

MANAWATŪ-WHANGANUI

The Manawatū-Whanganui region lies at the centre of key road and rail networks that connect Hawke's Bay, Wellington, Taranaki and the upper North Island. As a key freight and transport hub, underpinned by a strong primary production sector, the region relies on the safety, resilience and efficiency of these road and rail corridors for its economic success, as well as the vitality of its urban centres.

In the Manawatū-Whanganui region we will continue to direct the majority of its investment towards ensuring the state highway network is well maintained, resilient and safe. Key areas of focus for Waka Kotahi-led activities will include:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Manawatū-Whanganui to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts peoples' lives at risk.

We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Improving freight connections** by completing existing projects which make inter-regional connections safer, resilient and more efficient. This complements ongoing investment to replace aging bridge infrastructure on key routes to improve route reliability.
- **Providing better travel options and responding to climate change** by providing dedicated walking and cycling infrastructure adjacent to major state highway improvements and working with our local government partners to improve transport choices and ensure growth areas in the region's urban centres, particularly Palmerston North and Levin, are developed in a way to reduce the reliance on private vehicles.

This work will complement government investment in rail passenger transport services between Wellington and Palmerston North to improve transport and housing choices, together with access to major employment hubs.

IMPACT OF COVID-19

We do not expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Manawatū-Whanganui economy. The 10-year outlook remains largely unchanged. There will be ongoing demand for multimodal distribution function, centred on Palmerston North, and maintaining safe and reliable connections to the upper North Island, Wellington and Napier Port remain critical to supporting recovery across the lower North Island.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on the regions roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Manawatū-Whanganui region over the next three years we are looking to invest \$104m to make 297km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 9%.

We will be working with our safety partners in Manawatū-Whanganui to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better freight connections

The central location of the region and the availability of road and rail transport options has contributed to the emerging role of Palmerston North as the primary distribution centre for the lower North Island. Ensuring the reliability and efficiency of these freight routes, and the interconnectivity between road and rail options, is critical to the economic success of the region.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. Construction of Te Ahu a Turanga: Manawatū-Tararua highway project will resolve long-standing resilience challenges associated with the Manawatū Gorge. We will also deliver other major state highway committed improvements targeting improved safety and efficiency on the key SH1 freight transport corridor.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car, particularly in Palmerston North and Whanganui, will be essential for communities and businesses to thrive.

Working with industry, local government and local communities, we will continue to progress the Palmerston North Integrated Transport Improvements initiative, to assist in building the region's resilience and provide a safer, more effective connection between some of the region's key industrial areas, together with improving access and safety for pedestrians and cyclists. It is expected that further business case work will be undertaken over the next three years as a result of this initiative.

Over the next three years we also expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

In addition to the Te Ahu a Turanga: Manawatū-Tararua highway project, we are proposing to investigate resilience improvements and invest in low cost, low risk resilience activities across the region. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified three major risks within the Manawatū-Whanganui area relating to landslip and flooding.

One of the risks is the Manawatū Gorge which is currently closed due to landslip and a PBC is underway. Flooding at SH3 Whangaehu is considered a significant risk that would require further investigations to determine the best solution and is likely to increase to extreme due to climate change. Similarly flooding at SH2 Mangatainoka is also likely to increase to extreme in the long term.

WORKING TOGETHER

We will continue to work closely with our key partners on transport and land use matters, particularly in Palmerston North, Whanganui and Levin. We will:

- maintain strong alignment with partners to progress the Palmerston North Integrated Transport Improvements, as part of a wider approach to develop a balanced transport system that supports the needs of the city, together with wider stakeholders
- continue to work with partners to improve network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- support the operation and further development of intermodal freight hubs
- continue to collaborate on integrated growth management and land transport planning across the region.

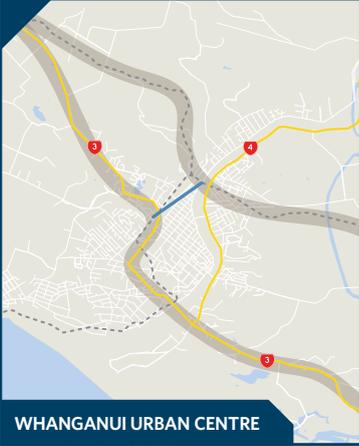
WHANGANUI

39,732
Urban area
population

91%
Of journeys to work
by private
motorised
vehicle

52%
Jobs accessible
within 45 mins by
private motorised
vehicle

46%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



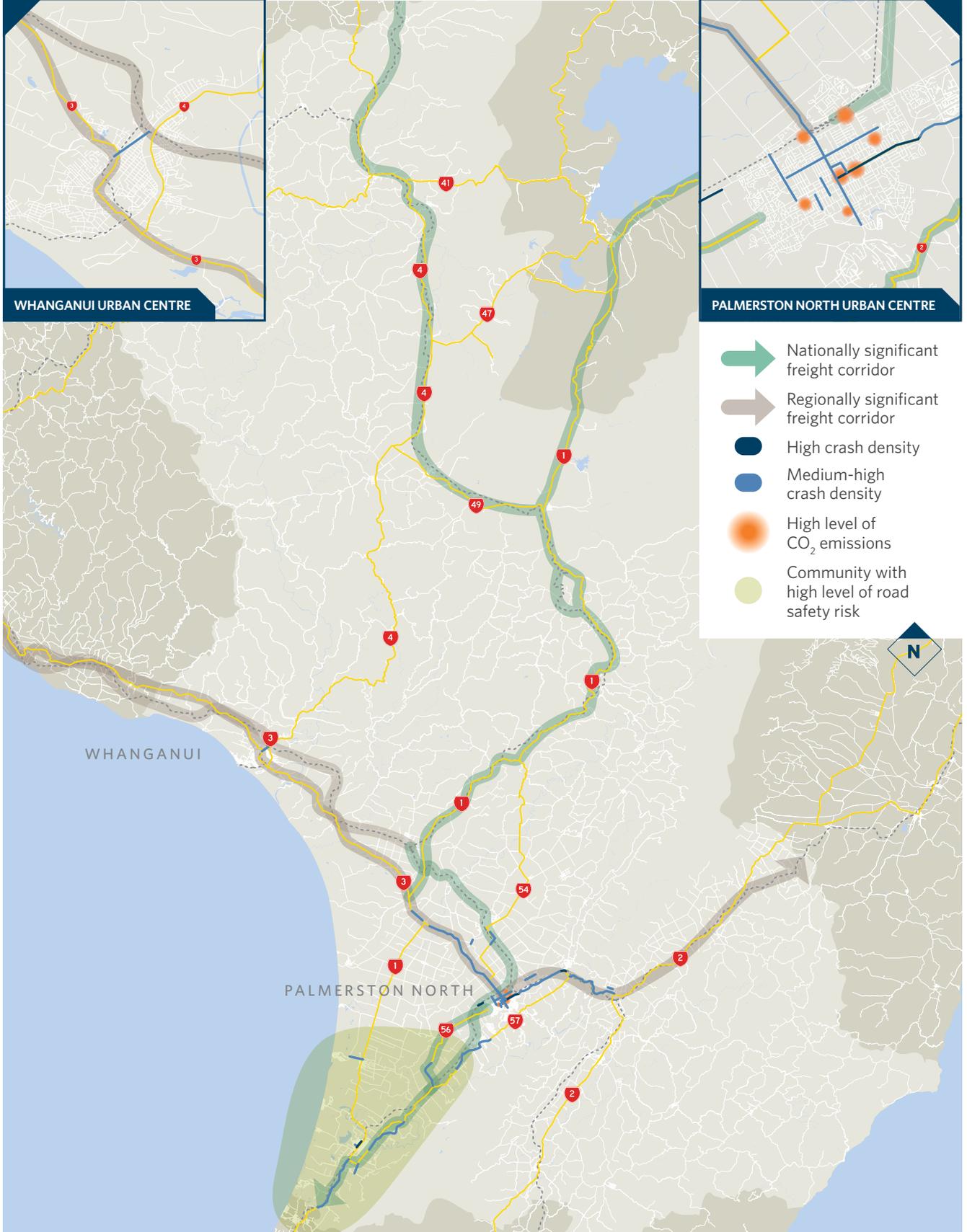
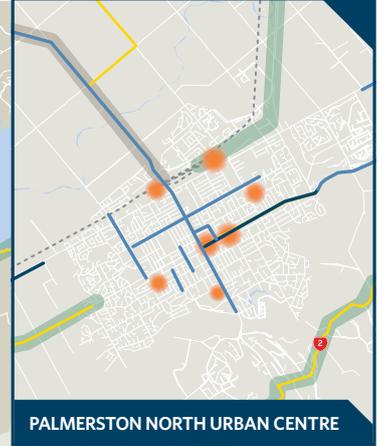
PALMERSTON NORTH

76,203
Urban area
population

87%
Of journeys to work
by private
motorised
vehicle

60%
Jobs accessible within
45 mins by private
motorised vehicle

45%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



-  Nationally significant freight corridor
-  Regionally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Manawatū-Whanganui region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
MWSR1	Continue to operate reliable freight connections along key state highways centred on Palmerston North	IFC	Regional maintenance, operations and Renewals
MWSR2	Support the development of an intermodal freight hub in Palmerston North	IFC	Assessed through NLTP process
MWSR3	Reduce alcohol and drug impairment, increase seat belt use and reduce speeding in through road policing and behaviour change activities	Safety	Assessed through NLTP process
MWSR4	Implement mode shift activities in Palmerston North and Whanganui, particularly around key activity centres and including better connected active mode networks and public transport networks	BTO	Assessed through NLTP process
MWSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
MWSR6	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Ōtaki to north Levin ▪ SH43 The Forgotten World Highway 	All	New Zealand Upgrade Programme Regional Investment Opportunities

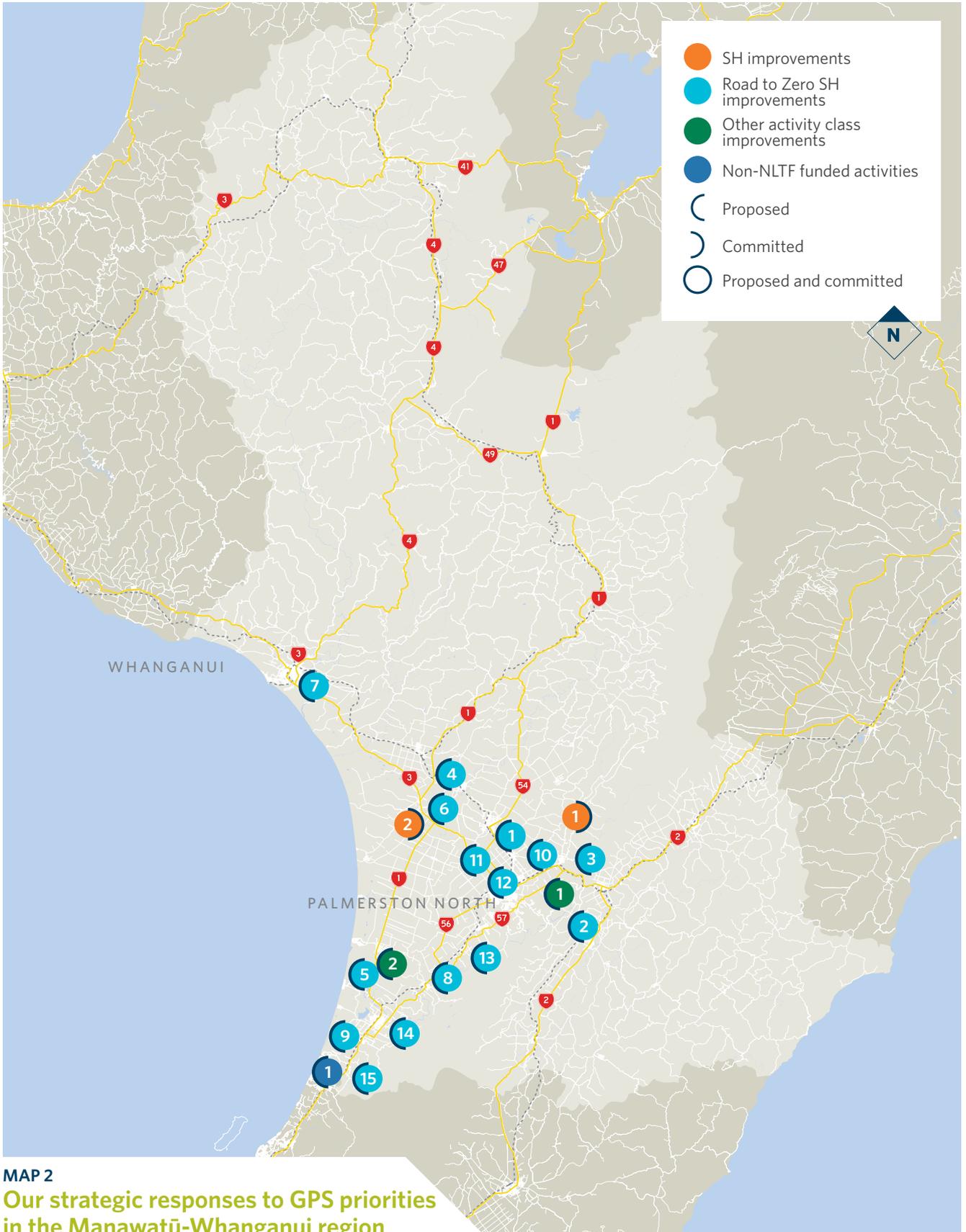


TABLE 2

Proposed state highway programme for Manawatū-Whanganui region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Te Ahu a Turanga: Manawatū-Tararua Highway	SHI	NLTF	BTO	PRE, IMP, PTY	PRE, IMP, PTY		\$\$\$
2	Weigh Right Ohakea	SHI	NLTF	IFC	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
-	Palmerston North Integrated Transport Improvements	SHI	NLTF	All		PTY, IMP	IMP	\$\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH2 Otawhao Road to Ruahine Street	R2Z	NLTF	Safety			IMP	\$\$
2	SH2 Broomfield Road to Ruawhata Road	R2Z	NLTF	Safety		IMP		\$\$
3	SH3/SH57 to SH2	R2Z	NLTF	Safety	IMP			\$\$
4	SH1 and Kakariki Road intersection	R2Z	NLTF	Safety	IMP			\$
5	SH1N Lindsay Road to Purcell Street (Levin to Foxton)	R2Z	NLTF	Safety		IMP		\$\$
6	SH1N Bulls to Sanson	R2Z	NLTF	Safety	IMP			\$\$
7	SH3 Onetere Road to Turakina Valley Road	R2Z	NLTF	Safety		IMP		\$\$
8	SH56 Ashlea Road to SH57	R2Z	NLTF	Safety		IMP		\$
9	SH1 and SH57 intersection	R2Z	NLTF	Safety	IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
10	SH3 Napier Road and Te Matai Road intersection	R2Z	NLTF	Safety				\$
11	SH3 Rangitikei Line and SH54 intersection	R2Z	NLTF	Safety	IMP			\$
12	SH54 Milson Kairanga Bunnythorpe intersection	R2Z	NLTF	Safety	IMP			\$
13	SH57 and Tennent Drive intersection	R2Z	NLTF	Safety	IMP			\$
14	SH57 Arapaepae Road and Queen Street East intersection	R2Z	NLTF	Safety	IMP			\$
15	SH1 Ōtaki to Levin safety improvements	R2Z	NLTF	Safety		IMP	IMP	\$\$
Proposed walking and cycling activities								
1	SH3 Manawatū River Bridge to Ashhurst Cycleway	WC	NLTF	BTO	PRE, IMP			\$
2	SH1 Manawatū River Bridge	WC	NLTF	BTO	SSBC			\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Committed non-NLTF funded activities								
1	SH1 Ōtaki to north Levin	-	NZUP	All	IMP	IMP	IMP	\$\$\$