

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

Date: Tuesday, 1 December 2020
Time: 10.30am
Venue: Tararua Room,
Horizons Regional Council
11-15 Victoria Avenue, Palmerston North

REGIONAL TRANSPORT COMMITTEE

AGENDA

MEMBERSHIP

Chair	Cr RJ Keedwell Cr SD Ferguson Mayor B Wanden Mayor H Worboys Ms E Speight Mayor G Smith Mayor A Watson Mayor D Cameron Mayor T Collis Mayor H McDouall	Horizons Regional Council Horizons Regional Council Horowhenua District Council Manawatu District Council New Zealand Transport Agency Palmerston North City Council Rangitikei District Council Ruapehu District Council Tararua District Council Whanganui District Council
Advisory	Mr E Christiansen Inspector 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

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

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

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

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SERVICE CENTRES	Kairanga Cnr Rongotea & Kairanga-Bunnythorpe Rds, Palmerston North	Marton 19-21 Hammond Street	Taumarunui 34 Maata Street	Woodville Cnr Vogel (SH2) & Tay Sts
REGIONAL HOUSES	Palmerston North 11-15 Victoria Avenue	Whanganui 181 Guyton Street		
DEPOTS	Levin 120-122 Hokio Beach Rd	Taihape 243 Wairanu Rd		
POSTAL ADDRESS	Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442			
FAX	06 9522 929			

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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 fourth meeting of the eleventh triennium of the Regional Transport Committee held at 10.35am on Tuesday 1 September 2020, in both the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North, and also via audio visual link due to Covid-19.

PRESENT

At Horizons Regional Council: Crs RJ Keedwell (Chair), Ms E Speight (New Zealand Transport Agency)

Via audio visual link: SD Ferguson, Mayor B Wanden (Horowhenua District Council), Mayor H Worboys (Manawatu District Council), Mr P Hancock (Palmerston North City Council), Mayor A Watson (Rangitikei District Council), Mayor D Cameron (Ruapehu District Council), Mayor T Collis (Tararua District Council), Mayor H McDouall (Whanganui District Council), Mr E Christiansen (Road Users), Inspector D White (New Zealand Police), Mr S Walker (Road Transport Association), Mr L Hammond (KiwiRail), Dr S Lampkin (Active Transport/Public Transport).

IN ATTENDANCE

At Horizons Regional Council:

Group Manager Regional Services and Information Mr G Shirley

Manager Transport Services Mrs R Hewitt
Committee Secretary Mrs KA Tong

ALSO PRESENT

At Horizons Regional Council: Ms L Shirley (Senior Transport Planner), Ms C Morrison (Media & Communications Manager).

Via audio visual link: Mr R l'Anson (New Zealand Transport Agency), and a member of the Press.

The Chair welcomed everyone to the meeting.

APOLOGIES

Apologies were received from Mayor G Smith (Palmerston North City Council).

PUBLIC FORUMS / DEPUTATIONS / PETITIONS

No members of the public were granted 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 20-22 **Moved** **Speight/Cameron**

That the Committee:

confirms the minutes of the Regional Transport Committee meeting held on 3 June 2020 as a correct record, and notes that the recommendations were adopted by the Council on 23 June 2020.

CARRIED

ROAD SAFETY STRATEGY

Report No 20-114

This report advised members of plans to develop a Regional Road Safety Strategy and sought support for the concept for developing the document. Mrs Hewitt (Manager Transport Services) introduced the item and highlighted that the intent of the Regional Road Safety Strategy was to set out a framework for the coordinated delivery of multiple agency road safety interventions across the region.

RT 20-23 **Moved** **Collis/Cameron**

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 set out in Report No. 20-114 Road Safety Strategy.*

CARRIED

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

Report No 20-115

Ms Shirley (Senior Transport Planner) introduced the item which was for the Committee to confirm the strategic component of the Regional Land Transport Plan (RLTP) 2021-2031 which was currently being confirmed. Ms Shirley highlighted that since the report was written, the due date for the RLTP was extended to 30 June 2021 and produced an amended updated timeline.

RT 20-24 **Moved** **McDouall/Ferguson**

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 amended updated timeline provided at the meeting.*

CARRIED

ROAD SAFETY UPDATE

Report No 20-116

Mrs Hewitt (Manager Transport Services) introduced this report which provided Members with 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. Ms Hewitt mentioned the impact of Covid-19 restrictions which meant not all programmes were able to be fully completed with a further fifteen programmes partially or not achieved.

RT 20-25 **Moved** **Wanden/Collis**

That the Committee recommends that Council:

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

CARRIED

GENERAL UPDATE AND SUBMISSIONS

Report No 20-117

Ms Shirley (Senior Transport Planner) introduced this item which provided members with updates on various documents and consultation items released by Central Government and Agencies. Ms Shirley also mentioned the recent release of Arataki Version 2.0 and the imminent release of the Government Policy Statement on Land Transport (GPS).

RT 20-26 **Moved** **Cameron/Worboys**

That the Committee recommends that Council:

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

CARRIED

APPROVED ORGANISATION QUARTERLY UPDATE

Report No 20-118

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

RT 20-27 **Moved** **Keedwell/McDouall**

That the Committee recommends that Council:

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

CARRIED

WAKA KOTAHI NZ TRANSPORT AGENCY DIRECTOR'S REPORT

Report No 20-119

Ms Speight (New Zealand Transport Agency (NZTA)) spoke to a powerpoint presentations which provided Members with an update on the Waka Kotahi NZTA's regional and national activities, and the Investment Prioritisation Method for the 2021-24 National Land Transport Plan (NLTP).

RT 20-28 Moved Worboys/McDouall

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.*

CARRIED

The meeting closed at 12.06pm.

Confirmed

MANAGER TRANSPORT SERVICES

CHAIR

Report No.	20-171
Decision Required	

REGIONAL LAND TRANSPORT PLAN, 2021 DEVELOPMENT: UPDATE

1. PURPOSE

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-171;
- b. acknowledges and supports the agreement reached regarding the process for prioritising significant activities (section 9);
- c. acknowledges and supports the agreement reached regarding inclusion of headline targets in the Regional Land Transport Plan (section 10);
- d. notes the proposed consultation and hearing dates (section 11);
- e. notes the proposed consultation plan (section 11);
- f. notes the updated timeline provided in (section 12).

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. No community engagement is required as a result of this item. As the RLTP 2021 progresses, consultation will occur on the draft in early 2021 as outlined later in this item.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. CLIMATE IMPACT STATEMENT

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

7. BACKGROUND

- 7.1. RLTPs are the primary documents guiding integrated land transport planning and investment within a region. The RLTP sets the strategic direction for the region's transport

network over the next 10 years. It describes the long term vision and identifies the short to medium term regional investment priorities to achieve this vision. The RLTP also includes a regional programme of transport activities proposed for funding over a 3-6 year period.

- 7.2. Under the Land Transport Management Act 2003, the RTC is required to develop a new RLTP every six years and review every three years. The RLTP 2015 was reviewed in 2018, and as such the planning cycle for the next RLTP has commenced. The RLTP is required to be completed and submitted to **Waka Kotahi NZ Transport Agency (Waka Kotahi)** by 30 June 2021.

8. PROCESS OF RLTP DEVELOPMENT TO DATE

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

9. UPDATE SINCE LAST MEETING

- 9.1. Following the Committee meeting in September, significant work on the draft RLTP has been undertaken along with a suite of workshops held in November. Work completed to date includes:
- 9.1.1. Submission of activities for funding via the **National Land Transport Fund (NLTF)** and inclusion in the RLTP by local Councils, Waka Kotahi and Department of Conservation. Collectively, these activities form the work programme which sits in the RLTP. Staff are collating the work programme based on the activities submitted and will have these tables available for inclusion in the RLTP prior to February. In addition, the regional programme of activities must also identify regionally significant activities funded through mechanisms other than the NLTF, such as the Provincial Growth Fund, direct Crown appropriation and the COVID-19 response and recovery fund.
 - 9.1.2. Consideration of the updated significance policy for determining how significant activities are defined and identified. This aligns with guidance from TSIG and Waka Kotahi seeking to achieve national consistency in this area.
 - 9.1.3. Completion of the draft 'front end' containing the strategic context (regional story) and strategic framework (vision, objectives, policies and transport investment priorities). This draft was circulated to Regional Advisory Group and Regional Transport Committee members for feedback in November.

- 9.1.4. Two **Regional Advisory Group (RAG)** workshops to discuss and agree:
- The process for prioritising significant activities and headline targets (workshop 1); and
 - The priority order of significant activities (workshop 2).

9.1.5. One Regional Transport Committee workshop in November to discuss and confirm the process for prioritising significant activities and inclusion of headline targets. The timeline and next steps were also covered in this workshop.

9.2. The prioritised list of significant activities produced from the second RAG workshop will be presented to the Committee in the workshop following this meeting, where the Committee will then determine the priority ranking of the significant activities (taking into account the RAG recommendations).

10. PRIORITISATION METHOD

- 10.1. A new method for prioritising significant activities has been developed by the Local Government Transport Special Interest Group in collaboration with Waka Kotahi. This approach seeks to achieve national consistency on how significant activities are prioritised within RLTPs.
- 10.2. The RAG and Committee have discussed the approach at their respective workshops and agree in principle to follow it, recognising the flexibility available to adapt it as required.

11. HEADLINE TARGETS

- 11.1. Headline targets are a new part of Regional Land Transport Plans and have been put forward as part of the new RLTP templates developed by Waka Kotahi and TSIG. These are not required to be included in RLTPs but are recommended.
- 11.2. The RAG and Committee have discussed the concept of headline targets at the November workshops and agreed to the inclusion of headline targets in the RLTP. This agreement however, is dependant on further work being undertaken to provide guidance on how the targets will be measured and the setting of appropriate target levels.
- 11.3. Further work will be undertaken and updated targets presented for the RAG and Committee to consider at the December workshop.

12. CONSULTATION PLAN AND HEARING DATES

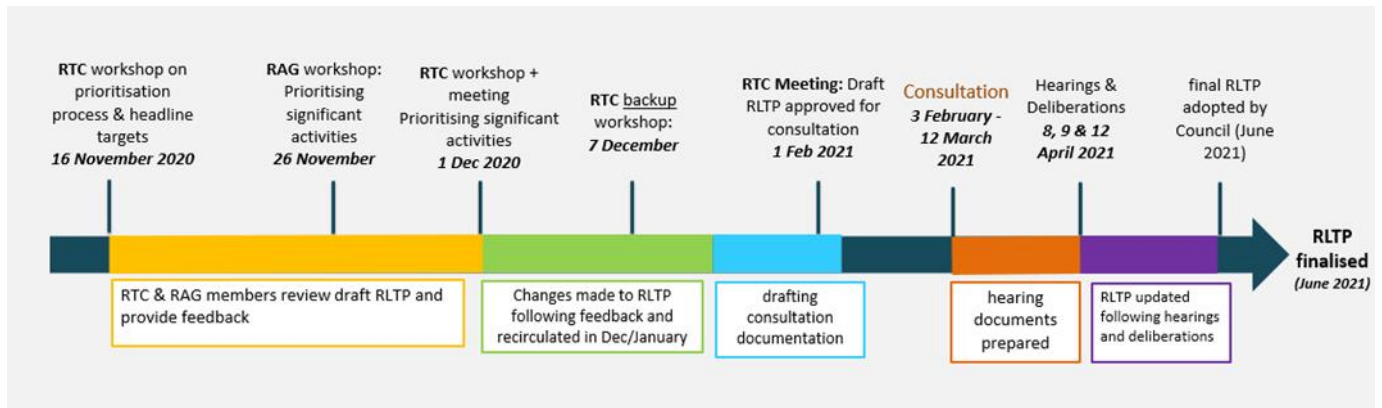
- 12.1. Early engagement with iwi on RLTP development is planned to occur in late November. A draft email has been written (with guidance from Horizons iwi liaison officers) and is waiting on a summary document to be returned from the designers before being circulated to iwi in the region. The purpose of early engagement with iwi is to give the opportunity for iwi to feed comments into the direction of the draft RLTP prior to formal consultation.
- 12.2. Public consultation is proposed to occur over a five week period from 3 February – 12 March 2021.
- 12.3. Hearing and deliberation dates have been set for 8, 9 and 12 April 2021.
- 12.4. The general consultation plan is proposed as follows:
- Development of a summary document and submission form outlining key information on the RLTP;
 - Provision of the summary document and full Plan on the Horizons website, with a link being made available for TAs to put on their websites;
 - Online submission form, able to be filled out and completed online;

- Social media promotion;
- Newspaper adverts;
- Radio advertising (to be decided); and
- Hard copies of the draft plan will be available on request.

12.5. Further details, including confirmation of a quorum to hear submissions will be confirmed at the RTC meeting scheduled for 1 February 2021.

13. TIMELINE / NEXT STEPS

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



14. SIGNIFICANCE

14.1. 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.	20-172
Information Only - No Decision Required	

ROAD SAFETY UPDATE

1. PURPOSE

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

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-172.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. CLIMATE IMPACT STATEMENT

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

7. BACKGROUND

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

8. DISCUSSION

- 8.1. As COVID-19 alert levels have reduced; the activities coordinators and our partner organisations have been able to take part in has returned to pre-COVID levels. In current alert level 1, we are back to normal operations whilst also minimising risk and enabling contact tracing.

- 8.2. External community providers are back to normal operations and working towards meeting their annual targets. Coordinators have been managing their contracts and keeping informed of progress.
- 8.3. Recent campaigns and activities coordinators have undertaken are in the areas of senior driver education, restraint use, motorcycle safety, vulnerable road users, education on intersections, rural roads and impairment – alcohol and fatigue.



- 8.4. The Coordinators attended a national road safety workshop facilitated by Waka Kotahi and **Safe and Sustainable Transport Association (SASTA)**. Content included unpacking Road to Zero, national advertising campaigns, crash data and analysis, behavioural insights, working with Maori to improve road safety outcomes and sharing examples of good practice across Aotearoa.
- 8.5. Horizons staff are also involved in representing local government through SASTA in the Road to Zero Collaboration Project. This involves attendance at monthly meetings to support the System Management focus area of Road to Zero.

9. ROAD SAFETY TRENDS

- 9.1. Ministry of Transport road safety crash data for the current year to date, from 1 January to 3 November, shows 24 fatal crashes in our region. The tables below provide details of these crashes and comparison to previous years. Serious injury data for this current period is not yet available.
- 9.2. The following set of tables show most of the crashes are single fatality and road deaths are more likely to occur on open roads where speed limits are higher. In the type of road user fatalities; drivers make up 70% of deaths in 2020. There has been a marked increase in deaths in the following age groups from last year; 16-19 years and 25-39 years. Males continue to be over represented in road deaths.

TABLE 1. Number of Road Deaths and Fatal Crashes in Manawatū/Whanganui Region, from 1 January to 3 November, 2016 - 2020

YEAR	2016	2017	2018	2019	2020
Road Deaths	13	28	36	17	26
Fatal Crashes	11	22	31	15	24

TABLE 2. Number of Fatal Crashes in Manawatū/Whanganui Region by Road Type, from 1 January to 3 November, 2016 - 2020

ROAD TYPE	URBAN/RURAL	2016	2017	2018	2019	2020
State highway	Open road	5	8	13	9	12
	Urban	0	4	0	2	3
Local road	Open road	6	8	11	3	6
	Urban	0	2	7	1	3

TABLE 3. Number of Road Deaths in Manawatū/Whanganui Region by Type of Road User, from 1 January to 3 November, 2016 - 2020

TYPE OF ROAD USER	2016	2017	2018	2019	2020
Driver	8	15	15	9	18
Passenger	2	9	13	3	3
Motorcycle riders	2	3	3	2	3
Motorcycle pillions	0	0	0	0	1
Pedestrian	1	0	4	1	1
Cyclist	0	1	0	2	0
Other	0	0	1	0	0

TABLE 4. Number of Road Deaths in Manawatū/Whanganui Region by Age Group, from 1 January to 3 November, 2016 - 2020

AGE GROUP	2016	2017	2018	2019	2020
0 - 15	0	2	7	3	1
16 - 19	0	3	1	0	5
20 - 24	4	3	5	3	4
25 - 39	3	6	6	3	9
40 - 59	5	7	4	5	4
60+	1	7	13	3	3

TABLE 5. Number of Road Deaths in Manawatū/Whanganui Region by Gender, from 1 January to 3 November, 2016 - 2020

GENDER	2016	2017	2018	2019	2020
Female	5	7	10	1	6
Male	8	21	26	16	20

9.3. The Police representative will be available to provide comment for the region.

10. SIGNIFICANCE

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

Te Ora Nyman
ROAD SAFETY COORDINATOR

Rhona Hewitt
MANAGER TRANSPORT SERVICES

Alastair Mayston
ROAD SAFETY COORDINATOR

Debbie Webster
ROAD SAFETY COORDINATOR

ANNEXES

There are no attachments to this report.

Report No.	20-173
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. 20-173 and Annex.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. CLIMATE CHANGE IMPACT

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

7. BACKGROUND

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

8. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A Approved Organisation Quarterly Update

Regional Transport Committee

Approved Organisation Update: December 2020

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

The 20/21 resurfacing program has begun, pre-reseal maintenance is near complete and have begun re-sealing. Program is on track to be completed before Christmas.

The footpath renewal program is 90% completed

The 20/21 AWPT sites have begun, over the following sites:

- Waitarere Beach Road, currently in construction, Expected completion in December.
- Arawhata Road, currently in construction, expected completion in December
- Wylie Road, Koputaroa Road and Ashlea Road Rehab sites are expected to be completed early next year.

Bridge Replacement Program is to start February 2020 starting with Poads Road Bridge. Due to age there is currently a weight limit of 2000kgs, this means the bridge can't function properly for agricultural use.

LOCALITY PLAN
NOT TO SCALE

SHEET NO.	SHEET DESCRIPTION	NUMBER	DATE	DESCRIPTION	STATUS
01	LOCALITY PLAN	1	10/12/20	CONSTRUCTION	ISSUED
02	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
03	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
04	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
05	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
06	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
07	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
08	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
09	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED
10	CONSTRUCTION DETAILS	1	10/12/20	CONSTRUCTION	ISSUED

EMMETTS CIVIL CONSTRUCTION
OHAU RIVER REPLACEMENT BRIDGE
POADS ROAD, LEVIN
COVER SHEET

STATUS: CONSTRUCTION

CONSULTING ENGINEERS	
EMMETTS a CIVIL CONSTRUCTION LTD	
Project No:	5299
Issue:	JANUARY 2020
Scale:	1:1
Sheet No:	A2
Total No. Sheets:	S.1
Drawn By:	1

2. WALKING AND CYCLING

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

Queen Street West and East Shared Pathway design is complete for East side and road works will be starting end of November 2020 and to be complete before Christmas. West side design is still being finalised.



Queen Street Improvements - Oxford Street to Salisbury Street Cycle Lanes on Queen Street Levin have been installed as part of our Road Safety Project. Finished with painted markings ready to use.



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 Road Works are complete, the project is on track to be complete by end of November.

Design



Queen Street and Exeter Street



Road is complete



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 stages of water reticulation replacement and road works is complete. Finishing touches of refuge islands, footpaths and signage/road markings are left to do. Project will be complete by end of November.



Liverpool Street Improvements – Bartholomew Road to Balmoral Street

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

Traffic Calming

Traffic Calming Projects are in place to help slow down traffic on roads which have been investigated/reported as dangerous from drivers speeding down. The idea is to create the appearance of a narrow road and give the effect that slower speeds are needed for traffic. Andrews Street Foxton is currently underway with roadworks as speeding cars have been reported multiple times here. Grey Street Shannon is currently being reviewed for designs as this has Shannon primary school. Tiro Tiro Road Levin South side is also being designed.

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 operate at normal timetables with no restrictions on capacity. Patronage is currently at approximately 75% of normal levels (comparing 1 July – 31 October 2020 with the same period in 2019). Officers continue to participate in sector discussions on the response to COVID-19 and respond to any changes.

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

As part of the transition to the Bee Card electronic ticketing system, 'simplified fares' were offered until 28 September 2020. The transition back to pre-COVID 19 fare levels was successful with full fares being charged across all services.

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. A Governance Group of political representatives provides oversight of the review.
- 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. The Whanganui Advisory Group is scheduled to meet on 2 December to progress.

Timetable changes

- A new timetable launches in Palmerston North on 6 December to implement the requirements of the Employment Relations Amendment Act 2018. Customer feedback on the changes will be recorded with a view to potentially making timetable tweaks (within the constraints of the legislative framework) in the New Year.
- An updated timetable also launches in Whanganui on 7 December. The key focus of the new timetable is improved legibility and ease of use for customers, as well as incorporating some minor route changes.

2. ROAD SAFETY

Horizons Road Safety Coordinators continue to work on promotion and education activities across identified issues. A detailed report on the Coordinators' activities is provided in a separate item in this agenda.

3. TRANSPORT PLANNING

Work on development of the Regional Land Transport Plan (RLTP) is well underway with the most recent suite of Regional Advisory Group and Regional Transport Committee workshops held in November to develop the work programme and determine how significant activities will be prioritised within the Plan. Alongside the November workshops, work has been continuing on drafting of the supporting text and data that sits in the strategic direction.

Both the Regional Advisory Group and Regional Transport Committee have played pivotal roles in developing the strategic direction and investment/work programme 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 June 2021.

Staff have joined the Local Government Transport Special Interest Group RLTP Leads work stream, which meets fortnightly. The purpose of this group is to discuss/share information coming from government around RLTP development, and work collectively to advocate to Waka Kotahi and government around any issues or additional support required.

In addition to the RLTP, focus continues to be on supporting the advancement of the following key initiatives 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 - tenders for professional services to support the development of the business case were released to market on 6 November and close on 30 November.
- Accessing Central New Zealand Governance Group meetings, with the most recent meeting held on 3 November 2020.
- Development of an updated regional cycle map – work underway

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 Waka Kotahi, NZ Transport Agency on uploading the data into HSIMS.

3. RENEWALS

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

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

Reseals: 53km are programmed to commence in November.

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

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

4. ROAD IMPROVEMENTS

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

Low cost / Low Risk

Project	Start	Finish	Comments
Bainesse School RTBs Construction	24 Sep 20	30 Oct 20	Complete
Ashhurst Rd: Kelvin Grove & Watershed Rd Intersections	Jan 21	Mar 21	Awarded to Higgins
LED Upgrade	July 20	Jun 21	Installation ongoing. Direct Appointment for CBD
Makino-North Pedestrian Xing Upgrade	July 20	Aug-20	Complete
Rongotea School Tyne St Ped Xing	Dec 20	Jan 21	Design will be complete by Nov 20. Dates shown for anticipated construction
Severn St speed humps	Dec 20	Jan 21	Design will be complete by Nov 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 Nov 20. Dates shown for anticipated construction
Cemetery Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
Colyton Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
Valley Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
Watershed Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
South St Lighting	TBC	TBC	To be Tendered
Sandon Rd Curve Improvement			TBC

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

Project	Start	Finish	Comments
Makawakawa bridge S202 handrail/kerb blocks	3 Nov 20	31 Nov 20	Underway
Makiekie Bridge S214 strengthening and deck repair	3 Nov 20	31 Nov 20	Underway
Hurst road S70A base replacement	Sept 20	Sept 20	Complete
Umitoi north S299B wing wall strengthening	Dec 20	Jan 21	Work programmed
Awahou south S5B gabions and stream re-alignment	Oct 20	Dec 20	Work programmed
Otara road S172 secure deck and renew joints	Jan 20	Feb 21	Work programmed
South Street Bridge S409B	Sept 20	Sept 20	Complete

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

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

Mangaweka Bridge:

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

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

- Establishment onsite,
- Complete proof drilling,
- Installation of erosion and sediment controls,
- Steelwork shop drawings,
- Alternative pre-cast options design
- DOC clearance,
- Vegetation removal,
- Archaeologist investigation,
- Heritage NZ clearance, commence piling.

Construction team started the communication with the camp owner. Also, there will be further communication with the farmer in the south-east side. This to ensure construction activities will be carried out smoothly without affecting the nearby stakeholders.

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	Nov 20	Dec 20	Work programmed
Makawakawa bridge S202, aggrading stone removal	Oct 20	Oct 21	Complete
Mangamako road S133 retaining wall replacement	Sept 21	Oct 21	Underway

5. OTHER PROJECTS

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

Churcher St Rural to Urban Upgrade: Design underway.

Feilding to Palmerston North cycle way:

- Kiwirail has approved in principle MDC's application for a Shared Pathway. Kiwirail now require the Detailed Designs and Drawings.
- A KiwiRail project manager will work closely with MDC.
- Once approved, the license agreement and grant agreements will be prepared for execution by Manawatu District Council and KiwiRail.
- Physical works Contract to construct cycleway on Council land is expected to be complete by the end of December.
- The extension of 3 box culverts is expected to be complete by the end of December.

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 2020 / 2021 Re-Seal programme is well advanced with pre-seal repair work being completed ahead of re-sealing work. As at 20 November approximately 15% of the re-seal programme is complete including a major length of AC and chip seal surfacing. The full scope of work is scheduled for completion by the end of the third quarter of the financial year.

The annual programme of line marking is more than 50% complete and the programme of drainage and kerb and channel renewals has been issued to the concrete works panel for completion in Q2 and Q3 of the financial year.

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



Figure 1. Pavement Sealing Work on Tennant Drive South of Massey University

Footpaths Renewals

In excess of 500 specific footpath renewals have been completed across the network, in line with the targeted approach to address high priority faults. The renewal programme budget of approximately \$1m will be fully expensed by the end of the 2020 year i.e. Q2.

Footpath maintenance continues to be reactive focusing on emergency & high priority footpaths faults as they arise.

A repeat condition assessment of the citywide footpath network is all but complete and will enable more accurate programming and prioritization of footpath renewal investment within the LTP process.

Pro-Active Vegetation Maintenance

Following on from improved information around the number of mature private property and street trees presenting a risk to public safety, Council is progressing with targeted works. Work begins in late November in Atawhai Road to remove around 40 trees presenting the most serious risk.

2. CAPITAL PROGRAMME

Most components of the Capital Upgrade programme of work for 2020-21 are currently out to tender.

Specific projects include:

- New roundabout at Monrad Street
- Pedestrian safety treatments in Ruapehu Drive
- Network and intersection speed and safety upgrades at Pioneer / Lyndhurst Street and Benmore Ave
- Intersection Upgrades at Park and Cook Street

Bunnythorpe/Ashhurst Road right turn bays at Kelvin Grove Road and Watershed Road

PNCC and MDC have collaborated on the procurement and tender award of work to construct two right turn lanes on Ashhurst Road, which will significantly improve safety for right turning traffic at the two intersections.

3. EMERGENCY WORKS

No emergency works undertaken to-date.

4. WALKING AND CYCLING

College Street Transport Upgrade

Progress continues with completing the remaining elements of the College Street Upgrade including:

- Indented parking spaces on the remainder of College Street scheduled to be completed by the end of November
- Resealing and marking of buffered cycle lanes from Fitzherbert Ave through to Maxwells Line scheduled to be completed in early 2021 under the re-seal programme.

Completed Works To Date

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

- Stage 2 of Square East Streets for People – Streetscape Upgrade; and
- 500 Footpath repairs.

Upcoming Projects

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

- Summerhill Drive – Buffered/Separated Cycle Lanes between Old West Road and Springdale Grove – Outcome of consultation scheduled to go to Council in December
- Featherston Street West Separated Cycleways (Botanical Road to Rangitikei Street)
- Albert Street, Buffered/Separated Cycle Lanes
- Milsons Line Cycle Lanes

Innovating Streets initiative

Final detailed design and implementation of this programme of work is well advanced with the following projects close to a final decision on delivery:

- 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

Fergusson Street Two Laning and Traffic Signals

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

Richardson's Line Roading Upgrades

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

Kairanga Bunnythorpe and Ashhurst Road Bridges

With the pending submission of the PNITI Programme Buisness Case to NZTA's Board in February 2021, PNCC are advanced preliminary scoping of geotechnical investigation work to support renewal and strengthening of critical bridges on the Ring Road corridor. The work will enable tender of capital works in year 1 of the RLTP should the funding be approved.

Palmerston North to Bunnythorpe Shared Pathway

Work has begun on the concept design of the PNCC portion of the Feilding to Palmerston North shared path, ahead of commencement of detailed design. The project has been complicated by the recently announced Kiwirail Freight Hub which overlaps on some of the original pathway alignment. Negotiations as part of the NOR are continuing to develop an alignment and design which can be accommodated by the Freight Hub but meets the outcomes of PNCC for the project.

6. ROAD SAFETY

PNCC are continuing to advance designs for the following road safety projects to be delivered late in 20/21:

- Roberts Line/Railway Road Intersection Safety Improvements
- Wood Street Pedestrian Refuge and Island
- Te Awe Awe/Albert Roundabout upgrade
- Speed Limits Bylaw review - Stage 1

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 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 is ongoing.

Stockpiling of chip has started. 50km of reseals are programmed for this financial year. Works will commence in January 2021 and are expected to be complete by March 2021.

3. RENEWALS

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability. The season's planning is ongoing.

Stockpiling of chip has started. 50km of reseals are programmed for this financial year. Works will commence in January 2021 and are expected to be complete by March 2021.

Rehabilitation

Location	Length (m)	Start	Finish	Comments
Parewanui Rd	1700	July 20	Sept 20	Complete
Tutaenui Rd	240	Nov 20	Dec 20	Pavement overlay delayed by inclement weather.
Santoft Rd (reserve project)	280	TBC	TBC	Subject to budget
Morris St (deferred to approx. 2024/25)				Awaiting the 3Waters asset management plan recommendations

Structural Component Replacement

Road Name	Start	Finish	Comments
Turakina Valley Road 4- Colliers Bridge	Oct 20	Dec 20	Bridge abutment has moved. WSP advice required on repair solution.
Kaimatawi Road - McDonnell	Jan 21	Mar 21	Replace wing walls
Turakina Valley Road 3 – Culvert 106	Jan 21	Mar 21	Reinstate / protect downstream apron
Koeke Road- McCarthys	Nov 20	Mar 21	Replace Wing Wall
Aldworth Road - Aldworth No 3	Jan 21	Mar 21	Replace rusted Gabion Baskets
Mangarere Road - Mangarere	Oct 20	Mar 21	Protection/reinstatement of damage cable sheathing - WSP input required
Whangaehu Beach Road- Connors	Feb 21	Apr 21	WSP Advice required Dilapidated Multiplate Culvert. WSP advice required on repair solution.

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	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	The road over this section is on DOC reserve and does not have a road corridor. DOC requires the road section to be legalised to correct the historical error so that the Resource Consent can start. The legalisation documents are with DOC for signing. Construction deferred to 21/22
Network resilience work	Mar 21	Jun 21	Draining slip zones
South Makirikiri School	Feb 21	Apr 21	Active signage investigation complete. Components have been ordered and installation is programmed.
Okirae Road bluffs	Feb 21	Jun 21	Complete geotech report
Jacobsens Bridge- Rock Rip Rap	Oct 21	Jun 21	Design and consenting
LED Upgrade	July 20	Feb 21	30% Complete

Bridges

Bridge	Start	Completion Due	Comments
Bridge Capacity Assessments	Oct 20	Mar 21	Continuing with the programme.
Bridge Inspection Unit	10 Sep 20	16 Sep 20	The inspection of 15 bridges completed.
Kuripapango (Bdy) Strengthening to HN-HO (HMPV) capacity (50:50 with HDC).	Jan 21	Mar 21	Calling Tenders in November 20

Mangaweka Bridge

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

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

- Establishment onsite,
- Complete proof drilling,
- Installation of erosion and sediment controls,
- Steelwork shop drawings,
- Alternative pre-cast options design
- DOC clearance,
- Vegetation removal,
- Archaeologist investigation,
- Heritage NZ clearance, commence piling.

Construction team started the communication with the camp owner. Also, there will be further communication with the farmer in the south-east side. This to ensure construction activities will be carried out smoothly without affecting the nearby stakeholders.

Taihape – Napier Road

The Draft Report is complete and a copy has been provided to the Mayor and the CE for information. The next step is to arrange presentations to RDC and Hastings DC with an invite to Waka Kotahi to attend both presentations. It could be possible to present to RDC before Christmas subject to Council's availability. In the interim the identified improvement programme has been included in the 2021-51 Programme Business Case for Waka Kotahi's consideration.

5. UNSUBSIDISED CONSTRUCTION

The proposed programme for unsubsidised 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 the dust nuisance affecting 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 road. The road serves 2 houses, 2 glasshouse and 2 sheds. Sealing and finishing the kerbs would complete this road section.
- 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.
- Hereford Heights Intersection construction. The following work is required:
 - Roothing reconstruction and reshaping, including kerb and channel and footpaths
 - Watermain will require some relaying on a new alignment to connect the subdivision pipework
 - Lower the gasmain
 - Lower telcoms cables
 - The position of the 225 mm dia stormwater requires locating before completing the pavement work
 - Total construction cost is expected to be \$350,000. Awaiting detailed design, quantities, design estimate, and contract documents. The intention is to call tenders in January 2021. Construction is programmed to be carried out between February and March 2021.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

For the October period, contractors have reported no serious incidents and there are no obvious H&S trends emerging in the transport teams. However a recent near miss occurred when a trainee digger operator while under direct supervision, unbalanced his machine and it tipped onto its side. There were no injuries or significant machine damage however the incident was fully investigated and learning now informing future training activity.

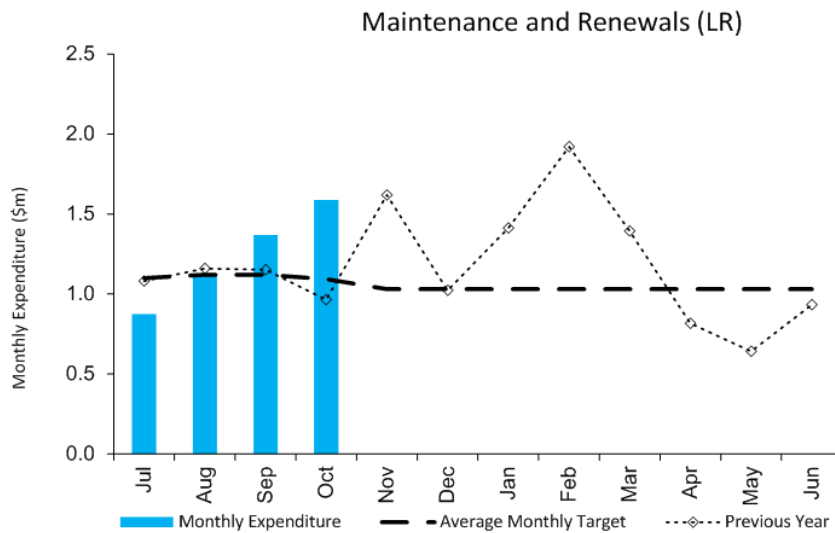
The incident highlights the increased risk when accelerating recruitment into the sector to meet increased demand for skilled operators. This demand is set to increase along with a need for increased Worksafe practices.

Emergency Works

There are 19 Minor Event sites to be evaluated for either construction quality or yet to be completed. These reinstatement sites are currently estimated at \$155,745. The value of reactive works in Ruapehu has trended down as a result of less than usual weather related events and we believe increased drainage maintenance in recent years. Drainage maintenance and renewal has been prioritised over the last block allocation 2019-2021 with increased levels of service from increased financial assistance.

Financial YTD

The total value of subsidised work claimed and approved for the month to 31 October is \$1,776,074. The Subsidised Roads maintenance and renewals programme is sitting at 37.3% expenditure at 34% of the year. The main activities undertaken this month were approved work activities such as pavement rehabilitation, bridge works, drainage maintenance, unsealed metalling and minor improvements.



Capital Programme

The contractors focus on pavement rehabilitation including associated minor improvements and drainage renewal has seen spending brought forward compared to previous seasons. The pavement rehabilitation programme is benefiting from this and is currently on track. The increasing expenditure as we head into the crest of the construction season is pleasing. It is expected that the expenditure will taper down during the final April to June quarter after the pavement rehabilitation season

Bridge Renewal Programme

Emmetts Civil Construction established on 21 September 2020 at the Mangaparo Rail over-bridge for the programmed replacement. Works undertaken in October were the existing bridge was removed on the 1 October 2020. Both abutment and settlement slab works were completed. The pre-cast hollow core beams were planned to be delivered on the 4th November 2020.

Ruapehu Public Transport Pilot Project

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

If successfully funded and delivered this project will one of the first in New Zealand to demonstrate the outcomes from an All of Government (AOG) approach to solving transport access challenges implementing The New Zealand Tourism Strategy, and the application of the new Destination Management Guidelines released earlier this year.

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
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1. MAINTENANCE, OPERATIONS AND RENEWALS

Covid-19 affected the Tararua Alliance teams' ability to complete 100% of the 19/20 seasons renewals with our field staff in lockdown for the last usable weeks of the season. That means an extra push for the 20/21 season to catch up and then remain ahead of the resurfacing team. To date that has seen an increased effort to have any prerequisite repairs completed in advance of the resurfacing work and with that work starting in December it appears the team have caught up. The other Roothing activities are underway, full committed and programmed to the end of the financial year with a busy season ahead.

Planning is currently underway to minimize the effects of disruptors, such as the upcoming Te Ahu a Turanga project, to ensure they do not overly affect business as usual especially in terms of staff and materials – complicated by the recent addition of the Route 52 crown infrastructure project. Investigation and collaboration with Central Hawkes Bay into alternate aggregate sources will hopefully ease the pressure locally.

An increase in requests for High Performance Motor Vehicle and Heavy Load permits has highlighted an increasing risk with our large bridge stock (410 bridges and 115 high capacity culverts) not having been designed for the modern truck configurations. This has been putting pressure on our regulatory teams to ensure we are not putting industry or council at risk by allowing passage – our upcoming Roothing AMP address the issue by increasing testing and clearly defining suitable pre-tested routes for this activity.

2. EMERGENCY WORKS

Our network continues to receive a fair amount of inclement weather. The change this season has been that instead of network wide deluges it has been generally dry but with isolated and very intense weather systems. A recent example of this was 2 days of very heavy rain in Eketahuna that caused quite a bit of flooding and debris damage but 20km each side there was no damage of significance. The random and isolated nature of this makes it hard to plan proactive resilience treatments and instead leaves the team having to be reactive and instead build resilience into the repairs.

The recent east coast weather event centered on Napier affect the Tararua District as well especially in the North Eastern part towards the coast so the team are currently capturing and estimating the scale, scope and estimated cost of the damage.



3. ROUTE 52

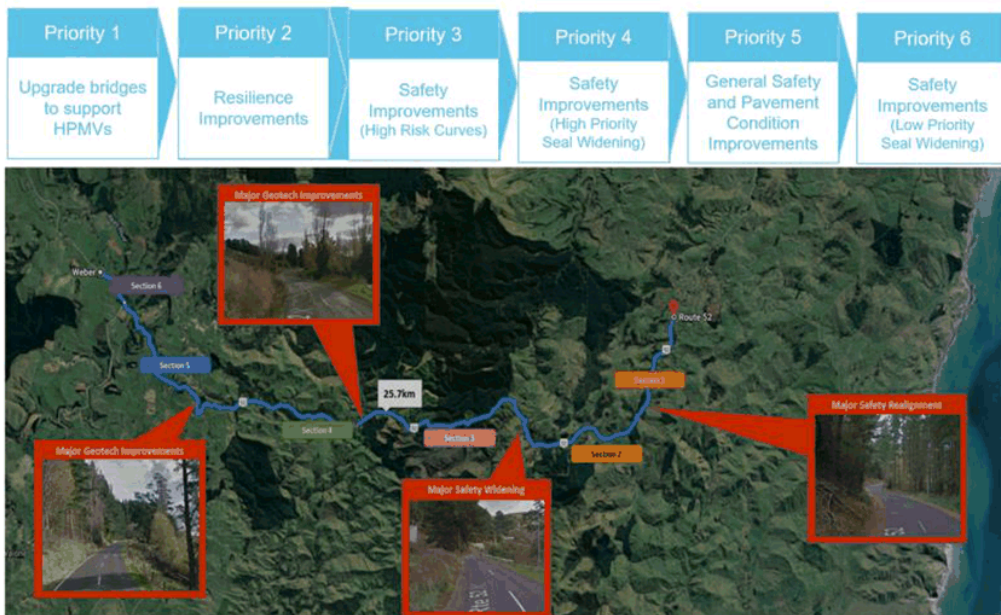
Route 52 is the backbone of the Tararua district and a key linkage between the Central Hawkes Bay and Wairarapa Districts. It is a critical link for the rural and coastal communities and a vital freight route linking forestry blocks in the Tararua District with Napier Port as well as being a key tourism route. Unfortunately it flows through geology that is quite young and volatile making it prone to resilience and safety issues plus it has a high proportion of bridges that do not meet current standards limiting high productivity movements through the network.

The Shovel-ready project of the upgrade of Route 52 (between Weber and the Central Hawkes Bay boundary) has been approved in principle by the PDU and we are in the final stages of negotiating the terms and deliverables of the contract. As a first tranche of funding, this will attempt to address the worst 25km of the 107km of route. We are anticipating negotiations to be completed by the end of the month.

The project is tasked with not only achieving the physical works but with ensuring specified social outcomes occur as well. Key social outcomes relate to providing a safe route for the community, engaging the local community – to employ and upskill, to support the local economy’s recovery from Covid-19 and to improve the environment for future generations. It will do this in part by leveraging a Project Committee which will be a forum for project relations and interactions with the Public and their representatives to ensure an ongoing consultation with the community throughout the project.

Planning for physical works has commenced with a tentative start-date set for the 7th of December (pending the signing of the contract).

With only a limited budget the project is broken into manageable discrete sections and scope prioritised as follows.



4. PAHIATUA TOWN CENTRE UPGRADE

The upgrade of the Pahiata Town Centre upgrade hit a major milestone recently with all underground works complete ensuring the 3 waters infrastructure within the project is fit for purpose and in good condition. Above ground works is well underway and the project is within the most recent estimated cost. The project itself will revitalise the town and brings in some innovative solutions such as the bio-filter garden which is designed to supplement the stormwater network by providing surge storage during heavy downpours.



Bio-filter garden and footpaths nearing completion



The project has a strong place function included in the design and aligns well with the upcoming One Network Framework aspirations of creating liveable destinations for our community.

ORGANISATION NAME: Whanganui District Council RTC REPRESENTATIVE: Mayor Hamish McDouall
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1. MAINTENANCE, OPERATIONS AND RENEWALS

An extensive number of small slips and downed vegetation dominated the rural area throughout September and into October, including the Kauarapoua, and the Whanganui River Road. Some pressure has been placed on our Environmental Maintenance budget very early in the financial year noting a wet and stormy Spring.

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 was granted at the beginning of the 2020/21 season, noting contractor progress has been very satisfactory.

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 Kauarapoua area (north of Whanganui) and Denlair Road (east of Fordell) is 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. Discussions with Forestry are ongoing.

Pre-seal repair identification and quantification has been a focus in recent months with supervisors supplementing the inspector resource. As a result, the number of people exposed to and using Pocket RAMM has increased which should help streamline further claiming and other functions.

The full roughness survey of sealed roads was carried out to determine smooth travel exposure (STE) across the network. While this was technically outside the fiscal year, the data has been recognised for last year in the REG reports due to a national extension of time being granted to allow accident data to be correctly reported. The STE results have once again dropped from previous years potentially illustrating that previous pavement funding levels were more appropriate for our aging pavement stock. Once our major bridges and this year's renewal sites were filtered from the data, the results looked more favourable but are still down on what they were from two years ago.

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

Pavement and surfacing renewals

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 reseal 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.

Design on the 20/21 Rehabilitations sites is now complete with FWD data received as well as cloud data from a run with the RoadScience mobile mapper vehicle. The depth material at the Heads Rd / Beach Rd site is somewhat more than first envisaged but is our highest priority site in most need of doing, having been deferred a number of times in previous years due to the roundabout project that did not eventuate and now no longer holding up in the vicinity of the rail crossing. KiwiRail have been approached regarding the crossing but appear to have no appetite for advancing their programme

to tie in with the need of the road corridor and will likely return to this site a year or two after we have completed our works.

AC designs are proceeding with Wilson Street about to have FWD testing carried out in the areas where Loaders have completed their pavement works so that this site can be designed and completed before the cemetery circuit event takes place at the end of the calendar year. The Wilson Street site while in for 20/21 has deteriorated faster than expected and is now the priority site (behind Wilson Street) but will also require a length of kerb replacement to occur prior to the AC, the Kerb programme is to be reshuffled to accommodate this. A common theme on the AC sites is a lack of suitable deflection or strength results, which has been problematic at a number of the locations resulting in a rethink in the treatment options. The Dublin Street site is now being downgraded to heavy maintenance and the Somme Pde and Heads Rd / Bryce St sites have been deemed to be better off as chip seal and are now being designed as such.

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

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

2. CAPITAL PROGRAMME

- LED Street Lighting upgrade – 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).
- Dublin St and Victoria Avenue traffic signals are currently being upgraded using a temporary roundabout. The works are due for completion end of November.
- Traffic signals have been completed to the Te Tuaiwi Pedestrian thoroughfare across Glasgow Street adjacent to Pak'n'Save with Kiwirail undertaking their final works to synchronise for train movements.
- Fitzherbert Avenue Extension to Mosston Road –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. MBIE have pledged monies through the Worker Redeployment Package towards this project on the basis it can get out to market rapidly. The project was awarded to Bullocks Group Ltd in late October 2020 and is due to begin on 16th November 2020. The duration of work is programmed to take 6 months.
- **London Street Shared Pathway (SH3).** 2 of the project involves extension of the shared pathway down to the rail reserve including retaining walls in the section immediately north of Grey Street. There have been delays in approvals and building consent due to the lockdown. The project will resume on 9th November with a hold point for Xmas and is expected to be completed early in the New Year in readiness for the new school term.
- **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 final step is to submit an application to Heritage NZ whereupon approval will see construction in the New Year.

- **Kerb and Channel/Footpath renewals.** The footpath and kerb & channel programme is continuing with work in Wilson Street to accommodate the services upgrade. Harper Street and Kings Avenue kerb and channel renewal is also underway. Asphaltic Concrete surfacing to Wilson Street is planned for early November to ensure work is clear in readiness for the Cemetery Circuit race at Xmas.

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 has been earmarked for February 2021 having achieved resource consent and iwi approval for amendments to an adjacent stream, to allow full restoration of the carriageway. Rip rap rock armouring is to be installed at the toe of the fill having previously been stockpiled near the site in readiness. This project is funded 61% by NZTA. The project was deferred in late 2019 due to the use of this route as a SH4 detour.



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

Emergency Works – August 2018

- 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. A tender is expected to go out to open market in late November 2020.



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 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.

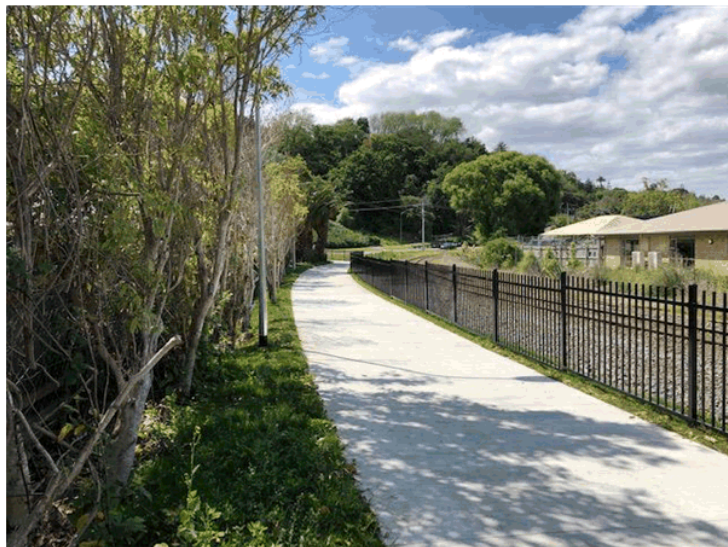


Photo: Completed Te Tuaiwi shared pathway located in Kiwirail corridor between Glasgow Street and SH3.

- **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 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.

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 4.2km section between the proposed new Upokongaro Bridge and the Aramaho 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. The bridge opening date is tentatively earmarked for early December



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

- The southern end of the Mountains to Sea Cycle Trail currently terminates just short of the Whanganui Port at Gilbert Street in the Industrial zone. The remaining portion through the Port and further south to the North mole where it will meet the sea, has been delayed while the Port revamp plans are being finalised, with an application for funding assistance from the Provincial Growth Fund.
- Horizons Regional Council are planning to undertake upgrade works to the North and South Mole with significant rock armouring along the riverbank. Up to 37,000 tonnes of rip rap is required on the north mole side and is planned to take place in early 2021 subject to rock availability and resource consent approval. The termination section of the Mountains to Sea Trail will then follow within an allocated window along the river frontage to the end of the North mole with construction deferred to the 2021/22 financial year, in order to dovetail into the Horizons construction.



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

6. GENERAL BUSINESS

Whanganui District Council 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.

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. None of these applications were successful

Report No.	20-174
Information Only - No Decision Required	

GENERAL UPDATE - KEY POLICY DOCUMENTS 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. 20-174 and Annexes.

3. FINANCIAL IMPACT

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

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

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

6. CLIMATE IMPACT STATEMENT

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

7. BACKGROUND

- 7.1. There are a number of key documents and updates that have been released by government and agencies, which relate to key projects underway in the transport sector. In many cases, these documents will guide our own planning and decision making at a regional level and it is therefore important to be across them and submit feedback where required.
- 7.2. 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.

8. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

- 8.1. Members will recall that government released the draft **Government Policy Statement on Land Transport, 2021 (GPS)** for consultation in March 2020. The Committee submitted on the draft GPS in May.

- 8.2. The final GPS was released on 17 September 2020 and takes effect on 1 July 2021.
- 8.3. The GPS outlines the Government's strategy that guides land transport investment over the next decade. It guides how the National Land Transport Fund (NLTF) should be spent by specifying funding ranges across different types of transport spend (referred to as "activity classes").
- 8.4. Overall, as compared to the previous 2018 GPS, the final 2021 GPS features a significant reduction in funding for state highway and local road improvements, and a significant increase in funding for Road to Zero safety activities (including smaller scale safety infrastructure improvements on state highways and local roads), public transport services and public transport infrastructure. This is consistent with the current Government's philosophy of 'moving people' and 'mode neutrality' rather than 'moving cars'. Another key shift in the new final GPS is that rail infrastructure is now eligible for funding from the National Land Transport Fund.

Key changes between draft and final GPS, 2021

- 8.5. The main difference between the draft and final GPS is small changes to some of the activity class funding ranges as follows:
- Increased funding for State Highway maintenance (added \$100 million)
 - Increased funding for walking and cycling infrastructure (added \$35 million)
 - Increased funding for investment management (added \$5 million)
 - Increased funding for rail network (added \$50 million)
 - Decreased funding for State Highway improvements (taken \$200 million off the lower end of the band)
- 8.6. Other changes include:
- Additional financial information inserted in the section under Crown funding for Land Transport (Sec 3.6) outlining other committed land transport Crown funding,
 - A new diagram showing the relationship between GPS and other Crown funded investment; and
 - Some new text inserted into the Statement of Ministerial Expectations (Section 3.7) regarding Waka Kotahi NZ Transport Agency (Waka Kotahi) engagement with key agencies to develop the Rail Network Investment Plan (RNIP) and implement the new planning and funding framework for rail.

Next Steps

- 8.7. Waka Kotahi is in the process of developing the National Land Transport Programme 2021-24 (the NLTP) to give effect to the GPS. The NLTP sets out the specific transport activities that will be funded to address the transport objectives set out in the GPS. The NLTP will be adopted in August 2021.
- 8.8. The NLTP must take into account the Regional Land Transport Plans (RLTPs) that each region's Regional Transport Committee is preparing and are required to be finalised and submitted to Waka Kotahi by 30 June 2021.

9. ARATAKI

- 9.1. Arataki is Waka Kotahi's 10-year view outlining what is needed to deliver on the Government's current priorities and long term objectives for land transport. It was previously called the Long Term Strategic View (LTSV).

- 9.2. The RTC provided feedback on Arataki in February. Following receipt of about 50 pieces of feedback, Waka Kotahi 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.
- 9.3. Arataki Version 2.0 was released on 26 August 2020. Version 2 incorporates an assessment of the impacts of COVID-19 on the land transport system and identify the post-COVID opportunities over the next 10 years. A copy of the Manawatū-Whanganui Regional Summary is attached as Annex A to this item.
- 9.4. The information included in Arataki has been considered and incorporated, where relevant, into the draft RLTP which is currently under development.

10. DRAFT NEW ZEALAND RAIL PLAN

- 10.1. 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).
- 10.2. 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.
- 10.3. 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.

11. DRAFT INVESTMENT PRIORITISATION METHOD

- 11.1. Waka Kotahi released the draft **Investment Prioritisation Method (IPM)** for consultation in September 2020. Submissions closed on 2 November 2020.
- 11.2. The IPM will replace the Investment Assessment Framework for the 2021-24 period. It has been developed in response to the GPS, 2021 and will be used to prioritise activities in the 2021-24 **National Land Transport Programme (NLTP)**.
- 11.3. The **Local Government Transport Special Interest Group (TSIG)** submitted on the draft IPM. Staff were involved with reviewing the draft TSIG submission and providing feedback. The TSIG submission represents the transport sector in Regional Councils and Unitary Authorities. Staff consider the TSIG submission adequately represents the views of Council and as such have not made a separate submission. The TSIG submission is attached as Annex B to this item.
- 11.4. Waka Kotahi have indicated that a final IPM is expected to be complete by mid-December 2020.

12. REGIONAL FREIGHT HUB

- 12.1. 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.
- 12.2. The KiwiRail Regional Freight Hub has attracted funding from the **Provincial Growth Fund (PGF)** to design a regional growth/freight hub in the region, designate land use for rail, and commence purchasing the required land. The preferred site is partially in the North East Industrial Zone, stretching over rural land north towards Bunnythorpe. It is close to Palmerston North's major distribution businesses and Palmerston North Airport.

- 12.3. Over July, KiwiRail sought informal feedback on the location of the Freight Hub prior to moving forward with the designation process. Horizons provided feedback on the proposal and has had ongoing dialogue with KiwiRail representatives.
- 12.4. In late October 2020, KiwiRail lodged its Notice of Requirement (NoR) for a designation in the Palmerston North City Council District Plan for the construction and operation of a new intermodal rail and freight hub.
- 12.5. It is anticipated that the NoR will be publically notified in early 2021 and staff will consider the information available and advise the Committee regarding making a submission.
- 12.6. KiwiRail advise that after the designation is complete and land has been purchased, the next stage will be to begin planning to build the Regional Freight Hub, including any necessary resource consents, building consents and other third-party approvals.

13. MARTON FREIGHT HUB

- 13.1. 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.
- 13.2. In September Rangitīkei District Council went through a Plan Change process to change the land zoning for the Rail Hub. A decision has been made on the Plan Change but at the time of writing, that decision had been appealed.
- 13.3. 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.

14. NORTHERN EXPLORER

- 14.1. 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.
- 14.2. 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.
- 14.3. Any updates on progress with this project will be made available to the Committee.

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 released a guidance document designed to provide local government and key stakeholders with visibility of the direction of the proposed changes and enable provision of additional input into drafting of the new 'setting of speed limits rule' ahead of formal consultation. It is understood that formal consultation was planned to occur after the general election.

15.3. Given the impact the setting of speed limits rule will have for our region, it is our intention to provide feedback on any formal consultation once it commences. Further detail will be provided to the Committee once it is available.

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 Annex A: Arataki Version 2 - Manawatu-Whanganui Regional Summary
- B Annex B: TSIG Submission on draft IPM

WAKA KOTAHĪ ARATAKI VERSION 2 - MANAWATŪ-WHANGANUI

MANAWATŪ-WHANGANUI

AT A GLANCE

Our focus in Manawatū-Whanganui is on supporting urban growth, regional development initiatives and the COVID-19 recovery. We will work with partners to encourage increased use of public transport, walking and cycling, particularly in Palmerston North, manage the impacts of climate change, deliver safe and reliable inter-regional journeys and provide appropriate levels of service across all transport networks.

COVID-19 INSIGHTS AND IMPACTS

This section sets out the how the current pandemic might impact on land transport in Manawatū-Whanganui.

Significant levels of uncertainty remain regarding the scale and duration of COVID-19 impacts, particularly in the medium to long-term. We will continue to monitor and update as things change.

POTENTIAL IMPACTS ON KEY SECTORS

- Manawatū-Whanganui's economy is forecast to perform better compared with other regions during the economic slowdown, because of the scale of the government services, healthcare and social assistance, and manufacturing sectors.
- Significant levels of primary production outside of the main urban centres are also expected to help mitigate the impacts of the economic slowdown on the region.
- The region is also the country's least reliant on international tourism, with only 17% of tourism spend in the region coming from international visitors.⁵⁴
- Communities in the south of the region may be protected to a degree by the forecast relative stability of the Wellington economy.

POTENTIAL IMPACTS ON EMPLOYMENT AND COMMUNITIES

- Under the slower recovery scenario:
 - the Manawatū-Whanganui forecast fall in employment to 2021 (relative to BAU) is -5.3%, significantly lower than the national average of -6.7%³⁵
 - the Ruapehu District (-7.9%) is forecast to be impacted harder than the rest of the region because of its greater reliance on tourism³⁵
 - employment levels forecast to return to BAU in Whanganui and Rangitikei by 2025 & everywhere except Horowhenua and Manawatū by 2031.³⁵

- Population growth expected to slow, at least in the short to medium-term, given the region's reliance on net migration. The region's economic performance comparative to other regions may lead to increased inward internal migration
- Māori, Pasifika and youth are likely to experience the greatest impacts, particularly in smaller regional centres. An increase in youth not in employment, education or training (NEETs) is expected.

POTENTIAL IMPACTS ON THE LAND TRANSPORT SYSTEM

- Given the relative resilience of the Manawatū-Whanganui economy, no significant changes are expected in the nature, scale and location of transport demand over the medium to long-term. The 10-year outlook remains largely unchanged.
- Ongoing demand for multi-modal distribution function, centred on Palmerston North. Maintaining safe and reliable connections to the UNI, Wellington and Napier Port remain critical to supporting recovery across the LNI.
- There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment and essential services for vulnerable communities.
- There will be ongoing pressure on transport revenue as a result of the COVID-19 lockdown.

REGION STEP CHANGES

IMPROVE URBAN FORM

Much of the region's growth is expected on the edge of Palmerston North and Feilding, and in Levin.

TRANSFORM URBAN MOBILITY

In Palmerston North, Massey University creates significant daily transport flows between city and campus. Selected free bus services have helped increase use of public transport. Journeys to work by foot or bike are above the national average at 11.4%.⁵²

SIGNIFICANTLY REDUCE HARMS

The Manawātū-Whanganui safety record is relatively poor. Head-on and run off road crashes, high-risk intersections and driver behaviour are primary contributors.⁴⁷ Focus is needed on the Palmerston North, Whanganui and Levin urban areas and state highways that link them.

TACKLE CLIMATE CHANGE

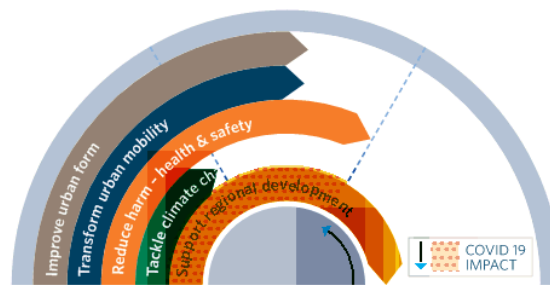
The impacts of climate change will make managing network resilience increasingly challenging. Rain and drought conditions will affect highly erodible land, while sea level rise will impact coastal communities.

Transport carbon emissions per capita are above average, reflecting the volumes of through traffic, particularly freight using the region's road networks.⁴⁸

SUPPORT REGIONAL DEVELOPMENT

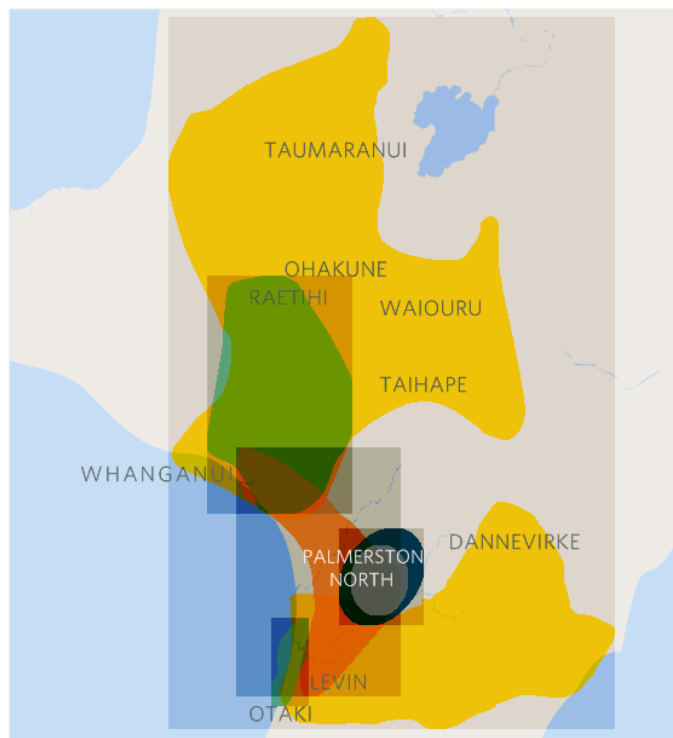
The region has high unemployment rates and comparatively low median household income.⁵⁰ Access to education, healthcare and employment must improve, particularly in the north and east of the region, to deliver better social and economic outcomes.

The region has nationally significant connections for the movement of freight and tourists. We will continue to support inter-regional connectivity, especially road and rail freight connections to key ports and hubs. Our focus is also on providing appropriate infrastructure and services to support visitor destination management initiatives.



SIGNIFICANCE OF STEP CHANGE TO REGION 2021-31

KEY



238,797
REGIONAL POPULATION²⁵

7.2%
REGIONAL POPULATION GROWTH 2013-18²⁵

5.1%
OF NATIONAL POPULATION²⁵ 2018

6.3%
OF NATIONAL DEATHS & SERIOUS INJURIES (DSI)⁴⁷

189
TOTAL DSI⁴⁷ ANNUAL AVERAGE FOR PERIOD 2016-19

6%
OF NATIONAL VEHICLE EMISSIONS⁴⁸

3.8%
OF NATIONAL GROSS DOMESTIC PRODUCT YEAR END MARCH 2018²⁶

5.2%
REGIONAL UNEMPLOYMENT RATE
4.1%
NATIONAL RATE YEAR END JUNE 2019⁴⁹

Pre COVID-19 data

MANAWATŪ-WHANGANUI TODAY

Because of the level of uncertainty of population and economic trends, this section has not been reviewed in detail for Arataki V2.

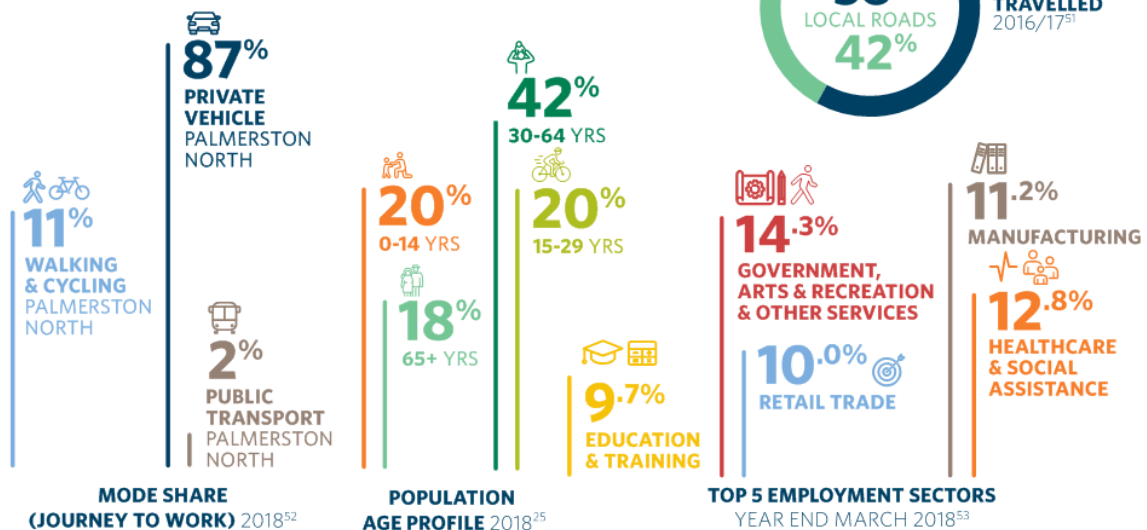
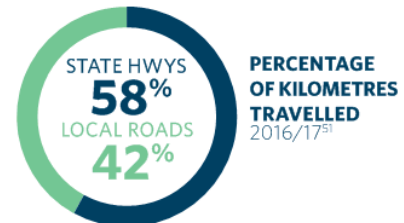
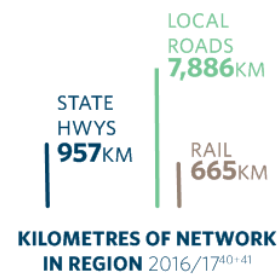
MANAWATŪ-WHANGANUI IS THE SIXTH-MOST POPULOUS REGION IN THE COUNTRY WITH AROUND 238,000 RESIDENTS.²⁵ IT IS A LARGE, DIVERSE REGION EXTENDING FROM LEVIN IN THE SOUTH TO TAUMARUNUI IN THE NORTH, AND FROM WHANGANUI IN THE WEST TO THE EAST COAST.

Palmerston North is the largest centre and provides a service hub supporting surrounding areas. Tertiary education, research, logistics and military activities are significant contributors to Palmerston North's economy. Whanganui, Levin and Feilding are the region's other main urban centres. Outside of the main urban areas, primary production is the key economic driver with tourism critical to the economy of the Ruapehu District. Redeployment of defence force personnel is expected to increase activity at the Ohakea and Linton military bases. The region has one of the highest unemployment rates in the country and the second lowest median household income. Manawatū-Whanganui is a surge region, identified by the government as

needing investment to support regional economic development. While the region generally has good access to essential services, communities in the north and east face some challenges accessing specialist services located in Whanganui and Palmerston North. The region is located at the centre of the road and rail networks which connect Hawke's Bay, Wellington, Taranaki and the upper and lower North Island. These connections are a key economic lifeline, enabling the movement of people and goods between key centres of production, consumer markets and freight distribution hubs. The Capital Connection provides a weekday passenger rail service to Wellington. Palmerston North is emerging as the primary distribution centre in the lower North Island. Resulting increases in the number of heavy vehicle movements have created safety and efficiency issues on the local road network which need addressing. The rail freight journey is generally reliable but incomplete electrification of the network restricts journeys, with locomotive changes between Auckland

and Wellington, adding to overall journey times. Efforts to revitalise Whanganui Port could lead to increased movement of freight to and from the port by coastal shipping, rail and road.

Network resilience is a significant issue in some parts of the region, particularly on the Desert Road and SH4 north of Whanganui. The construction of Te Ahu a Turanga: Manawatū-Tararua highway project will resolve long-standing resilience challenges associated with the Manawatū Gorge. Between Levin and Ōtaki there is a stretch of SH1 with no viable alternate routes, and with poor levels of service for safety and resilience.



MANAWATŪ-WHANGANUI TOMORROW

Prior to the COVID-19 pandemic, the region's population was projected to grow by approximately 17,000 people to 248,000 in 2043, with most growth located in Palmerston North and Feilding.²⁷ Low growth or decline was projected for the remainder of the region. Horowhenua District has been included as part of the Wellington Regional Growth Framework area. Future growth in Levin and surrounding communities will be influenced by both the growth strategy, and the significant road and rail improvements being made in the area which will improve connections to both Wellington and Palmerston North.

The region's population is getting older, consistent with the national trend. The Horowhenua District, and in particular Levin, is actively positioning itself as a destination for retired residents. By 2043, 36% of the district's population is forecast to be over 65 years old.²⁷ Enabling access for senior residents will be important to ensure they remain socially connected, active and able to actively participate in their communities.

An increasing proportion of the population on fixed incomes will place pressure on councils' ability to maintain existing infrastructure, fund new infrastructure and provide appropriate services to residents.

The Manawatū-Whanganui regional economy is forecast to perform better than many other regions during the COVID-19 slowdown, supported by the scale of the government services, healthcare and primary production sectors. While economic activity is forecast to drop significantly in the short-term, the regions' economic drivers are expected to remain relatively consistent. Employment in service industries is expected to grow in the larger urban centres over the medium to long-term, with primary production remaining important in other areas. Improved inter-regional connections will support Palmerston North's growing distribution function, although a shift to rail might be needed in the transition to a low-emissions economy. KiwiRail has started design and land purchase for the Palmerston North freight hub, a purpose-designed facility to support better integration of road and rail freight movements.

While international visitor numbers have dropped sharply (and are forecast to remain below pre-COVID-19 levels for the foreseeable future), the majority of Manawatū-Whanganui's tourism revenue comes from domestic visitors. Domestic tourism is expected to increase, at least in the short-term, as more New Zealanders choose to holiday at home.

Emerging technologies, such as on-demand shuttles, could provide a feasible shared transport option in the future to help people get around within smaller towns and rural communities, and improve access to services in Palmerston North and Whanganui. Improved access to high quality data and information will enable better management of the existing transport system to get the most out of existing infrastructure.

Increased coastal erosion, sea level rise, storm surges, flooding, and storms are predicted to intensify over the next 30 years increasing risk to the road and rail network, parts of which are already vulnerable. Flooding on SH2 Mangatainoka and SH3 Whangaehu is considered a significant risk and is likely to worsen with climate change.

KEY SYSTEM INSIGHTS

- Palmerston North is forecast to receive moderate levels of growth. Levin is also growing as housing supply and rental affordability pressures push lower income residents out of Wellington. It is important that growth in housing and employment, and the location of new facilities is accommodated in a way that minimises the need to travel long distances and reduces private vehicle use in urban areas.
- Palmerston North is emerging as the primary distribution centre for the lower North Island. Increasing heavy vehicle movements are reducing safety and efficiency of local road networks. The development of a high-tech rail hub in the northeast will enable rail to play a greater role in the movement of freight.
- Because of its central location, the region's networks carry significant volumes of through traffic. Providing safe and reliable links south to Wellington and east to Napier Port is particularly important to enable movement of people and goods.
- The region's safety record is relatively poor in terms of total deaths and serious injuries, with a need to focus on the Palmerston North, Whanganui and Levin urban areas, the state highways that connect them, and high-risk rural roads.
- Network resilience is a particular issue and more intense storm events resulting from climate change will worsen existing challenges, including areas with unstable terrain north of Whanganui. The impacts of sea level rise will also increase for low-lying coastal communities.
- Forest harvests across the region are increasing freight movements and impacting on the condition of local road networks.
- Transport can support improvements in regional development by improving access to employment and essential services for remote communities in the north and east of the region, and by supporting industry growth and access to visitor destinations.

FOCUS OF EFFORT: 2018-21

This section represents the existing commitments (eg the NLTP and NZUP). V2 has not been updated to include economic stimulus packages as that space continues to evolve.

Working with industry, local government and local communities we will look to progress the Palmerston North Integrated Transport Improvements project to assist in building resilience and providing a safer, more effective connection between key industrial areas, and improve access and safety for those travelling by foot and bike.

The Urban Cycleways Fund will accelerate projects in Whanganui and a new pedestrian and cycle bridge, and new shared paths in Palmerston North to link the main residential areas and central business district with Linton Military Camp, the Crown Research Institutes and Massey University.

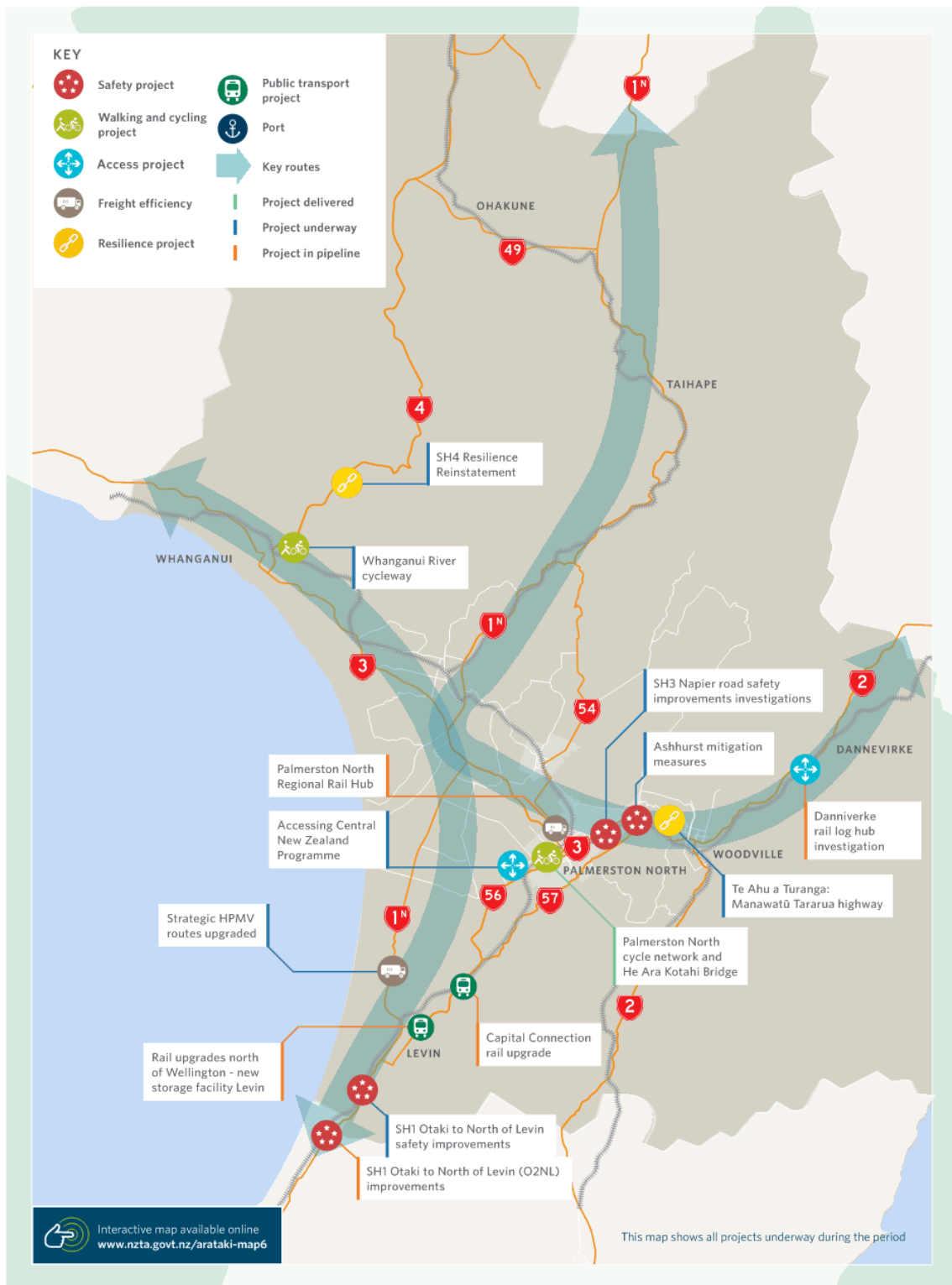
Manawatū-Whanganui has been the recipient of substantial Government investment to support regional development, including projects such as a cycle-walkway strategy, a regional freight (rail) hub, and implementation funding

for a farmer-driven programme to improve the cultural, environmental, social, and economic wellbeing of the Rangitikei district.

Delivery of safety upgrades on SH1 from Ōtaki to Levin and along the southern portion of SH57, as well as progressing a new SH1 corridor from Ōtaki to north of Levin.

Work is continuing on Te Ahu a Turanga (SH3 Manawatū Gorge Highway), which will provide a safe and reliable connection to Hawke's Bay, and reinstatement of SH4 north between Whanganui and Raetihi.

The revitalisation of the Whanganui Port Area will contribute to the social, environmental and economic wellbeing of the Whanganui area. There is a need to identify and secure existing and future uses of the port area, including upgrading Wharf One.



AREAS OF FOCUS: MANAWATŪ-WHANGANUI 2021-31

SIGNIFICANTLY REDUCE HARMS (MEDIUM)

SAFETY

We will support implementation of the **Road to Zero: New Zealand's road safety strategy 2020–2030** and associated **Action plan 2020-22**, and regional strategies, with an emphasis on:

- safety interventions targeting high-risk intersections, and run-off road and head-on crashes on high-risk rural roads (rural roads are roads with speed limits >80km/h)
- target road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seatbelts and speeding
- speed management to provide safe and appropriate speeds on high-risk rural roads. Targeted use of safety cameras to reduce speeding.

HEALTH

Our primary focus around health is reducing harmful emissions in urban areas through improved urban form, increasing access to and use of public transport, walking and cycling, and other initiatives to reduce overall emissions.

We will support future pandemic planning by drawing our COVID-19 experience and initiative such as low-cost and temporary street calming and active transport projects that enable social distance while bringing health benefits from increased physical activity and reduced air emissions.

We will also continue to work to ensure that the noise impacts of transport are appropriately managed through a mix of land-use planning and mitigation works.

SUPPORT REGIONAL DEVELOPMENT (MEDIUM)

Manawatū-Whanganui needs regional development support, particularly in areas outside Palmerston North and Manawatū District. To support regional growth, enable improved access to education and employment, and to help raise standards of living, we will:

- continue to support inter-regional connectivity
- support visitor destination management plans and provide transport infrastructure and services that improve access and mitigate the impact of large numbers of visitors when international tourism recovers
- support freight initiatives that are multi-modal, efficient and safe, such as the Whanganui Port revitalisation, the KiwiRail freight hub in Palmerston North and delivery of the outcomes of the Palmerston North Integrated Transport Improvements business case

- complete and promote walking and cycling trail plans such as the Tararua Tourism and Trails Strategy and a connected network of cycle and walking trails
- Te Ahu a Turanga: Manawatū-Tararua highway project and Ōtaki to north of Levin are the top priorities for the region.

IMPROVE URBAN FORM (MEDIUM)

While our focus is on multi-agency partnerships in the largest and fastest growing urban centres, we recognise the potential for growth in and around Palmerston North to support a safe and thriving city, with increased access to public transport, walking and cycling options and reduced carbon emissions. We will:

- engage in planning processes to ensure that land-use patterns reduce dependence on private vehicles, limit the need to travel long-distances to access employment and services, and limit carbon emissions
- influence land use decisions and integrate land-use and transport planning to support safe and efficient freight movements to key freight hubs.

TRANSFORM URBAN MOBILITY (MEDIUM)

As the region recovers, population growth in Palmerston North, Feilding and Levin will increase travel demand on the region's networks and provides opportunities to support increased use of public transport, walking and cycling. Our focus will be on supporting:

- improvements to walking and cycling networks, with a focus on providing safe and efficient access to and within main activity centres and to education facilities, and linking existing infrastructure to provide connected networks
- public transport services, including the Capital Connection Rail Upgrades and on-demand services where they provide access to employment and essential services, are a more affordable transport option and/or help shape a more thriving city
- proposals to address the increasing need for services targeting mobility for senior residents, particularly in the Horowhenua and Ruapehu Districts
- development of the Palmerston North Network Operating Framework as a tool for optimising network performance
- opportunities to increase the proportion of freight on rail as part of improving access growing distribution hubs.

TACKLE CLIMATE CHANGE (MEDIUM)

We will continue to work to understand the opportunities to support climate change adaptation and mitigation.

ADAPTATION

We will focus on:

- working together on implementing Horizons' 30-Year Infrastructure Strategy
- working with our partners and communities to prioritise interventions and responses to natural hazards in high-risk areas
- engaging in local planning processes to avoid infrastructure and development in areas at increased risk of natural hazards and effects of climate change
- enabling continuous improvement in network resilience through maintenance and renewals, and 'low cost/low risk' investments
- enabling rapid recovery following disruption to the land transport system.

MITIGATION

We will focus on:

- engaging in local planning processes to ensure urban form and transport planning supports reductions in emissions, private vehicle travel and average trip length
- ensuring network design and operation makes the best use of existing systems to manage demand and reduce emissions by prioritising the movement of public transport and low emission options, and actively managing speed, urban freight and congestion.



TSIG Submission on Waka Kotahi’s Investment Prioritisation Method (IPM)

28 October 2020 **Note: these submission points will be transposed into Waka Kotahi’s online submission form when completed.**

Your name: Bill McMaster

Your organisation: Transport Special Interest Group

Are you providing this feedback as an individual or organisation?

I am providing this feedback on behalf of the Local Government NZ, Regional Sector, Transport Special Interest Group (TSIG). TSIG is made up of Regional Council, Unitary authority and Auckland Transport Officers. The feedback reflects the view of officers and has not been formally endorsed by the member Councils, or senior leadership teams.

TSIG would be happy to meet with Waka Kotahi to further elaborate on our submission points.

Prioritisation factors

Waka Kotahi has reviewed its approach to prioritising investments (formerly set out in the Investment Assessment Framework). It is proposing to move from two prioritisation factors to three (as was the case before 2018), to better differentiate activities.

Question asked in WK’s submission form	Draft TSIG feedback	Investment Prioritisation Method content (for reference – this is <u>not</u> going to be submitted)
How can we improve the prioritisation factors?	The GPS alignment and Efficiency factors are well established and align to the GPS principles for investing. TSIG believes that the two aspects of the Scheduling factor (ie. Interdependency and Criticality) are more difficult to measure and need more guidance on how to apply.	The proposed IPM contains the following 3 prioritisation factors: <ul style="list-style-type: none"> • GPS alignment • Scheduling • Efficiency. The Scheduling factor is broken down into Interdependency and Criticality.

Question asked in WK's submission form	Draft TSIG feedback	Investment Prioritisation Method content (for reference – this is <u>not</u> going to be submitted)
<p>What challenges, if any, do you see in applying the prioritisation factors?</p>	<p>A key challenge and point of concern in applying the prioritisation factors is the short timeframe available for Approved Organisations (AOs) to prepare their improvement projects by 30 October 2020. TSIG notes with concern that the IPM is still in draft and could be subject to change as a result of the consultation process. All the initial Improvements activities will have been submitted by 30 October which is in advance of the submissions on IPM closing.</p> <p>The GPS Alignment factor is important. The detailed L/M/H/VH rating benefits (in the table in Appendix 1) are very specific and we question how accurately these benefits can be measured, given that it may be difficult to source appropriate evidence. Two examples that illustrate this within the Investment Prioritisation Tables are:</p> <ul style="list-style-type: none"> • “Target medium or high collective risk corridors or intersections to achieve a death and serious injury reductions of ≥40% (to score a VH rating)” • “6% change in domestic freight mode share to rail or coastal shipping-measured in tonne-km could also be estimated by \$\$ value (to score a VH rating)” <p>The criteria in the GPS Alignment table do not indicate at what level (local or regional) they need to be applied. A different spatial scope may be used for assessing these impacts for different activities, resulting in incompatible assessments.</p> <p>It is also unclear if the vkt reduction will take into account population growth (and therefore an increased trip demand). If not, this will disadvantage growth areas.</p>	<p>The tables in Appendix 1 provide</p> <ul style="list-style-type: none"> • an investment prioritisation table for the GPS Alignment factor, to determine the degree to which proposals align with the priorities and results sought in the GPS 2021 • a similar table for the Scheduling factor. <p>The Scheduling factor indicates the Criticality or Interdependency of the proposed activity (or combination of activities) with other activities in a programme or package or as part of a network.</p> <ul style="list-style-type: none"> • Criticality is defined as the significance of the activity's role as part of the network and the degree of impact to users, particularly due to availability or not of alternatives. • Interdependency with other activities is defined as the degree to which the

Question asked in WK's submission form	Draft TSIG feedback	Investment Prioritisation Method content (for reference – this is <u>not</u> going to be submitted)
	<p>Another area of concern relates to behaviour change/TDM activities, which are hard to measure under the proposed GPS Alignment factor. The highest score a behavioural change/TDM activity can get using descriptive/qualitative criteria listed in the current table is M, there is no mention in the H or VH scale for TDM activities.</p> <p>At the RLTP submission stage there may be insufficient information to make a useful assessment and a qualitative approach will need to be taken.</p> <p>The Scheduling factor introduces a new scoring method which is somewhat untested. We note the comment in the draft IPM that this factor draws on information in RLTPs about interdependencies and criticality to show that the IPM takes activities in RLTPs into account.</p> <p><u>Submission points:</u> GPS Alignment</p> <ul style="list-style-type: none"> • It may be challenging to distinguish between GPS Alignment and the criticality of an activity (or activities). An activity that can demonstrate high alignment with a GPS criteria would probably also achieve a high rating in terms of criticality. • We would like to see investment to support behaviour change be included in the H and VH categories. <p>Scheduling</p> <ul style="list-style-type: none"> • There will be some projects in a region that have limited interdependency with other activities but are still of very high importance to a region. TSIG is concerned that these 'stand-alone' activities, ie those that are not part of a package, will be scored L even though they may be of critical importance to a region. • It may become increasingly challenging for local road improvements to obtain funding through the NLTF given the possibility that these 	<p>activity is necessary to unlock the benefits of another related or integrated investment (which may be art of the same programme or package or major housing or industrial development or international event.</p>

Question asked in WK's submission form	Draft TSIG feedback	Investment Prioritisation Method content (for reference – this is <u>not</u> going to be submitted)
	<p>projects will have low criticality or interdependency with other projects.</p> <ul style="list-style-type: none"> • TSIG has concerns about how the Scheduling factor will be scored. Appendix 1 outlines the scoring process for the Scheduling factor and there is concern with how the scoring will be done. The scoring is not easily understood and could be quite subjective. 	
<p>What further guidance is needed to help you apply prioritisation factors to your activities?</p>	<p>The timeframes for delivery of transport activities may be impacted by funding availability, planning and property purchases or consultation. Scheduling in this context is likely to be misinterpreted. The guidance refers to criticality and interdependence which are not scheduling factors.</p> <p><u>Submission points:</u></p> <ul style="list-style-type: none"> • We recommend Waka Kotahi review the guidance to minimise the likelihood of misinterpretation. • We seek further guidance on the Indicative Efficiency Rating and how it is applied. At present the spreadsheet is not easily understood. • The Investment Management activities are following the same assessment process, and are normally hard to identify a BCR/IER. Further guidance is needed here for scoring Investment Management activities eg RLTP Management. 	<p>When a proposed activity does not yet have a calculated BCR, the Indicative Efficiency Rating (IER) tool can be used to calculate an indicative efficiency rating for the activity. The IER tool provides a high-level estimate of monetised costs and benefits</p>

Investment Prioritisation Method

Waka Kotahi has created the draft Investment Prioritisation Method, including the 3-factor priority order matrix and the indicative efficiency rating tool, to help you prioritise your activities for inclusion in the 2021 – 2024 NLTP.

Question asked in WK's submission form	Draft TSIG feedback	Investment Prioritisation Method content (for reference – this is <u>not</u> going to be submitted)																																																																																									
<p>Tell us what you think about the ratings for the 3-factor priority order matrix. Are any changes required?</p>	<p>There are some measures used for demonstrating GPS Alignment where it may be difficult to clearly distinguish between L/M/H/VH (Refer GPS Alignment Table in Appendix 1).</p> <p>For example when measuring the shift from private passenger vehicles to other modes on an arterial route with 15,000 vkt (up to 1% (L), 2-3% (M), 4-5% (H) or >6% (VH)) the difference between 3% and 6% may be only 450 vehicles per day.</p> <p>We also believe that there are inconsistencies in the priority order matrix. For example where there is the same rating in GPS Alignment but, swapped rating between Scheduling and Efficiency, sometimes it generates the same score and sometimes it does not.</p> <p>For example: When GPS = M, Scheduling = M, Efficiency = H, the score is 6. This is the same score when GPS = M, Scheduling = H, Efficiency = M. But when GPS = M, Scheduling = H, Efficiency = L, the score is 7. It is NOT the same score as GPS = M, Scheduling = L, Efficiency = H (the score is 9).</p> <p>In another submission point we believe the threshold of 10+ for a BCR is set too high for proposals with very high benefits, meaning that very few will meet this criterion. We note that the BCR thresholds have significantly changed from a draft earlier this year.</p> <p><u>Submission points:</u></p> <ul style="list-style-type: none"> We recommend Waka Kotahi undertake some testing of the GPS Alignment criteria to ensure the percentages at each rating level will obtain value for money. Waka Kotahi consider the use of a bell curve to determine BCR rating rather than relying on the BCR alone. 	<p>Improvement activities are assigned a priority order using each of the three prioritisation factors (GPS Alignment, Scheduling, Efficiency), according to a 3-factor priority order matrix:</p> <table border="1" data-bbox="1451 555 1879 826"> <thead> <tr> <th colspan="7">Proposed 2021-24 NLT Priority Order</th> </tr> <tr> <th rowspan="2">GPS alignment</th> <th rowspan="2">Scheduling</th> <th colspan="5">Efficiency</th> </tr> <tr> <th>VL* (BCR<1.0)</th> <th>L (BCR 1.0-2.9)</th> <th>M (BCR 3.0-5.9)</th> <th>H (BCR 6.0-9.9)</th> <th>VH (BCR>=10.0)</th> </tr> </thead> <tbody> <tr> <td>VH</td> <td>H</td> <td>7</td> <td>3</td> <td>2</td> <td>1</td> <td>1</td> </tr> <tr> <td>VH</td> <td>M</td> <td>8</td> <td>3</td> <td>2</td> <td>1</td> <td>1</td> </tr> <tr> <td>VH</td> <td>L</td> <td>9</td> <td>4</td> <td>3</td> <td>2</td> <td>2</td> </tr> <tr> <td>H</td> <td>H</td> <td>9</td> <td>5</td> <td>4</td> <td>4</td> <td>3</td> </tr> <tr> <td>H</td> <td>M</td> <td>10</td> <td>6</td> <td>5</td> <td>5</td> <td>3</td> </tr> <tr> <td>M</td> <td>H</td> <td>10</td> <td>7</td> <td>6</td> <td>6</td> <td>4</td> </tr> <tr> <td>M</td> <td>M</td> <td>11</td> <td>9</td> <td>8</td> <td>6</td> <td>5</td> </tr> <tr> <td>H</td> <td>L</td> <td>11</td> <td>8</td> <td>8</td> <td>7</td> <td>7</td> </tr> <tr> <td>M</td> <td>L</td> <td>11</td> <td>10</td> <td>10</td> <td>9</td> <td>9</td> </tr> <tr> <td>L</td> <td>HML</td> <td>12</td> <td>12</td> <td>12</td> <td>12</td> <td>12</td> </tr> </tbody> </table>	Proposed 2021-24 NLT Priority Order							GPS alignment	Scheduling	Efficiency					VL* (BCR<1.0)	L (BCR 1.0-2.9)	M (BCR 3.0-5.9)	H (BCR 6.0-9.9)	VH (BCR>=10.0)	VH	H	7	3	2	1	1	VH	M	8	3	2	1	1	VH	L	9	4	3	2	2	H	H	9	5	4	4	3	H	M	10	6	5	5	3	M	H	10	7	6	6	4	M	M	11	9	8	6	5	H	L	11	8	8	7	7	M	L	11	10	10	9	9	L	HML	12	12	12	12	12
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Thinking of the activities in your area that could give effect to the GPS, would the draft investment prioritisation method enable you to include that activity in the NLTP? If not, what's missing?	<p>As a general comment, Investment Management activities could be difficult to include in RLTP/NLTP if the Efficiency factor cannot be scored.</p> <p>Further comment to be submitted regionally by TSIG members where considered necessary.</p>	
We have suggested a way to take account of RLTPs. How might this approach impact your RLTP?	<p>The late release of the IPM has made it difficult for AOs to undertake a comprehensive IPM assessment to new improvement projects. This will in turn limit the level of impact the IPM has RLTPs.</p> <p>The draft IPM states that prioritisation is first applied during NLTP development. It would be more accurate to state that the first prioritisation takes place when the RLTP is being developed.</p> <p>We believe that the RLTP priority order should be taken into consideration when distinguishing between all activities that sit within the same NLTP priority order, rather than being simply used as a tool to distinguish between activities that are at the investment threshold for the activity class. Using the RLTP priority order through-out the assessment will enable a stronger link between regional priorities and investment and deliver on the overall intent of the LTMA (2003).</p> <p><u>Submission point:</u></p> <ul style="list-style-type: none"> We recommend Waka Kotahi take into consideration the regional priority given to each activity when assessing the activities that sit at 	<p>The guidance notes that RLTPs are taken into account for the IPM as follows:</p> <ul style="list-style-type: none"> All activities in the 2021 NLTP must be part of an RLTP, except for specified nationally delivered programmes The RLTP must best identify the order of priority of significant activities for the first 6 years. The IPM applies to activities in the first 3 years The IPM Scheduling factor draws from information in RLTPs about interdependency and criticality The RLTP priority order will be considered in distinguishing between activities with the same priority order in the NLTP <u>where such activities are at the</u>

Question asked in WK's submission form	Draft TSIG feedback	Investment Prioritisation Method content (for reference – this is <u>not</u> going to be submitted)
	the same priority order in the NLTP (rather than just for projects at the threshold).	<u>investment threshold for the activity class (our underlining).</u>
Do you have any other feedback on the draft IPM?	<p>In general TSIG finds the draft IPM very prescriptive and difficult to follow. We have concerns that applying the IPM could present a problem to those regional council staff developing a RLTP for the first time. We also seek advice on whether all Waka Kotahi staff dealing with the new IPM process will be fully trained and in a position to assist councils through this should the need arise.</p> <p>The draft IPM appears to rely on a substantial and prescriptive evidence base and it is unlikely that AOs will have access to the full evidence, such as transport modelling, required when rating projects for inclusion in the RLTP.</p> <p>Another general concern is that the proposed IPM process may skew funding toward state highway or roading infrastructure projects. For example, the GPS Alignment factor (under Better Travel Options) uses % change in proportion of population who have better access (measured by a travel time threshold), which reflects improved travel time on road corridors. This outcome may not fit the Government's GPS emphasis on mode shift to reduce the need for new infrastructure and it may not place a high enough priority on walking, cycling or public transport activities or the step change that is required.</p>	

Report No.	20-175
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. CLIMATE CHANGE

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

7. BACKGROUND

- 7.1. 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.

8. SIGNIFICANCE

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

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

- A Waka Kotahi NZ Update

Item 11



2021-24 National Land Transport Programme development

- We're currently moderating, assessing and prioritising continuous programmes.
- We've received initial submissions for improvements activities - moderation will start in February 2021.
- There will be significant demand for available funding across all activity classes.



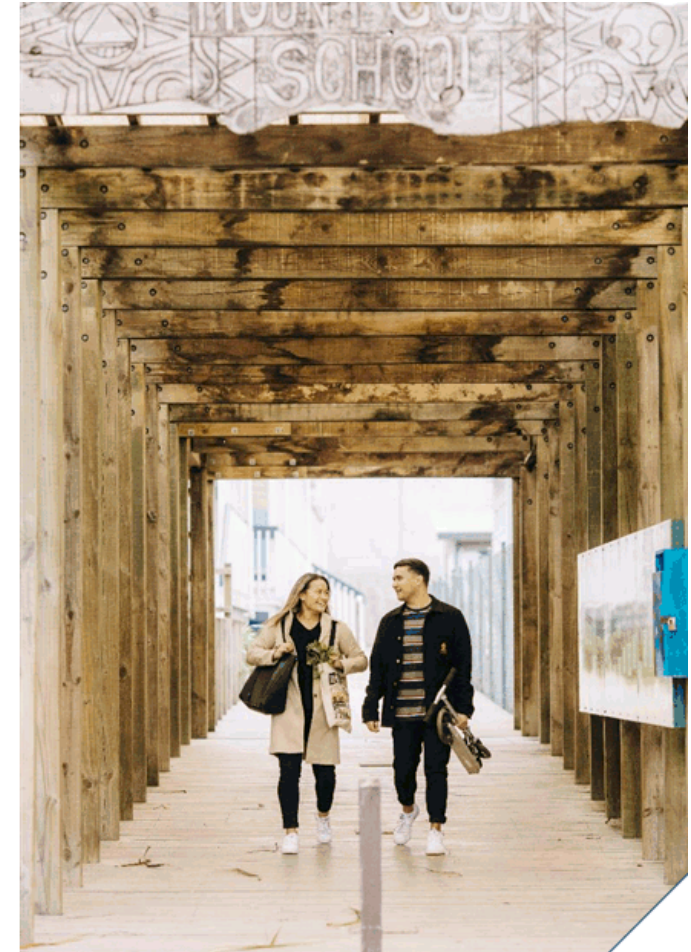
Waka Kotahi Investment Proposal

- The Waka Kotahi Investment Proposal is now available – it sets out our proposed investment activities for inclusion in the 2021-24 National Land Transport Programme (NLTP).
- In line with the GPS 2021, we have focused our investment planning on meeting existing commitments, maintaining core service levels and then looking for ways to improve safety.
- Feedback closed 27 November.



Draft Investment Prioritisation Method (IPM)

- Consultation on the draft Investment Prioritisation Method (the draft IPM) for the 2021-24 National Land Transport Programme (NLTP) has now closed.
- We expect to have the final IPM released by mid-December 2020.
- The IPM will replace the Investment Assessment Framework.
- It was developed in response to GPS 2021 and will be used to prioritise activities in the 2021-24 NLTP.



Proposed non-state highway activities

- We deliver a range of non-state highway activities as part of the National Land Transport Programme (NLTP). The proposed activities are included in the Waka Kotahi Investment Proposal.
- We have identified the activities that we propose for inclusion in the 2021-24 NLTP and welcome your feedback on what activities we should focus on.
- We have more information available on our [website](#).



Arataki V2 – COVID-19 employer modelling

The **employment modelling** used to inform Arataki V2 is now available to use as a tool at a regional and district level



Useful for RLTPs, demand assumptions on key corridors, spatial planning and supporting vulnerable communities

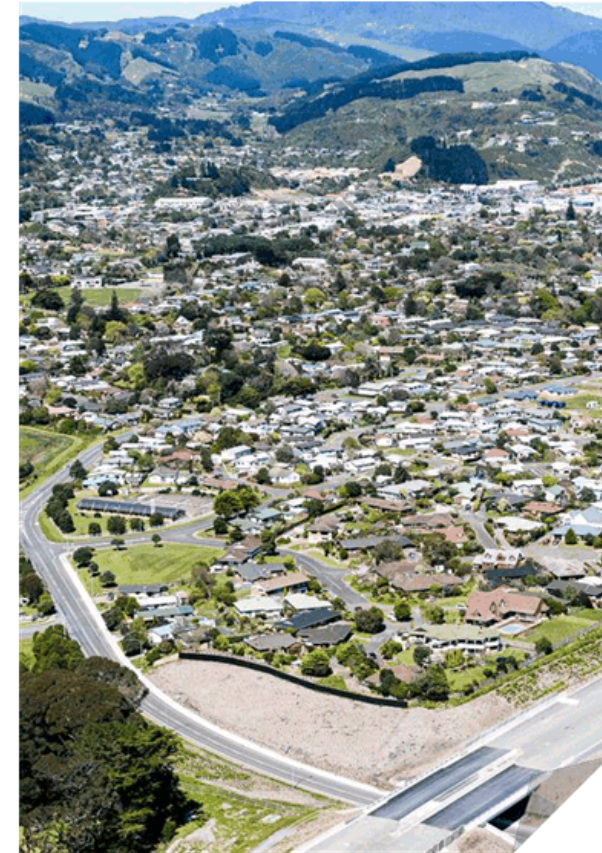


Arataki V2 provides easier access to data and information to help with RLTP development and other planning for the next decade



30-Year Plan (Version 1)

- We're currently working on a 30-Year Plan – it will describe what the land transport system needs to look like to support people's well-being and liveability in New Zealand in 2050.
- It will set out a three-decade plan of what we need to accomplish.
- Version 1 is expected to be released for engagement in July 2021.



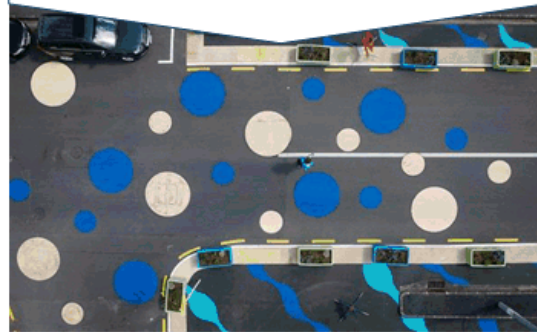
Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

**Innovating Streets for People pilot fund closed
(About \$24m allocated at 90% FAR)**



For temporary projects with a pathway to permanence - co-designed with communities



71 projects that will make our streets more people-friendly by June 2021



Accessible Streets Consultation

- Public Consultation on the Accessible Streets proposal closed on 20 May 2020.
- Post-consultation analysis has been extended - decisions on the Accessible Streets proposals will be made post-election.
- We're currently finalising the summary of submissions report and have recently started work on a disability impact assessment.
- The submissions report and impact assessment will be used to inform recommendations to the incoming Minister and next steps for the Accessible Streets package.



Asset Management Data Standard (AMDS)

- The AMDS is a joint programme with the Road Efficiency Group (REG).
- The standard is being released in four versions to socialise the different types of assets for review and feedback from the sector.
- Version one was released in July with version two released on 30 October.
- Implementation is due to be complete in July 2021.



Update on speed management changes

- Part of the Tackling Unsafe Speeds programme is establishing a new regulatory framework for speed management.
- The Ministry of Transport released information on how we propose this will work earlier this year, and the Rule is being drafted.
- We are updating our guidance on speed management and school safety to reflect Road to Zero and will be seeking feedback once the new Rule is signed.



Aotearoa Urban Street Guide

- We're developing an Urban Street Guide.
- The guide is one of the Road to Zero actions and will set out an understanding of urban streets in New Zealand and support existing best practice design.
- It will bring together updates to the cycling network guide, pedestrian planning guide and public transport design guidelines to create a suite of technical guidance in the urban mobility space.



Regional road safety dashboards

- We're launching our new regional road safety dashboard prototype.
- It will enable you to interactively understand how your road transport system is performing on road safety issues.
- This is part of a broader refresh of tools, guidance and resources under Road to Zero.
- We welcome any feedback you may have.

Speed						
Q	DSI resulting from Rural head-on	DSI resulting from Rural run off-road	DSI from crashes at Urban intersections	DSI on roads with a SAAS lower than posted	DSI on roads in the top 10% for speed management	DSI on roads with IRR of medium or higher
	51	65	9	104	38	116
	31	57	128	178	59	331
	99	144	61	201	71	210
	51	62	31	100	40	101
	4	22	2	22	7	32
	10	34	13	42	15	48
	13	32	15	62	14	63
	32	58	32	99	38	99
	7	20	37	66	26	96
	12	22	14	33	13	39
	2	16	2	16	1	15
	37	72	97	140	51	155
	8	51	30	78	17	91
	13	31	17	51	17	49
	370	686	488	1192	407	1485

2019 Road Deaths Manawatū-Whanganui

A Safe System Summary of annual road deaths 2019 - Manawatu-Whanganui



Last loaded on 18/11/2020

People

Region

22 DEATHS

- 9 Light vehicle drivers (25+)
- 6 Young drivers
- 4 Passengers
- 3 Motorcyclists
- 1 Pedestrians
- 1 Heavy vehicle drivers
- 2 Cyclists

Aged 0 to 79 years old

\$259 SOCIAL COST OF DSI (\$M)

Roads & roadside

41% died on roads with a medium or higher IRR

68% died on roads in areas defined as rural

14 died on head-on crashes

8 death involved roadside objects

1 died at urban intersections

2 died in rural run-off-road crashes

*Numbers are preliminary, based on the notification received during the month. May vary from MoT figures.

Speed

11 died on roads with a speed limit set higher than the SAAS

5 died on roads in the top 10% requiring speed management

Vehicles

27% died in 1-star or 2-star light vehicles

7 died in crashes involving a truck

3 died in crashes involving motorcycles

0 died not wearing a seatbelt

Manawatū-Whanganui Updates

December 2020



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. SH54 – Investigations are underway for the intersections of SH54/Pharazyn Street and SH54 East Street
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.

SH4 Update – Te Oreore slip site

December 2020

- **Cultural Impact Assessment (CIA)**
 - A first draft of this report is anticipated to be ready in December.
- **Electricity for dewatering wells**
 - Upgraded power supply is being installed to operate the dewatering wells on an ongoing basis.
 - Dewatering the site is critical to the continual stabilisation of the slip face.
- **100% design of reinstatement**
 - Detailed designs for the reinstatement of SH4 across the Te Oreore site are due to be completed by the end of the year.
- **Construction timeline summer 2021**
 - It is expected that the CIA will enable the project team to begin construction in the summer of 2021.



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

SH4 Update – Resilience sites

December 2020

2. Raukawa

- We're currently working through the consent process
- Looking to begin construction in November/December this year, with an anticipated end date of October 2021

3. Hapokopoko Rock Curve

- There were delays due to adverse weather conditions but we're currently on track to complete construction by mid-January 2021

4. Whiskey Corner

- Completed

5. South Raupiu Retreat

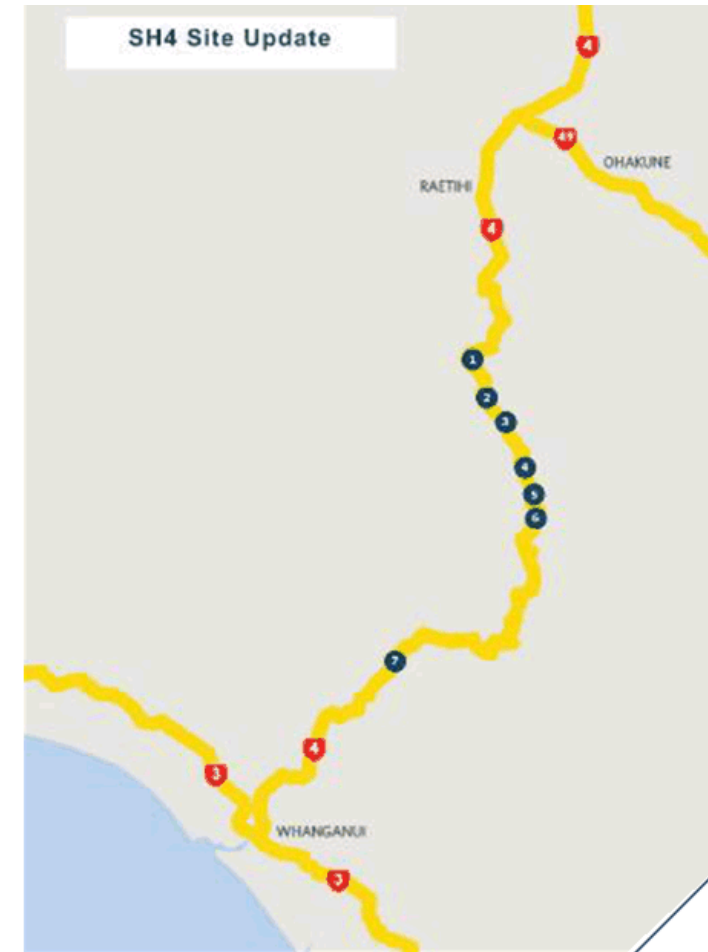
- There was a pause in work due to an unstable slope face and winter weather. Because of this, completion date is likely to be pushed into the new year with an expected completion date of January 2021

6. Otoko Pā

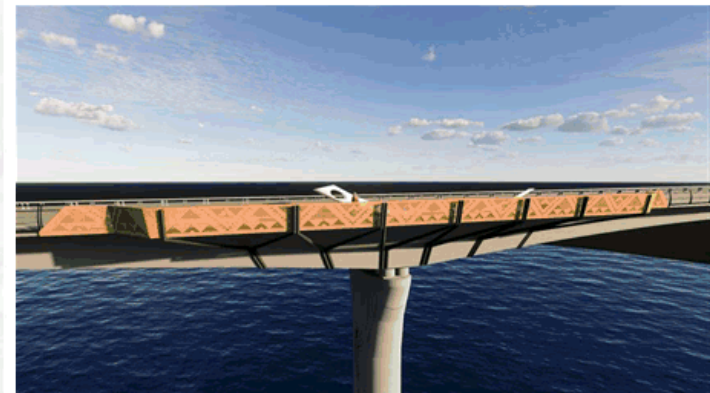
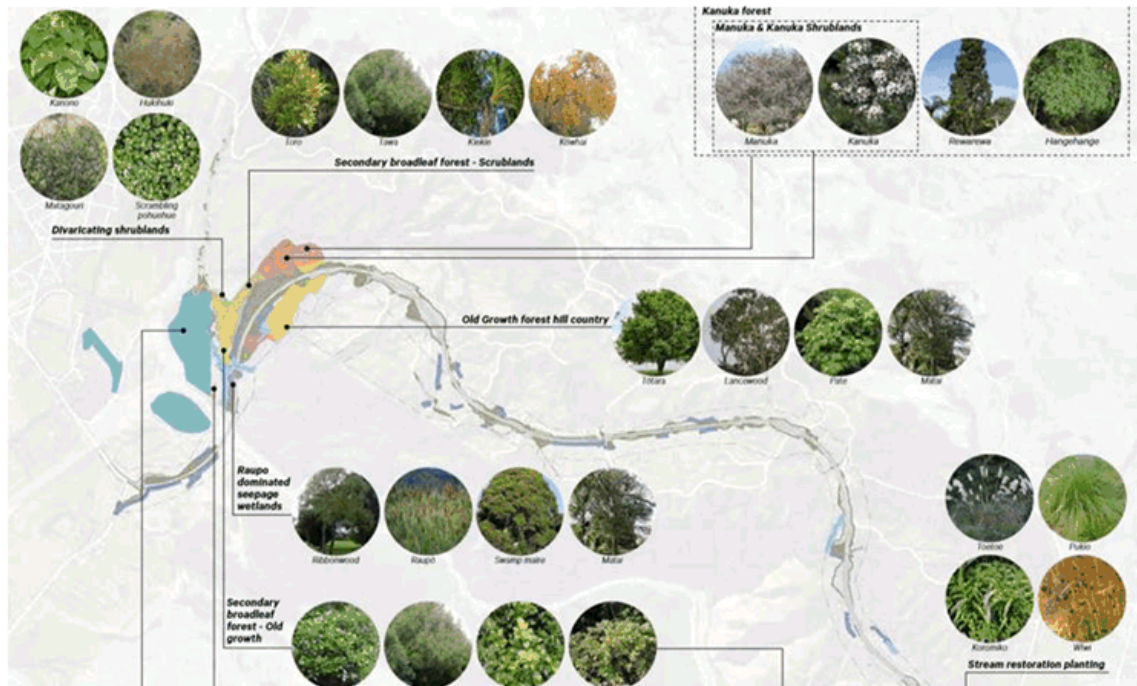
- Completed

7. Kukuta Underslip

- We're now in the final stages of the design phase, and the consent program is under way. We're also working on property matters
- Looking to begin physical works early next year



Te Ahu a Turanga: Manawatū Tararua Highway



Manawatū-Whanganui Large Capital Project Updates

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Te Ahu a Turanga: Manawatū Tararua highway	\$123m	<p>Regional Consenting Nov 2020</p> <p>Enabling Work construction commenced</p> <p>Design Completion Jan 2021</p> <p>Main works construction commence Jan 2021</p> <p>Project completion Dec 2024</p>	Green	<p>Regional Consent approval received</p> <p>Jobs and training day completed. 700 registrations of interest.</p> <p>Enabling works underway (refer to top right photo on next page), this includes:</p> <ul style="list-style-type: none"> • Site Office completed • Access tracks • Saddle Rd construction traffic safety improvements • Erosion and sediment controls • Meridian cable <p>300ha pest control in northern Manawatū Scenic reserve, 28km of stream mitigation, 46ha of new planting and 48ha of forest retirement (refer to planting diagram).</p> <p>Integrated hahi toi (cultural design) is progressing well with our iwi partners. Concept of the Manawatū River Bridge (Parahaki Bridge) is shown on the bottom right of the next page.</p> <p>Public information sessions will be held at the end of November; Pahiatua, Woodville, Dannervirke, Ashhurst and Palmerston North. New flyover and interactive drive through experience will be made available.</p>

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 nearing completion and designs for an abutment memorial / viewing platform and information board are being prepared in consultation with iwi.</p> <p>Demolition of the Manawatu River Bridge has been suspended while Waka Kotahi investigates retaining the structure for walking and cycling. Waka Kotahi and Horizons Regional Council are working together to investigate flood management capacity in relation to the old Manawatu River Bridge piers and whether it's feasible to retain the structure. Consultation with stakeholders is also taking place.</p>



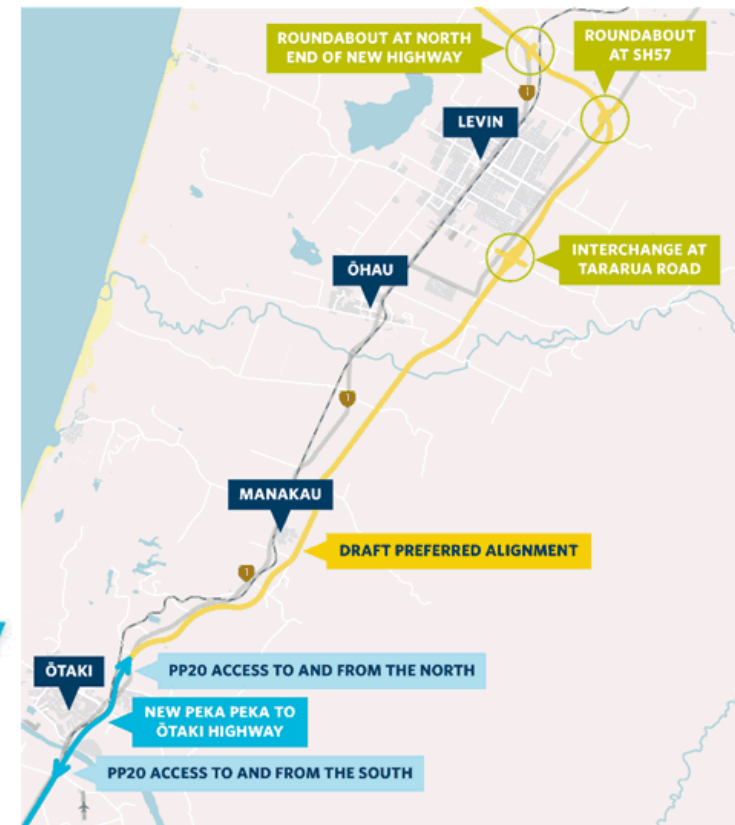
NZUP - Ō2NL

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

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

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

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



Ō2NL new highway

Recent consultation complete; feedback being assessed

- Draft plans presented to the community in August / September consultations:
 - **Draft preferred alignment** for the new highway
 - **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
- From 25 August to 22 September 10 drop-in sessions, online panel discussion, O2NL Community Group meetings
 - Nearly **800 people** attended drop-in sessions
 - Over 4000 visits to interactive Social Pinpoint map by more than **1300 online users**. Of those users, **116 people provided 269 comments** on the map
 - Approx **100 property owner** meetings
- **Currently:**
 - Stakeholder, property owner and community feedback being considered, along with further technical investigations
 - **Update on refinements to draft preferred corridor and connections in early 2021**



Ō2NL safety improvements

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

- 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
 - Safety improvements north of Levin being investigated, working with community
- **SH57:** Draft report on July / August engagement published, covering infrastructure aspects (speed engagement element to come in final report).
- **SH1 north and south of Levin:** Early stakeholder conversations underway. Wider engagement in early 2021.

SH57 community engagement



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.

NZUP/PGF: SH43 Forgotten World Highway

Sealing the Tangarakau Gorge

- Construction of first 2km due start in early 2021
- Design of the remaining 10km is underway



Pohokura Culvert Bridge

- Work that began in August to reinstate the road to two lanes at Pohokura by building a bridge over a damaged culvert, is on track to be completed early 2021
- One lane of the new bridge is operational, and the temporary Bailey Bridge has been removed

Other projects underway

- We are undertaking investigations and designs for many of the other projects planned for the route including safety improvements, the Manawawiri culvert replacement and a preventative maintenance strategy
- A wayfinding plan for the route is also being developed. The project will enhance the journey along the highway, provide safe stopping places and increase tourism to the area.

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"> Finalising business case including management case with joint working group Investment Quality Assurance review underway Peer review to occur December 2020 Business case to go to the board in February 2021

Manawatū-Whanganui Project Updates – other

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Ashhurst Mitigation	\$6M	Late-2021	Green	<p>The majority of the two-year Ashhurst Mitigation project has been completed with the remainder - Wyndham St (Oxford to Cambridge) shoulder widening and Lincoln/Bamfield intersection footpath connection - underway early in the new year.</p> <p>The completed work includes:</p> <ul style="list-style-type: none"> • Village Centre Improvements - Raised platforms, kerbside islands and planting to create a lower speed environment and improve safety. • The Terrace – intersection closure, new fencing and bollards • Wyndham Street (between Cambridge Ave and Salisbury St) – road surface upgrade, kerb buildouts • Cambridge Ave, Mulgrave Street – new roundabout • York Street – new parking • Salisbury Street - footpath widened and kerb buildouts to calm traffic, upgrade pedestrian crossing • Bamfield, Lincoln and Worcester Streets- median islands at intersections. • Stanford Street - change of give way priority • Mulgrave Street, Salisbury Street – intersection closure • Mulgrave and Hillary - Altered priority to reduce traffic volume, traffic speed, noise and improve safety for Spelman Ct residents. • Hillary & Cambridge & Custom - Intersection re-alignment to lower speed, reduce traffic and encourage drivers off residential streets, improve visibility and footpath connections. <p>There is an upcoming speed review on York and Napier/SH3 that will engage on the current designs.</p>
Ashhurst Bridge Shared Path	\$200K (SSBC phase)		Green	<p>Public open day was held in Ashhurst on 27 August. The feedback was very positive. The project team are finalising the business case ready to start detailed design and consenting in the new year.</p>

SH3 Napier Road

December 2020

- Funding for detailed design and consenting received
- Project announcement October 2020
- Project scope includes:
 - Traffic signals at the SH3 Napier Road/Roberts Line intersection
 - Shared path between Sutton Place and Roberts Line (off-road)
 - Threshold treatments
 - Speed review
- Project extent is from Keith Street to Stoney Creek Road
- Currently developing procurement documents and working through procurement process
- Project will fully kick off with a consultant in the new year

Manawatū-Whanganui Project Updates – Speed & Safety

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
SH 3 Whanganui to Westmere Speed Review	\$2.4M for Manawatu – Whanganui region over multiple corridors	18 December	Green	<ul style="list-style-type: none"> Announcement 19/11 on new speeds. New speeds come into effect 18/12
SH1 Bulls to Sanson Speed Review			Amber	<ul style="list-style-type: none"> Further internal review required to consider pending infrastructure changes, land use and consenting. Speed report that is used for the basis of engagement and consultation will be updated following the internal review.
SH3 Palmerston North to Whakarongo Speed Review			Amber	<ul style="list-style-type: none"> A communications plan for engagement and consultation is being drafted.
SH57 - (Otaki to Nth Levin + Shannon to Ashhurst)		Consultation Early 2021	Amber	<ul style="list-style-type: none"> Public engagement on SH57 now completed. Review process underway to build proposal for formal consultation. Consideration of infrastructure on SH1 needs to be included in the development of speed proposal.

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 contractors on pricing this work.





Hei konā mai