and serious injuries on the region's roads since 2011.



7.3. The present Government has provided a strong directive to improve safety through the draft Government Policy Statement on Land Transport, 2021 (draft GPS, 2021). That, along with the release of a number of other key safety documents (listed below) opens up an opportunity to implement a new regional approach to road safety.

7.4. Key documents released and under development which guide road safety:

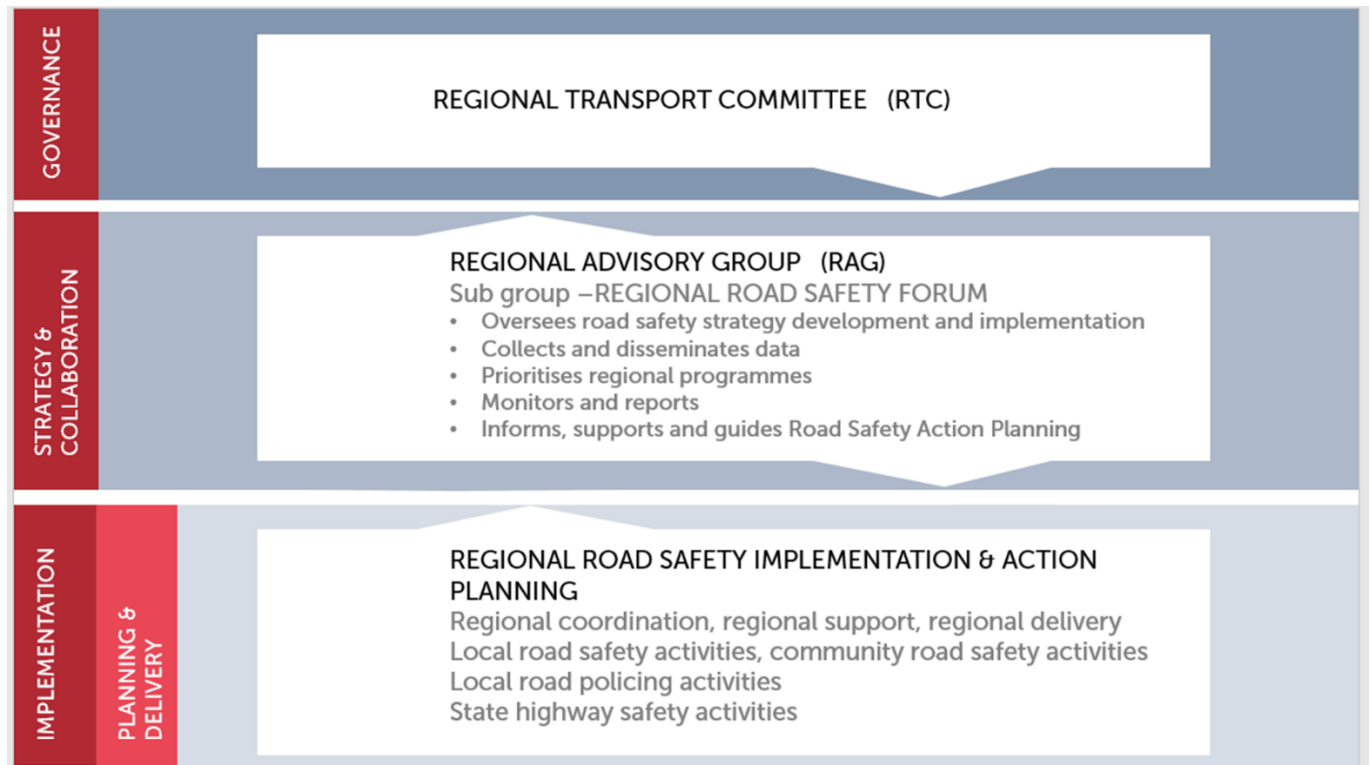
- **Road to Zero Strategy (2020-30) and Action Plan (2020-22)** – a government driven strategy to guide improvement in road safety in New Zealand over the next 10 years. The strategy places human well-being at the heart of road transport planning and is driving regions to create a transport system in both urban and regional areas that protects people. This strategy marks a step change for New Zealand and calls for all road safety partners to throw their energies into the programme. This is a clear opportunity for our region to play a key role in improving safety.
- **Draft GPS, 2021** – The draft GPS places a high value on improving safety within the land transport system. Safety is a key strategic priority within the draft GPS and as such will guide future land transport investment. Given the priority this highlights the importance for us as a region to be united and collaborative in our approach to road safety. It is in our region's interest to work together across our local communities to secure the necessary funding based on an evidential, committed and connected approach just as we have successfully done with regional development and other transport projects.
- **Tackling Unsafe Speeds Programme** – This is a requirement which has come from the new government approach to speed management. Road controlling authorities

and regional transport committees are required to work together to develop, consult on and implement a cohesive regional speed management plan for local roads within their region. By working together on a Regional Road Safety Strategy and a regional speed management plan, we will have the opportunity to do more and make a greater impact on our transport system, enabling better community wellbeing outcomes.

- **Regional Land Transport Plan, 2021-31** (under development): The RLTP is guided by the draft GPS and as such will have a strong theme of improving regional road safety.
- **Arataki, 2021-31** – this document sets the Waka Kotahi 10 year view of what is needed to deliver current priorities and long term outcomes for our region’s land transport system. It informs planning and investment at a regional level and is intended to be used jointly by Waka Kotahi and Councils. Arataki lists a range of step changes needed, one of which is to significantly reduce harm. This has been identified as a medium priority for the Manawatū-Whanganui Region.

8. DISCUSSION

- 8.1. With the Government directives on road safety, combined with requirements to develop plans at a regional level to improve safety, there is a real opportunity to establish a new regional approach to road safety.
- 8.2. Key national priorities help to guide the regional policy direction and investment priorities for road safety. It is our view that to meet national requirements and achieve the collective goal of improving the safety of the land transport system, a collaborative, ambitious and multi-agency approach with strong regional leadership is required. The natural next step is to coordinate this through a Regional Road Safety Strategy.
- 8.3. If developed, it is intended that the Regional Road Safety Strategy would set out a framework for the coordinated delivery of multiple agency road safety interventions. The Strategy would be developed through engagement and consultation with a range of regional stakeholders responsible for road safety outcomes.
- 8.4. At a high level, the Strategy would:
 - Set key objectives and initiatives for safety for a 10 year period (2021-2031);
 - Be supported by detailed three year action plans;
 - Focus equally on lowering fatalities and serious injuries;
 - Encourage shared responsibility for road safety outcomes;
 - Support the delivery of New Zealand’s Road Safety Strategy 2020-2030;
 - Be updated as required.
- 8.5. The Regional Road Safety Strategy would be administered by Regional Council but requires commitment and buy-in from Territorial Authorities and other key stakeholders in order to work and be effective. The development of a Regional Road Safety Strategy was discussed at a Regional Advisory Group workshop in July and received general support.
- 8.6. The following diagram is an indication of how governance, development and implementation of the strategy could work. Ultimately, leadership, collaboration and accountability would be integral to successful delivery of a Regional Road Safety Strategy.



8.7. To summarise, it is our view as officers that development of a Regional Road Safety Strategy will assist with coordination of key road safety activities/priorities at a regional level and encourage a consistent approach to road safety across the region. It will also assist Territorial Authorities and the RTC with developing a regional speed management plan and other key national government directives.

9. TIMELINE / NEXT STEPS

9.1. If the Committee were to approve development of a Regional Road Safety Strategy, work on development would commence in October, with completion around September 2021. Throughout this time, revisions of the plan and updates would be taken to RTC for feedback and guidance throughout the development process.

10. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.

Report No.	20-115
Decision Required	

REGIONAL LAND TRANSPORT PLAN DEVELOPMENT: UPDATE AND CONFIRMATION OF STRATEGIC COMPONENT

1. PURPOSE

- 1.1. The purpose of this item is for the committee to confirm the strategic component of the **Regional Land Transport Plan (RLTP) 2021-2031** currently being prepared.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-115.
- b. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **issues (problems)** listed in paragraph 8.1 of this report
- c. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **vision**, covered in paragraph 8.2 of this report
- d. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **objectives** listed in paragraph 8.3 of this report.
- e. approves for inclusion in the draft Regional Land Transport Plan 2021-2031, the **strategic priorities (10 year investment priorities)** listed in paragraph 8.4 of this report
- f. Confirms the updated timeline provided in section 10 of this report.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. No community engagement is required as a result of this report. As the RLTP 2021 progresses, consultation on the completed draft document will occur.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. BACKGROUND

- 6.1. RLTPs are the primary documents guiding integrated land transport planning and investment within a region. The RLTP sets the strategic direction for the region's transport network over the next 10 years. It describes the long term vision and identifies the short to medium term regional investment priorities to achieve this vision. The RLTP also includes a regional programme of transport activities proposed for funding over a 3-6 year period.
- 6.2. The RTC is required to develop a new RLTP every six years and review every three years. The RLTP 2015 was reviewed in 2018, and as such the planning cycle for the next RLTP

has commenced. The RLTP is required to be completed and submitted to Waka Kotahi NZ Transport Agency (Waka Kotahi) by 30 April 2021.

7. PROCESS OF RLTP DEVELOPMENT TO DATE

- 7.1. There are several key steps in developing a RLTP which require consideration, discussion and confirmation from the Committee. These are:
- 7.1.1. Confirmation of problems/issues and benefits for the region (**Investment Logic Mapping (ILM)** exercise).
 - 7.1.2. Guidance on setting the scene and confirmation of the strategic direction and context (which will feed into the strategic priorities and overall front end of the RLTP).
 - 7.1.3. Confirmation of the strategic 'front end' of the RLTP i.e. the vision, issues, objectives, and strategic priorities.
 - 7.1.4. Prioritisation of the work programme (10 year programme of investment activities to be undertaken by AOs).
 - 7.1.5. Confirmation of the draft RLTP for consultation.
 - 7.1.6. Hearing and deliberation on submissions.
 - 7.1.7. Confirm the final RLTP for adoption by Council
- 7.2. The below outlines the work that has been undertaken to date.

General introduction to RLTP development

- 7.3. Committee members were introduced to the RLTP development process at the December 2019 RTC meeting through an item which discussed the current RLTP and the process for developing the next RLTP. At the March RTC meeting a timeline and process was presented for Committee endorsement.

Investment Logic Mapping (ILM) workshops

- 7.4. An ILM exercise run by an approved Waka Kotahi facilitator has been undertaken. This process has involved three workshops with the Committee and two with the **Regional Advisory Group (RAG)** over the June-July 2020 period. The ILM ensures that the identified regional land transport problem and benefit statements have clear logic and evidence to support the Business Case Approach principles. The outcomes generated from these workshops are valuable and have guided the development of the region's 30 year vision statement, objectives and strategic priorities.

RTC Workshop - Problems, Strategic Priorities, and Objectives

- 7.5. Following development of the problem and benefit statements through the ILM workshop process, a workshop was held with RAG on 31 July to develop the visions, objectives and strategic priorities. In August, a workshop was held with the RTC to present the final draft regional problem and benefit statements; and draft vision statement, objectives and strategic priorities that had been developed from the RAG workshop. Following feedback, post-RTC workshop, from RTC members the vision, objectives and strategic priorities have been updated. This is what is being presented to the Committee today.
- 7.6. The final draft ILM is being updated following members feedback and will be provided to the Committee at the meeting.

8. DRAFT STRATEGIC PROVISIONS

- 8.1. The draft strategic provisions which have been developed following workshops with the RAG and RTC are outlined below:

Regional Issues (Problems)

- **Connectivity, travel choice and access:** Land use conflicts, inadequate infrastructure, and network inefficiencies are leading to less effective transport routes and user choices.
- **Safety:** Increasing conflict between competing modes, poor user behavior, and inadequate infrastructure is leading to deaths and serious injuries.
- **Environmental:** A lack of transport modes and heavy reliance on fuel based transport is leading to increased carbon emissions and a general decline in environmental quality.
- **Resilience:** Impacts from climate change, natural hazards and sub-optimal maintenance / renewals are increasing network vulnerability and costs

Vision

- 8.2. The vision statement outlines the region's desired 30 year transport vision. It has been designed to be concise and to convey the strategic location of our region.

- 8.3. The vision statement is:

A region that connects central New Zealand and supports safe, accessible, and sustainable transport options

Objectives

- 8.4. The objectives outline what the region plans to do to achieve the vision. They are the also the benefits that we will see if we solve the issues (Problems). The objectives are outlined below.

- **Objective 1 - Travel Choice:** Transport users in the region have access to affordable transport choices that are attractive, viable and encourage multi-modal travel.
- **Objective 2 - Connectivity and efficiency:** The regional transport network connects central New Zealand and is efficient, reliable and resilient.
- **Objective 3 - Safety:** The transport network is safe for all users.
- **Objective 4 - Environment:** The impact of transport on the environment and the transport system's vulnerability to climate change are minimised.
- **Objective 5 - Land Use Integration:** Transport and land use are integrated to support well connected communities that promote a strong regional economy and liveable region.

Strategic Priorities (10 year investment priorities)

- 8.5. The strategic priorities (or 10 year investment priorities as they can also be referred to) are the key focus areas for the region. Their purpose is to tell the region's short to medium term investment story. While guided by the strategic context and vision, the priorities will have a narrower focus, **responding to the most urgent and significant barriers in the short to medium term** to achieve the longer term vision.

- **Transport Strategic Priority 1 - Connectivity and Access:** Provide better transport connections and options to enable efficient and safe movement of people and freight, improved access to health, social and economic opportunities.
- **Transport Strategic Priority 2 - Safety:** Improve the transport network to create a safe transport system for all users.
- **Transport Strategic Priority 3 - Better travel options:** Make active and public transport and alternative freight modes, safe, attractive and viable options for more trips throughout the region.
- **Transport Strategic Priority 4 - Environment:** Reduce environmental impacts and carbon emissions from the transport system.
- **Transport Strategic Priority 5 - Resilience:** Build resilience into the region's transport network by strengthening priority transport lifelines.

9. RLTP TEMPLATES

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

10. TIMELINE / NEXT STEPS

	DATE	ACTIVITY	WHO
	1 September	RTC meeting Approve strategic front end	RTC
	September–October	Development of draft work programmes Further development of the background and strategic context (full text for RTC review)	Staff and RAG
	November	RAG workshop to prioritise draft work programmes RTC workshop to prioritise draft work programmes	RAG RTC
	November-December	Finalise work programme, monitoring framework and appendices	Staff
	1 December	RTC meeting Approve draft RLTP for consultation	RTC
2021	January- February	Consultation	
	February	RLTP hearings and deliberations	RTC and staff

	March	RTC meeting: approval of final RLTP for Council adoption	RTC
	March/April	Council adopt RLTP	Council
	30 April	Submit final RLTP to Waka Kotahi in TIO	Staff

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

10.2. Another document worth mentioning is the **Rail Network Investment Plan (RNIP)** which is due to be developed (we are yet to see a draft) but will be reliant on the draft Rail Plan being finalised. The RNIP will inform rail investment across the Country and it will therefore be important that our RLTP is consistent. This is another potential time pressure that is out of our control at present.

11. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.

Report No.	20-116
Information Only - No Decision Required	

ROAD SAFETY UPDATE

1. PURPOSE

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-116 and Annex.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. BACKGROUND

- 6.1. Horizons Regional Council employs three **Road Safety Coordinators (Coordinators)** to undertake road safety education activities across all districts in the Region. The activities delivered are based on funded priorities set out by the **Waka Kotahi NZ Transport Agency (Waka Kotahi)** each year.
- 6.2. The work coordinators undertake is required by the **Regional Land Transport Plan (RLTP)** and gives effect to the **Government Policy Statement (GPS)**. The Coordinators' work also contributes to New Zealand's Road Safety Strategy 2020-2030, *Road to Zero*.
- 6.3. The Coordinators work with local district and city councils, Police, and local community groups to undertake road safety education and awareness activities addressing the key issues which cause crashes in their areas.

7. DISCUSSION

- 7.1. In collaboration with stakeholders, Coordinators completed delivery of 28 programmes across the region during the 2019-20 financial year. A detailed report is provided in Annex A which outlines the range of activities in the year's road safety education programme. The impact of COVID19 restrictions meant not all programmes were able to be fully completed with a further 15 programmes partially or not achieved.

- 7.2. Driver licence education is a focus for the region with community organisations supported through External Road Safety Programme Funding. In the 2019-20 year, seven providers received funding to deliver programmes to young and/or high risk drivers. In total around 2,500 persons across the region received licence support to which this funding contributed. Table 1 below shows the success of these programmes.

Table 1: Driver Licence External Funded Programme Success (Manawatū-Whanganui)

Licence Type	Learner	Restricted	Full
2019-20	2,102	82	25
2018-19	2,358	80	16
2017-18	2,178	55	40
2016-17	1,794	38	19

- 7.3. In 2019-20, \$155,590.00 was allocated to driver licensing programmes across the region. This contribution has been increased to \$164,490.00 for the 2020-21 financial year to provide further assistance to this important issue and cater for the growing needs of providers. Table 2 below shows the allocation of funding to Driver Licencing providers.

Table 2: Funding Provided to Driver Licence Programmes (Manawatū-Whanganui)

2017-18	2018-19	2019-20	2020-21
\$112,127	\$142,292	\$155,590	\$164,490

8. EXTERNAL ROAD SAFETY PROGRAMME FUNDING

- 8.1. Each year Horizons Road Safety coordinates an External Road Safety Education Fund for external groups to deliver road safety programmes across the region. These programmes play a key role in supporting community road safety initiatives. Programmes are funded by Waka Kotahi, with external groups contributing local share funding. The fund is competitive and organisations apply for funds each year to deliver a programme. Applications are assessed against a set of criteria before the final allocation is made with the input of Waka Kotahi and Council.
- 8.2. For the 2020-21 financial year, the application and approval process has been completed, with \$208,490.00 having been allocated to organisations to deliver external programmes. All applications received were successful in securing funding. Table 3 below provides a summary of the funding allocation for 2020-21.

Table 3: External Road Safety Education funding allocation 2020-21

Organisation	Funding Allocation	Road Safety Issue
Literacy Aotearoa Feilding-PN-Whanganui	\$6,000	High Risk Drivers
Literacy Aotearoa Horowhenua	\$12,000	Young High Risk Drivers
iHow Charitable Trust	\$60,000	Young High Risk Drivers
Whanganui Learning Centre	\$14,000	Young High Risk Drivers
Te Ora Hou Whanganui	\$19,000	Young High Risk Drivers
CKC REAP (learner licence)	\$990	Young High Risk Drivers
CKC REAP (Safe 2Go)	\$20,000	Young High Risk Drivers
Royal NZ Plunket Trust	\$14,000	Restraints
Age Concern Whanganui	\$5,000	Older Road Users
Sport Manawatu	\$25,000	Vulnerable Road Users Cycling
Tararua Community Youth Services	\$20,000	Young High Risk Drivers
Manfeild Park Trust NDTC	\$12,500	Young High Risk Drivers
Total Allocated funding	\$208,490	

9. SIGNIFICANCE

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

Debbie Webster
ROAD SAFETY COORDINATOR

Rhona Hewitt
MANAGER TRANSPORT SERVICES

Te Ora Nyman
ROAD SAFETY COORDINATOR

Alastair Mayston
ROAD SAFETY COORDINATOR

ANNEXES

- A 2019-20 Road Safety WC432 Report



2019-2020

Theme/Cluster *Manawatū-Whanganui Road Safety*

Activity Name *WC 432*

2019-20 financial year funded issues based on 2018-21 TIO application are:
Alcohol and/or drugs – Palmerston North/Manawatū/Whanganui/Ruapehu/Tararua/Horowhenua
Distractions – Palmerston North/Whanganui
Fatigue – Manawatū/Rangitikei/Ruapehu/Tararua
Intersections – Palmerston North/Manawatū/Whanganui/Rangitikei/Tararua/Horowhenua
Motorcyclists – Whanganui/Tararua/Horowhenua
Older Road Users – Palmerston North/Manawatū/Whanganui/Tararua/Horowhenua
Restraints – Palmerston North/Manawatū/Whanganui/Tararua
Speed – Ruapehu/Tararua/Horowhenua
Vulnerable Road Users – Cycling – Palmerston North/Whanganui/Rangitikei/Horowhenua – Pedestrians – Palmerston North
Young/High Risk Drivers – Palmerston North/Manawatū/Whanganui/Ruapehu/Rangitikei/Tararua/Horowhenua

Description of Activity / Activities delivered

Latest 2019 Communities at Risk Register.

DSI personal risk in relation to other areas

Key:

High concern	1 standard deviation above mean
Medium concern	0.5 standard deviation above mean
	Above TLA mean
Mean	Mean in comparison with other TLAs/regions
	Below TLA mean

	HDC	TDC	PNCC	MDC	WDC	RaDC	RuDC	M-W
ALL DSIs	High			Med				
Young Drivers (of cars 16-24yrs)	High				Med			
Alcohol/Drugs	High			Med				Mean
Speed (too fast for conditions)	High				Med			
Intersections Urban	Med	Med			Med		High	Med
Rural		Mean	High	High				Med
All			High	High	Med			Mean
Rural Roads (loss control/head-on)	Med	Med						
Motorcyclists		Med			Med			
Cyclists								
Pedestrians	Med							Mean
Distraction			High		Med		Med	
Fatigue				High		Med	Med	
ORU	High	Med	High	High			Med	Med
Restraints	High							

HDC = Horowhenua District Council
 PNCC = Palmerston North City Council
 WDC = Whanganui District Council
 RuDC = Ruapehu District Council
 TDC = Tararua District Council
 MDC = Manawatū District Council
 RaDC = Rangitikei District Council
 M-W = Manawatū-Whanganui Region

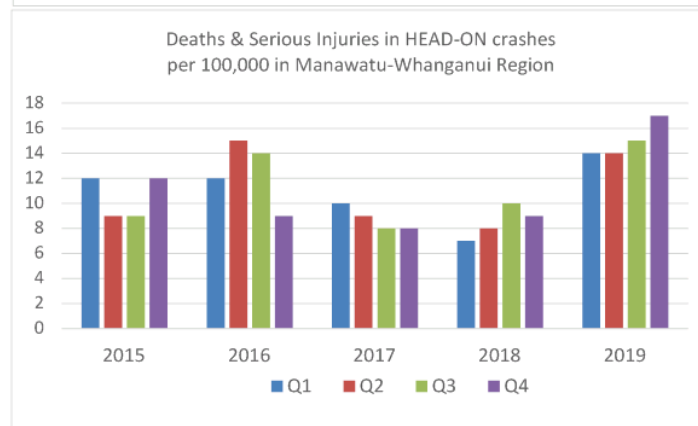
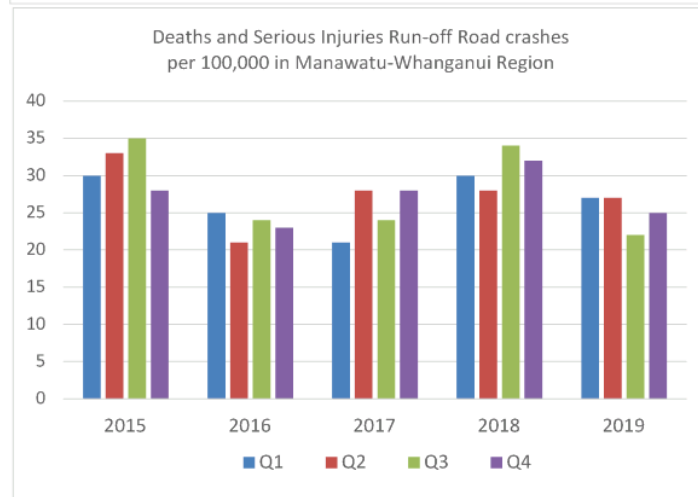
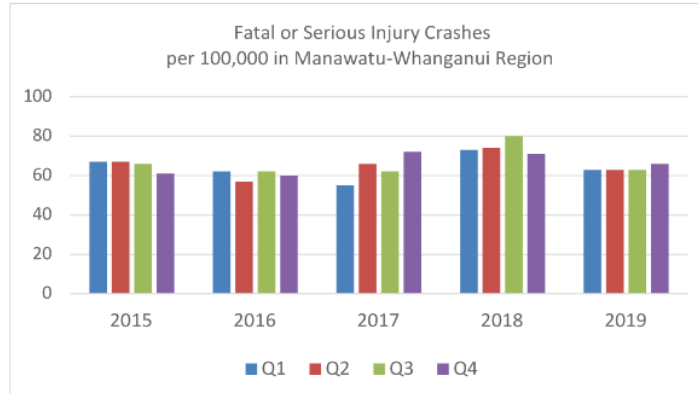
With the recent release of the 2019 register, this will mean some change in priority and focus for some districts. With the overlap of media circulations and partner organisations across various districts in the region this is achievable without too much disruption to planned activities. Recent announcements by Waka Kotahi NZTA of infrastructure improvements in the Horowhenua District should also assist with reducing D & SI.

Target Audiences *Varies related to the issue. See individual issues.*

Based on data from Waka Kotahi NZTA Quarterly reporting, shows the Manawātū-Whanganui region has seen a recent decline in D & SI crashes overall and in run-off crashes. A recent trend in head-on crashes (see graphs below). Data used is from January 2015 – December 2019. Statistics in last six months will be COVID19 impacted.

NOTE: All graphs are based on calendar year quarterly reporting i.e. Q1 Jan-Mar, Q2 Apr-Jun, Q3 Jul-Sep Q4 Oct-Dec. Statistics regarding latest 6 months of 2020 are not available.

Key quantitative results achieved



Key qualitative results achieved

Refer individual issue pages

What worked well or not so well? What improvements would be made?	<p>The last year has seen a positive trend across the region in fatal and serious injury crashes. We have encouraging results happening in many areas of this region.</p> <p>The last quarter of activities in 2019-20 has been impacted for not only us, but also our partners and community providers by COVID19 considerations. This has meant a postponement or cancellation of certain activities, while also providing an opportunity for new or different ways of working in delivery. This has shown to us the need to allow for flexibility moving forward.</p> <p>We are encouraged by the release of the Road to Zero strategy and the government's commitment to the Road to Zero Action Plan. To coincide with this approach we are working across our region to initiate a better regional approach that is connected with buy-in from all levels and partners. Leadership is a key ingredient to achieve this.</p> <p>An identified area of development for this region is to have better alignment across all districts and key organisations. This will reduce inefficiencies with personnel changes in key partners and allow for better continuity across our areas and more effective use of resources and expertise.</p>		
432 Community Programmes	Total Approved Cost	Financial Cost	Total Actual Cost
	\$779,944		
Theme/Cluster	Alcohol Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui, Rangitikei, Ruapehu		
Activity Name(s)	<p>Police Checkpoints– TAG stop Radio & Digital Media – 'Just Nah' Campaign Newspaper Advertising Massey University Flattening Expo (refer also YHRD) Dannevirke A&P Show Billboard Campaigns (refer also Fatigue) Mardi Gras – Ohakune (postponed due to COVID19) Distribution of Resources</p>		
Description of Activity / Activities delivered	<p>Police Checkpoints In July SADD students from Tararua College accompanied the road safety coordinator at Police Impairment Prevention Team checkpoint. Police breathalysed drivers and distributed information on alcohol limits, seatbelt use and driver fatigue risk.</p> <p>Radio & Digital Media Advertising Radio advertising and digital media posts leading up to and during the Christmas period. The adverts challenged social acceptance of driving impaired and aired on five male centric radio stations. Digital adverts appeared on targeted sites.</p> <p>Newspaper Advertising Newspaper advertising reminding people of the alcohol limit, being over the limit the next day and the need to plan ahead if drinking.</p> <p>Massey University Flattening Expo Targeted prevention activities with face to face engagement with Massey students. Students received alcohol related resources including the dangers of driving the day after a night out. Police were present along with the Booze Bus, to highlight the process and further reinforce key messages around alcohol limits for drivers.</p> <p>Dannevirke A&P Show Road safety activity with a focus around alcohol and seatbelts. Information and face to face engagement on topics such as standard drink measures, lower alcohol limit for driving, being over the limit the following day and the use of seatbelts. A quiz was also held to encourage further engagement and ensure take-away message was reinforced.</p> <p>Distribution of Resources Provided Police and other road safety partners with educational resources and branded messaging on alcohol limits to give out during operations and activities.</p>		
Target Audiences	<p>All drivers and passengers (Checkpoints) Secondary students in SADD 40-60 year males (Just Nah advertising campaign) Middle aged male drivers (Newspaper) 18-21 year old students (Massey Flattening Expo)</p>		
	<p>Police Checkpoints 445 alcohol information packs distributed during roadside traffic stop in Tararua with Police Impairment Prevention Team.</p>		

Key quantitative results achieved

Radio & Digital Media Advertising

Advertising campaign, 'Just Nah', played on five radio stations with 15 and 30 second adverts on Thursday, Friday and Saturday nights (7-10pm) throughout December. A geo targeted digital media campaign (70,000+ impressions) was run across the region in association with radio adverts using 'tradie' sites.

Newspaper Advertising

8 x Full/half page advertisements promoting sober driving in the Hawkes Bay Today, Bush Telegraph and Horowhenua Chronicle (combined estimated readership of 109,000 people). Newspaper adverts in Ruapehu and Whanganui during December. Combined readership of 47,500 people.

Massey University Flatting Expo

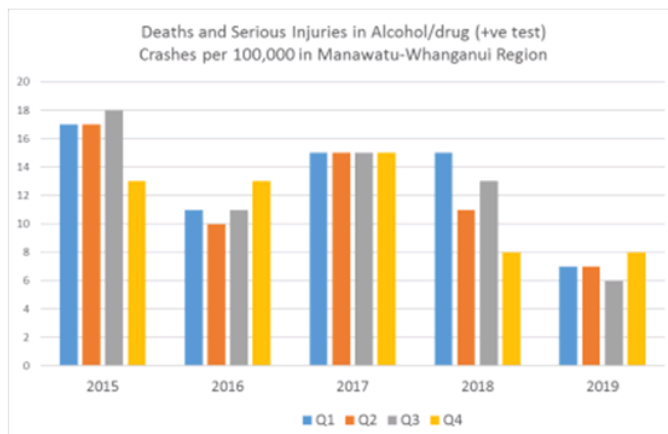
Engaged face to face with 150 first year Massey students.

Dannevirke A&P Show

65 entries in Drive Sober Quiz. Over 2 days – 80+ people visited the site many of whom engaged in face-to-face conversations regarding our focus.

Distribution of Resources

Provided road safety partners and target organisations with 500 information packs.



Based on data from Waka Kotahi NZTA Quarterly reports show Manawatū-Whanganui region has seen a decline from 2017 in alcohol related D & SI crashes. (see graph above)

Key qualitative results achieved

Police Checkpoints

As well as the enforcement aspect of the stop, the education component of providing written and visual information to drivers with ongoing reminders and reinforcement of the operation is of key importance. Police receive positive feedback from drivers and passengers when handing out the packs.

Radio & Digital Media Advertising

An advertising campaign 'Just Nah', was used to reach a hard to engage with group. The linking of unacceptance of drink driving with other social norms, was used to reach this difficult group. Feedback from advertising agency indicated positive engagement with the campaign.

Newspaper Advertising

Sober driving advertisements appeared in community newspapers in Taranaki and Horowhenua targeting males 45+ years. Advertisements highlighting the risk of being 'over the limit the next day' were used.

The target audience intended for the alcohol adverts are predominantly those who tend to read newspapers more frequently than the younger demographic groups who tend to get their news from the internet, television or radio. Advertisements complemented regular radio adverts as well as collateral we distribute face-to-face, to promote the sober driving message. Advertisements were planned to align to advertising campaigns run by Waka Kotahi NZTA and Police.

Massey University Flatting Expo

Response to this activity was very positive. Questionnaire responses showed a higher awareness of the zero alcohol limit for under 20s to previous year's survey. Conversations reinforced key messages and consequences of driving impaired. Police and FENZ who were in attendance providing complementary messaging.

Dannevirke A&P Show

The event ran for two days, providing an opportunity to engage with people from urban and rural communities. Many of those we talked to considered drink and drugged

driving to be socially unacceptable and a major road safety concern. It was also interesting to note the numbers of people still unaware of what the lower limit actually is and under-estimated a standard drink.

Police Checkpoints
As noted in overseas research; alcohol campaigns are more effective if combined with enforcement and delivered with personal communication in a way that is proximal in space and time. Public acceptance of the message is evident in the comments received during the checkpoints. Drivers express appreciation of the information packs that are distributed. Face to face engagement is 'gold' for getting messaging to the public. Increasing the frequency of checkpoints and multi-agency delivery is to be encouraged. This is largely dependent on the availability of our partners and has been a struggle at times to coordinate all parties. Police availability and changing personnel being recognised as limiting factors. We were unsuccessful in facilitating multi-agency licenced premises visits.
Looking forward we are keen to partner and target support to local workplaces utilising health and safety workplace processes. This fits well with the work related aspect of the Road to Zero Action Plan 2020-22.

Dannevirke A&P Show
The opportunity to engage with the large number of people visiting our site over the two days allowed us to connect with people and promote our messages. We had a number of displays which encouraged people to engage face-to-face with us and resources for people to take away. Many people had personal experiences they shared. Part of our campaign centred on standard drink measures and the lower limit. It was evident many people are still unsure about the lower limit. This will be an ongoing focus of future activities.

Advertising and Social Media
It was difficult aligning local activities to the nationwide 'That's a fail' campaign. The success of this nationwide campaign is dependent on the visibility of enforcement campaigns. We were not able to guarantee enforcement presence at the time. Instead we pivoted; targeting middle-aged men who still think it is okay to have a few drinks and then drive. The campaign centred on pitching 'this is no longer socially acceptable', using humour and past fashions to provoke change and use a conversational tone. Social media continues to be an option for reaching a key audience. We have yet to find the most effective platform to reach the target audience. Linking to third party digital outlets will continue to overcome our own Facebook page limitations.

Resources
The use of our resource 'RU Over It?' encourages engagement with drivers around the likelihood and consequences of being over the limit the next day. It addresses misinformation on alcohol remaining in your system.

General comments
While most New Zealanders acknowledge and accept the 'Don't drink and drive' message; the hard to reach male repeat recidivists continue to be difficult to influence. Ongoing thought will be given to how we can better engage with this audience. The challenge being alcohol and drugs is a result of many other influences. Another aspect to this is the unknown impact and developing awareness of driving while drug impaired. We hear anecdotal reports of drug related serious and fatal crashes but do not have any statistical analysis or reports on this issue as a region. With the upcoming referendum this is an ongoing area of interest for us and how we can address this growing issue into the future.

What worked well or not so well? What improvements would be made?

	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	\$63,590		

Theme/Cluster	<i>Distractions –Palmerston North & Whanganui</i>
Activity Name(s)	<i>Airport Advertising & Social Media 'On the road. Off the phone.' Campaign Billboards & Bus Backs Newspaper Advertising – 'Just is all it takes.' Screen Buddies –'Drive Phone Free.' Targeted Operations</i>
Description of Activity / Activities	<i>Airport Advertising & Social Media 'Keep your eye on the road, drive to the conditions' digital advertising at Palmerston North Airport from November to end of January to coincide with holiday period. 15</i>

delivered	<p>second advert on all 8 digital screens located inside airport. Facebook posts over holiday weekends were run.</p> <p>'On the road. Off the phone.' campaign Billboard & Bus Back 'On the Road. Off the Phone' campaign, highlighted mobile phone distraction and included full page advertorial newspaper (September), urban back of bus advertising in Palmerston North and Whanganui (July-June) and billboard in Palmerston North CBD (October-December).</p> <p>'Just is all it takes' campaign Newspaper Advertising Post Covid Lockdown Post Level 2 Covid19 adverts were run to alert drivers to the consequences of distraction with the increase in modal transport shifts during lockdown.</p> <p>Radio, Newspaper and Cinema Advertising Campaigns were undertaken using these media across the region.</p> <p>Screen Buddies –'Drive Phone Free.' A screen buddy with a road safety message of 'Drive phone free.' was provided to drivers in face to face opportunities at expos, car restraint checking clinics etc.</p> <p>Operations Targeting Cell phone Use Road safety coordinators partnered with Police to run operations targeting cell phone use in Palmerston North CBD and Dannevirke during July and September.</p>																														
Target Audience	<p>All drivers Female 18-45 years</p>																														
Key quantitative results achieved	<div style="text-align: center;"> <table border="1"> <caption>Deaths and Serious Injuries in Fatigue/distraction crashes per 100,000 in Manawatu-Whanganui Region</caption> <thead> <tr> <th>Year</th> <th>Q1</th> <th>Q2</th> <th>Q3</th> <th>Q4</th> </tr> </thead> <tbody> <tr> <td>2015</td> <td>21</td> <td>21</td> <td>21</td> <td>15</td> </tr> <tr> <td>2016</td> <td>11</td> <td>9</td> <td>15</td> <td>13</td> </tr> <tr> <td>2017</td> <td>13</td> <td>14</td> <td>10</td> <td>13</td> </tr> <tr> <td>2018</td> <td>12</td> <td>10</td> <td>11</td> <td>10</td> </tr> <tr> <td>2019</td> <td>7</td> <td>7</td> <td>5</td> <td>7</td> </tr> </tbody> </table> </div> <p>Based on data from Waka Kotahi NZTA Quarterly reporting the Manawatū-Whanganui region has seen a significant decline in Fatigue/Distractions in Deaths and Serious Injury crashes. (see graph above)</p> <p>Airport Advertising 157,750 passengers times an additional 2.5 'meeters and greeters' = over 395,000 airport users during period of 3 months. 15 second advert on all eight digital screens.</p> <p>'On the road. Off the phone.' campaign. Billboard in CBD area for 3 months on main arterial route with 23,345 daily traffic visual count. Bus back advertising. Urban bus backs are seen – weekdays 6:40am to 7:15pm and weekends 8am to 6:35pm.</p> <p>Radio and Cinema Advertising Radio adverts focusing on a range of distractions that can affect someone's driving were run in Whanganui from October 2019 to January 2020. Cinema advertising was undertaken during March at the Levin Focal Point Cinema. The campaign was shortened by a week with Covid-19 Level 4 lockdown.</p> <p>Newspaper Advertising Adverts ran in Palmerston North and Manawatū area during May with readership of 97,691 as the country was coming out of COVID lockdown. Newspaper advertising in the Ruapehu and Whanganui district from October to March, reminding drivers about distractions and to 'keep an eye on the road, drive to the conditions'.</p> <p>Operations Targeting Cell phone Use Infringement Offence Notice (IONS) were given for mobile phone use.</p>	Year	Q1	Q2	Q3	Q4	2015	21	21	21	15	2016	11	9	15	13	2017	13	14	10	13	2018	12	10	11	10	2019	7	7	5	7
Year	Q1	Q2	Q3	Q4																											
2015	21	21	21	15																											
2016	11	9	15	13																											
2017	13	14	10	13																											
2018	12	10	11	10																											
2019	7	7	5	7																											
Key qualitative results achieved	<p>Airport Advertising A captive audience inside the airport terminal building and wide coverage across the arrivals and baggage areas; meant messages were high profile. Screen locations were also near car rental companies.</p> <p>Billboard & Bus Back</p>																														

Campaigns targeting mobile phone use while driving, were mainly aimed at young and middle aged females as a key target group based on RSC observations.
Design of adverts was aimed to appeal to a younger female audience. Focus group feedback was used to measure likely success. Focus group approved of simple message and style.

Screen Buddy –‘Drive Phone Free.’
Screen buddy received positive feedback from recipients and has an ongoing presence/reminder on the back of mobile phones.

Newspaper Advertising
The newspaper advert ‘I just looked down for a second.’ Targeted all drivers appealing to the emotion with the vulnerability of a young child on the roadside.

Operations Targeting Cell phone Use
Newspaper and social media posts resulted from the operations to act as a further deterrent to other drivers.

What worked well or not so well? What improvements would be made?

During this reporting period the major focus of distraction activities was on mobile phone use. Driver distraction is a serious road safety issue. While crashes involving diverted attention affect other road users, drivers in their 20s and 30s are over-represented in crashes resulting from mobile phone distraction. International evidence suggests novice drivers are particularly susceptible to diverted attention. Hence why an aspect of our distractions campaign centred on reaching this age group through visual messaging and phone cleaners.
We endorse a review of road safety penalties being a national priority. The risk of driving distracted needs to align with an appropriate financial penalty and greater enforcement so that our messaging of the risks is better supported across the road safety sector.

	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	\$38,090.00		

Theme/Cluster **Fatigue – Manawatū, Tararua, Rangitikei, Ruapehu**

Activity Name(s)

Radio & Social Media Advertising – Drive Fresh
Billboards- Drive Fresh
Newspaper Advertising – Drive Fresh
Vehicle Safety & Impairment Stop – Tararua
Fatigue Stop for Truck Drivers – Tararua POSTPONED COVID19
Older Road Users
Ohakune Mardi Gras POSTPONED COVID19

Description of Activity / Activities delivered

Radio Advertising & Digital Media
Advertisements were broadcast in February in Manawatū. Digital media animations were posted in January and February in Manawatū. A radio advertising campaign was also undertaken in Whanganui.

Billboards
A fatigue awareness billboard campaign was run at the PN Airport.

Newspaper Advertising
Advertisements and advertorials were placed in Tararua, Whanganui, Rangitikei and Manawatū community newspapers leading into high risk holiday periods reminding drivers of the warning signs of driver fatigue.
An advertorial targeting Tararua drivers going away for Wellington Anniversary weekend highlighted the driver fatigue issue, detailing warning signs and providing solutions to driver fatigue. This also aligned with the local fatigue stop carried out later in the week.

Vehicle Safety and Impairment Stop – Tararua
A stop was held on the Friday leading in to Wellington Anniversary Weekend in January 2020 at Woodville. Highway patrol, local police, Fire and Emergency (FENZ) as well as Horizons road safety staff were involved. Over a two hour period, drivers were stopped and offered water and information about driver fatigue. Police undertook a breath screening operation at the same time.

Fatigue Stop for Truck Drivers Postponed due to COVID19.
Older Road Users
Information outlining the warning signs and basic steps to take to manage fatigue is

provided to senior drivers during workshops, presentations and expos alerting them to the dangers of driving at particular times of the day when fatigue may be an issue such as mid-afternoon.

Ohakune Mardi Gras Postponed due to COVID19.

Target Audience

Shift workers
Holiday makers
Truck Drivers
Senior Drivers

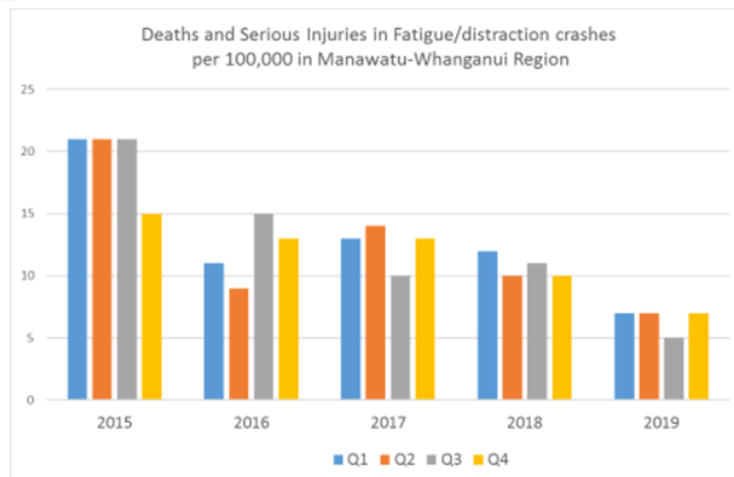
Radio & Social Media Advertising

15 second top and tail radio adverts targeting shift workers played from midnight to 6am and were broadcast on Radio Hauraki, Radio Sport, ZM, ZB and The Hits. A digital campaign debunking the myth of short term fatigue solutions was run on NZ Herald page in January and February (70,000+ impressions).

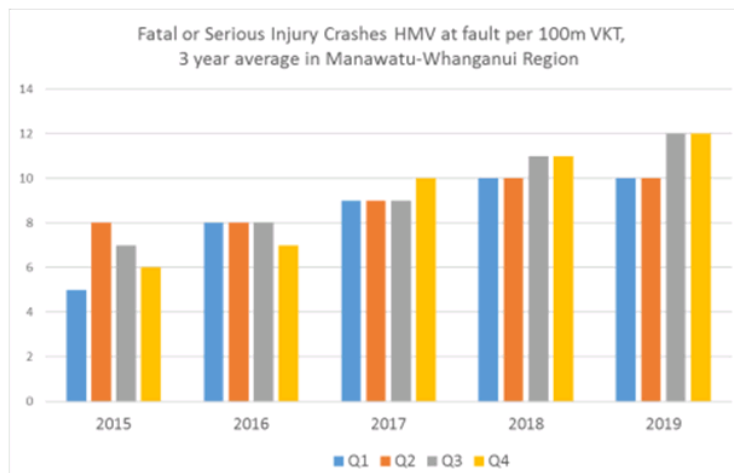
Billboards

Daily visuals 6,050 at Airport exit road (July-May) note affected by COVID19 from March.

Key quantitative results achieved



Based on data from Waka Kotahi NZTA Quarterly reporting the Manawatū-Whanganui region has seen a significant decline in Fatigue/Distractions - D & SI crashes.



Based on data from Waka Kotahi NZTA Quarterly reporting the Manawatū-Whanganui region has seen an increase in Fatal or Serious Injury crashes HMV at fault which may be connected to impairment - fatigue/distraction. (see graph above)

Newspaper Advertising

Delivered free to all 38,000 households in Palmerston North and Manawatū area, in Taranua newspaper delivered to 8500 residents, and in Whanganui district distributed to 28,000 households (incl. Rangitikei, Ruapehu)

Older Road Users

	<p>235 senior drivers received information on driver fatigue at senior driver presentations. Vehicle Safety & Impairment Stop - Tararua 750 information packs and bottles of water distributed at the Woodville Stop in January 2020.</p>		
Key qualitative results achieved	<p>Billboards Received informal feedback from drivers noticing the billboards and favourable comments about clarity of message.</p> <p>Newspaper Advertising Our aim was to raise awareness to local drivers of the dangers of driver fatigue especially if they were planning on leaving the district during these times. This included information about the best times of the day to travel and how many hours sleep is recommended before setting off on their journey.</p> <p>Vehicle Safety & Impairment Stop - Tararua Resources distributed via the information packs included the Horizons leaflet card 'Fatigue - Wake up to the danger' which has a table to 'calculate your fatigue rating', as well as our newest leaflet designed specifically for international drivers.</p>		
	<p>Vehicle Safety & Impairment Stop - Tararua There is great value in holding a major traffic stop in a rural region with several key agencies being involved. Our messaging is more effective when the driving public see Police, local authorities and other road safety partners such as FENZ jointly promoting messages. Public acceptance and recognition of the message is evident in the comments we receive during the traffic stops. People appreciate the proactive approach taken and express appreciation when they receive the information pack. Advertising in the lead-up to high risk holiday periods reinforces the messages we are giving out during our fatigue stops.</p> <p>Fatigue Stop for Truck Drivers The truck driver health and safety stop was postponed due to Covid-19. Looking to the future, based on HMV Crash Statistics (see graph earlier) this is an area of focus for us to develop and implement an appropriate intervention targeting truck drivers.</p>		
What worked well or not so well? What improvements would be made?			
	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	\$48,590		

Theme/Cluster	<p>Intersections – Palmerston North, Manawatū, Tararua, Horowhenua, Whanganui, Rangitikei</p>		
Activity Name(s)	<p>Indicate at Roundabouts, Lane Sweeping, Correct Use of Lanes, Bays and Flush Medians Campaign Radio advertising -Stop, Give Way and Indicate at Roundabouts Rail Safety Week – 'Near Misses' Social Media Campaign on Road Rules 'Who Gives Way?' Quiz Campaign Refer also to Older Road Users Report</p>		
Description of Activity / Activities delivered	<p>Newspaper, Digital & Radio Following on from observational traffic data, stakeholder and driver feedback, newspaper advertorials were run in Palmerston North and Manawatū newspapers during July and August to reinforce correct driver behaviour at intersections. Across the region, several other community newspapers were used to raise awareness around intersection rules with a particular emphasis on indicating at roundabouts. A region-wide radio and digital campaign to educate the public on the road code was conducted in November and December. This included 15 second top and tail radio adverts engaging listeners with questions highlighting road rules and safe driving behaviour. Information postcards and leaflets on intersection rules and how to indicate at roundabouts were provided in packs distributed to drivers throughout the year.</p> <p>Rail Safety Week – 2019 In August Rail Safety Week activities were run region-wide to support TrackSAFE NZ 'Near misses' campaign. Road safety coordinators stationed themselves at a busy pedestrian railway crossing in Levin and engaged with pedestrians using the crossing. Information leaflets and message branded resources were given to people to encourage face to face engagement on staying safe at railway crossings.</p>		

'Rail safety' newspaper advertisements appeared in local community newspapers across the region to support the national campaign. Road safety coordinator supported TrackSAFE NZ with presentations at local primary schools in Whanganui. Activities highlighting rail crossing awareness were carried out in Palmerston North, Levin and Whanganui.

Indicate at Roundabouts, Lane Sweeping, Correct Use of Lanes, Bays and Flush Medians Campaign
Distributed information postcards, pamphlets and newspaper adverts on key intersection rules and good practise.

Who Gives Way? Quiz campaign
With Covid-19 impacting on our ability to carry out 'face-to-face' activities from March through June, we took the opportunity to engage the public via newspaper features. Readers were asked 'How well they knew the road code?' with questions similar to what is in the NZ Road Code. Newspaper adverts were run in Ruapehu, Tararua, Horowhenua and Hawkes Bay community newspapers aligning to the "Who gives way?" advertisement.
This quiz was also used as part of our face-to-face engagement with senior drivers and the general public at expos in Feilding, Levin and Taihape.

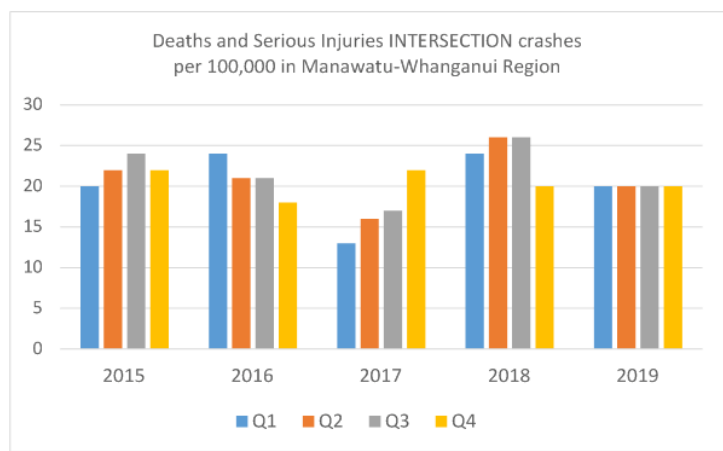
Target Audience
All Road Users
Older Road Users

Indicate at Roundabouts, Lane Sweeping, Correct Use of Lanes, Bays and Flush Medians Campaign
Around 1,500 packs containing educational material distributed to road users.
Around 200 entries in the 'Who Gives Way?' quiz at expos.

Newspaper, Digital & Radio
188,000 digital impressions. A regional radio intersection road rules campaign was undertaken during November and December 2019 with four (4) adverts rotated across ZM and The Hits stations. A three month radio campaign targeting senior drivers was undertaken in Dannevirke with a series of intersection advertisements during August - October 2019 and again in March - May 2020.

Newspaper advertising
Newspaper adverts in Palmerston North community newspaper. Delivered free to 38,000 homes with newspaper readership; 37% 60+ years, 60% female.
Newspaper adverts in HB Today, Bush Telegraph, Horowhenua Chronicle and River City Press (Whanganui). Combined readership of approximately 159,000 people.

Key quantitative results achieved



Based on data from Waka Kotahi NZTA Quarterly reporting the Manawatū-Whanganui region has seen a decrease in Intersection D & SI crashes in 2019. (see graph above)

Rail Safety Week – 12-18 August 2019
Face to face activities at targeted sites around Palmerston North and Levin highlighting rail crossing awareness & handing out rail specific resources for the 'near misses' campaign. See also Pedestrian report. 'Rail safety' newspaper advertisements appeared in local community newspapers across the region to support the national campaign. Road safety coordinator supported TrackSAFE NZ with presentations at two local primary schools in Whanganui.

Roundabouts, Correct Use of Lanes, Bays, Flush Medians Campaign
We get unsolicited approaches from members of the public requesting educational material regarding road rules.

Key qualitative results achieved

What worked well or not so well? What improvements would be made?

From observations of driver behaviours and conversations with drivers there is still a need to educate drivers on basic road rules at intersections across the region. There remains a confusion on give way rules, when to indicate and keeping within the lane. Effectiveness would be further improved by a concerted effort of education coupled with enforcement.

Feedback regarding advertisements appearing in the community newspapers continues to be positive with comments – “the adverts are useful and a good way to further educate drivers”.

We have regular requests for copies of our roundabout postcards and other intersection advertising collateral from driving instructors/mentors in neighbouring Hawkes Bay region who distribute the resources to their customers when teaching them to drive.

We used a digital campaign this year in preference to Facebook social media posts to reach a larger more general audience through the NZ Herald website.

	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	\$54,090		

Theme/Cluster *Motorcyclists – Whanganui, Tararua & Horowhenua*

Activity Name(s) *Motorcycle Awareness Month
Coast to Coast Motorcycle Event – Woodville Lions*

Description of Activity / Activities delivered

Motorcycle Awareness Month
(MAM) ran during September with a number of advertising opportunities via newspapers and radio being undertaken across the region. Ride Forever advertising collateral was distributed to retailers and motorcycle clubs/groups across the region.

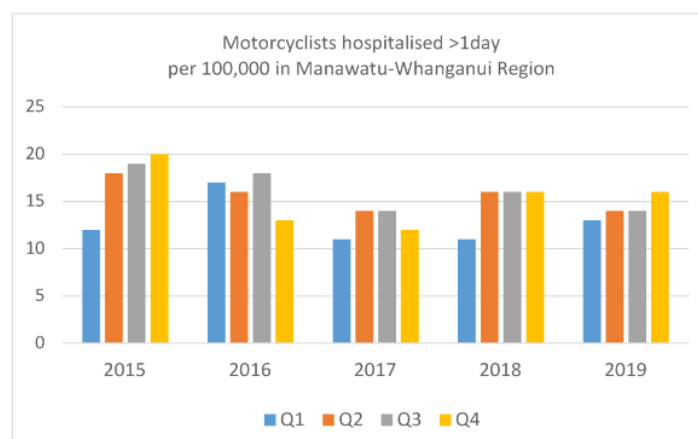
Coast to Coast Motorcycle Ride
Road safety coordinators attended this event and promoted safe motorcycle riding and Ride Forever. Information packs were distributed and a site with a display and other collateral was set up at the lunch stopover to encourage face to face engagement with motorcyclists. Advertisements were placed in a number of local newspapers aligning with the event.

Audience *Motorcyclists*

Motorcycle Awareness Month (MAM)
3 advertisements in newspapers during MAM.
100 information packs were distributed to local Manawātū vintage motorcycle club for distribution at their event to members and visitors. Ride Forever promotional material was distributed to motorcycle retailers in Whanganui.

Coast to Coast
250 riders registered and received information packs. 37 entries were received for the competition. Incentives were provided to encourage riders to wear Hi-Viz.
3 ‘Look for motorcyclists’ adverts in Hawkes Bay, Tararua and Horowhenua papers.

Key quantitative results achieved



Based on data from Waka Kotahi NZTA Quarterly reports indicates the Manawātū-Whanganui region remains steady in Motorcyclist admission rates to hospitals. (see graph above)

Key qualitative results achieved	<p>Motorcycle Awareness Month Two hundred and fourteen 30 second adverts were aired on The Rock and The Sounds during breakfast and drive times.</p> <p>Coast to Coast 250 information packs with a particular emphasis on the 'Ride Forever' training were distributed at Himitangi before the event. A quiz about motorcycle safety was held. Road safety coordinators engaged with riders at the Woodville stopover where the site had been set up with a static display and other motorcycle information to encourage discussion.</p> <p>Motorcycle advertisements were placed in local Tararua and Horowhenua newspapers to coincide with the Coast to Coast event, also promoting Ride Forever. The target group intended for the motorcycle advertisements are predominantly those who tend to read newspapers more frequently than the younger demographic group who would get their information elsewhere.</p> <p>The Coast to Coast event has a number of riders coming from outside the District who fit the target group our message is intended for.</p> <p>Riders are incentivised to wear Hi-Viz as part of the Be Safe Be Seen message.</p> <p>The Coast to Coast event is an opportunity to work with Woodville Lions who coordinate this motorcycle fundraiser event. The group recognises that they play a part in promoting safe motorcycle riding. A quiz to refresh knowledge of safe motorcycle riding, Ride Forever training and MOTOCAP was run with riders being able to send their entries in via post after the event.</p>		
What worked well or not so well? What improvements would be made?	<p>There is value in supporting this event with having a large group of motorcyclists in the same place at the same time. The Woodville Lions acknowledge they have an ongoing role in promoting safe motorcycling. Offering incentives is a way to get buy-in from the motorcycling community. The percentage of motorcyclists entering the quiz (15%) was lower than expected.</p> <p>Next year we plan to allocate more staff resourcing on this issue to make better use of the national focus and resources ACC provides. The focus will be on 1) increasing knowledge of the Ride Forever Courses (awareness of availability, incentives & importance) and 2) importance of wearing correct riding safety gear.</p> <p>This is hoped to result in increased intentions to book a Ride Forever course leading to increased confidence in riding and increased skills in cornering, positioning etc.</p>		
432 Community Programmes	Total Approved Cost	Financial Cost	Total Actual Cost
	\$37,390		
Theme/Cluster	Older Road Users –Palmerston North, Manawatū, Horowhenua, Tararua and Whanganui		
Activity Name(s)	<p>Senior Driver Education: Know the Code Mobility Scooter (MS) Users Education Senior Driver Packs and Presentations Age on the Go Expo Older Driver Education: Age Concern – Horowhenua & Whanganui</p>		
Description of Activity / Activities delivered	<p>Senior Driver Education: Know the Code Courses Courses have been delivered in Palmerston North, Taihape and Tararua. Senior driver education is aligned with NZTA's guidelines and facilitated by a trained driving instructor. Additional courses scheduled for April-May were postponed due to COVID19. Ruapehu was postponed due to COVID19.</p> <p>Mobility Scooter Users Education Event & Meetings A Regional Mobility Scooter event open to MS users from MS groups across the region, i.e. Palmerston North, Levin, Feilding, and Whanganui was held with support from a local retailer. RSCs attend local club meetings.</p> <p>Senior Driver Packs and Presentations RSCs provided information for senior road users explaining the process of licence renewal when they reached the age of 75yrs and targeted information pertaining to Road Code, car set-up, route planning, fatigue and information for drivers taking medication. Presentations to interested groups.</p> <p>Age on the Go Expo Expo events in Levin, Feilding and Taihape (see intersections).</p> <p>Older Driver Education - Age Concern – Horowhenua & Whanganui 'Staying Safe' workshops delivered in Horowhenua.</p>		

Keys to Safe Driving (KSD), Car Fit and Hanging Up The Car Keys (HUCK) courses delivered in Whanganui & Rangitikei.
This report aligns to the end of year reports from Age Concern Horowhenua and Whanganui who coordinate courses in their respective districts.

Target Audience

Senior Drivers 70+ years
Mobility Scooter Users
Families of Senior Drivers

Key quantitative results achieved

Senior Driver Education: Know the Code Courses

Workshops held in Palmerston North with 40 attending. 2 courses run in Dannevirke and Pahiatua with 32 participants attending – September 2019. 1 course undertaken in Rangitikei with 26 participants attending – November 2019
Profiles and reasons for attending Palmerston North course.

What age group do you belong to?

Under 70	70-74	75-79	80-84	85-89	90+
7%	57%	17%	20%	0%	0%

Nationality/ethnicity

NZ European	Maori	Pacific Islander	Asian	Other
93%	0%	0%	7%	1%

The main reason why participants chose to do the course

Been referred	Improve driving	Support partner	Heard course worth doing	Revision of road rules	Other
2%	42%	10%	10%	36%	0%

Mobility Scooter Users Education Days

1 x Regional event held with 24 MS users attending.

Senior Driver Packs and Presentations

Palmerston North RSC presented on Safe Driving with Q & A to 100 senior drivers at Rebus and seniors' meetings. Information was provided - NZTA 'The Road Ahead' booklet, fatigue and intersection rules to attendees.

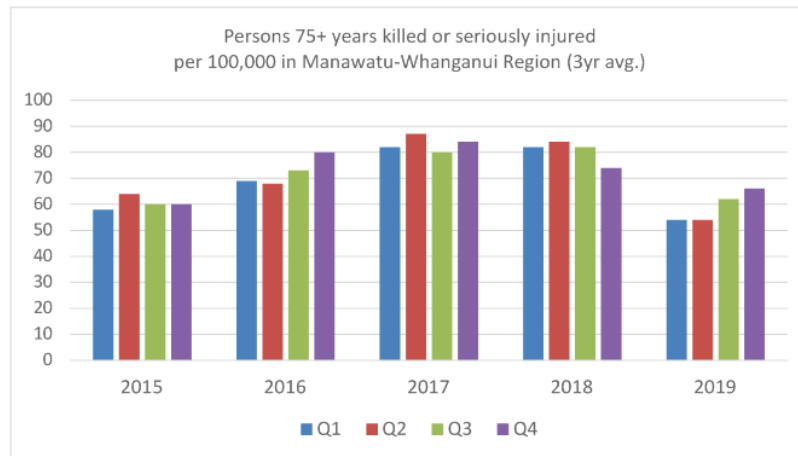
Age on the Go Expos

Over 240 information packs distributed with 200 entries in the 'Who Gives Way?' intersection quiz.

Older Driver Education: Age Concern – Horowhenua & Whanganui

Age Concern (Horowhenua) – 5 Staying Safe courses held in Horowhenua.

Age Concern (Whanganui) – 3 Keys to Safe Driving, 3 Carfit courses and 1 Hanging up your Keys (HUCK) were held in Whanganui



Based on data from Waka Kotahi NZTA Quarterly reports show Manawatū-Whanganui region has seen a regional decline in Older Road User D & SI to 2015 levels which is encouraging given an ageing population trend. (see graph above)

Key qualitative results achieved

Senior Driver Education: Know the Code Courses

Participants attending provided the following feedback:

How do you rate this workshop?

Excellent	Very good	Good	Fair	Poor
72%	28%	0%	0%	0%

How do you rate the facilitator(s)?

Excellent	Very good	Good	Fair	Poor
50%	44%	3%	3%	0%

Recommend workshop to others?

Yes	No	Maybe
100%	0%	0%

As a result of this workshop, are there changes you may make to stay safe, or in your decision making?

Yes	No	Maybe
66%	10%	24%

Do you feel more able to maintain a good quality of life when you stop driving?

Yes	No	Maybe
68%	0%	32%

Do you feel more confident as a driver having completed this workshop?

Yes	No	Maybe
100%	0%	0%

A Selection of Comments

'Plan the route I will take better. Use mirrors more. Get my brakes attended to. Enforce rules for those who share my vehicle control use of i-phones. Watch passing cars, wait, leave earlier, go away from busy roads, go long way around. Planning ahead for lifestyle changes. Distance behind cars. Lights. Position of driver's seat to centre-line. Keep the grandchildren quiet. Recognise when it is time to give up driving. Plan the route better. Drive safely by following the Road Code. Keep checking mirrors & turn head. Take responsibility as a driver. Defensive driving is important. Other drivers may be coming from another perspective. Consideration of others, communication. Keep safe. Watch for tiredness. Keep hydrated. Keep safe - be aware. Courtesy on roads.'

Mobility Scooter Users Education Day and Club Meetings

The regional event is an opportunity for mobility scooter users to share experiences, knowledge and concerns around safe mobility scooter use. A retailer is involved to discuss safe use of MS as well as the care and maintenance of scooters. The event consists of a practical component as well providing resources to improve the safety of MS users. Topics covered at these days include road rules, safety on the footpath, being highly visible, purchasing and maintaining a MS. They are also given the NZTA booklet 'Ready to Ride – Keeping safe on your mobility scooter'.

Senior Driver Packs and Presentations

RSC presentations at expos led to follow-up attendance at courses. Face to face education activities such as an intersection quiz and discussions during expos identified that many senior drivers are confused around some intersection rules and require support. We based a newspaper campaign targeting intersection rules for this age group through local newspapers delivered free to all households (combined readership of 250,000).

Age on the Go Expo

This is an opportunity to engage with the older population many of whom are still driving. An intersection quiz (Who gives way?) is undertaken with people being able to check their answers before placing their entry in the box. This allows people to self-evaluate their knowledge of the intersection road rules.

Older Driver Education: Age Concern – Horowhenua & Whanganui

A significant number of participants indicate as a result of the workshop that they intend making changes to their driving in order to stay safe on the road. An outcome has been attendees increased confidence to re-sit their driving test, they now feel more up to date and less anxious.

During the Keys to Safe Driving courses participants are encouraged to share experiences and reflect on their own driving behaviour. Examples and scenarios of local roads and intersections is used which helps the older driver to connect with the information being disseminated. Due to Level 4 lockdown, one each of the planned Keys to Safe Driving & Carfit courses in Whanganui were delayed and are due to be completed by July 2020.

A selection of comments from the Whanganui, Rangitikei and Ruapehu programmes Keys to Safe Driving (KSD): Participants attending scored the workshop and facilitator as being good, very good or excellent from the evaluation. Comments also included many versions of these: "Brilliantly explained, excellent speaker, learnt lots, helpful information; I need to revisit my driving and read the ROAD Code to comply with the rules; makes me wonder how much longer I can safely drive.

Hanging Up the Car Keys (HUCK): Feedback was positive and most expressed how helpful and informative the whole event was, with a wide range of helpful information detailed and many appreciating the opportunity this gave them to plan and make decisions.

	<p><i>CarFit: All are now more aware of safety features and rated the session as worthwhile. The range of adjustments that participants learned they needed was: steering wheel, seat, seatbelt, head restraint, mirrors and blind spot. They also learned how to apply emergency braking and correct use of hazard lights.</i></p>			
<p>What worked well or not so well? What improvements would be made?</p>	<p>Older Driver Education: Know the Code Courses <i>Linking these to senior presentations and expos has been worthwhile in getting increased attendance and raising profile. Partnering with retirement villages, churches and community groups/organisations has been beneficial in reducing costs, increasing profile and also accessing participants.</i></p> <p>Mobility Scooter Users Education Day & Club Meetings <i>This event is useful to reinforce road safety messages to an increasing number in a target group. It culminates the work done individually by RSCs at local club meetings throughout the year.</i></p> <p>Senior Driver Packs and Presentations <i>This was a great opportunity for quality face to face engagement to discuss driver education and road safety issues. For many, this was the first time for a number of years they had any road rule revision. Word is getting around to other community senior citizen groups and individuals are contacting RSCs for information.</i></p> <p>Age on the Go Expos <i>Expos provide us with an opportunity for face-to-face engagement with this target group. A range of resources covering topics such as medications and driving, transport options for seniors, safe vehicles, road rule refresher courses and the driver licence renewal process are available for people to take away. An intersection quiz is run with a key part of the quiz being that those entering get to mark their results. This enables people to gain a better understanding of the road rules and ensures that incorrect answers are discussed and rectified. The offer of the chance to go in a prize draw guarantees that the quiz is a popular interaction tool.</i></p> <p>Older Driver Education: Age Concern Horowhenua <i>Six courses were originally planned but due to Covid-19, only five could be undertaken. This year 2 courses were held at the local Speldhurst Country Estate which has a large number of retirees living there. The entrance/exit of this Estate is on a busy State Highway (57). The Estate raised safety concerns about near misses when residents are exiting the Estate. With this in mind, the facilitator has been able to adjust the course content so that this issue and ways to deal with it are discussed.</i></p> <p>Whanganui <i>Attendees at HUCK sessions reached target groups with 32% were 70–80 years, 68% 80 years plus.</i> <i>Attendees at Keys to Safe Driving courses reached target groups with 57% aged 70-79 years and 20% aged 80-89 years.</i> <i>Attendees at Carfit courses reached target groups with 31% were aged 75-84 years and 28% were 85+. The feedback from participants for all the events is universally positive and appreciative. They are seeing the connections between the three courses – i.e. their knowledge and safety as drivers and all are considering life after driving.</i></p>			
		Total Approved Cost	Financial Cost	Total Actual Cost
	432 Community Programmes	\$62,644		

Theme/Cluster	Restraints - Palmerston North, Manawatū, Taranaki, Whanganui		
Activity Name(s)	<p>Child Restraints and Adult Seatbelt Use – RNZ Plunket Society 'I am counting on you' Child Restraint Campaign – Bus Back & Postcards</p> <p>Radio advertising</p> <p>Newspaper advertising</p>		
Description of Activity / Activities delivered	<p>Child Restraints and Adult Seatbelt Use <i>Road safety coordinators conducted a number of child restraint checking clinics (roadside and on-site) in collaboration with Plunket and Police. Assisted parents/caregivers by providing free bolt installations as part of the compliance option. Early childhood centre site support has been provided as requested. Education packs on child restraints have been provided to parents and caregivers. Promotion of adult</i></p>		

and child restraint use through community events and visits to child care organisations. Districts covered were Palmerston North, Feilding, Dannevirke, Pahiatua, Woodville, Eketāhuna, Levin, Shannon, Foxton, Whanganui, Marton and Ruapehu (Ohakune and Raetihi).

RSCs partnered with Police to undertake four road policing operations targeting adult seatbelt use in Palmerston North and Tararua (Dannevirke) during July 2019. In Palmerston North over a four hour period, 47 infringements were issued – 37 of those were for failing to wear a seatbelt. In Dannevirke 590 vehicles were surveyed with 17 vehicles being stopped and occupants issued with an infringement for not wearing a seatbelt.

'I am counting on you' Child Restraint Campaign – Bus Back & Postcards

"I'm Counting on You Every Trip" campaign was run. Media included Back of Bus advertising from July to October in Whanganui and July to June in Palmerston North.

Newspaper advertising

Full page and half page child restraint adverts in community newspapers covering Palmerston North, Manawatū, Tararua, Whanganui and Horowhenua.

Radio advertising

Radio advertising targeting seatbelt use ran during February - April 2020 in Dannevirke.

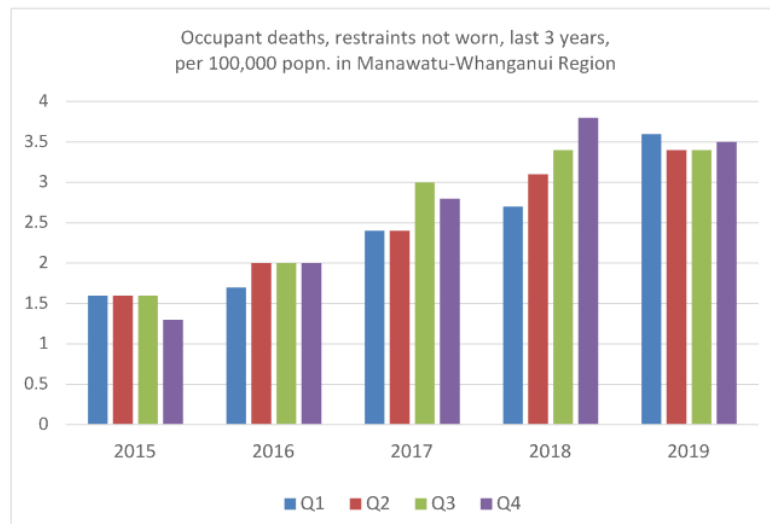
Audience

All drivers and their passengers with a particular emphasis on child car restraints

Key quantitative results achieved

Car seat checking clinic stats:

Across the region: 1,468 seats checked: 729 (49%) correct and 739 (51%) incorrect - 27 (2%) had no restraint being used.



Based on data from Waka Kotahi NZTA Quarterly reports show Manawatū-Whanganui region has seen an increase in Occupant deaths with restraints not worn.

Child Restraint Campaign – Bus Back & Newspaper Advertising, Postcards – 'I am counting on you'

Back of the Bus Advertising Child restraint use – 'I am counting on you' campaign.

Urban bus backs are seen- weekdays 6.40am to 8.35pm and weekends 8am to 6:35pm. In conjunction with the campaign a postcard to support parents with simple reminders for best practice.

Radio Advertising

30 second radio advert on Dannevirke Radio for 3 months – 200 spots/month

Key qualitative results achieved

Restraint checkpoints took place at childcare facilities, as well as on roadsides. This has allowed us to reach a diverse section of the community including high risk groups. We have also responded to concerns from child care staff so with Plunket and Police been able to target individuals with education and enforcement.

In an effort to remind people of the importance of wearing a seatbelt or using a child restraint, the message has also been directed at events and presentations where parents, caregivers and young people are present. The key message is no matter how near or far you are travelling, you need to be restrained.

What worked well or not so well? What

Most parents whose children were incorrectly restrained were offered help in the first instance, particularly if only minor help was needed, i.e. harnesses tightened, restraints repositioned and then installed correctly. For a very small group of parents,

improvements would be made? *compliance tickets were issued to ensure they followed up with ensuring their children ended up correctly restrained. Promoting the positive benefit of child restraint use was more effective than focussing on the negative risks. Providing simple solutions on the spot enables us to engage with parents/caregivers and have our messages better received.*

Police presence in a supportive role is important to the success of this activity. A worrying trend is the increasing numbers of children (51% 2019-20, 44% 2018-19) who are incorrectly restrained. Sometimes this is through not knowing the law particularly with new migrants, sometimes neglect and sometimes because circumstance has changed with another carer picking up the child at short notice. We continue to liaise with MSD on ways we can better support high risk families to have the resources to keep their tamariki safe while transporting them. Regional checking operations that were planned in the second half of the year had to be put on hold due to Covid-19.

	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	\$68,090		

Theme/Cluster *Speed – Tararua, Horowhenua, Ruapehu*

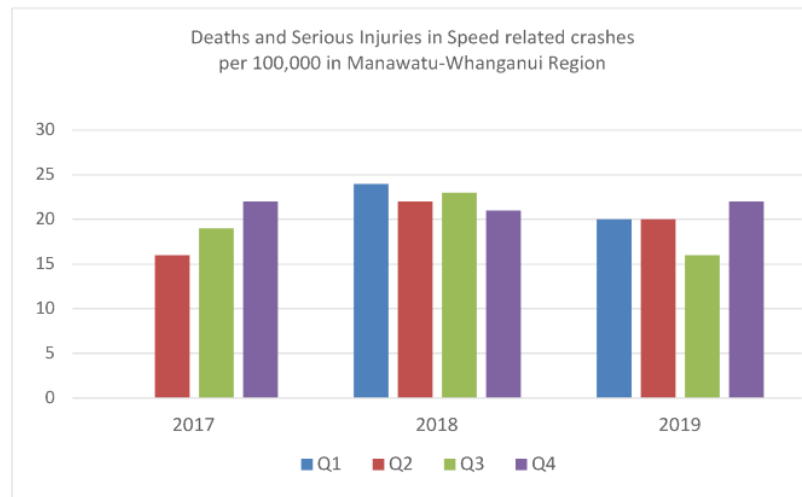
Activity Name(s) *Speed*

Description of Activity / Activities delivered ***Rural roads are not motorways campaign**
A continuation of the previous campaign using print advertising.
Digital media advertising
Digital media posts focusing on passing and following distances.
Advertisements were placed in the Hawkes Bay Today, Bush Telegraph, Horowhenua Chronicle and Whanganui Chronicle reminding road users that rural roads are not motorways.*

Audience *All drivers*

11 print advertisements in newspapers. Combined readership of 164,000 people. 3 x digital media advertisements (220,000 impressions).

Key quantitative results achieved

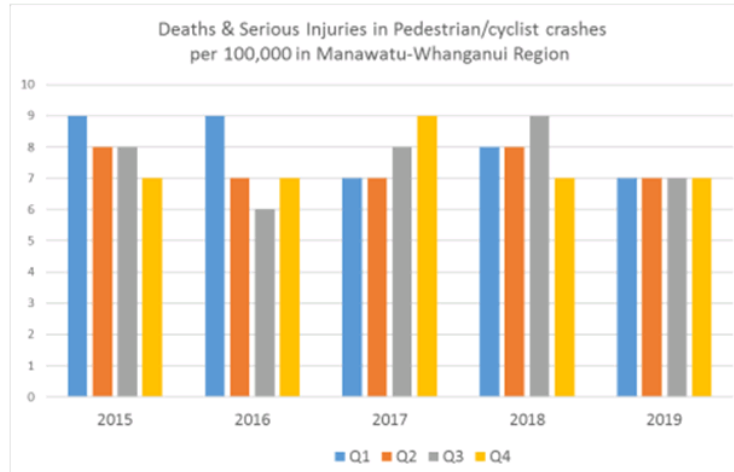


Based on data from Waka Kotahi NZTA Quarterly reports show Manawatū-Whanganui region speed related crashes remains an ongoing issue.

Key qualitative results achieved

***Rural Roads campaign**
The 'rural roads are not motorways' message reminds drivers that you never know what you may come across on rural roads and that we need to drive at speeds that reflect the surroundings. The graphics used, i.e. sheep and dairy cows on the road is a very common scenario on NZ's rural roads.
Digital media advertising
Three media posts were ran on NZ Herald digital for November and December.*

What worked well or not so well? What improvements would be made?	<i>Billboards that were installed during 2018-19 remain in place at high risk locations. The driving public continue to comment about their visibility and the usefulness of the message. Advertisements appearing in newspapers were aligned with the national advertising carried out by Waka Kotahi NZTA.</i>		
	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	58,590		
Theme/Cluster	Vulnerable Road Users - Cycling Palmerston North, Whanganui, Rangitikei, Horowhenua		
Activity Name(s)	Monitoring of School Zones (refer VRU Pedestrians) – PN Community Events – On Yer Bike/I Tri'd the Tri Billboard, Newspaper & Digital – Stay Wider of the Rider Young Cyclist of the Year – Whanganui Be Bright Be Seen – Whanganui Cycling Road Safety Education (Sport Manawatū)		
Description of Activity / Activities delivered	<p>Community Cycling Events Provide 'Be Bright Be Seen' messaging and safety awareness activities at collaborative cycling events. Advocating on cycle safety and representation at cycling transport related forums. Resources available for members of the public to increase visibility while cycling and walking. Working with Fonterra to upskill riders to dangers of cycling near heavy vehicles.</p> <p>Billboard, Newspaper & Digital – Stay Wider of the Rider Illuminated Palmerston North CBD billboard March – May. 'Stay wider of the Rider' in newspapers - May and June 2020. Digital billboard and newspaper adverts in Whanganui for the month of May and June. Advertorial was placed in Horowhenua newspaper post-COVID recognising the increase of cyclists and their vulnerability on the road.</p> <p>Young Cyclist of the Year – Whanganui Local competition held in Whanganui during November 2019.</p> <p>Be Bright Be Seen Be Bright, Be Seen campaign in Whanganui runs until August. It encourages people using active transport modes such as cycling and walking to light up during the darker winter months specifically targeting people cycling on Shared Pathways and cycle lanes during the season's darker mornings and evenings. Be Bright, Be Seen is an initiative between Whanganui District Council, Horizons Regional Council and Whanganui Police as part of the Let's Go collaboration. It is supported by Whanganui Green Bikes, the Whanganui Bicycle Users Group and local cycle shops to ensure greater visibility for all road users. Advertising in local paper in Whanganui for June.</p> <p>Cycling Road Safety Education (Sport Manawatū) The project involves Recreation Advisors delivering cycle programmes to children and adults (who use cycling as a means of transport) the skills to cycle safely on urban roads. In-school programmes are delivered with support from Sport Manawatu's Cycle Skills Advisor and District Police School Community Officers.</p>		
Target Audience	Cyclists Cyclists school children 9 – 11 years		
Key quantitative results achieved	<p>Billboard, Newspaper & Digital – Stay Wider of the Rider Billboard daily visual count 17,864. Newspaper delivered free to 74,000 households.</p> <p>Young Cyclist of the Year – Whanganui 7 schools entered the competition.</p> <p>Cycling Road Safety Education (Sport Manawatū) Grade 2 cycle skills sessions delivered to 520 students. Grade 1 cycle skills sessions delivered to 264 students. Sessions involved 9 schools. 42 adults received cycling training as part of the Whanau Fit training programme. COVID19 impacted on the providers' ability to work with schools during and after the various stages of lockdown.</p>		



Based on data from Waka Kotahi NZTA Quarterly reports show Manawatū-Whanganui region pedestrian/cyclist D & SI remain largely static from 2015 -2019.

Key qualitative results achieved

Community Events - I Tri'd the Tri/On Yer Bike

Children from Palmerston North and surrounds participated in a triathlon every Monday night for 5 weeks. On average of 800 children participated each Monday. Adult cyclists responded favourably to the practical activity of showing blind spots around a truck.

Young Cyclist of the Year – Whanganui

This event is the culmination of the year's road safety traffic education by the Police School Community Officers in Whanganui. Students from seven schools competed for the trophy for Best Girl and Best Boy. It entailed a multi choice written test and a practical skills cycling test. Police worked in collaboration with Horizons road safety, and the 'Let's Go' team from Whanganui District Council to deliver this event.

Cycling Road Safety Education (Sport Manawatū)

Working alongside teachers in the schools is making a positive difference in the way students understand cycle safety. The students are engaged with the theory and receptive to understanding cycle handling skills, learning the code for cyclists, and applying the road rules. They all complete the course as 'safety aware cyclists and demonstrate significant improvements in their cycling ability. An online Cycle Skills Ready Student Survey was conducted with 136 year 5/6 students to gauge bicycle riding behaviours and influences.

What worked well or not so well? What improvements would be made?

With the increase in cycling infrastructure spending by local authorities there are increasing opportunities to collaborate and improve messaging to all road users around cyclist safety. As noted last year there is a need in Palmerston North to revisit educating cyclists and heavy vehicle drivers on blind spots around buses and heavy vehicles. The model used with Fonterra staff was very effective and will be built on to a wider audience. COVID19 curtailed development with this.

Cycling Road Safety Education (Sport Manawatū)

As part of the programme there is a fleet of cycles available for participant use. Having spare bikes allows us to loan bikes to participants whose bikes are not up to the safety standards as detailed in the code for cyclists. The Cycle Skills Advisor is a Senior Assessor Mentor for Skills Active and as such qualified to facilitate the training of additional NZTA Cycle Skills Instructors to increase the capacity of Cycle Skills delivery within the area. Sport Manawatū has progressed its programme during 2020 towards being a Bike Ready Accredited organisation, and are awaiting assessment for accreditation. They are operating within the Bike Ready guidelines, and that has meant more time spent with students riding on the road, this has meant a requirement for more Instructors to manage the smaller groups. This has seen a reduction in the number of schools and children receiving instruction but an increase in the quality of the instruction, more time spent on the road by participants, and gathering insights into participant/parent attitudes and behaviours towards cycling.

Working alongside teachers in the schools is making a positive difference in the way children understand cycle safety. The children are engaged with the theory and are receptive to understanding cycle handling skills, learning the code for cyclists, and applying the road rules. They make huge gains in their practical application of cycling skills and knowledge of the road rules and become competent and confident in a relatively short timeframe. We see huge improvements in their cycling ability, and they all finish the course as 'safety aware cyclists'. The delivery in schools is enriched by involving parents and care givers in sessions, so they understand what

	<p>we are trying to achieve. We are more likely to have 'buy in' at home and possibly remove some of the barriers or perceptions they might have themselves. Adult cyclists are harder to get started but once engaged are just as committed to learning safe cycling tips and are willing to hone their skills around road positioning and negotiating intersections where cyclist/vehicular incidents primarily occur. There will be more adults choosing cycling as a means of transport and drivers will be more aware of cyclists.</p>						
	<table border="1"> <thead> <tr> <th>Total Approved Cost</th> <th>Financial Cost</th> <th>Total Actual Cost</th> </tr> </thead> <tbody> <tr> <td>432 Community Programmes</td> <td>\$66,590</td> <td></td> </tr> </tbody> </table>	Total Approved Cost	Financial Cost	Total Actual Cost	432 Community Programmes	\$66,590	
Total Approved Cost	Financial Cost	Total Actual Cost					
432 Community Programmes	\$66,590						
Theme/Cluster	Pedestrians – Palmerston North,						
Activity Name(s)	<p>Bus Side Advertising – Palmerston North Newspaper advertising - Back to School Campaign Monitoring & Support of School Zones & Hot Spots (also VRU Cyclists) School Patrol Day Rail Safety Week – August 2019 (refer also Intersection report)</p>						
Description of Activity / Activities delivered	<p>Bus Side Advertising <i>Bus advertising in the form of a moving billboard in Palmerston North. Two advertisements - 'Get that gear out of your ear. Look out before you step out' and 'Eyes up. Walk smart.' advertising for 12 months July-June.</i></p> <p>Back to School Campaign – Newspaper, Radio & Digital <i>Back to School campaign with full back page advertisement in newspaper at beginning of year and post COVID – 'See the Signs' 40kmh school zones and 20kmh school bus either way. Radio and digital adverts alerting drivers to school zones and speed limits around school buses were played in morning and afternoons to coincide with first month of school year.</i></p> <p>Monitoring & Support of School Zones & Hot Spots <i>Ongoing support to school zones before and after school was carried out by RSC. Responding to school community concerns with congestion and safety issues. Providing analysis and options for improvement. Facilitating remedial works and school community education if required.</i></p> <p>School Patrol Day <i>Police and RSC hosted a school patrol celebration day in Feilding to thank the students for their time and effort in helping Feilding school children get to school safely.</i></p> <p>Rail Safety Week – August 2019 <i>RSCs teamed up with TrackSAFE (Kiwi Rail) for their 'near misses' campaign to encourage safe behaviour around trains and tracks in Palmerston North, Levin and Whanganui. (refer intersections)</i></p>						
Target Audience	<p><i>All road users particularly those driving near schools and stationary school buses. Pedestrians in Palmerston North CBD especially generation Z wearing head phones. A growing issue based on anecdotal reports from public and CAS data. Primary school students walking to school. Pedestrians using railway crossings.</i></p>						
Key quantitative results achieved	<p>Bus Side Advertising <i>The bus side is seen- weekdays 6.40am to 8.35pm and weekends 8am to 6:35pm. The bus advertising ran for eight months, around Palmerston North urban routes 7 days a week.</i></p> <p>Back to School Campaign – Newspaper, Radio & Digital <i>Newspapers delivered free to 99,600 households. Top and tail radio adverts on ZM, The Hits and Newstalk ZB 8-9am and 2:30-3:30pm weekdays in the first month of school. NZ Herald digital adverts 70,000+ impressions.</i></p> <p>Monitoring & Support of School Zones & Hot Spots <i>School zone observations were carried out along with some school bus stop monitoring. Results have been followed-up on when required.</i></p> <p>School Patrol Day <i>7 schools attended the school patrol day at The Makino Aquatic centre with approximately 200 students and staff celebrating their efforts.</i></p>						

	Rail Safety Week <i>4 'near misses' adverts and features in community newspapers.</i>		
Key qualitative results achieved	Monitoring & Support of School Zones & Hot Spots <i>In addition to working on behaviour change for users around school entrances and shared paths, support has also been provided to community members to support the school. Empowering student leaders and supporting changes being made to council infrastructure to create a healthier and safer environment.</i>		
	Rail Safety Week <i>Face to face activities at targeted railway crossings highlighted the 'near misses' campaign both locally and nationally. The community was happy to engage (many with personal stories) and accept the resources. The advertisements in local papers coincided with the week of the campaign.</i>		
What worked well or not so well? What improvements would be made?	Rail Safety Week <i>RSCs presence at prominent rail crossings, along with an engaging message and theme meant we were able to interact easily with the public. Having a greater lead-in time with TrackSAFE resources would have allowed us to plan a wider coverage of the region.</i>		
	Total Approved Cost	Financial Cost	Total Actual Cost
432 Community Programmes	\$39,090		
Theme/Cluster	Young / High Risk Drivers – Palmerston North, Manawatū, Taranaki, Horowhenua, Whanganui, Rangitikei and Ruapehu		
Activity Name(s)	Driver Licence Education Programmes Massey Flattening Expo (refer also Alcohol) Newspaper Advertisement – 'Stay Involved', 'Drive to the Conditions' & Safeteens SADD Conference – (Postponed due to COVID-19) Huntermville Shemozzle 2019 Learner Licence Programme – Whanganui Ohakune Mardi Gras – Postponed COVID19		
Description of Activity / Activities delivered	Driver Licence Education Programmes <i>Driver licence education has been a focus for the region with local community groups being funded through our External Community Road Safety Fund WC:432</i> <i>Eight community organisations were contracted to provide targeted community support. Programme deliverers had the opportunity to upskill on ACC DRIVE and were provided with the teaching resource.</i> Learner Licence Programmes - Whanganui <i>Te Kura o Kokohuia, Whanganui - Maori immersion Years 1 to 13.</i> Massey Flattening Expo <i>Key safety messages: Safety belts, impaired driving and intersections while also promoting drive.govt.nz for learners. To further reinforce the key messages we handed out free promotional gear with the key messages clearly displayed. There was an opportunity to provide resources such as Road Codes and cycling vests to students requiring these.</i> Newspaper Advertising – The Unsell, Drive to the Conditions <i>Advertisements aimed at parents of teen drivers were placed in local newspapers and 'The Unsell' posters were provided to community driver learner organisations to share. The 'Unsell' adverts aligned with Waka Kotahi NZTA young driver advertising on TV, cinema, online (YouTube), social media and other print.</i> CACTUS (Combined Adolescence Challenge Training Unit & Support) <i>Presentation to young teens about making good choices when it comes to driving.</i> Huntermville Shemozzle <i>Information packs were provided to organisers of the event to be distributed on the day. The packs contained information about teaching a teen to drive, drink driving and seatbelts.</i>		
Target	Learner Drivers		

Audience
High Risk Drivers
Illegal drivers
Young drivers 16-24 years of age
Parents of learner and restricted drivers

Driver Licence Education Programmes

In total around 2,500 young or high risk drivers across the region received licence support from community providers. The majority of attendees were young, male, and of Maori or Pacific Island ethnicity.

Licence Type	Learner	Restricted	Full
2019-20	2,102	82	25

Massey Flating Expo

Engaged with 150 first year Massey students. Student questionnaire responses showed a greater awareness of restricted licence driving conditions (hours/no passengers) from the previous year and a slight increase in awareness and use among students of Drive.govt.nz. Around half had a Full, 1/4 Restricted and 1/8 Learner licence. A small number had International.

Newspaper Advertising

10 advertising opportunities undertaken throughout the year, where the focus was on young drivers and parents.

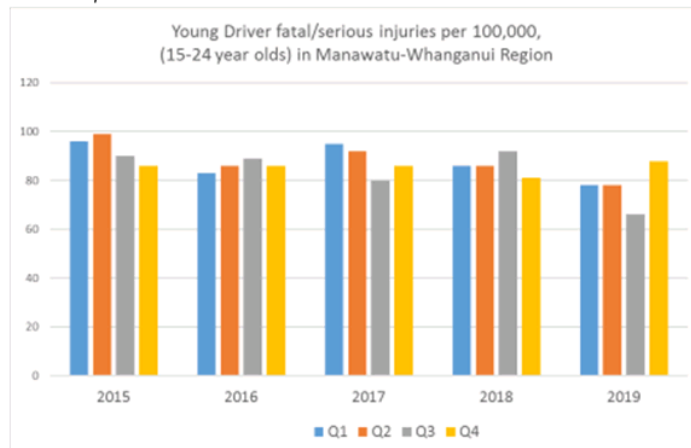
CACTUS Presentation

1 x road safety presentation to 32 young people enrolled in the CACTUS (Combined Adolescence Challenge Training Unit & Support) programme in Dannevirke.

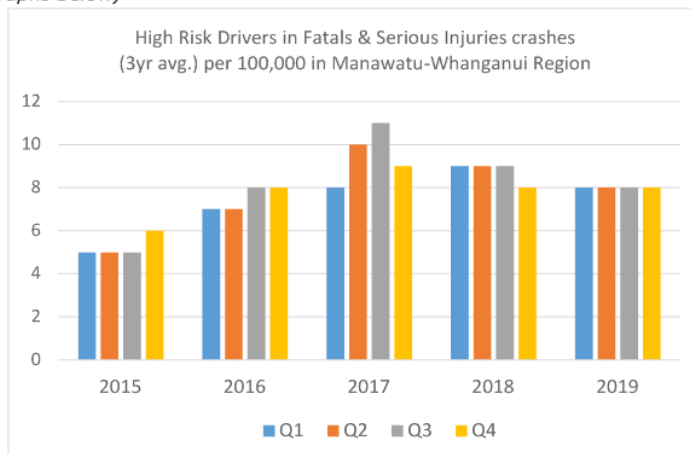
Hunterville Shemozzle

650 packs were provided for the Shemozzle

Key quantitative results achieved



Based on data from Waka Kotahi NZTA Quarterly reports show the Manawatu-Whanganui region has seen a decline in Young and High Risk Driver D & SI crashes. (see graphs below)



**Key
qualitative
results
achieved**

Driver Licence Education Programmes

Below are comments from one of our service providers in a small rural community in regards to how the programme has assisted their community:

9 young people have been able to gain part-time employment once gaining their restricted licence; 5 young people have gained apprenticeships or training from gaining their learner & restricted driver's licence; 7 young people have gained full time employment after gaining their full driver's licence; 2 young people attended defensive driver course (with 7 on the waiting list) to enable better accessibility to gaining their full driver's licence; 17 of the 26 adults we are working with, have gained employment as a result of gaining their full licence while the other 9 are actively seeking employment.

Anecdotal stories - an employer arrived with his 19 year old employee. He wanted to pay for him to get his licence but knew he was unable to read or write. We watched him struggle to fill in the forms and his employer filled in the NZTA form for him. When we started the teaching, it was apparent this young man was intelligent but not literate. We read all the resources for him and he flew through our programme. He went to AA and they read the test for him and he got a 100% pass. He walked out of there with his head held high and is full of possibilities for his future.

A middle-aged man having been warned by the Police arrived. He had a Learner licence years ago and has been in Australia working. He has an Australian Learner Licence and the Police had told him he needed to start again. We explained the licence process, he only had to requalify. He passed his Learner theory with us that morning and booked his Restricted for a week's time. He then only had 3 months before he could sit his Full NZ Licence. This man's attitude to law abiding behaviour has U turned and he is committed to becoming legal. He can also apply for work with a licence in the horizon.

An Oranga Tamariki referral came to the provider. Over the duration of the morning we found out that no one in his family had a licence. He will be expected to drive for whanau when he gets his licence which was why he was reluctant to get a licence. As well as passing his licence we also talked over scenarios for him to tell family members when they pressured him to drive. A few weeks after he returned to tell us that his family are now waiting for him to get his Restricted and are proud of him. They may even come to us in the future themselves.

CKC REAP (Learner Safe2Go): Due to COVID19 they were unable to complete the programmes planned. There is a back-log of 40 students waiting to sit their Learner Licence before the end of July 2020.

CKC REAP (Restricted and Full): Target group of 20 students. Over the 12 month period a total of 30 students completed and passed their Restricted Licence and 4 their Full Licence. Ages ranged from 17-55yrs. This is a positive impact and many of the students have gone through the programme from Learners to Full Class 1 Licence.

Whanganui Learning Centre: Of the 200 Learners targeted over the 12 month period, 179 participated in the programme. Statistics: Youth - 79%, 26-35yrs 10%, 36-45yrs 4%, 46-55yrs 5% and 55+ years 2%. Majority of participants are of Māori ethnicity. Positive written responses tell us that our community learners are more confident and leave with more self-belief that they can succeed in passing their test.

Te Ora Hou: With COVID19 driving assessments and tests could not take place until level 2. Catch-up and rebooking of clients is now taking place.

Learner Licence Programme - Whanganui

TKoK Whanganui role has 40 students with half of them over the age of 16 years old. Over the last couple of years the secondary school students have been encouraged to sit their learner licence when they turn 16 years old. Five students have recently participated in the programme and have successfully passed their Learner Licence test. In partnership with Horizons Regional Council, Local Iwi Liaison Police Officer, Howard League New Zealand and Whanganui Maori Wardens have supported this initiative, as Mentors to provide 1 on 1 facilitation as English is a second-language for some of the students, ensuring that there was adequate support provided particularly with the literacy involved in the licensing process. Students were also provided folder / resource with the Official Rode Code and Learner Licence plates. They also receive credits to go towards their NCEA providing additional academic benefits. The overall objective for this initiative is to get as many of their students on a positive pathway of life. Having a licence will enhance their opportunities and give them a greater appreciation for road safety.

Newspaper advertisements

The Unsell campaign aimed to show parents that young driver crashes can be more severe in a vehicle with a low star rating. The outcome is that parents who are looking to buy a vehicle for their teen, would be encouraged to look for something with a good safety rating. 'The safer the car, the safer they are'.

Newspaper advertisements undertaken in Whanganui district reminded parents teaching their teen to drive, to check their own driving behaviour first.

The majority of our advertising is carried out in free community newspapers. In Horowhenua, Tararua, Hawkes Bay and Whanganui these newspapers have an

	<p>approximate combined readership of around 130,000 while in Palmerston North and Manawatū district free community newspapers are delivered to approximately 38,000 people.</p> <p>Massey Flat Expo Survey Results July 2019 (refer Alcohol) Knowledge of restricted driving hours were known by all restricted drivers and 90% of learners and passenger rules were known by all. There was a significant decrease from the previous year in students who have used or heard of drive.govt.nz</p> <p>CACTUS Programme Presentation RSC is asked to attend the programme and present a segment about teens making good choices when they are driving. The use of the video 'Shattered Dreams' is used to support the message. Teens received packs containing information about the driver licence process, seatbelts, alcohol and drug impaired driving. Free promotional items with key messages such as phone card holders, screen cleaners and pens were also shared to encourage buy-in.</p> <p>SADD (Students Against Dangerous Driving) The SADD conference was postponed this year due to Covid-19. However RSC's continue to work with teams and offer support with their projects/activities throughout the year when required.</p> <p>Huntermville Shemozzle This is an important vehicle for getting key messages to young, rural males at an appropriate time and place in a style that suits this target audience.</p>		
<p>What worked well or not so well? What improvements would be made?</p>	<p>Driver Licence Education Programmes Feedback from driver licencing providers: Being flexible with the amount of mentoring sessions a young person has allows us to better meet the needs of the individual. Mentors have reported that the capabilities of drivers as well as their road rule knowledge has increased with the extra in-car sessions being undertaken if they need it. An issue we do face is one where drivers do not understand what is expected of them to pass the practical component of the restricted licence test. Many (who have already been driving illegally) have developed bad driving habits that if not detected and changed, will result in instant fail. When this happens it can knock their confidence and they will often withdraw from the programme, but continue to drive illegally. The model of supporting young people to gain their licence and then wrapping other support services around them has proved successful in the delivery of this programme. The programmes are successful because they are in the community, delivered by the community, accessible by the community and tailored to the needs of the community. Participants are primarily referred by word of mouth or iwi, learning institutions, non-government and government organisations. COVID19 restrictions have been difficult/limiting the sizes of groups and availability with VTNZ and AA restrictions. There has been an increase in services in Horowhenua to cater for the growing demand in this district. The increasing complexity of learning needs continues to stretch tutor allocation and finances for providers. There is concern among some providers with funding and possible duplication of programmes in communities. COVID19 has provided an opportunity to investigate and increase on-line learning for some providers.</p>		
<p>432 Community Programmes</p>	<p>Total Approved Cost</p> <p>\$220,190</p>	<p>Financial Cost</p>	<p>Total Actual Cost</p>

Report No.	20-117
Information Only - No Decision Required	

GENERAL UPDATE AND SUBMISSIONS

1. PURPOSE

- 1.1. The purpose of this report is to provide members with updates on various documents and consultation items released by Central Government and Agencies.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-117 and Annex.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. BACKGROUND

- 6.1. Since December 2019, a steady stream of updates and documents have been released by Government, which relate to key projects underway in the transport sector. In many cases, these documents will guide our own planning and decision making at a regional level and it is therefore important to be across them and submit feedback where required.
- 6.2. Items were presented to the Committee in March and June outlining a number of these documents which the RTC has submitted on. Updates have been provided below on each of these documents as well as some new consultation documents that are underway.

7. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

- 7.1. Members will recall that government released the draft **Government Policy Statement on Land Transport (draft GPS, 2021)** for consultation in March 2020. The Committee submitted on the draft GPS, 2021 in May. Since closing of the consultation period, it is understood that work has been undertaken to update the draft GPS and a revised version was taken to Cabinet on 10 August 2020.
- 7.2. At the time of writing, a final GPS, 2021 had not been released and no further indications given on when we can expect the final version to be released.

8. ARATAKI

- 8.1. Arataki is the NZ Transport Agency's 10-year view outlining what is needed to deliver on the Government's current priorities and long term objectives for land transport. It was previously called the Long Term Strategic View (LTSV).
- 8.2. The RTC provided feedback on Arataki in February. Following receipt of about 50 pieces of feedback, the Waka Kotahi, NZ Transport Agency released a new version (Version 1.1) of Arataki which included a series of technical amendments and research into the impacts of Covid-19 on regions. Arataki Version 2.0 is due to be released later this year, which will incorporate an assessment of the impacts of COVID-19 on the land transport system and identify the post-COVID opportunities over the next 10 years. Indications at the time of writing are that Arataki Version 2.0 will be released late September.

9. DRAFT NEW ZEALAND RAIL PLAN

- 9.1. The **draft New Zealand Rail Plan (draft Rail Plan)** is a new document developed by the Ministry of Transport (MoT) which sets out the government's strategic direction for rail and signals investment priorities in the rail network over a 10 year period. It feeds into the GPS and will guide the Rail Investment Programme (RNIP).
- 9.2. The draft Rail Plan was initially released in December 2019 and called for submissions by 11 May 2020. The Committee submitted on the draft Rail Plan in May.
- 9.3. Following consideration of submissions, an updated Rail Plan was due to be presented to Cabinet (alongside the draft GPS) on 10 August. At the time of writing a final Rail Plan had not been released, with no indication given when the final Plan may be available.

10. REGIONAL FREIGHT HUB

- 10.1. KiwiRail is progressing plans for a high-tech, intermodal freight hub which will help grow Palmerston North's role as a critical freight distribution centre for the lower North Island. It will support rail and road transport working together to meet the freight demand in the lower North Island, while boosting the regional economy. The project is known as the Regional Freight Hub.
- 10.2. The KiwiRail Regional Freight Hub has attracted funding from the **Provincial Growth Fund (PGF)** to design a regional growth/freight hub in the region, designate land use for rail and commence purchasing the required land. On 2 July 2020 Regional Economic Development Minister Shane Jones announced the preferred site of the Regional Freight Hub.
- 10.3. The preferred site is partially in the North East Industrial Zone, stretching over rural land north towards Bunnythorpe. It is close to Palmerston North's major distribution businesses and Palmerston North Airport.
- 10.4. Over July, KiwiRail sought informal feedback on the location of the Freight Hub prior to moving forward with the designation process. Horizons provided feedback and this is attached as Annex A.
- 10.5. The indicative timeline provided by KiwiRail are as follows:
 - July 2020: Preferred site announced.
 - From July 2020: Seeking public feedback as the Hub design is finalised and mitigations are developed.
 - Expected September 2020: Designation process begins - which includes public notification and further opportunities for public input.

- After the designation is complete and land has been purchased, the next stage will be to begin planning to build the Regional Freight Hub, including any necessary resource consents, building consents and other third-party approvals.

11. MARTON FREIGHT HUB

- 11.1. On 18 August 2020, Minister Hon Shane Jones announced that the Government will help fund the construction of a rail hub in Rangitīkei dedicated to handling and transporting logs from around the lower North Island. The facility, to be built in Marton, will receive \$9.1 million from the Government's COVID-19 Response and Recovery Fund. Once complete and operational, the Marton Freight Hub will enable more efficient log transportation in the lower North Island. It is expected that the hub will create more jobs, attract more commercial developments in the area and take freight trucks off the roads.
- 11.2. Timing surrounding design and construction of the freight hub is not yet known, however further updates will be provided to the Committee once more information comes to light.

12. NORTHERN EXPLORER

- 12.1. In March 2020, the Northern Explorer train service was shut down due to Covid-19. It was not reinstated when the Country came out of lockdown. Following support from local and regional councils, KiwiRail announced the Northern Explorer service would resume for the summer season.
- 12.2. It is noted, there is local and regional drive and support to change the function of the Northern Explorer from a tourist train to a passenger commuter train, which will be reliant on additional funding required to support the service and keep fares at an appropriate level. There is also support for changing the name from Northern Explorer to Northern Connector to reflect the change in purpose. Any updates on progress with this project will be made available to the Committee.

13. LAND TRANSPORT (RAIL) LEGISLATION BILL

- 13.1. The **Land Transport (Rail) Legislation Bill (Rail Bill)** seeks to make changes to the **Land Transport Management Act (LTMA)** to provide for Rail as part of the land transport system and therefore allow for a more long-term strategic planning focus for the rail network, the ability to consider road and rail investment together, and an integrated funding/investment programme.
- 13.2. From a regional planning perspective, these changes should enable integration of rail investment projects into the Regional Land Transport Plan which will allow rail to be considered as part of the wider land transport picture for our region.
- 13.3. The RTC submitted on this Bill. The Bill was updated following consultation and reported back to the house on 1 May. Updates provided to the **Transport Special Interest Group (TSIG)** advised that the changes made following consultation include:
- 13.3.1. Partial integration model retained, but strengthened to support better alignment to the land transport system.
- 13.3.2. The Rail Network Investment Plan (RNIP) will take into account the GPS and LTMA purpose.
- 13.3.3. Time period for RNIP planning extended to align with the NLTP and RLTP processes.
- 13.3.4. Clarification on the date that the RNIP will take effect.
- 13.3.5. NZ Transport Agency to provide advice to the Minister on whether the RNIP takes into account any relevant RLTPs to ensure informed decision-making by ministers.

- 13.4. Some of these changes align with points raised in the RTC submission and will hopefully enable early engagement with the sector and better planning at a regional level for rail investment.
- 13.5. The Bill has had second and third readings in Parliament with Royal Assent on 30 June 2020, which means the changes to the legislation now have legal effect.

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

- 14.1. The **Land Transport (NZTA) Legislation Amendment Bill (the Bill)** proposes changes to the Land Transport Management Act to enable the establishment of a framework around speed management by strengthening Ministry of Transport (MoT) and the NZ Transport Agency's regulatory leadership in this space. The changes will give the NZ Transport Agency the ability to invoke powers and require the RTC to complete actions around speed management, specifically, speed limits and the development of a regional speed management plan.
- 14.2. A submission was made on behalf of Horizons Regional Council in February.
- 14.3. Since close of submissions, the Bill has had second and third readings in Parliament with Royal Assent on 6 August 2020, which means the changes to the legislation now have legal effect. For the region, this means we can expect the development of regional speed management plans and associated guidance to come to light in the coming months.

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

- 15.1. The government is developing the setting of speed limits rule (the draft rule) as part of its Tackling Unsafe Speeds programme. This is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits outside schools and will replace the Land Transport Rule: Setting of Speed Limits 2017.
- 15.2. The Ministry of Transport have released a guidance document designed to provide local government and key stakeholders with visibility of the direction of the proposed changes and enable provision of additional input into drafting of the new 'setting of speed limits rule' ahead of formal consultation. It is understood that formal consultation is planned to occur after the general election.
- 15.3. It is understood that Local Government New Zealand are intending to provide feedback on this guidance document and are working closely with the TSIG road safety workstream (which Horizons transport staff are on) to ensure regional sector feedback is well represented.
- 15.4. Given the impact the setting of speed limits rule will have for our region, it is our intention to provide feedback on this guidance document prior to the formal consultation phase.

16. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A Horizons feedback - KiwiRail Regional Freight Hub



30 July 2020

TTP0201

LMS:RP

Kiwi Rail
C/- Regional Growth Team
Emailed to: regionalgrowthhub@kiwirail.co.nz

Dear sir or madam,

HORIZONS REGIONAL COUNCIL - FEEDBACK ON KIWIRAIL REGIONAL FREIGHT HUB PROPOSAL

Thank you for the opportunity to provide feedback on the proposed Regional Freight Hub (hereafter referred to as the Freight Hub) on Railway Road, Palmerston North. This feedback is made behalf of Horizons Regional Council who hold statutory responsibility for transport planning for the Manawatū-Whanganui region.

On the whole, Horizons supports the proposal to create a regional intermodal Freight Hub and agrees that logistically the area proposed is best suited for this type of development given its proximity to the Main Trunk rail line and connections for freight movement north and south.

Development of the proposed Freight Hub will be key to achieving a secure and efficient distribution point for New Zealand, particularly in the North Island. However it is anticipated there will be flow-on effects on the local and inter-regional road transport network from the Freight Hub, therefore we consider it important for there to be an integrated transport response to these effects.

The proposed Palmerston North Integrated Transport Initiative (PNITI) which is being led by Waka Kotahi NZ Transport Agency is a key project that will resolve a number of the road transport impacts from the Freight Hub. This body of work involves development of a regional ring road, which would act as a critical link for the Freight Hub to enable multi-modal freight movement. Put simply, we believe the success of the Freight Hub will be reliant on secure and efficient road connections which PNITI, if progressed, will deliver.

With that in mind, we strongly urge KiwiRail and Waka Kotahi NZ Transport Agency to work together to plan, coordinate and deliver these two projects with the aim of achieving an integrated solution to freight movement in the region.

We look forward to continuing the conversation and happy to provide further information or clarify and points made in this feedback. Please contact Rhona Hewitt, Transport Services Manager, by email at Rhona.Hewitt@horizons.govt.nz or on 0508 800 800 for any matters related to this letter.

Yours sincerely



Rachel Keedwell
CHAIR, HORIZONS REGIONAL COUNCIL

Report No.	20-118
Information Only - No Decision Required	

APPROVED ORGANISATION QUARTERLY UPDATE

1. PURPOSE

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-118 and Annex.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. BACKGROUND

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

7. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A Approved Organisation Update

Regional Transport Committee

Approved Organisation Update: September 2020

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

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

The footpath renewal program is progressing well, with the programme expected to be complete in October.

The 20/21 AWPT sites have been confirmed, designed and programmed, with the first site; Waitarere Beach Road, currently in construction.

2. WALKING AND CYCLING

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

Other cycling and pedestrian improvement projects are also being designed and programmed, including a programme to construct new footpaths in all urban areas currently without access to dedicated footpaths.

HDC have a strategy of delivering significant improvements to active transport infrastructure as part of all roading projects whenever it is feasible. Improvements to safety and accessibility for active transport users is a key design consideration for all roading projects, which results in continuous improvement over the entire network, in addition to the strategically target projects which are solely focuses on walking and cycling.

3. ROAD SAFETY

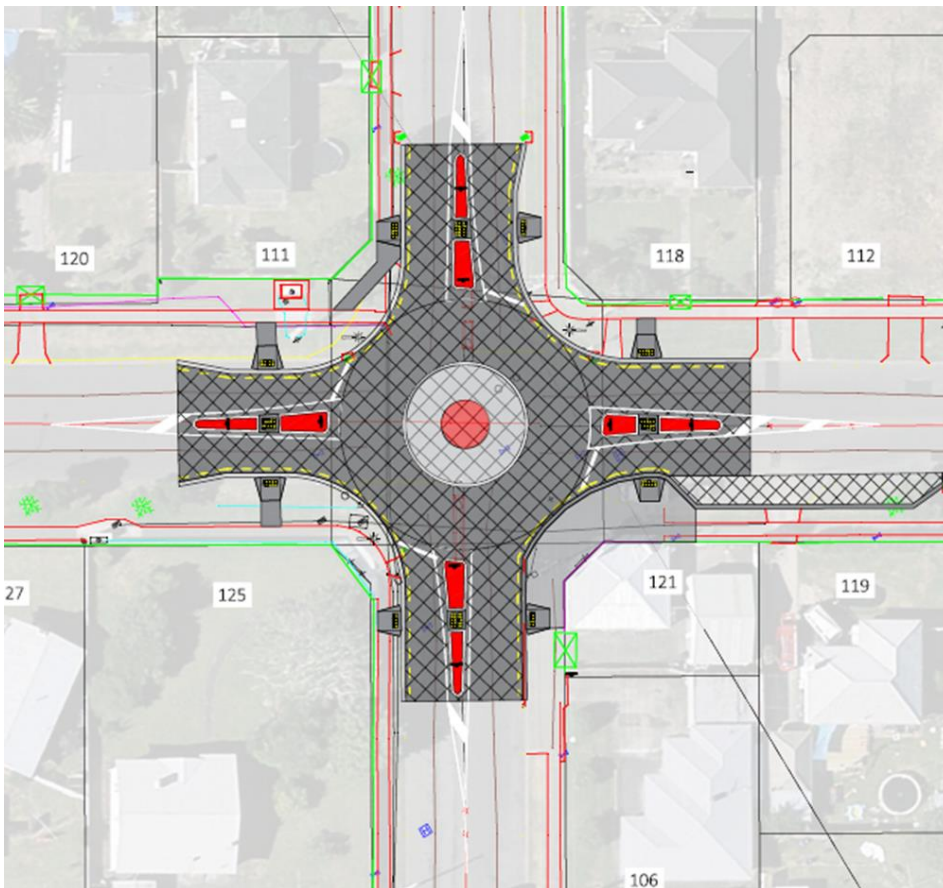
Queen Street Improvements - Oxford Street to Salisbury Street

The project scope is to improve pedestrian and cyclist accessibility within Levin's town center on Queen Street, while also rehabilitating the failing road pavement and surface and replacing water reticulation infrastructure. This project was successful in attracting funding through the Provincial Growth Fund. Currently the water reticulation pipe replacement is underway, with road works expected to begin in late August, the project will be complete by November. The budget is \$1,100,000. (\$950k from PGF)



Queen Street – Tiro Tiro Roundabout

The project scope is to improve safety of an unsafe intersection by building a new roundabout while replacing water reticulation infrastructure. This project was successful in attracting funding through the Provincial Growth Fund. The final stage of the water reticulation replacement is underway and road works will be starting shortly. The project will be completed by November. The budget is \$750,000.00 entirely funded through the PGF.



4. PLANNING

Otaki to North of Levin Expressway (O2NL)

Council continues to work closely with Waka Kotahi NZ Transport Agency on plans for the O2NL expressway. Engagement between Waka Kotahi NZ Transport Agency and Council on this project has been extensive, well planned and extremely valuable for both organizations.

Safe Network Programme (SNP)

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

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

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

1. PUBLIC TRANSPORT

Covid-19

Under alert level 1, all services returned to normal timetables. Patronage was slowly recovering to pre-lockdown levels. Prior to the recent move back to alert level 2, on 12 August 2020, patronage had returned to approximately 80% of normal levels.

Under alert level 2 all services are continuing to run per normal timetables however with physical distancing in place, which means reduced capacity on buses. Where possible additional trips are been provided, typically around peak and school times when bus loadings are at their highest. We are asking passengers to self-manage physical distancing on the buses by sitting one seat apart and remaining two metres away from others while waiting at stops. To create more physical space on services we are also asking people to travel outside peak hours if possible.

Fares remain in place during alert level 2, and while cash is being accepted, we are encouraging customers to use a Bee Card and to get it registered. This will minimise contact between drivers and customers and also assist with contact tracing. QR codes are displayed on the bus. Currently these are not the Ministry of Health (MoH) QR code, so at the moment customers need to use a general QR scanner on their phones to access. We are currently working with MoH and bus operators to move onto the MoH QR code system.

Customers are being encouraged to wear face masks on public transport, as per MoH and government guidelines and, of course, not travel on public transport if they are sick.

A plan is in place for levels of service, should the alert level change.

Regional Integrated Ticketing System (RITS)

After much planning and delays, the RITS card system (Bee Card) has been launched on all remaining services in the Horizons region (Whanganui was implemented in December 2019), excluding the Raetihi and Taihape services. All services are operating under a 'simplified fares' basis until 28 September 2020 when normal fares will resume and concessions will be loaded onto Bee Cards. The roll out of the Bee Card was hugely successful with over 4,000 trips taken on the first day. Customer reviews, thus far, have largely been positive and very few glitches have occurred.

Contracts

Service reviews:

- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19. The review has been extended with a revised completion date of late 2021. A Technical Working Group has been established, with membership being officers from PNCC and Horizons. This group is in the process of developing and preparing material for a Governance Group (formerly the 'Advisory Group') meeting to be held early September.
- Following the introduction of new services and a new bus operating contract in Whanganui at the end of 2019, officers are assessing whether any minor adjustments to service levels (routes, infrastructure, customer information) are required, and when changes could be implemented.

Passenger Transport Committee

The Passenger Transport Committee was updated on the performance of contracted public transport services under Covid-19 alert levels 3 & 4 in May.

A Committee workshop was held in mid-August, which provided members with information on the following matters

- Bee Card launch
- Regional passenger rail, specifically the North Island Rail Integrated Mobility project which Waka Kotahi NZ Transport Agency has agreed to fund \$5m towards the development of a detailed business case, and procurement process and contract preparation for the rolling stock.
- Progress on the development of the Regional Land Transport Plan
- Implementation options of the Employment Relations Amendment Act rest and meal break requirements for Palmerston North bus services.

2. ROAD SAFETY

Horizons Road Safety Coordinators continue to work on promotion and education activities across identified issues. A detailed report on the Coordinators' activities for the previous 6 months, including the performance of the external programmes that they manage, is provided in a separate item in this agenda. The team has also been keeping across the Road to Zero Road Safety Strategy, and regional speed management plan requirements and the potential implications of this.

In addition, staff have joined the Transport Special Interest Group (TSIG) Road safety work stream. This will ensure we remain on top of messages coming from government in this space as well as enable opportunities to engage with the sector on road safety matters.

3. TRANSPORT PLANNING

Work on development of the Regional Land Transport Plan (RLTP) is underway with workshops to formulate and direct the strategic direction undertaken in June, July and August. Both the Regional Advisory Group and Regional Transport Committee have played pivotal roles in developing a refining the strategic direction for transport in the region. Development of the RLTP is a substantial piece of work which will require further, regular input from the Committee and stakeholders prior to being adopted by 30 April 2021.

Staff have joined the TSIG RLTP Leads work stream which meets fortnightly. The purpose of this group is to discuss/share any information coming from government around RLTP development and work collectively to advocate to Waka Kotahi and government around any issues or additional support needed.

In addition to the RLTP, focus continues to be on supporting the advancement of the following key initiatives being key programmes identified in the current Regional Land Transport Plan:

- Manawatū Tararua Highway (Te Ahu a Turanga).
- Otaki to North of Levin Expressway (O2NL).
- Palmerston North Integrated Transport Investments (Regional Freight Ring Road).
- Inter-regional Passenger Rail between the Horizons and Greater Wellington regions.
- Accessing Central New Zealand Governance Group meetings.

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

1. EMERGENCY WORKS

All Emergency Works are complete.

2. MAINTENANCE

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

MoU with NZTA for OW Permits: requested an agreed procedure from NZTA on uploading the data into HSIMS.

3. RENEWALS

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

Seal designs planning underway which includes pre-ordering the sealing chip.

Reseals: 53km are programmed this year.

Sealed Road Pavement Rehabilitation: This work provides for the replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic. The proposed projects for 2020-21 are;

Project	Length (m)	Start	Finish	Comments
Tangimoana Rd RP10220-11023	803	6 July 20	5 Aug 20	Complete
Taylor Rd RP2863-3059	196	8 July 20	31 July 20	Complete
Penny Rd RP1011-1433	422	20 July 20	7 Aug 20	Complete
Finnis Road RP0-2012	2012	Aug 20	Sept 20	50% Complete
Taonui Road RP14595-15869	1274	10 Aug 20	Aug 20	Complete
Lower Pakihikura Rd RP 3800 – 4200	400	Sept 20	Oct 20	
Coulters Line RP0-913	913	TBC		

4. ROAD IMPROVEMENTS

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

Low cost / Low Risk

Project	Start	Finish	Comments
Bainesse School RTBs Construction	Sept 20	Dec 20	Tender 31/07/20 – 20/08/20
Ashhurst Rd: Kelvin Grove & Watershed Rd Intersections	Oct 20	Dec 20	Design will be complete by Sept 20. Construction could start Oct 20 depending on PNCC Approval
LED Upgrade	July 20	Jun 21	Installation ongoing
Sandon Rd Curve Improvement	Oct 20	Dec 20	Design will be complete by Sept 20. Construction could start Oct 20
Makino-North Pedestrian Xing Upgrade	July 20	Aug-20	Complete
Rongotea School Tyne St Ped Xing	Nov 20	Dec 20	Design will be complete by Sept 20. Dates shown for anticipated construction
Severn St speed humps	Nov 20	Dec 20	Design will be complete by Sept 20. Dates shown for anticipated construction
Church St / Grey St Intersection Crash severity mitigation	Mar 21	May 21	Design will be complete by Dec 20. Dates shown for anticipated construction
Kiwitea School Footpath	Feb 21	Apr 21	Design will be complete by Oct 20. Dates shown for anticipated construction
Cemetery Road PW Signage upgrade	Oct 20	May 20	Design complete
Colyton Road PW Signage upgrade	Oct 20	May 20	Design complete (Colyton / Watershed Intersection included)
Valley Road PW Signage upgrade	Oct 20	May 20	Design complete

Watershed Road PW Signage upgrade	Oct 20	May 20	Design complete
South St Lighting	TBC	TBC	To be Tendered

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

Project	Start	Finish	Comments
Makawakawa bridge S202 handrail/kerb blocks	Aug 20	Sept 20	
Makiekie Bridge S214 strengthening and deck repair	Aug 20	Sept 20	
Hurst road S70A base replacement	Jan 21	Jan 21	
Umitoi north S299B wing wall strengthening	Dec 20	Jan 21	
Awahou south S5B gabions and stream re-alignment	Oct 20	Nov 20	
Otara road S172 secure deck and renew joints	Feb 21	Mar 21	
South Street Bridge S409B	Sept 20	Dec 20	Awaiting Fish and Game comment re trout spawning

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

Project	Start	Finish	Comments
Rongotea Road (S243A)	Nov 20	Dec 20	Awaiting RMA consent
Rongotea Road (S241A)	Feb 21	Mar 21	Awaiting RMA consent

Mangaweka Bridge:

NZTA have provided guidance on how to prepare an MoU between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. for the ongoing management of the historic bridge. Legal advice has been received on how this matter can be addressed and a draft MoU has been written. Shortly negotiations will commence between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. to craft a mutually agreed upon MoU.

Contractors were invited to register their interest in this project at the beginning of the Pre-Implementation Phase. As a result four contractors have had early engagement throughout the design process to ensure the constructability of the new bridge. On 4th May 2020 these four contractors were invited to submit tenders. Tenders closed on 24th July 2020.

NZTA's Probity Auditor: Shaun McHale (McHale Group) has been appointed to oversee the Tender Process.

Indicative Project timeframe:

Tender award: 27 August 2020

Construction: September 2020 – June 2022

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

Project	Start	Finish	Comments
PVE culvert 194A void filling, clearing culvert	Oct 20	Dec 20	Clearing of gravels in culvert
Makawakawa bridge S202, aggrading stone removal	Jan 21	Jan 21	Investigation underway
Mangamako road S133 retaining wall replacement	Feb 21	Mar 21	

5. OTHER PROJECTS

Port St East Rural to Urban Upgrade: Physical works commenced in October 2019, and are expected to be complete by Sept 2020.

Feilding to Palmerston North cycle way

- Funding has been approved by NZTA.
- Design and Contract Documents complete.
- Awaiting RMA Consent from Horizons for some box culvert extensions.
- On 4th May 2020 Council applied to KiwiRail grants department for approval to construct Shared pathway on Railway land. We have not received a response.

Turners Road: Land acquisition negotiations and design are ongoing.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS:

Re - Seal programme

The 2019 / 2020 Re-Seal program was completed on time. The 2020 / 2021 program has submitted to the contractor and pre-seal repair works are scheduled to begin.

The Renewal program for the 2020 / 2021 year is currently being finalised. Both the Re-Seal and Renewal programs are currently scheduled for commencement in November 2020.

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

Footpaths Renewals

257 jobs have been completed during the period May - August. A further 186 jobs are currently assigned to contractors.

Footpath maintenance has been largely reactive and will continue to target emergency & high priority footpaths faults as they arise. There are currently 39 emergency jobs which have been assigned to contractors and will be attended to over the next month.

A repeat condition assessment of the citywide footpath network is due to be completed in September. This survey will provide more accurate data and will simplify the prioritization of investment and inform the setting of budgets within the LTP process.

Atawhai Road

On June 12, a large tree fell onto Atawhai Road. In response to the health and safety risk and the long history of trees falling onto this road section, Council has issued legal notices to property owners to remove the at risk trees. All recipients have agreed to work with Council to secure quotes for the work to be done, with Council paying for removal of trees located in the road reserve. Further discussions and negotiations are likely as the costs for tree felling will be significant. Engagement with one property owner remains outstanding pending arranging property access to undertake an on-property assessment.

2. CAPITAL PROGRAMME

The upgrade to the pedestrian and traffic control facility on James Line railway crossing was completed on 10 August 2020. The works include barrier arms and pedestrian crossing facilities. In addition to the railway infrastructure, PNCC (Palmerston North City Council) has built pedestrian refuges either side of the rail line. These refuges provide a safe crossing point for pedestrians, slow traffic on approach and enable safe pickup/drop off for school children. This safety treatment was completed on 10 August 2020.



Figure 1 James Line – Railway Crossing Safety Upgrade



Figure 2 - James Line Pedestrian Refuge

The upgrade of Stoney Creek Road to provide safer parking and school pick-up and drop-off facilities for Whakarongo School was completed and opened on 26 June 2020. The works involved moving Stoney Creek Road 20 meters north east and repurposing the existing road as a protected parking laneway which separates active traffic from pedestrian activity associated with the school. The construction cost was approximately \$1.25 million.



Figure 3 - Stoney Creek Road Safety Upgrade Project

3. EMERGENCY WORKS

Railway Road / Roberts Line

On 18 August 2020, there was a fatal crash at the intersection of Roberts Line and Railway Road. The circumstances of the crash are similar to an earlier fatal crash in 2018, where a driver on Roberts Line failed to stop at the intersection and was hit by a vehicle on Railway Road.

The intersection itself is complex. Railway Road runs parallel to the railway with a 15m separation. Roberts Line approaches Railway Road on a 45-degree angle and the rail line itself is elevated higher than Railway Road, obscuring the visibility of the road from drivers on Roberts Line. Following the 2018 crash, some enhancements to signage and intersection markings were made.

Following the most recent fatalities, PNCC are installing rumble strips, colored surfacing, and additional signage to encourage drivers to reduce their speed and improve awareness of the intersection hazards.

Currently the roads in the area are being considered for speed limit reductions as part of stage 1 of PNCC's speed limit bylaw review. Formal consultation is being undertaken on Stage 1 currently, and it is anticipated that Council will adopt any changes later this year.

Consideration will be given to close the SE arm of Roberts Line, as this change is proposed as part of Kiwirail's freight hub development at a future date. Road closure would significantly reduce the risk of future serious crashes.

4. WALKING AND CYCLING

College Street Transport Upgrade

Progress is being made despite the impact of Covid-19 with the following work completed:

- Prior to Covid-19, the section between Fitzherbert Avenue and Victoria Avenue has been resealed and remarked with buffered cycle lanes.
- Indented parking spaces at the Awapuni Village have been constructed.
- Indented parking spaces between Botanical Road and Batt Street under construction
- Resealing and marking of buffered cycle lanes from Fitzherbert Ave through to Maxwells Line is scheduled to be undertaken during the warmer months with the entire project scheduled for completion by the end of this calendar year.

Completed Works

In 19/20, PNCC have achieved the following walking and cycling improvements

- 1420m of footpaths in Longburn and Ashhurst
- Opening of stage 1 of Square East Streets for People – Streetscape Upgrade – (Opened 8 August)
- 700 Footpath repairs
- Manawatu river shared path upgrade from limestone to a concrete path for section adjacent to Dittmer Drive (1340m)
- Manawatu river shared path upgrade to asphalt between He Ara Kotahi and Fitzherbert bridge (1200m)

Upcoming Projects

A number of walking and cycling projects are in final design, development and consultation and planned for delivery in 20/21 including:

- Summerhill Drive – Buffered/Separated Cycle Lanes between Old West Road and Springdale Grove
- Featherston Street West Separated Cycleways (Botanical Road to Rangitikei Street)
- Albert Street, Buffered/Separated Cycle Lanes
- Milsons Line Cycle Lanes

Innovating Streets initiative

This NZTA programme aims to deliver "tactical urbanism" pilot projects to make temporary changes to the road environment to promote behaviour change. The programme is 90% funded by NZTA, and PNCC have received approval to deliver the following projects in 20/21

- Main street separated cycle ways between Pitt St and Botanical Rd
- George Street temporary road closures for 4 Sundays leading up to Christmas. The street will be given over to local businesses (cafes, retails etc) and public.

- Hokowhitu Village – streetscape improvements for pedestrians and cyclists.
- Ruha Street – Greenway and traffic calming treatments

5. PLANNING

Park Road

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

Improvements to pedestrian and cycle infrastructure are planned for Park Road between Katene Street and Fitzherbert Avenue. Planning work is occurring in 20/21 with construction of improved pedestrian crossing points, cycle lanes and shared paths in 2021/22.

Palmerston North to Bunnythorpe

The recently announced location of the Kiwirail Freight Hub alongside Railway Road from the NEIZ towards Bunnythorpe is adjacent to the planned shared path route. Discussions are underway between PNCC and KiwiRail to develop an alignment and concept design which can be accommodated by the freight hub but meets the outcomes of PNCC for the project.

6. ROAD SAFETY

PNCC are currently finalizing designs and the procurement approach for delivery of the following road safety projects during 20/21:

- Roberts Line/Railway Road Intersection Safety Improvements
- Wood Street Pedestrian Refuge and Island
- Benmore Avenue Raised Platforms and crossing
- Pioneer/Lyndhurst West Intersection Change
- Ruapehu Street Raised Crossing
- Monrad/Pencarrow Roundabout
- Te Awe Awe/Albert Roundabout upgrade
- Bunnythorpe/Ashhurst Road right turn bays at Kelvin Grove Road and Watershed Road
- Speed Limits Bylaw review - Stage 1 and Stage 2

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

1. EMERGENCY WORKS

Event	Start	Completion Due	Comments
July-18, Turakina-3 south of Drysdale (Construction)	Jan 21	May 21	Awaiting Resource Consent approval.
Apr-18, Turakina-2 north of Macleay's, dropout (Construction)	Jan 21	Apr 21	The remedial work has been redesigned to avoid land entry. The consent was approved by HRC on 19th June 2020. Rock required for river protection has been stockpiled on site. Fill will come from Mangatipona Rd

2. MAINTENANCE

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

The season's planning including pre-ordering the sealing chip has started.

July 2020 is under Covid-19 Alert Level 1, which meant that Higgins could carry out their work largely un-restricted.

3. RENEWALS

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

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

Rehabilitation

Location	Length (m)	Start	Finish	Comments
Parewanui Rd	1700	July 20	Oct 20	
Santoft Rd	280	Sept 20	Oct 20	
Tutaenui Rd	240	Oct 20	Nov 20	
Ruatangata Rd (reserve project)	175	TBC	TBC	

Structural Component Replacement

4. ROAD IMPROVEMENTS

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

Low cost / Low Risk Projects

Location	Start construction	Completion Due	Comments
Spooners Hill Road and Pukemapou Road – roadside obstacles.	Jul 20	Aug 20	90% Complete
Ratana Rd	Apr 21	May 21	Speed cushion x 2 near the village.
Pungatawa Rd. (RP6500-6840)	Nov 20	Dec 20	Geometric improvements
Ruahine / Cage Road	Mar 21	May 21	Geometric improvements
Neumans Line RP0862 – 1102	Nov 20	Dec 20	Pipe and fill deep drain
Ruanui Rd (RP 425-1500)	TBC	TBC	This site needs to be scoped and priced. RDC talking with DOC and Horizons, WSP will be completing the Resource Consent. Construction Deferred to 21/22
Network resilience work	TBC	TBC	
South Makirikiri Road School	Feb 21	Apr 21	Investigate active signage
Okirae Road bluffs	Feb 21	Jun 21	Complete geotech report

Bridges

Bridge	Start	Completion Due	Comments
Bridge Capacity Assessments	TBC	TBC	Continuing with the programme.
Bridge Inspection Unit	TBC	TBC	Continuing with the programme.
Kuripapango (Bdy)	TBC	TBC	Construction to strengthening to HN-HO (HMPV) capacity (50:50 with HDC).

Mangaweka Bridge

NZTA have provided guidance on how to prepare an MoU between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. for the ongoing management of the historic bridge. Legal advice has been received on how this matter can be addressed and a draft MoU has been written. Negotiations, to craft a mutually agreed upon MoU, have commenced between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc.

Contractors were invited to register their interest in this project at the beginning of the Pre-Implementation Phase. As a result four contractors have had early engagement throughout the design process to ensure the constructability of the new bridge. On 4th May 2020 these four contractors were invited to submit tenders. The deadline for submission of tenderers has been extended to 24th July 2020.

NZTA's Probity Auditor: Shaun McHale (McHale Group) has been appointed to oversee the Tender Process.

Indicative Project timeframe:

Tender award: 27 August 2020

Construction: September 2020 – June 2022

Taihape – Napier Road

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

RDC, in partnership with HDC, intend undertaking a strategic transport study (Corridor Management Plan) to further assess the scale of these issues and opportunities, with a view to developing a vision and long-term strategy for the corridor.

July/August 2020

- Option development internal project team workshop with RDC project team to confirm types of treatments to be considered in response to identified problems.
- Development of an implementation framework and associated prioritization plan to establish short-, medium- and long-term priorities.
- WSP technical team developing detailed strategic responses for both HDC and RDC sections of the corridor (80% complete).

Forward Planning: August/September 2020

- WSP technical team developing detailed strategic responses for both HDC and RDC sections of the corridor (20% remaining).
- Workshop with relevant representatives from HDC and RDC to confirm strategic responses, proposed implementation plan and recommended outcomes.
- Finalise CMP report for Council's approval.

5. UNSUBSIDISED CONSTRUCTION

The programme for un-subsidised construction is:

- Sealing approx 250m of Mokai Road starting at RP3554, current end of seal at the bridge that had the bungy operation, to control dust for the 2 houses near the road.
- Trevelyan Street is a narrow urban unsealed that is 100m in length. It provides access for 3 houses. Sealing this road will remove the dust nuisance and the need for grading in an urban area and the associated health and safety implications of operating large machinery in an urban environment.

- Edwards Street, Bulls, has 56 metres of unsealed pavement at the end of the 140 road. The road serves 2 houses, 2 glasshouse and 2 sheds. Sealing and finishing the kerbs would complete this road.
- The scope of work to upgrading Cobber Kain requires a whole of Council commitment. The upgrade would require designing the roading layout, confirming the 3 waters pipework is in good condition and up to capacity, car parking for the Hall meets requirements, and allowing for the playground redevelopment. The work this year would cover the design for the site and confirm the budget required for construction in 2021-22.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

For the July period, contractors have reported no incidents and there are no obvious H&S trends emerging in the transport teams.

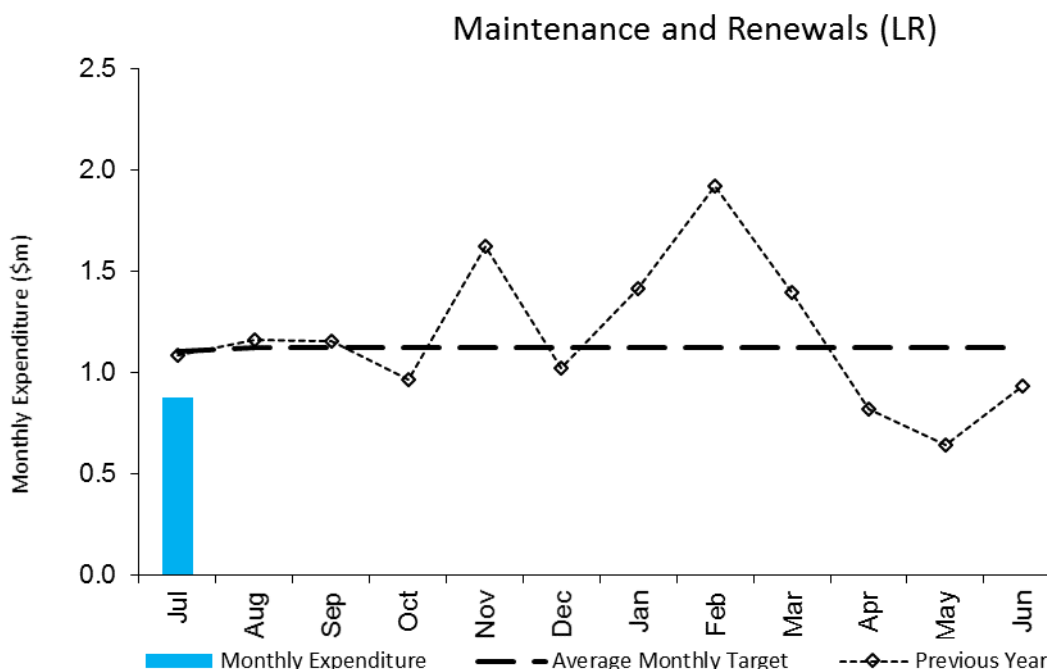
The team have however responded immediately to Covid 19 working protocols from midday Wednesday 12 August 2020 when Auckland returned to Level 3 and the rest of New Zealand returned to Level 2. GHD continued to work from the office during Level 2 with an increased focus on maintaining separation, tracking and cleanliness.

Emergency Works

Ruapehu District flood damage and emergency events over the past year have been minimal when compared with previous years. Currently there are 19 Minor Event sites to be evaluated for either construction quality or are yet to be completed. These reinstatement sites are currently estimated at \$155,745.

Financial YTD

The Subsidised Roads maintenance and renewals programme is sitting at 7.0% expenditure at 8% of the year. The main activities undertaken this month were approved work activities such as unsealed metalling, pavement rehabilitation, drainage maintenance, minor events and unsealed roads maintenance. The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 30 July 2020.



Capital Programme

The seal damage on the Ohakune Maintain Road 13.52 to 13.9 km hairpin was repaired by means of stabilising the damaged areas and resealing the site, it appears to have been damaged by a snow plough operations. The carpark channel that is to be extended over the fill and the drop chamber will be completed in the upcoming construction season. Kerb and channel, further pavement construction, seal and AC will be undertaken on the hairpin this season.

Ruapehu has a target length of 8.0 kilometres of pavement renewal with this financial year with additional resources secured to deliver all sites by 30 April 2021. Site walkovers, programmes and discussions for all the sites are well underway for the 2020/2021 construction season. Site clearing commenced on Poro O Tarao Rd 8.15 to 9.33 km, Ongarue Waimiha Rd 14.1 to 16.35 km in August and aggregate stockpiling on three other sites in preparation for the upcoming construction season.

Bridge Renewal Programme

The Large Culvert Works consent and Bridge Painting consents are currently under review with identified works to be carried out over a number of years. Emmett's Civil Construction is investigating 19 bridges for a bridge painting program. The draft 2020/21 work programme, is in place and continuously updated in the monthly report as works are completed.

Ruapehu Public Transport Pilot Project

Ruapehu District Council is working the Ruapehu Alpine Lifts, Horizons Regional Council and NZTA to secure public funding to complete the 2020 winter public Transport Pilot project. The business case is currently being revised in preparation for submission to the Regional Public Transport Program to include the service in the draft RLTP 2021-2031.

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

At the time of writing this report, the project funding application to the Crown Infrastructure Partners Shovel Ready Projects fund has been referred to the Provincial Growth Fund for further consideration and no decision had been made. Private shuttles are operating when demand is sufficient over this ski season however a long term funding solution is required to support transport demand management systems for accessing Tongariro National Park.

Road Safety

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

The current Road to Zero Action Plan is a ten year change programme however initial investment will last for three years (1 January 2020 to 31 December 2022), although delivery of some of the initial actions will continue over the term of the strategy. Progress on each of the 15 actions will be key to laying the foundations for Road to Zero's 10-year change programme.

The Ruapehu team is currently participating in a delivery model review for regional priorities aligned to the Road to Zero's 10-year change programme.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Road Maintenance

The workload for the road maintenance teams has been steady over the past month as they take advantage of the settled weather. A significant amount of planning has been undertaken for the months ahead, the teams have managed to make an early start on some of our activities including pre-reseal repairs, putting them ahead of the game. This early start will prove advantageous in the long term. In addition to this most of the drainage and pavement works has been completed on these sites a year in advance, there has been however a small amount of deterioration on these sites through winter, which had required some minor repairs. As spring approaches, activity across the network will increase and will include, chemical spraying, berm mowing and heavy vegetation trimming.



Road Renewals

AWPT (Area Wide Pavement Treatments) planning is well underway and is well underway for the Reseal programme. Reseal sites are being marked out onsite to allow design work to be completed. Following this, sealing chip will be stockpiled onsite with physical works to follow in mid to late November using the new to the district unit in the photo below.



Minor improvement projects have also been completed, including some much-needed Road widening on Oxford Road & Priest Road, along with numerous shape correction projects across the district (Road Realignment).

2. EMERGENCY WORKS

With the long spell of settled weather, we have been reasonably quiet in the emergency works space. This has enabled the team to have some much-needed breathing space to re-assess the network for emergency works faults that are not associated with any particular rain event and plan how we will budget for and repair them if they pose a safety issue. It has also provided the opportunity to review our systems and processes as we strive for constant improvement should we have another weather event.

3. PAHIATUA CBD UPGRADE

The Pahiataua Upgrade continues to progress well and is now back on programme following the COVID shutdown. The above ground works are now in full swing and with some of the complex work involved here, the team are exploring options to bring more resources in to give the project a boost over the summer period. The below ground works have now met “practical completion” which is a positive milestone with some minor details to be finished off. The team continue to have some minor challenges with retailers and the disruption the upgrade may be causing. While the onsite team attempt their best to minimise the impact, they are working closely on a more thorough communications plan to help keep the retailers better informed. One initiative has seen the sealing of the footpaths completed in sections meaning that the area in front of the affected retailers is prepared and sealed in on go. This will enable the teams to move on and provide the retailers will a safe and open space to conduct business.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

The road maintenance contract is continuing under an Alliance model in partnership with Downer, with co-delivery by a singular Council-Contractor team. The maximum contractual term is 1+1+6+2 years (10 Years) subject to key performance indicators (KPI's) being met. The 6 year extension is due on 1 July 2020 and has rolled over, noting contractor progress has been very satisfactory.

This period has been dominated by Covid Alerts and preparation accordingly. Alert level 2 at present allows all maintenance, operations and renewals to open up again albeit with strict protocols in line with the Covid-19 Standard for New Zealand Construction Operations. Business efficiency within our contractors ranks remains challenging.

Preparation for possible Alert Level 3 and 4 – roading regime

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

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

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

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

Maintenance grading works to rural metal roads is now fully back into operation and playing catch up noting the limited activities undertaken during earlier lockdown. Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities which have now resumed following the end of lockdown. The Kaurapaoa area (north of Whanganui) is again taking substantial punishment from logging operations. It has been noted however that Covid-19 has affected certainty in the long term market. The projections are very unclear as to the ratio of medium term harvesting versus carbon sync which will have a drastic effect either way on our future roading investment. An announcement from Minister Shane Jones on funding for a logging hub and de-barking plant in Marton on 18 August 2020, will alter our forward projections on logging movements currently heading to Whanganui East (Eastown Yard).

Pavement and surfacing renewals

With a recent decision to reprioritise pavement repairs over renewals and thereby get ahead of the pre-seal repairs by a season, Whanganui deferred a number of resurfacing sites from 19/20 to free up funding. Last year's re-seal season was cut back by one third to allow additional pre-reseal repairs to increase in order to gain one year preparation in advance for resilience purposes. This had the effect of transferring \$450k from renewals (reseals) into operations (pavement maintenance). Unfortunately the lockdown prevented that package of sealed pavement repairs from going ahead so these monies have rolled into the 20/21 financial year.

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

Two roading rehabilitation projects were targeted along Papaiti Road for the 2019/20 financial year. Rehabilitation Project 1 (completed in late December) runs from RP 2.300km to 2.596km (just short of Waireka Road). The deteriorated pavement received a 150mm overlay of new metal over the existing seal, and a new sealcoat on completion. Roadside drains and culverts have been upgraded in conjunction. Rehabilitation Project 2 runs from RP 0.00km (Flemington Road) to 0.945km (Sandy Hook corner). This area is programmed for the same treatment due to deterioration. This project was forced to shut down during the lockdown and numerous complaints were fielded by the community due to dust issues noting the warm dry spell. The project resumed under level 2 and is now sealed. There are cost implications on this project due to inefficiencies caused by lockdown.

Drainage maintenance of rural surface water channels is an area of concern and was also raised in a recent NZTA technical audit of our area. Within our next Activity Management Plan we have referenced a document produced by the World Bank “Integrating Climate Change into Road Asset Management”. A mobile 3D mapping vehicle is being trialed on our network to profile our drainage assets to collect data for resilience programming.

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

2. CAPITAL PROGRAMME

- LED Street Lighting upgrade – Council have upgraded almost all of the 5,000 street lights to date and are now just finishing off a few random stragglers to fully complete the programme.
- Whanganui Urban Shared Pathway Project (refer to Walking and Cycling below).
- Fitzherbert Avenue Extension to Mosston Road –Part of the land acquisition included a land swap for part of the now obsolete old road reserve corridor. A tender went to market on 8 August aiming to be undertaking construction in the 2020/21 year as per our LTP commitments. Closing date for the tender is 10 September 2020. MBIE have pledged monies through the Worker Redeployment Package towards this project on the basis it can get out to market rapidly.
- **London Street Shared pathway (SH3).** Stage 2 of the project involves extension of the shared pathway from Fergusson Street down to the rail reserve including retaining walls in the section immediately north of Grey Street. The lockdown has delayed consent on this project and the work has rolled into Year 3 of our current block allocation. Work is programmed for late 2020.
- **Whanganui East Shared Pathway.** The section of existing shellrock path between the Multisport Club and Georgetti Road is to be upgraded to a 3m wide concrete shared pathway running alongside Kowhai Park and become the vital link between the bridges circuit. The design plans are complete and have been safety reviewed in preparation for construction to commence. However the project has been delayed due to Horizons investigating the vehicle entranceways to Kowhai Park for stopbank levels.
- **Moutoa (Pakaitore) Memorial Crossing – Taupo Quay.** Detailed design is complete and monies are confirmed in the current 2018-21 roading funding block under “City Wide Traffic Calming” in the Low Cost, Low Risk Safety Category. The proposal is to construct a raised

pedestrian walkway across Taupo Quay between the Whanganui River bank and Moutoa Gardens. Copies of the Assessment of Archaeological Sites Report compiled by Archaeology North Ltd in October 2018, have been supplied to the Pakaitore Historic Reserve Board for their feedback. The board has informed us they are working on a historic project at present and the research in this archaeology report is considered extremely valuable. The report (including design plans) was forwarded to Heritage New Zealand some considerable time ago in early 2019 seeking approval to construct. Efforts are being made at present to check on progress to proceed with the Trust's blessing, in order to construct this financial year, aiming for early 2021.

- **Kerb and Channel/Footpath renewals.** Current sites active in the city are Harper Street from Abbott Street to Swiss Ave, Victoria Avenue from Ingestre Street to Plymouth Street, with standard renewals from asphalt, to concrete and grass berms was recently completed. A new car parking area is almost complete on Hakeke Street fronting the Whanganui East Library.
- A Traffic Signals Upgrade to the intersection of Victoria Avenue and Glasgow Street was completed immediately prior to level 4 lockdown with extreme haste noting it was adjacent to all 3 Whanganui supermarkets. This intersection has been plagued with problems from obsolete equipment. The upgrade will assist vulnerable users and allow better tweaking efficiency to this extremely busy intersection. A temporary roundabout was be in place for most of the duration of the works and extensive consultation process took place through our communications team.

3. EMERGENCY WORKS

Emergency Works – April 2017 (Cyclone Cook)

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

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



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

Emergency Works – August 2018

Currently there are 2 Emergency Works project sites still awaiting completion from our most recent event in August 2018 due to consent requirements and iwi consultation. These 2 significant projects are being designed, and earmarked for completion in the early part of 2021. They are:

- Whanganui River Road (immediately prior to Bridge 31 Jerusalem – Route Position 50.1 kilometres (RP 50.10). Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair, in conjunction with a specialist river engineer. The likely option is a rock toe repair however this location is tenuous due to the acute angle of river flow with a vortex effect. Substantial survey has been completed to establish a hard foundation level to avoid the cost of rock toe blowing out in volume and cost. Negotiations are almost complete with Nga Tangata Tiaki on contract assistance with obtaining a resource consent to construct. The construction is programmed to take place in early 2021 noting all subsidised funds must be expended prior to 30 June 2021.
- Kaurapaoa Road 15.8 kilometres (RP 15.8) – The in-bend (west side) of this narrow carriageway section slumped away near the adjacent creek. The east side is flanked by steep papa cliffs limiting the usual retreat repair. Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair.



Photo: Taken standing on the August 2018 Jerusalem dropout, looking over to the June 2015 completed repair

4. ROAD SAFETY

Council recently completed the signalised upgrade of Victoria Avenue and Ingestre Street intersection. Council also has advanced design underway to upgrade the 2 signalised intersections through upper Victoria Avenue being Guyton Street, and Dublin Street. These are our busiest intersections and have the highest crash rates for signalised intersections in the city.

5. WALKING AND CYCLING



Let's Go Programme

- This has proved to be a difficult period with schools reacting to Levels of lockdown and the programme has had disruption of late. Council has claimed all subsidized funds and will pay our contract provider on a catch up basis from 2019/20 disruptions as they progress through 2020/21.
 - Engagement – Thirty one (31) schools (26 primary and 5 secondary schools) are now engaged in the cycle skills training programme.
 - Skills Training – As of end of 2019 school year, over 6000 students have gone through the scooter/cycle skills programme in the last three and a half years. More recently ACC has also funded Grade 2 cycle skills training and they have confirmed continuing to do so for the next 2-years. Bikes in Schools – To date eight (8) schools have received funding from the 'Bike On Trust'.
 - The Let's Go/ Mā Ake programme is undergoing a national accreditation process to become BikeReady (National Cycle Education System - NZTA) certified. Whanganui District Council would be the fourth Council in NZ to be accredited.
 - The Cycle Forward programme aims to encourage people with arthritis to start cycling, return to cycling, or keep cycling. Cycle Forward is part of the Let's Go/ Mā Ake initiative and is a collaboration between Whanganui District Council, Arthritis New Zealand and Whanganui Multisport Club. The programme is a New Zealand first trial and one hundred percent funded by the NZTA and ACC, and a partnership relationship with Horizons Regional Council. The idea for the programme began with Whanganui Multisport, and the Whanganui District Council and Arthritis New Zealand have run with it by creating a three year pilot programme that may be broadened out to other New Zealand centres.

Shared Pathways – Whanganui City Link

- London Street to Nelson Street Shared pathway Te Tuaiwi shared pathway (NZTA investment – 85%). This final stage comprised building a 3m wide concrete pathway alongside the rail corridor from Nelson Street to London Street (SH3) for a distance of approximately 800m in 2 separable portions. The contract includes drainage control as well as a 1.2m high protective barrier fence to separate users safely away from the railway line where the encroachment distance to the centre of track is less than 5m. Kiwirail, in conjunction with this contract, is also installing protective measures on the relevant intersections of Liverpool Street, and Glasgow Street to enable safe passage. ID Loaders Ltd tendered and delivered the work.



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

- London Street Shared pathway (SH3). This proposed section of upgrade to a shared concrete pathway will run from the Splash Centre to Great North Road. . The project will run through into the 2020/21 financial year and is being undertaken by Downer. The work involves retaining walls in the section immediately north of Grey Street. Consultation has been carried out with the AA and Heavy Transport Association to ensure safety in design dovetails into this State Highway corridor.
- Whanganui East Shared Pathway. The section of existing footpath between the Aramoho Rail Bridge and Georgetti Road is to be upgraded to a 3m wide concrete shared pathway running alongside Kowhai Park and become the vital link between the bridges circuit.

Kerb and Channel/Footpath renewals

- Current sites active in the city are Swiss Avenue, Harper Street, and Hakeke Street with standard renewals from asphalt, to concrete and grass berms.
- The recent footpath condition rating results have now been reviewed and a 5 year renewal programme has been developed feeding into the 3 year block allocation for 2021-24 draft programme to the Activity Management Plan.

Mountains to Sea Cycle Trail

The Mountains to Sea Cycle Trail is still under construction in isolated sections within the Whanganui District.

- The 4.2km section between the proposed new Upokongaro Bridge and the Aramoho Cemetery has been sealed. Final preparations are being undertaken to proceed towards commissioning the bridge for public use. This will allow the missing link in the Mountains to Sea route to become fully utilised.



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

- The southern end of the Mountains to Sea Cycle Trail currently terminates just short of the Whanganui Port at Gilbert Street in the Industrial zone. The remaining portion through the Port and further south to the North mole where it will meet the sea, has been delayed while the Port revamp plans are being finalised, with an application for funding assistance from the Provincial Growth Fund.
- Horizons Regional Council are planning to undertake upgrade works to the North and South Mole with significant rock armouring along the riverbank. Up to 37,000 tonnes of rip rap is required on the north mole side and is planned to take place in early 2021 subject to rock availability and resource consent approval. The termination section of the Mountains to Sea Trail will then follow within an allocated window along the river frontage to the end of the North mole with construction deferred to the 2020/21 financial year, in order to dovetail into the Horizons construction.

6. GENERAL BUSINESS

Whanganui District Council has engaged Abley Consultants to undertake a Network Operating Framework (NOP) model to steer and map its future evidence-based funding requirements aligned with optimum travel modes. The NOP once produced shall help to support business cases to NZTA in relation to structure replacements. A round of workshops took place involving key stakeholders to confirm use and outcomes of the NOP, to update and discuss levels of service, to agree and confirm strategic objectives for each travel mode, and to map land use and priority routes. The framework has been delayed due to adding material for the Springvale and Mill Road Structure Plan and is now expected to be on line by September 2020.

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

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

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

Report No.	20-119
Information Only - No Decision Required	

WAKA KOTAHI NZ TRANSPORT AGENCY DIRECTOR'S REPORT

1. PURPOSE

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the update from the Director Regional Relationships (Lower North Island), Waka Kotahi, NZ Transport Agency and Annex.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. BACKGROUND

- 6.1. Emma Speight, Director Regional Relationships (Lower North Island) will provide a presentation to the Committee on behalf of Waka Kotahi NZ Transport Agency (Waka Kotahi) outlining regional and national activities.
- 6.2. The Director Regional Relationships (Lower North Island) presentation will also include an overview of the draft Investment Prioritisation Method (IPM).
- 6.3. Waka Kotahi has created a draft IPM, which will replace the Investment Assessment Framework for the 2021-24 NLTP. It proposes moving from two prioritisation factors to three (as was the case before 2018), to give effect to the draft GPS 2021. The draft IPM has been developed based on the draft GPS that was released for consultation in March 2020. Now there is a better understanding of the changes to the draft GPS 2021, consultation on the draft IPM will be launched shortly.

7. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A NZ Transport Agency Presentation

Regional Transport Committee

Horizons
1 September 2020



New Zealand Government

Waka Kotahi Investment Proposal (WKIP)

CONTENT TBC

Regional Land Transport Plan (RLTP)

CONTENT TBC

Investment Decision-Making Framework (IDMF)

CONTENT TBC

Arataki

CONTENT TBC

Innovating Streets pilot fund

Creating people-friendly spaces through tactical urbanism

CONTENT TBC

Asset Management Data Standard (AMDS)

- In late July, we released the first version of the AMDS to improve how we manage land transport assets.
- Five workshops were held in early August, giving attendees the opportunity to learn and provide essential feedback.
- We're seeking feedback from anyone with an interest in the development and implementation of the standard.
- There will be four releases leading up to the AMDS being implemented in mid-2021.



Accessible Streets Consultation

- Accessible Streets is a package of national rule changes to support a move away from private vehicle use in urban centres to more energy efficient, low-cost and healthier transport options like walking, cycling and public transport.
- A national framework with local adaptations to fit local conditions.
- There are nine proposals in total.



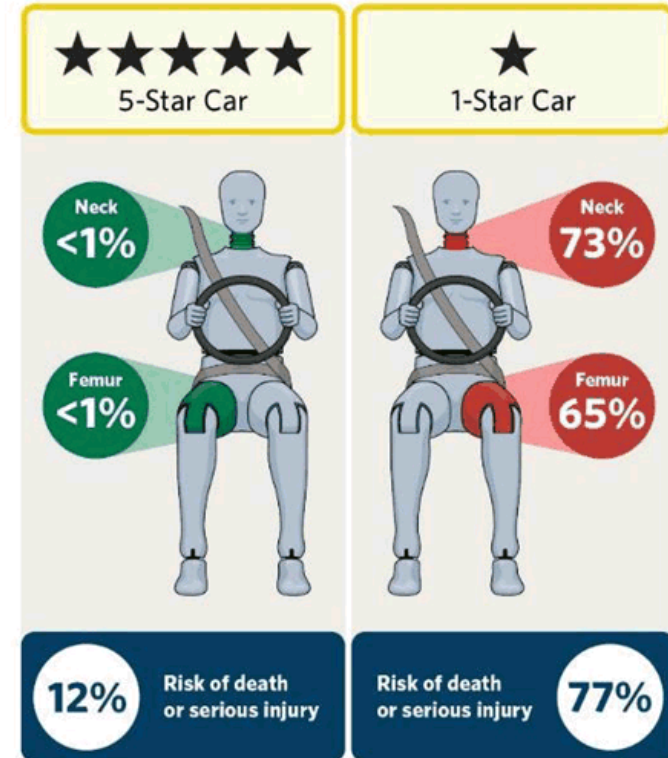
Driver distraction partnership

- We're collaborating with 2Degrees, Vodafone, Spark, Auckland Transport and NZ Police to raise awareness around the issue of mobile phone driver distraction.
- The partnership aims to develop a series of thought-provoking campaigns and initiatives over the coming year to spread the word to 'drive undistracted'.



Star ratings save lives in crashes

- We've released new crash test footage demonstrating that the choice you make when buying your next used car could be a life and death decision.
- The footage shows the results of a controlled head-to-head crash test between a 1-star and a 5-star safety rated vehicle.
- The outcome for the crash test dummies in each car showed a 77% chance of serious injury for the driver of the 1-star rated vehicle, compared to just a 12% chance of serious injury for the driver of the 5-star car.



Proposed approach to speed management

- In July the Ministry of Transport, through Local Government NZ, distributed two documents to RCA Forum members, Chief Executives and TSIG members.
- The explanatory document provides visibility of the direction of the proposed changes to the setting of speed limits rule.
- The proposal is at an early engagement stage and the Ministry of Transport welcomes any feedback you may have.
- Please send any feedback or questions to: speed@transport.govt.nz



Manawatū-Whanganui Updates

September 2020



NZ Upgrade Programme Ō2NL

Progressing plans for the Ōtaki to north of Levin \$817 million new highway project.

- We are currently holding meetings with all affected property owners to discuss our proposals and public and stakeholder engagement began on 25 August.
- Draft plans being presented to the community for:
 - The new highway **alignment**
 - **Interchange** locations and types
 - **Local road** connections
- Options assessed against:
 - **Fit with project objectives**
 - **Environmental and social factors** - including HDC district development, iwi cultural values, productive land values and more.
 - **Implementability impacts** - including fit with local road system.

Project Objectives

- Contribute to enhanced movement of people and freight on the state highway network.
- Enhance safety of travel on the state highway network.
- Enhance resilience of the state highway network.
- Provide appropriate connections that integrate the state highway and local road network to serve urban areas.



Ō2NL Update

Community engagement this winter on safety improvements and the new highway.

Safety improvements (NLTF)

- Three portions of work:
 - Stretches of edge barrier and wide centre lines on SH57, plus SH57 / Queen St roundabout
 - Stretches of median barrier on SH1 south of Levin, plus SH1 / SH57 roundabout
 - Investigation into possible safety improvements north of Levin
- We sought community feedback on the SH57 portion of this work in July and this is being incorporated into our designs. We will continue to engage as designs are developed for the rest of the safety improvements.

New highway and shared path (NZ Upgrade Programme)

- Investigations and design work progressed the 300m wide preferred corridor to the draft preferred alignment, which represents the technically preferred option as accessed across various fields.
- Visible investigations included geotechnical testing on the corridor from late May and an aerial survey of the area.
- Property owner conversations about the draft preferred alignment began in mid-August.
- Engagement with the community for an update on investigations and the announcement of the draft preferred alignment began 25 August and will continue through September.



Improving **safety and resilience** of the **Ōtaki to north of Levin** transport corridor in the medium term, while progressing a new four-lane highway to **support growth** in Levin and **increase transport choice** for the growing population by the end of the decade.

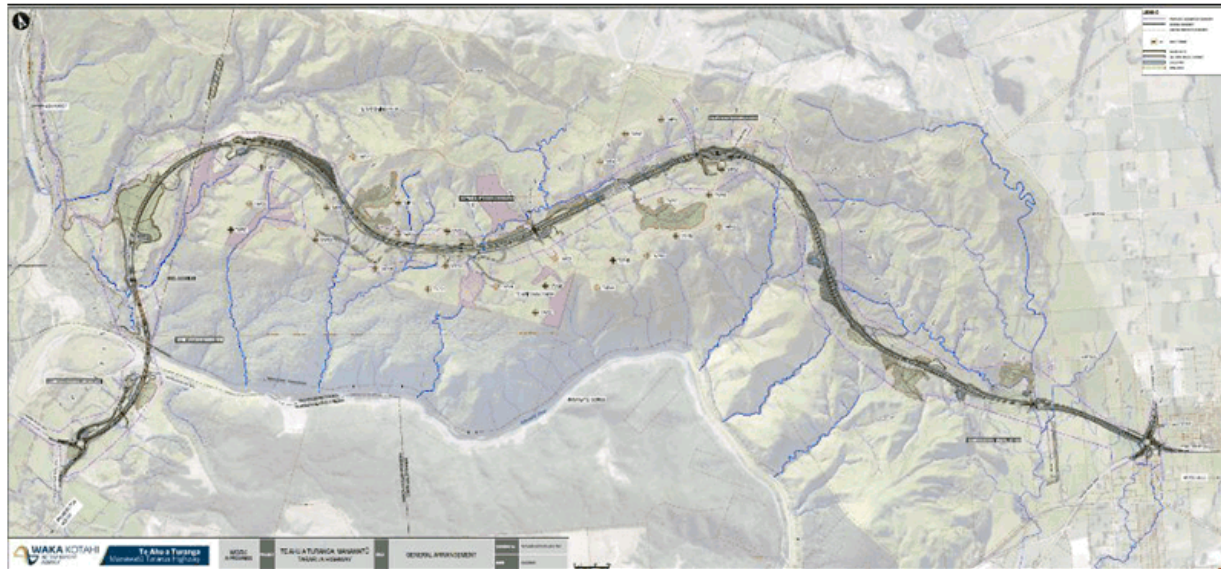
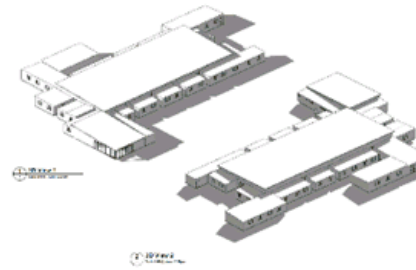
Manawatū-Whanganui Regional Update

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	\$15.84M	Ongoing	Green	Waka Kotahi has put together another big programme for our maintenance and operations with a plan to deliver over 90 lane km of renewals works, as well as a large heavy maintenance programme. <ul style="list-style-type: none"> • 44 centreline km reseals • 1.5 centreline km rehabilitation • 415 centreline metres Asphaltic Concrete
Low Cost / Low Risk	\$0.8M	Ongoing	Green	Resilience – 7 projects carried over from 2019-20 with no new projects yet approved. Safety – 3 projects carried over from 2019-20 with no new projects yet approved.
SH3 Manawatu Gorge Alternative Routes	\$3.3M	Ongoing	Green	This is the first full approved annual plan for the Manawatu Gorge alternate routes. This investment will see an improved programme of maintenance and renewals works for these roads.

Manawatū-Whanganui Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ahu a Turanga: Manawatū Tararua highway	\$123m	<p>Regional Consenting Sept 2020</p> <p>Enabling Work construction commence Oct 2020</p> <p>Design Completion Jan 2021</p> <p>Main works construction commence Jan 2021</p> <p>Project completion Dec 2024</p>	Green	<p>Environment Court hearing to be held 24th August 2020. All issues resolved prior to attending the hearing, therefore hearing is likely to only be 1 or 2 days.</p> <p>Site Office works have commenced with a number of other enabling works packages ready to commence or still working through consenting process (refer to photos upper right next page).</p> <p>Project Alliance Agreement, Governance Plan and Sub-Alliance Agreement all signed at Te Ahu a Turanga Marae (refer to photo bottom right next page).</p> <p>Currently working with DOC and Horizons to develop an implementation plan for the Pest Control within the Manawatū scenic reserve.</p> <p>Property acquisition is almost complete with only 1 property in final negotiation stage.</p> <p>Mahi toi (cultural design) is progressing well with our iwi partners. Mātanga mahi toi have been brought into the project as part of the project team.</p> <p>Jobs and training day postponed due to COVID restrictions, will be re-scheduled</p>

Te Ahu a Turanga: Manawatū Tararua Highway



Manawatū-Whanganui Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Whirokino Trestle and Manawatū River Bridge	\$70m	Late 2020	Green	<p>Demolition of the old Whirokino Trestle is underway and likely to take around three months to complete, while demolition works on the Manawatū River Bridge have commenced and will work around seasonal river restrictions around fish spawning.</p> <p>Work is continuing on the tie-ins to the existing SH at each end and the local road network at Whirokino/Matakarapa Roads. Once the new alignment of Whirokino Road opens, the old Manawatu River Bridge, currently used as a detour, will be closed. As per HRC advertising, the river will also be closed for August, September and October. The closure extends 200m upstream and downstream of the original bridge for the safety of river users while the bridge is demolished.</p>



SH4 Update – Te Oreore slip site

August 2020

- The dewatering wells are operating at Te Oreore with a further well to be installed later this month.
- Although we are in Covid-19 Alert Level 2, our drilling programme continues (with appropriate health and safety measures in place)
- The consenting process for the permanent road is well underway. We expect to lodge the consents over the following months.
- Detailed design for the permanent road is underway with a target construction start in summer 2021.
- Landowner discussions for the new road are progressing well.



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

SH4 Update – Resilience sites

August 2020

2. Raukawa

- We're currently awaiting approvals to start work on this site. We're in the final stages of the design review.

3. Hapokopoko Curve Rock

- Work on this site is progressing well with the team completing a large section of the scour protection/rip rap placement. The plan is to complete construction on this site by late 2020.

4 Whiskey's Corner

- The main physical work on Whiskey's Corner has been completed with concrete barriers repositioned to their final location.
- This section of road is now open to two-way traffic and returning to normal operating speeds.

5. South Raupiu Retreat

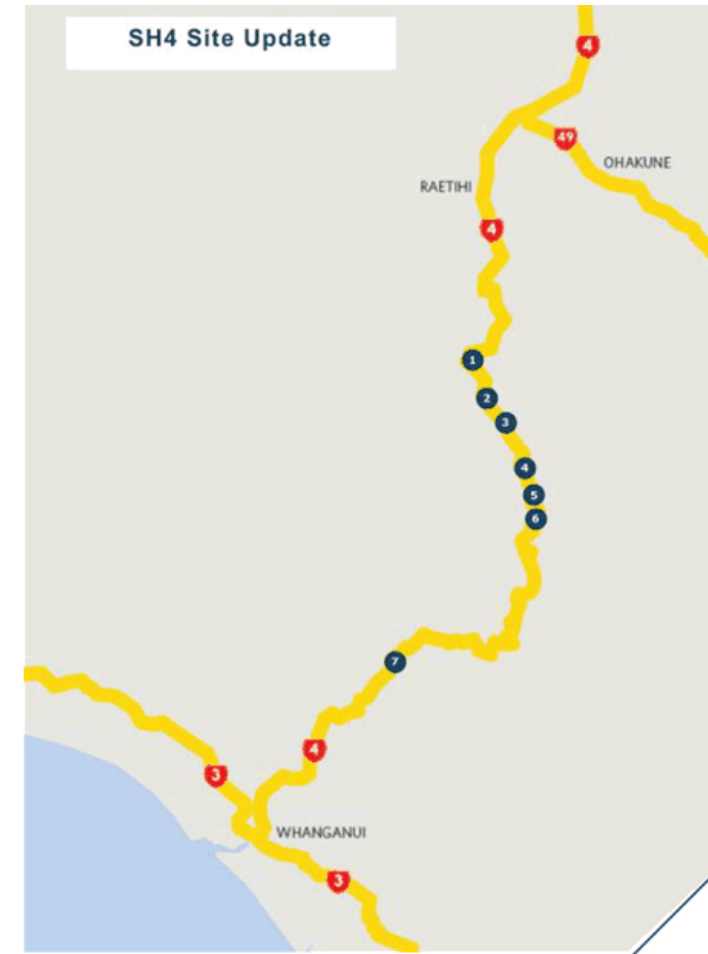
- Work on this site has been put on hold due to an unstable slope face. During the initial cut work two areas became unstable and slipped. Work was stopped until the design and geotech team can investigate and find a suitable solution.
- We're aiming for a completion date of August/September 2020.

6. Otoko Pā

- All work on this site has been completed. The two slips that occurred on the site in July are currently being investigated and monitored.

7. Kukuta Underslip

- The design work on this site is in its final stages. There are two historical sites outside the work area but close to the north end of this site. As there's the potential for further sites to be within the work area, an archaeologist has been engaged to undertake a more thorough assessment.



Manawatū-Whanganui Project Updates – ACNZ & PNITI

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
ACNZ	\$1.2M	Last quarter 2020	Green	Accessing Central NZ (ACNZ) Programme Business Case <ul style="list-style-type: none"> Draft Programme Business Case (PBC) completed PBC going through Investment Quality Assurance (IQA) review
PNITI			Green	PNITI Business Case <ul style="list-style-type: none"> Draft Network Options Report (NOR) completed NOR being updated to reflect feedback from key partners Investment Quality Assurance review underway Project partners developing Joint Working Group and Steering Group structures for future project phases Expecting to have business cases finalised and endorsed in around 6 weeks.



Manawatū-Whanganui Project Updates – other

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Ashhurst Mitigation	\$6M	Late-2021	Green	<p>Completed Works</p> <ul style="list-style-type: none"> Salisbury Street footpath widened, Bamfield & Lincoln & Worcester; median islands, give ways and traffic calming, Stanford Street calming; priority on Stanford St with side roads having to yield. <p>Currently under construction</p> <p><u>Village Centre Improvements</u></p> <ul style="list-style-type: none"> Raised platforms, kerbside islands and planting to create traffic calming / lower speed environment. <p>Construction starting this month</p> <p><u>Mulgrave and Hillary</u></p> <ul style="list-style-type: none"> Altered priority to reduce traffic volume, traffic speed, noise and improve safety for Spelman Ct traffic / people. <p><u>Hillary & Cambridge & Custom</u></p> <ul style="list-style-type: none"> Intersection re alignment to lower speed, reduce traffic / encourage them to use the preferred route, improve visibility and improve footpath connections. <p>Design</p> <p><u>Cambridge and York</u></p> <ul style="list-style-type: none"> Traffic calming including one-way treatment on York and change of priority at Short St <p><u>York and SH3/Napier (In Final Design)</u></p> <ul style="list-style-type: none"> Traffic calming, improved signs and markings (includes removal of Give Way for left turn into Cambridge)
Ashhurst Bridge Shared Path	\$200K (SSBC phase)	27/08	Green	Community engagement to take place in Ashhurst on 27 August. Presenting clip-on shared path option in conjunction with PNCC

Manawatū-Whanganui Project Updates – Speed & Safety

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
SH 3 Whanganui to Westmere Speed Review		Late June – seek approval for implementation phase	Green	Speed design complete – starting implementation discussion once approved by programme manager – gazetting paperwork being prepared in advance and waiting approval
SH1 Bulls to Sanson Speed Review	\$2.4M for Manawatu – Whanganui region over multiple corridors	Engagement post covid-19 restrictions	Amber	Seeking approval to proceed with speed engagement – infrastructure works likely to be 2 or more years away before implementation- speed can proceed in the meantime Engagement planned post covid-19 restrictions
SH3 Palmerston North to Whakarongo Speed Review		Engagement and consultation post covid-19 restrictions	Amber	We are liaising with infrastructure teams to ensure any speed and infrastructure plans are aligned to deliver a complete solution Planning stakeholder engagement and consultation post covid-19 restrictions

Manawatū-Whanganui Project Updates – Stock Effluent

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



Provincial Growth Fund – Manawatū-Whanganui Transport Investment

Note: no PGF investment administered by Waka Kotahi in the region

Council	Description	Cost (\$)	Start
Horowhenua	Queen St/Tiro tiro Rd intersection	700,000	2 weeks
	Queen St improvements (Oxford-Salisbury)	950,000	4 weeks
Ruapehu	Cycle trail construction/maintenance (Depot Road/Fisher Road)	100,000	Immediate
	Maintain/fell exotic trees on road margins	500,000	Immediate
	Road team additional crews	300,000	Immediate
	Te Ara Mangawhero Cycle Trail (missing links)	250,000	Immediate
Tararua	Route 52 tree removal	500,000	Immediate
Whanganui	Fitzherbert Ave extension to Mosston Rd Industrial Link	1,800,000	2 months
	Rapanui Rd stock underpass	40,000	Immediate
	Whanganui River Road guard rail upgrades (10 sites)	200,000	Immediate



Hei konā mai

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Proposed approach to speed management Land Transport Rule: Setting of Speed Limits

July 2020



Enabling New Zealanders to
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New Zealand Government

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Purpose of this document

The Government is developing the Setting of Speed Limits rule (the draft rule) as part of its *Tackling Unsafe Speeds* programme. This is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits outside schools, and would replace the Land Transport Rule: Setting of Speed Limits 2017 (the 2017 rule).

This document is intended to provide local government and key stakeholders with visibility of the direction of the proposed changes to the 2017 rule. It is intended to allow key stakeholders to provide additional input into the drafting of the new Setting of Speed Limits Rule ahead of formal consultation on the draft rule. Formal consultation is expected to be carried out shortly after the 2020 General Election.

This document may also be used by local government to begin planning for implementation of the new speed management framework. However, while the overall approach has been agreed to by Cabinet, this document sets out proposed changes only. **It is not confirmed Government policy.** Some details outlined in this document may change subject to feedback from stakeholders, formal consultation, and during finalisation of the rule.

The Ministry welcomes any feedback you may have on the proposals in this document. While the overall policy has been agreed by Cabinet, we are interested to know whether the proposals outlined in this document are likely to create practical challenges when being implemented as there will be an opportunity to address these before the draft rule is finalised. Please send any feedback or questions to: speed@transport.govt.nz.

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How to navigate this document

This document consists of four parts.

Part 1 sets out the background and what has been done to date.

Part 2 sets out the key components of the new regulatory framework.

Key component	For more information, refer to:
<p>Speed management plans - The separate requirements for Waka Kotahi NZ Transport Agency (Waka Kotahi) (as an RCA) and territorial authority RCAs¹ in conjunction with regional transport committees to develop, consult on, and finalise speed management plans.</p> <p>Regional speed management plans would be certified by Waka Kotahi (as regulator).</p>	Section 2.2
<p>Speed Management Committee - The establishment of a speed management committee to certify Waka Kotahi's State highway speed management plans and to provide oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides to RCAs.</p>	Section 2.3
<p>Register of Land Transport Records - The requirement for all permanent, variable and seasonal speed limits to be entered into a national publicly searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country. Existing speed limits in bylaws would be transferred to the register.</p>	Section 2.4
<p>Safer speed limits around schools - The requirement for RCAs to reduce speed limits around:</p> <ul style="list-style-type: none"> • urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate • rural schools to a maximum of 60 km/h (variable or permanent speed limits). 	Section 2.5

¹ When the term "RCAs" is used in this document, we are referring to territorial authority RCAs. RCAs who are not territorial authorities are referred to as "non-territorial authority RCAs".

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Part 3 provides information on elements of the 2017 rule that would be replaced, as well as those that would remain unchanged.

Key component	For more information, refer to:
Components of the 2017 rule that would be replaced: <ul style="list-style-type: none"> • 70 km/h and 90 km/h speed limits • variable speed limits • mean operating speed • urban traffic areas • Waka Kotahi’s role as regulator. 	Section 3.2
Components of the draft rule that would remain largely unchanged: <ul style="list-style-type: none"> • default speed limits • temporary and emergency speed limits • signs and road markings • speed limits in designated locations² 	Section 3.3

Part 4 contains information on transitioning to the new regulatory framework.

² While the types of designated locations would remain the same, speed limits in these areas must be entered into the Register of Land Transport Records, and RCAs have the option of using speed management plans to consult on speed limits in these locations.

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1. Background

Faster travel speeds increase the risk of a crash and, when a crash happens, increase the trauma involved. We know that speed is a major contributing factor to deaths and serious injuries on New Zealand roads.

We want a consistent, transparent and coordinated approach taken to speed management across our road network where decisions about engineering upgrades, speed limit changes and the roll out of safety cameras are made together.

We'd like to see our speed management decisions support safe and accessible environments for walking, cycling and travelling with children.

We have heard from local government that:

- Road controlling authorities (RCAs) find the current process for setting speed limits (which requires RCAs to make bylaws) resource intensive, time consuming and complex. This leads to confusion, delays and some RCAs putting off making speed management decisions that are sorely needed on our highest risk roads. The current process does not encourage regional collaboration among RCAs and speed management can often be done on a road-by-road basis. This leads to communities having little visibility about speed management changes across their region.
- There are opportunities to improve safety and accessibility around schools. Current speed limits outside many schools do not make walking and cycling an appealing mode of transport. Increased rates of children walking and cycling to school may also have a range of co-benefits, including health and accessibility benefits.

In response to this feedback, on 11 November 2019, the Government agreed to the *Tackling Unsafe Speeds* programme. The programme includes three components. These are:

1. Introducing a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes.
2. Transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport.
3. Adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads.

As part of the new regulatory framework, the speed management process would be aligned with the land transport planning process and bring together decisions about infrastructure investment and speed management. This would help ensure a more transparent process to speed management infrastructure, planning and implementation around the country.

Where are we at in the process?

We are developing the draft rule, which would give effect to the new regulatory framework for speed management and the requirements for safer speed limits outside schools. This would replace the 2017 rule. Waka Kotahi is also progressing the delivery of its safety

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camera and infringement processing operating model, which would see these safety camera functions transfer from the New Zealand Police to Waka Kotahi.

The Ministry had previously indicated that we would be formally consulting on a draft rule in mid-2020. However, drafting of the Land Transport (NZTA) Legislation Amendment Bill (NZTA Bill) (which impacts how some provisions in the rule would be drafted) and the rule, have been delayed due to redeployment of resources to respond to COVID-19. Public consultation on the draft rule is now anticipated to occur after the 2020 General Election (subject to Cabinet agreement).

Further information on the NZTA Bill can be found [here](#).

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2. Key components of the new framework

2.1 Summary

The draft rule proposes to introduce a new speed management framework to improve the way RCAs plan and implement speed management changes. Once introduced, Waka Kotahi would be required to produce a State highway speed management plan. This plan would set out proposed speed management reviews and safety infrastructure changes on the State highway network over a 10 year period. Plans would be developed every six years, with allowance for variation every three years (plans would provide more specific details about proposals for the first three years of the plan). An independent speed management committee would be established to certify this plan.

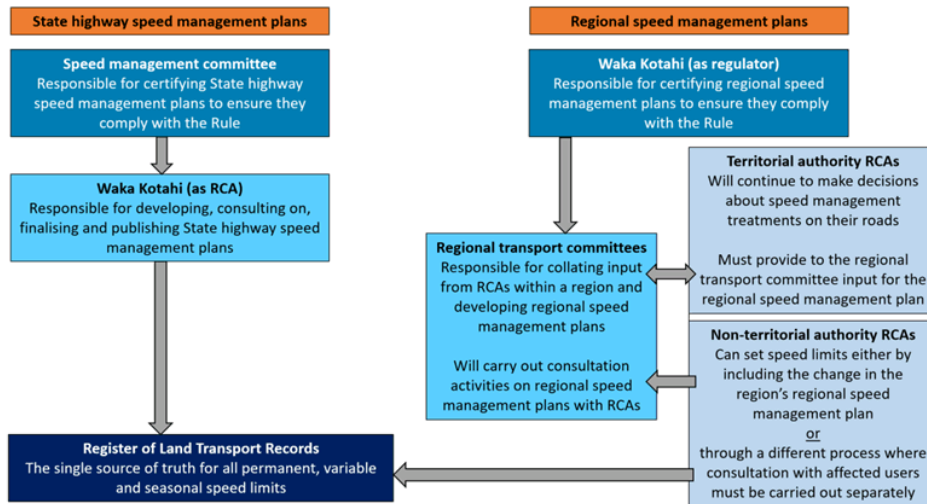
RCAs would be required to work collaboratively with their regional transport committee and Waka Kotahi to produce regional speed management plans, setting out speed management treatments in the region over a 10 year period. These plans would be developed every six years and would be updated every three years to align with the land transport planning process. Waka Kotahi (as regulator) would be responsible for certifying regional speed management plans. All speed management plans would be made publicly available on the Waka Kotahi website.

This approach would remove the current bylaw-making requirements. All speed limits would formally come into force through inclusion on a national register.

This framework would allow for a more coordinated and transparent approach to speed management. Through this planning process, RCAs would be required to reduce speed limits around urban schools to 30 km/h (or 40 km/h where appropriate) and around rural schools to a maximum of 60 km/h. These could be variable speed limits where appropriate, with the lower speed applying during school travel times.

The diagram and table below illustrate the key components of the new regulatory framework, and the new functions and responsibilities we are proposing to introduce. Under the new framework, there would be greater clarity of Waka Kotahi's role as a regulator and as an RCA, as there would be a clear distinction between Waka Kotahi's regulatory functions and RCA functions.

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Body	Responsibilities
Waka Kotahi (as an RCA)	<ul style="list-style-type: none"> Works with regional transport committees to develop, consult on, finalise and publish State highway speed management plans. <p><i>Note: Each regional transport committee includes a Waka Kotahi representative.</i></p>
Regional transport committees	<ul style="list-style-type: none"> Collate input from RCAs within a region and develop, consult on and finalise regional speed management plans. Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions.
Waka Kotahi (as regulator)	<ul style="list-style-type: none"> Certifies regional speed management plans prepared by regional transport committees to ensure they comply with requirements in the draft rule. Approves speed limit changes that are done outside the speed management planning cycle. Provides information and guidance on speed management to RCAs. Provides support and advice to the speed management committee, as well as playing an administration role.
Speed management committee	<ul style="list-style-type: none"> Certifies State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule. Provides oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

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	<i>Note: Appointments to the speed management committee would be made by the Minister of Transport.</i>
Territorial authority RCAs	<ul style="list-style-type: none"> Continues to make decisions about speed management treatments on their roads. Provides input into the regional speed management plan to the regional transport committee.
Non-territorial authority RCAs	<ul style="list-style-type: none"> Continues to make decisions about speed management treatments on their roads. Can set speed limits either: <ul style="list-style-type: none"> through the process for setting speed limits in designated locations, or by including the change in the relevant regional speed management plan.
Registrar	<ul style="list-style-type: none"> Certifies all permanent, variable and seasonal speed limits in the Register of Land Transport Records – the intent is that this would be the single source of truth for these speed limits.

More information on the proposed new requirements is set out in the sections below.

2.2 Speed management plans

What is being proposed?

Waka Kotahi (as an RCA) would prepare and consult on a State highway speed management plan for the State highway network.

Territorial authority RCAs would each contribute to a regional speed management plan coordinated by regional transport committees.

It is proposed that speed management plans would set out the objectives, policies and measures for speed management on relevant roads for at least 10 financial years from the start of the plan, and include changes to speed limits (other than temporary and emergency speed limits), safety cameras and infrastructure on the relevant roads. Plans would be updated and consulted on again every three years.

The timing of both the State highway and regional speed management planning and consultation processes would be aligned with regional land transport planning to bring together speed management and infrastructure investment decisions. Waka Kotahi would be responsible for determining specific deadlines for each planning cycle.

It is intended that speed management plans must also:

- indicate how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy
- include an explanation of the approach to deciding whether to propose speed limit changes or infrastructure investments (including safety camera proposals)

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- include an implementation programme for at least 3 financial years from the start of the plan that sets out the timelines at which changes to speed limits, safety cameras and infrastructure on the relevant roads would be implemented
- include information about any speed limit area that an RCA has designated over relevant roads (see section 3.2.4 for more information on speed limit areas)
- include information about speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h, (see section 2.5 for more information on speed limits around schools)
- include a summary of changes to speed limits, safety cameras and infrastructure that have yet to fully take effect but have already been included in the implementation programme in a previous plan
- for any changes to speed limits that do not align with Waka Kotahi's view (as regulator) of what is the safe and appropriate speed for the road, include an explanation for why the change to the speed limit is being made.

Speed management plans would also describe the interactions where speed management proposals affect roads that interact across RCA responsibilities. This would include, for example, between local roads and State highways, and at the boundaries of regional speed management plans.

It is intended that when preparing a plan, each regional transport committee and Waka Kotahi (as an RCA) must have regard to the guidance and information developed and maintained by Waka Kotahi (as regulator).

Speed management plans would be consulted on to ensure local knowledge and community feedback is accounted for. All RCAs would be required to implement their proposals in final speed management plans. In order to give legal effect to new speed limits, RCAs would be required to lodge all speed limit changes for inclusion on the Register of Land Transport Records (see section 2.4 for more information on the Register of Land Transport Records).

How is this different from the existing process?

The development of speed management plans would replace and remove the current bylaw-making requirements when setting speed limits. It would also require RCAs and regional transport committees to consider speed management treatments across an entire region, rather than just on a road-by-road basis. Likewise, consultation would be done on the entire plan, rather than on a road-by-road basis.

Under the new framework, there would be greater emphasis on the expectation of RCAs to take a 'whole of network' approach to considering speed management changes. This includes consideration of infrastructure treatments (including safety cameras) in addition to, or instead of, speed limit changes to help achieve optimal road safety outcomes.

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Regional transport committees would play a greater role in speed management under the new framework. They would be responsible for collating input from RCAs within a region and updating draft regional speed management plans every three years.

This new framework would create a more coordinated approach to speed management, and it would encourage collaboration between RCAs and regional transport committees. The development of speed management plans and the process for certifying them would ensure there is greater accountability for speed management across the country. This would be particularly beneficial to the public, who would have far greater transparency of proposed speed management changes in their regions and across the country.

2.2.1 Regional speed management plans

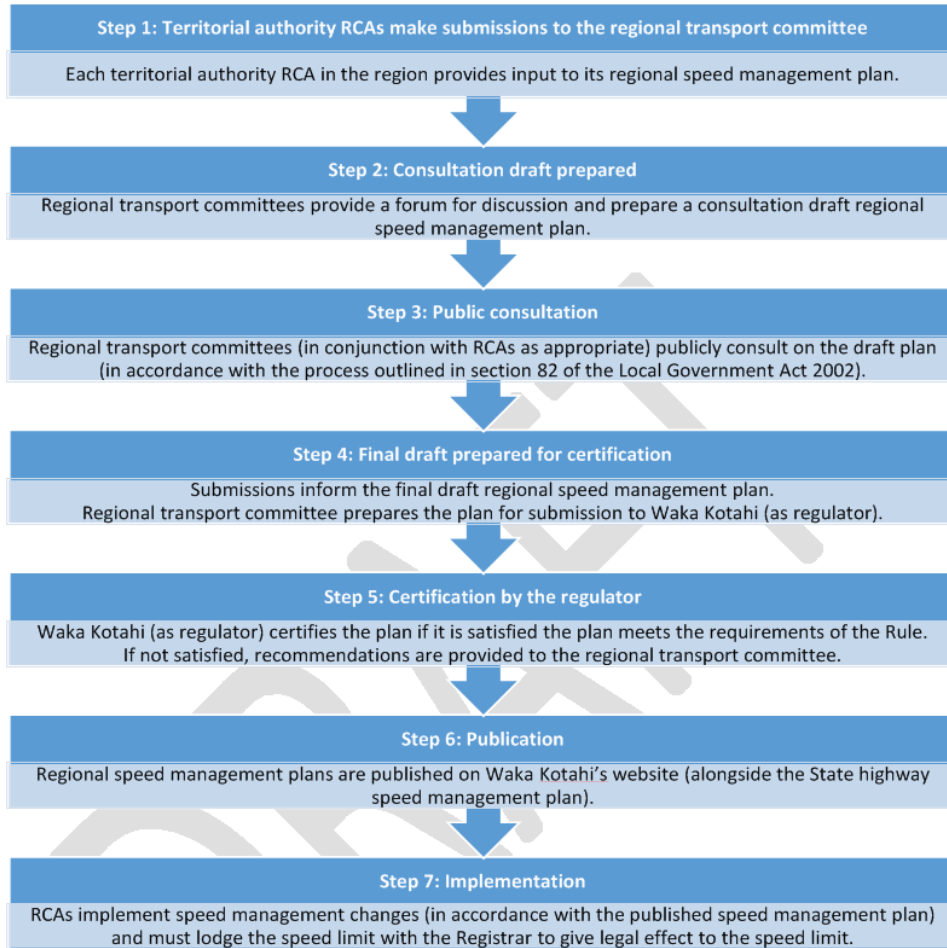
All territorial authority RCAs would continue to make decisions about speed management treatments on their roads.

Regional transport committees would be responsible for collating input from RCAs within a region and developing draft regional speed management plans.

It is intended that proposals must be included in a regional speed management plan, in accordance with the timelines set by the regulator. We expect the regulator would set timeframes to coincide with development of regional land transport plans, to allow for coordination of decisions about infrastructure investment and speed management. The contributions of RCAs would be coordinated by regional transport committees into regional speed management plans. These plans should be certified by the regulator.

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Process for making regional speed management plans



Role of regional transport committees

Regional transport committees would provide a forum to:

- encourage consistency across the network
- manage interactions and implementation timing across RCAs, including interactions between local roads and the State highway network
- work through any boundary issues with bordering regions.

Regional transport committees would also:

- carry out consultation activities on regional speed management plans with RCAs
- provide final draft regional speed management plans to Waka Kotahi (as regulator) for certification
- finalise regional speed management plans for publishing.

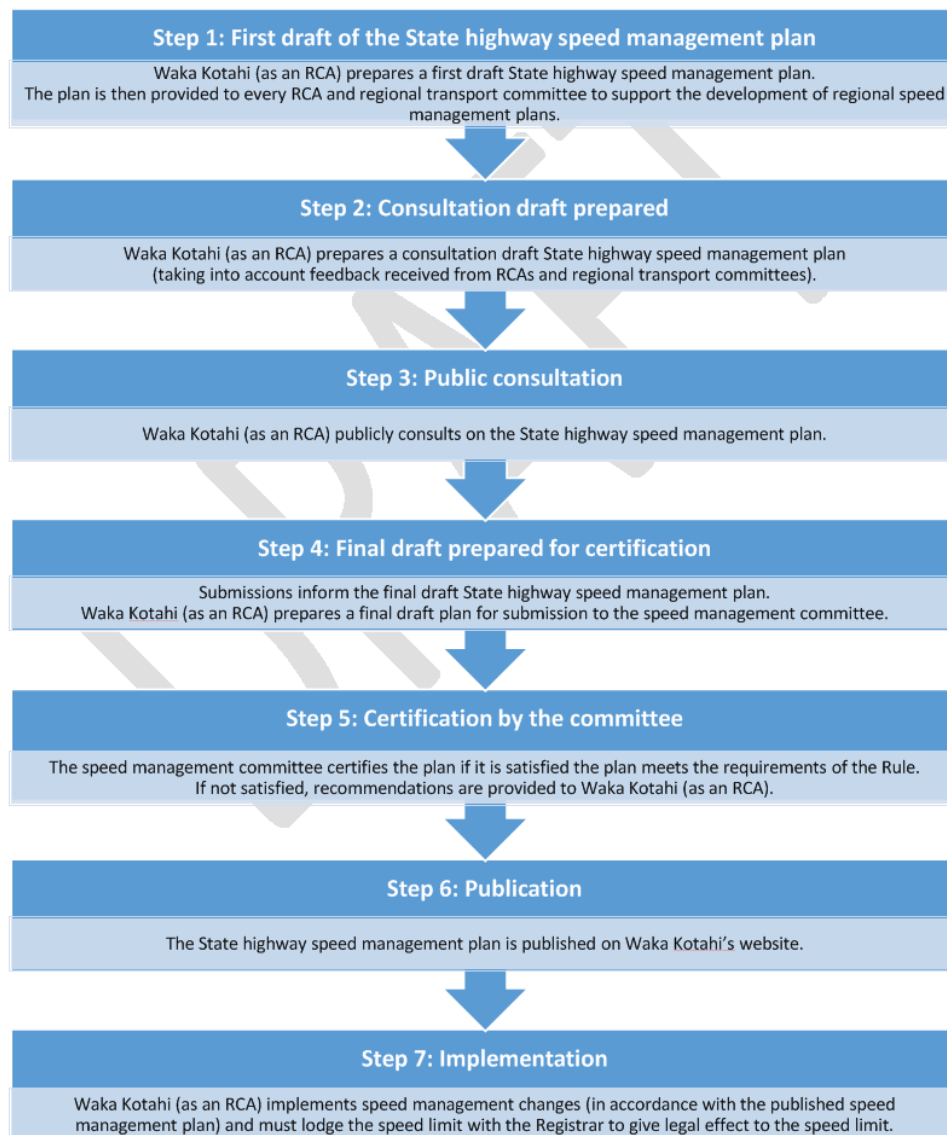
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2.2.2 State highway speed management plans

Waka Kotahi (as an RCA) would continue to make decisions about speed management treatments on the State highway network.

It is intended that proposals must be included in a State highway speed management plan, in accordance with the timelines set by the regulator. These plans must be certified by an independent speed management committee (refer section 2.3).

Process for making State highway speed management plan



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2.2.3 Consultation on plans

In general, the consultation process for speed management plans is expected to align with the consultation process for regional land transport plans.

The draft rule would provide flexibility for each region to determine the extent of the involvement of the regional transport committee, individual RCAs and Waka Kotahi (as regulator) in the consultation process. Consultation on regional and State highway speed management plans could be carried out in conjunction with one another and in conjunction with the relevant regional land transport plans, or the regional council's long-term plan or annual plan.

In order to fulfill the consultation requirements of the draft rule, regional transport committees and RCAs should meet similar requirements to those for regional land transport plans:

- consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
- take reasonably practicable steps to consult Māori affected by any proposed change in a draft plan that affects or is likely to affect:
 - Māori land
 - land subject to any Māori claims settlement Act
 - Māori historical, cultural, or spiritual interests.
- establish and maintain processes to provide opportunities for Māori to contribute to the preparation of the plan.

2.2.4 Certification of plans

Waka Kotahi (as regulator) would formally certify regional speed management plans. Plans would be assessed against requirements set out in the draft rule.

An independent speed management committee would be established to certify Waka Kotahi's State highway speed management plan against the same requirements.

Certification would be a test to confirm that requirements in the rule had been met, rather than an opportunity to override decisions about individual speed management interventions. The regulator or the speed management committee would need to be satisfied that:

- the regional transport committee or Waka Kotahi (as an RCA), as the case may be, has confirmed that consultation has been carried out in accordance with the draft rule
- the plan complies with the content requirements as set out in the draft rule
- the plan takes a whole-of-network approach by including consideration of a range of speed management interventions
- the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy

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- the plan includes an implementation programme for at least 3 financial years from the start of the plan that sets out the times at which the changes (if any) being proposed to speed limits, safety cameras and infrastructure on the relevant roads are proposed to come into force
- where the plan includes changes to speed limits that do not align with the regulator’s view of what is the safe and appropriate speed for the road, the plan also includes an explanation for why the change to the speed limit is being proposed.

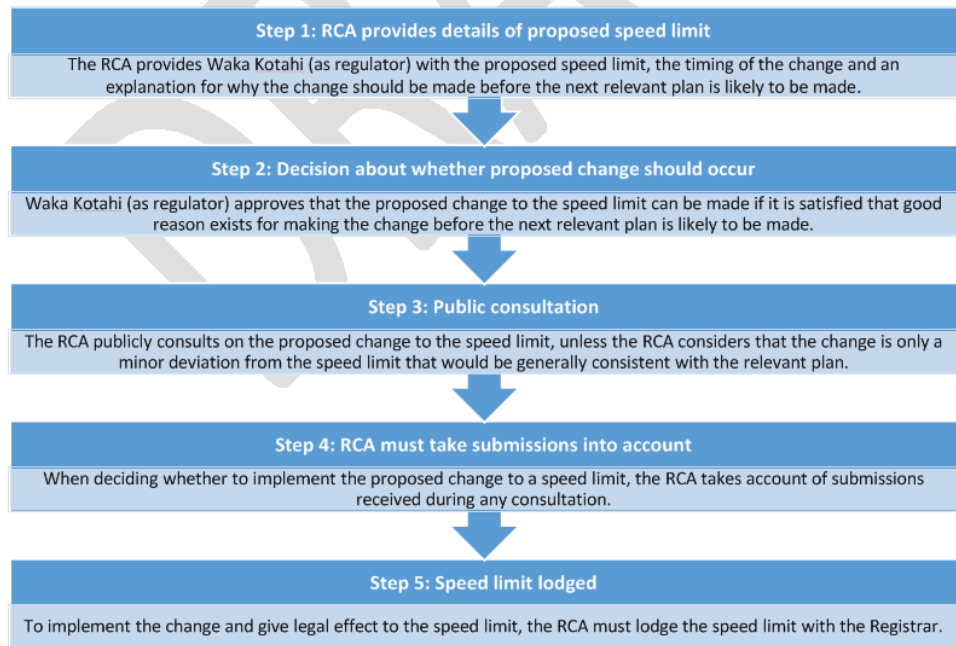
RCA’s would need to provide a declaration that they have followed due process. If the regulator or the speed management committee is satisfied that the requirements in the rule have been met, it must certify the plan.

If the regulator or the speed management committee is not satisfied, it must refer the plan back to the regional transport committee or Waka Kotahi (as an RCA) with recommendations for how the plan should be varied to meet the requirements in the draft rule.

2.2.5 Out of cycle process for setting speed limits

We recognise that there could be situations where speed limits need to be set outside of the standard, three-yearly planning process. For example, if a new subdivision is built.

An RCA may change a speed limit, despite that change not being included in the relevant plan, by following the process below. Waka Kotahi must approve the speed limit.



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2.3 Independent speed management committee

What is being proposed?

An independent speed management committee (the committee) would be established under the draft rule to:

- certify State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule
- provide oversight of the information and guidance on speed management that the regulator provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

The committee may request that Waka Kotahi (as regulator):

- provide comment about any information or guidance the regulator has provided
- procure an independent review of any information or guidance the regulator has provided.

The committee would be supported, advised and administered by Waka Kotahi. Appointments to the committee would be made by the Minister of Transport, on advice from the Ministry of Transport.

The NZTA Bill includes an enabling provisions to allow rules to require Waka Kotahi to establish a committee for the purposes of speed management. This legislation would allow the draft rule to require Waka Kotahi to establish a speed management committee.

How is this different from the existing process?

The establishment of the committee is a new component under the new framework. At the moment, Waka Kotahi is the regulator for the speed management functions carried out by Waka Kotahi (as an RCA). However, Waka Kotahi would remain the regulator for some functions carried out by Waka Kotahi (as an RCA), including in relation to temporary speed limits and 110 km/h speed limits.

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2.4 Register of Land Transport Records

What is being proposed?

The principal way a speed limit would be set is by entering the speed limit into a national publicly-searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country.

The NZTA Bill establishes a Register of Land Transport Records (the Register). This is intended to be a source of truth for, and give legal effect to, categories of land transport decisions that are specified in regulations under the Land Transport Act 1998 (LTA). Waka Kotahi is the Registrar of the Register.

We intend for speed limits to be the first category of decisions that are required to be included in the Register.

RCAs would be responsible for providing Waka Kotahi, as Registrar, with the necessary details of a speed limit change. These could include:

- geospatial information about the speed limit
- the date on which the speed limit enters into force (which must not be earlier than the date the speed limit is entered in the register)
- the category of speed limit (ie permanent, variable or seasonal speed limit)
- for seasonal limits, the relevant dates and corresponding speed limits
- for variable speed limits, the relevant conditions and corresponding speed limits
- any other information required by the Registrar.

Upon receiving this information, the Registrar would be required to create a land transport record and include the record on the Register (assuming the lodgment meets any criteria the Registrar must check against). RCAs would be responsible for ensuring speed limit signage is changed at the time a new speed limit comes into effect. Signage requirements are intended to remain consistent with the 2017 rule.

A speed limit would have legal effect from the in-force date on the Register.

In the short to medium term, temporary and emergency speed limits would not be entered into the Register. The process to enable temporary and emergency speed limits to be legally enforceable would be the same as the process under the 2017 rule. In the long term, we expect the Register to be able to accommodate temporary and emergency speed limits.

2.4.1 Bylaws

The NZTA Bill enables regulations under the LTA to require the creation of a land transport record³ for any bylaw and to manage conflicts and overlaps between land transport records and bylaws (including by requiring a bylaw, or part of a bylaw, to be amended, replaced or revoked).

³ A 'land transport record' would give legal effect to approved land transport decisions (for example, permanent speed limits).

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The intention is for bylaws to no longer form part of the speed limit setting process. RCAs would have a period of time to transfer all existing bylaws onto the Register. All future permanent, variable and seasonal speed limits would be given legal effect through inclusion on the register.

Once the draft rule is in place, if RCAs choose to set speed limits through a bylaw making power outside the rule, they would be required to immediately create a land transport record for the speed limit. In addition, the bylaw (or the speed limit component of the bylaw if the bylaw contains decisions on multiple things) would be required to be revoked once it is entered into the Register.

How is this different from the existing process?

The establishment of the Register is a new component under the new framework. As indicated above, the draft rule would no longer refer to the creation of bylaws.

The new framework would replace and remove the bylaw-making requirements under the 2017 rule when setting speed limits. Existing speed limits set out in bylaws and council resolutions would be required to be transferred to the Register. The draft rule would contain transitional provisions to enable this to happen (refer section 4).

This would ensure the Register is the single source of truth for all permanent, variable and seasonal speed limits and that bylaws are divorced from the speed limit setting process.

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2.5 Mandatory speed limits around schools

What is being proposed?

In November 2019, Cabinet agreed that RCAs be required to transition to safer speed limits around schools over the 10 years of the *Road to Zero* strategy, which would include:

- reducing speed limits around urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
- reducing speed limits around rural schools to a maximum of 60 km/h (variable or permanent speed limits).

2.5.1 Urban schools

It is intended that an RCA must set the speed limit outside an urban school as:

- a variable speed limit where 30 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 30 km/h.

Under certain conditions, an RCA may set the speed limit outside an urban school as:

- a variable speed limit where 40 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 40 km/h.

RCAs should include, in the relevant speed management plan, an explanation for setting the speed limit outside the school at 40 km/h instead of 30 km/h.

2.5.2 Rural schools

It is intended that RCA must designate a school as a rural school by indicating in the relevant speed management plan if:

- the school is not in a speed limit area of 50 km/h or lower
- the RCA has had regard to any guidance provided by the regulator about speed limits outside schools

An RCA must set the speed limit outside a rural school as:

- a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods
- a maximum permanent speed limit of 60 km/h.

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2.5.3 Additional information

RCA's would be required to achieve lower speed limits around all schools within their area of responsibility over the 10 years of the *Road to Zero* strategy.

An RCA may determine what sections of road are considered "outside a school" (and therefore must have the lower speed limit applied), having regard to typical or expected routes for pedestrians to access the school and the purpose of encouraging children to make greater use of active modes of transport to and from school. Infrastructure changes on some roads may be installed to support the introduction 30 km/h speed limits.

RCA's would be encouraged to consider speed management treatments in the broader area around a school to improve safety and access for children who may use active modes of transport to get to and from school. Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance. This is why RCA's have 10 years to make necessary changes.

How is this different from the existing process?

Currently, there is no requirement for RCA's to set certain speed limits around schools.

The Speed Management Guide and Safer Journeys for Schools Guide encourage:

- 40 km/h permanent or variable speed limits outside urban schools
- 60 km/h variable speed limits where there is an identified turning traffic risk. This generally applies outside rural schools, where there is a permanent 80 km/h speed limit or where the mean operating speed is 80 km/h if the posted speed limit is 100 km/h.

3. Other differences between the 2017 rule and the draft rule

3.1 Summary

The 2017 rule established a new speed limit setting mechanism focused on assisting RCA's to set safe and appropriate speed limits, in particular in areas where there are high-benefit opportunities for the optimisation of safety and efficiency. The 2017 rule established a new obligation for Waka Kotahi to develop and maintain information about speed for all roads, and to supply the above information to RCA's.

Feedback from local government and key stakeholders suggests that these elements of the 2017 rule are working effectively. However, through monitoring of the 2017 rule, we have heard that some components of the 2017 rule are not working so well in practice.

The 2017 rule is also focused on reviewing, proposing and setting speed limits on a road-by-road basis. The current process for setting speed limits does not encourage regional collaboration among RCA's and speed limit changes are often carried out on an ad hoc, road-by-road basis. In addition to being resource intensive, this leads to communities having little visibility about speed management changes across their region, and in some cases a lack of accountability around speed management.

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The new regulatory framework would create a more transparent and coordinated approach to speed management through encouraging collaboration between RCAs and regional transport committees. Waka Kotahi would also be more involved in the early engagement with RCAs and providing speed management guidance, including guidance relating to the issues described in this section. The development of speed management plans and the process for certifying them would ensure there is greater transparency and accountability for speed management across the country.

To deliver the intent of the proposed planning process for RCAs, some of the requirements in the 2017 rule would no longer need to be prescribed in the draft rule. Instead, RCAs would determine what speed management changes are appropriate on their networks, having regard to the guidance provided by Waka Kotahi (as regulator).

3.2 Components of the draft rule that we are proposing to change

There are number of components of the 2017 rule that we are proposing to change under the draft rule to help embed the new regulatory framework. This reflects feedback the Ministry has received from local government and key stakeholders. These components are outlined below.

3.2.1 70 km/h, 90 km/h and 110 km/h speed limits

What is being proposed?

We propose to allow RCAs to set 70 or 90 km/h speed limits without the requirement to obtain approval from Waka Kotahi.

It is intended that these changes must be signalled in speed management plans, or set using the appropriate process if they are done outside of the speed management planning process.

RCAs would continue to be required to seek approval from Waka Kotahi (as regulator) before setting a 110 km/h speed limit.

How is this different from the existing process?

Under the 2017 rule, RCAs must obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits. RCAs would be able to set 70 and 90 km/h speed limits, having regard to guidance prepared by Waka Kotahi as regulator.

Why is this change being proposed?

The requirement for RCAs to obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits was to phase out 70 and 90 km/h speed limits. The reasons for this include:

- at higher travel speeds, road users can have trouble differentiating speed differences of just 10 km/h

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- when using 20 km/h increments for speed limits between 60 km/h and 100 km/h, there are fewer and more distinct speed limit categories for people to understand and recall.

However, we have heard from a number of RCAs that New Zealand roads do not necessarily fall into three distinct 60, 80 and 100 km/h self-explaining categories. On certain types of roads, 70 and 90 km/h speed limits may be suitable and some RCAs would like to have the ability to set these speed limits based on their knowledge of the local road network. RCAs may also find these speed limits are a useful 'interim' speed limit.

3.2.2 Variable speed limits

What is being proposed?

We propose to allow RCAs to set variable speed limits without the requirement to obtain approval from Waka Kotahi.

RCAs would be able to set variable speed limits in certain circumstances specified in the draft rule. Waka Kotahi would retain approval powers outside these circumstances for some variable speed limits (we expect these cases to be rare).

An RCA would be able to set a variable speed limit through the relevant speed management plan if it is satisfied that:

- a) the speed limit needs to vary in order to be safe and appropriate
- b) it is necessary to address or manage one or more of the following situations or environments:
 - i. different numbers and types of road users or different traffic movements
 - ii. the effects of changing traffic volumes, including to ease congestion
 - iii. for emergency or temporary traffic management
 - iv. a crash risk posed by turning or crossing traffic
 - v. changing environmental conditions
 - vi. the presence of a school (refer section 2.5).

If an RCA is not satisfied of the required matters above, it may only set a variable speed limit if it has Waka Kotahi's (as regulator) approval.

How is this different from the existing process?

The 2017 rule specifies the circumstances, when variable speed limits may apply, and requires RCAs to obtain approval from Waka Kotahi before they can set variable speed limits (Waka Kotahi has provided general approval for 40 km/h variable speed limits outside schools in the *New Zealand Gazette*). Under the draft rule, RCAs would be able to set variable speed limits, having regard to guidance prepared by Waka Kotahi (as regulator).

Why is this change being proposed?

A number of RCAs have indicated their desire to set variable speed limits without the requirement to obtain approval from Waka Kotahi. This change would provide greater flexibility for RCAs to be able to do this. The new framework would support this change through improved speed management transparency and accountability, and guidance from

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Waka Kotahi (as regulator) on what variable speed limits are safe and appropriate in different situations.

3.2.3 Mean operating speed

What is being proposed?

Under the 2017 rule, when setting a permanent, seasonal, or variable speed limit, an RCA must aim to achieve a mean operating speed less than 10 percent above that speed limit.

We propose to remove this clause.

The mean operating speed would remain a component of Waka Kotahi's guidance as an issue RCAs must have regard to when setting speed limits. However, it would not be a regulatory requirement for RCAs to aim to achieve mean operating speeds less than 10 percent above that speed limit.

How is this different from the existing process?

As noted above, currently RCAs must aim to achieve a mean operating speed less than 10 percent above any permanent, seasonal, or variable speed limit. If they cannot do this, the proposed speed limit may not be approved.

Why is this change being proposed?

The requirement for RCAs to demonstrate how they will achieve a mean operating speed less than 10 percent above a speed limit prevents some speed limits from being implemented. This requirement is particularly strict for lower speed limit areas. For example, some RCAs have been unable to implement 30 km/h variable speed limits around schools.

Under the draft rule, RCAs would be required to set 30 km/h speed limits outside urban schools. In some cases, an RCA might consider a variable 30 km/h speed limit to be more appropriate than a permanent speed limit. There are a range of considerations to balance in this situations, but the installation of permanent infrastructure to slow traffic down is not always appropriate, where an RCA would like to support higher travel speeds outside school hours. Mean operating speeds would remain a key consideration for RCAs but would not be a formal restriction in the draft rule.

Waka Kotahi (as regulator) would provide guidance to RCAs on how they can encourage vehicles to travel at lower speeds in these situations.

3.2.4 Urban traffic areas

What is being proposed?

We propose to replace 'urban traffic areas' with 'speed limit areas' to allow RCAs to have greater flexibility in setting speed limit zones.

The 2017 rule provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace these with 'speed limit areas'

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that would allow RCAs to set a speed limit across the area (and it would not have to be 50 km/h). RCAs are increasingly considering urban speed limit areas that are not 50 km/h, for example, low traffic volume, residential areas of 40 km/h.

It is intended that speed limit areas must be specified in speed management plans. A speed limit area would allow an RCA to define the boundaries of an area, propose a speed limit, consult on this proposal, and submit it to the Registrar.

How is this different from the existing process?

Under the 2017 rule, 50 km/h is the only blanket speed limit that can be set by defining the boundaries of an area. 'Speed limit areas' would allow a range of speed limits to be set in this way.

Why is this change being proposed?

As noted above, replacing 'urban traffic areas' with 'speed limit areas' would allow RCAs to have greater flexibility and ability to set widespread speed limits other than 50 km/h. This reflects feedback from a number of RCAs who have indicated their desire to do this.

3.2.5 Waka Kotahi's role as regulator

Waka Kotahi (as regulator) would continue in its role as regulator of speed management in New Zealand, although there would be some changes to its powers and functions as part of the new regulatory framework.

Waka Kotahi (as regulator) would continue in its regulatory stewardship role and provide guidance to support speed management throughout the country. However, as part of the new regulatory framework Waka Kotahi's (as regulator) role would change in the following ways:

- Removal of some of its approval powers (refer sections 3.2.1, 3.2.2 and 3.2.3)
- Providing additional guidance to the sector, including on speed limits around schools, setting 70 and 90 km/h speed limits and setting variable speed limits
- Certifying regional speed management plans (refer section 2.2.4)
- Establishing an independent speed management committee to perform some of its regulatory oversight of Waka Kotahi (as RCA) (refer section 2.3)
- Its existing role of ensuring compliance with the 2017 rule would be carried out in the context of the draft rule.

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3.3 Components of the draft rule that would remain unchanged

There are number of components of the 2017 rule that we are proposing to keep the same (or keep relatively similar) under the draft rule. These are outlined below.

3.3.1 Default speed limits

Under the 2017 rule, the default rural speed limit is 100 km/h. This applies on all roads that are motorways and all roads not within a designated urban traffic area. We propose to retain the default speed limit of 100 km/h. This would apply on all roads in which a speed limit has not otherwise been set.

Note: As outlined in the previous section, the 2017 rule also provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace 'urban traffic areas' with 'speed limit areas' to enable RCAs to apply a speed limit other than 50 km/h to a defined area.

3.3.2 Temporary and emergency speed limits

The process for setting temporary and emergency speed limits would be the same as the process under the 2017 rule.

Temporary and emergency speed limits do not have to be included in speed management plans and in the short to medium term, would not be entered into the Register.

Temporary and emergency speed limits would continue to take precedence over a permanent, variable or seasonal speed limit in the Register.

3.3.3 Signs and road markings

All signs and road marking requirements would remain the same as the requirements in the 2017 rule.

3.3.4 Speed limits in designated locations

An RCA (other than a territorial authority or Waka Kotahi (as an RCA)) may set a speed limit for a road in a designated location.

Examples of designated locations include a car park, airport or beach.

Before setting a speed limit on road in a designated location, an RCA must consult with Waka Kotahi (as regulator), the Commissioner of Police and any other persons or groups who the RCA considers to be affected by the proposed speed limit.

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In general, this section of the draft rule remains largely unchanged from the 2017 rule. However, under the draft rule a speed limit set in a designated location must be entered on the Register for it to be a legally enforceable⁴ speed limit.

A speed limit for a road in a designated location can also be set if the RCA makes a submission to the relevant regional transport committee for inclusion in the relevant regional speed management plan. In this case, consultation on the proposed speed limit(s) would be done as part of the consultation on the regional speed management plan.

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⁴ By legally enforceable, we mean that infringement notices could be issued and prosecution action could be taken against drivers. The owner of a private car park can still, for example, trespass a person who breaches its conditions of use by not adhering to speed limit signs, even if these speed limits are not entered on the register.

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4. Transition

The draft rule introduces a new regulatory framework for speed management and there are three key elements to the transition. These include:

- 1) Migrating existing bylaws into the Register
- 2) Preparing transitional speed management plans
- 3) Introducing safer speed limits outside schools

4.1 Migrating bylaws

The Register is being developed by Waka Kotahi to allow RCAs to submit their existing permanent, variable and seasonal speed limits set through bylaws to the Registrar. This would include urban traffic areas. Roads without a bylaw that sets the speed limit are deemed to have the default speed limit of 100 km/h.

Subject to the Register being fully operational, RCAs would be expected to work with Waka Kotahi to migrate all the speed limits on their road network into the Register over the 12 months from the draft rule coming into force.

4.2 Transitional speed management plans

The draft rule is expected to be signed in early 2021. We appreciate this does not provide enough time to coordinate a full speed management planning process alongside the GPS 2021 and Regional Land Transport Plan 2021 processes. However, RCAs would be encouraged to begin incorporating the new framework into their thinking during these 2021 planning processes.

Over the course of 2021 and 2022, RCAs and regional transport committees would work with Waka Kotahi to prepare transitional speed management plans. Over this time, RCAs and regional transport committees could choose to consult on and finalise these transitional plans. Transitional plans would provide the flexibility for RCAs to progress speed management changes while the new processes are implemented. Alternatively, RCAs individually could consult on and set speed limits.

From 2023, the new speed management framework would be in place. RCAs and regional transport committees would be required to prepare, consult on and finalise speed management plans alongside the GPS 2024 and RLTP 2024 processes.

4.3 Safer speed limits outside schools

As discussed above, the Government has agreed that RCAs would be required to ensure lower speed limits outside all schools by 2030 (ie over the life of the *Road to Zero* strategy).



Vehicle speed and pedestrian casualty risk

This report summarises the research on the relationship between speed and pedestrian casualty risk. It does not intend to establish a precise position on the pedestrian casualty risk at different impact speeds, but rather to present the range of evidence available. It remains the responsibility of anyone citing research to understand its relevance to a particular proposal.

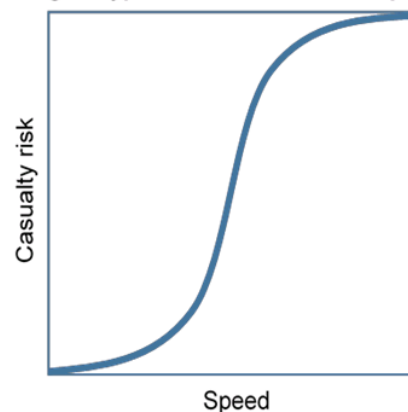
Speed and kinetic energy

Vehicle speed is one of the main factors in determining a pedestrian's probability of death if struck by a motor vehicle. Because kinetic energy is equal to half weight multiplied by speed squared, speed has an exponential impact on collision force. For example, a vehicle travelling 80km/h will produce 300% more kinetic energy than if it were travelling 40km/h.

Casualty risk curve

Research on the relationship between speed and pedestrian casualty risk typically produces an "s" shaped casualty risk curve, as illustrated in figure 1. This s-curve shows that slight differences in vehicle speed when travelling very slow (i.e. less than 20km/h) and very fast (i.e. more than 80km/h) have negligible impacts on casualty risk. For example, whether a vehicle is traveling 5km/h or 10km/h makes little difference to the survivability of a pedestrian. Likewise, a vehicle travelling 100km/h is virtually just as likely to result in pedestrian death as a vehicle travelling 120km/h. However, there is notable disagreement amongst experts on the casualty risk at "moderate" speeds, as demonstrated in table 1.

Fig 1: Typical S-curve relationship





Study author(s) and year of publication	Fatality risk (%) for different impact speeds ¹			Adjusted for bias
	30 km/h	50 km/h	70 km/h	
Yaksich (1964)	22	65	100	No
Ashton (1982)	5	50	90	No
Anderson et al. (1997)	10	84	100	No
Davis (2001)	1	10	50	Yes
Hannawald & Kauer (2004)	4	14	39	No
Cuerden et al. (2007)	2	12	33	No
Oh et al. (2008)	7	34	77	No
Rosen & Sander (2009)	2	8	38	Yes
Richards (2010)	1	8	45	Yes
Kong & Yang (2010)	3	26	82	Yes
Tefft (2011)	6	22	55	Yes

Why do the results differ so much?

Table 1 reveals significant variation in casualty risk both within and between the three reported speeds. The primary cause of this variation is due to bias introduced by outcome-based sampling. Outcome-based sampling bias occurs because many non-fatal vehicle-pedestrian incidents go unreported. Therefore, studies that do not adjust for this bias will generally produce higher risk probabilities.

There are many other differences between the studies, although in the event of a crash, regardless of its cause, the speed of impact is the most important determinant of the severity of injuries sustained and the probability of death and serious injury. Some studies exclude certain vehicle types, such as SUVs. Some studies exclude certain segments of the population, such as children. Sample sizes vary from study to study, and the population characteristics, such as age and physical resiliency, differ depending on the nation studied. Moreover, vehicle fleets differ between the studies, with size, shape, and weight of the vehicles all being important contributors to the casualty risk.

This should be considered when comparing the results of the studies. Regardless of whether they have been adjusted for bias, research that yields comparatively larger fatality risk percentages account for the most extreme situations in relation to vehicle size and pedestrian vulnerability.

This is an important consideration when applying the vision and principles of Road to Zero: New Zealand's road safety strategy. Under this approach, speed limits should be set considering the potential risk to the most vulnerable members of the population.

Medical treatment is another important consideration in estimating pedestrian casualty risk. As emergency response technology and capacity improve over time, pedestrians would be more likely to survive serious accidents with vehicles. Medical treatment also differs between countries. Kong and Yang (2010) specifically mention this as a likely reason why the risk they

¹ All results have been rounded to the nearest whole number and have, where necessary, been interpolated from miles per hour.

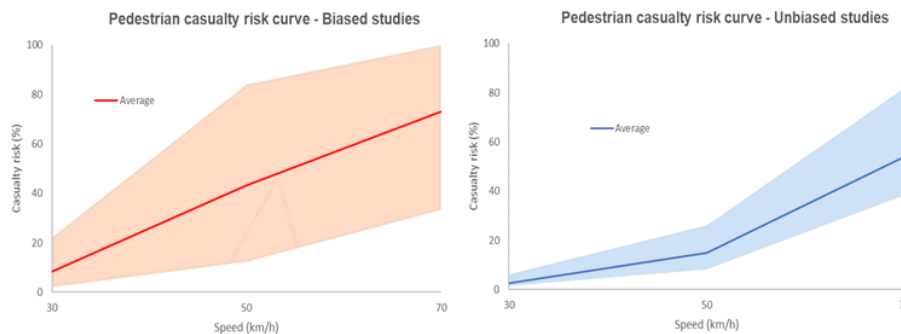


calculated for Chinese pedestrians struck at 70km/h is so much higher than the risk estimated by many of the other contemporary studies.

Estimating impact speed is another inherent complication in researching the relationship between vehicle speed and pedestrian casualty risk. Various methods have been used to identify impact speed, including: relying on driver-reported speeds, using witness/police estimates, assuming the vehicles were travelling the posted speed limit, and some have even used the length of tyre skid marks to determine vehicle speed.

Given the aforementioned issues, it is not surprising that pedestrian casualty risk estimates vary so much between studies. However, there is a noticeable difference between the earlier, biased, research, and the later work that has been adjusted for bias, as illustrated in figure 2.

Figure 2: Biased vs Unbiased casualty risk curves



Interpreting the results

Based on the average of unbiased estimates, illustrated in figure 2, the risk of pedestrian death when struck by a vehicle travelling 30km/h is 2.6%, at 50km/h is 14.8%, and at 70km/h is 54%. This is significantly different to the average of biased estimates of 8.3%, 43.2%, and 73.2% respectively.

However, all of the risk estimates reported thus far are absolute risk rates. When it comes to decision making it is more informative to consider changes in relative risk, i.e. the increase or decrease in likelihood of pedestrian death if the speed was increased or decreased by a certain amount.

Although the difference in casualty risk between a pedestrian being struck by a vehicle travelling 30km/h, and one travelling 50km/h, is only 12.2 percentage points in absolute terms, the relative risk varies substantially depending on which direction the speed changes.² For example, if the speed limit in a particular area was originally 30km/h, and this increased to 50km/h, the relative risk of pedestrian death if struck by a vehicle would rise by 470%.³ On the other hand, if the speed limit was originally 50km/h, and this decreased to 30km/h, the relative risk of pedestrian death if struck by a vehicle would reduce by 82%.⁴

² The relative risk percent simply varies depending on what speed is selected as the base, or reference, speed when computing the percentage change formula.

³ $(12.2 \div 2.6) \times 100$

⁴ $(12.2 \div 14.8) \times 100$



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