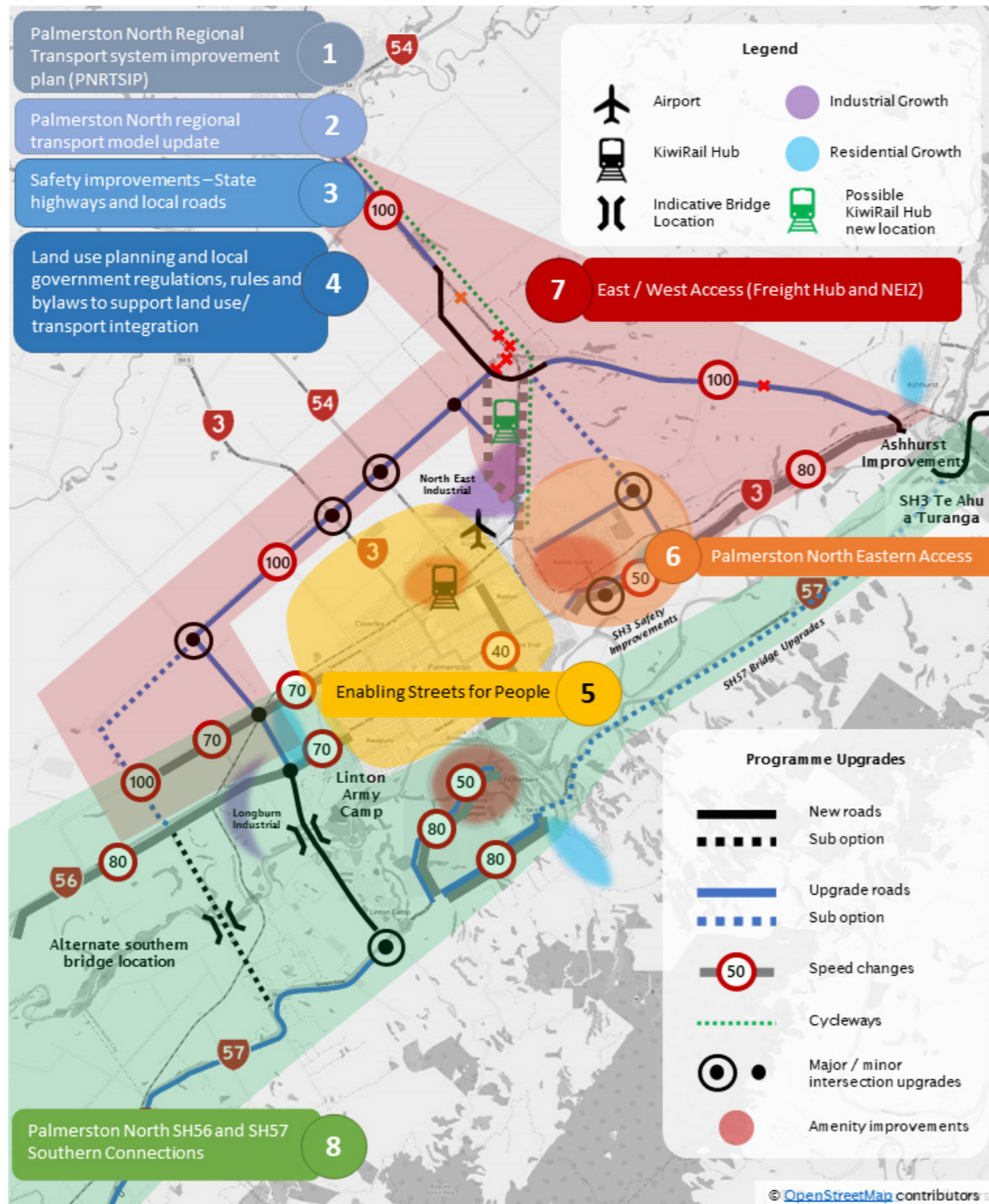


# RECOMMENDED PROGRAMME SUMMARY

## EIGHT PACKAGES MAKE UP THE PNITI PROGRAMME



## SUMMARY

The recommended PNITI programme is a comprehensive package of transport and land use initiatives to achieve regional aspirations of being a strategic freight and distribution hub in the national supply chain and support the ~\$3bn of economic development investments proposed over the next 10-15 years.

The programme includes both short and long term initiatives. The short term activities, such as online corridor and intersection upgrades for safety and access, together with safer speeds, and land use changes across the network, will deliver significant transport benefits for a modest level of investment. These shorter-term activities will be complemented by the longer-term interventions to support the Government's investment in the KiwiRail regional freight hub, including the potential development of a ring route and future downstream bridge to reduce trips through the city and enhance mode shift through placemaking and amenity improvements.

Immediate activities such as the completion of the Palmerston North regional transport system improvement plan (PNRTSIP) and the East/West Access Indicative Business Case will set the necessary foundations and inform the scope and timing of more complex future investment decisions such as the proposed ring route.

The PNITI programme provides the Manawātū with a blueprint for improving the transport system to support the Government's economic development investment and ongoing growth in the long term. The programme is estimated to cost between \$335-370m and has an estimated BCR between 1.3-1.5 when wider economic benefits (WEBs) are included. The BCR range is between 0.9-1.0 without WEBs and depending on the extent of speed reductions.

### Investment benefits from PNITI

The recommended programme is expected to deliver the following transport benefits:

1. 50% reduction of freight movements on residential and place-based streets
2. 50% reduction in the number of congested intersections
3. Improving journey times on key freight routes by up to 10 minutes
4. 35-40% reduction of deaths and serious injuries across the rural freight network
5. Supports and enables the Urban Cycling Masterplan initiatives by reducing traffic flow through the city centre, rural villages/townships, and other key places and routes
6. Improve safety and accessibility to new housing developments.

The transport benefits are in addition to the economic development benefits resulting from other public and private investments forecast across the Manawātū region.

## IMMEDIATE STEPS TO IMPLEMENT PNITI

ACTIONS	COMPLETE BY	LEAD
Investment partners approve PNITI programme	Feb/Mar 2021	All
Include relevant PNITI transport interventions into the RLTP	Q4 2020/21	PNCC, MDC
Prepare/update terms of reference to establish the PNITI Reference, Steering and Joint working groups	Q3 2020/21	PNCC
Prepare/update the PNITI communications and engagement plan	Q4 2020/21	PNCC and WK
Set up the PNITI benefits realisation plan and monitoring system(s)	Q4 2020/21	All
Complete the PNRTSIP	Q4 2020/21	All
Prepare scope and procurement documents for Enabling Streets for People project	Q4 2020/21 - Q1 2021/22	PNCC and WK
Prepare scope and procurement documents for HPMV works (7C) to support Freight Hub connections	Q1-Q2 2021/22	WK and PNCC
Implementation of safety and LCLR initiatives (Packages 3-5)	2021-24; ongoing	WK, PNCC, MDC

Quarters relate to the July-June financial year.

Packages 1-6 are expected to be completed in the first 10 years and are indicatively estimated to cost \$107-165m. Packages 7-8 apply to the freight ring route to support the Government's lead investment in the KiwiRail regional freight hub and are to be complete post year 10, with an indicative estimate of \$205-290m. Several packages are subject to timing of key developments notably the KiwiRail regional freight hub. In preparation for the regional freight hub, the East/West Access Indicative Business Case will be undertaken in the first three years.

## PN INTEGRATED TRANSPORT INITIATIVE

# DELIVERING THE PROGRAMME

The PNITI programme is designed to be delivered over time to support Government's lead economic development investments and improve road safety and accessibility.

The PNITI programme has been organised and sequenced into eight core packages which will achieve the desired community outcomes and transport benefits. The programme and packages have been designed in line with modelling analysis which shows that much of the transport and amenity benefits can be achieved in the short term (0-10 years) through pragmatic and lower levels of investment.

As such, the PNITI programme package sequence enables partners to focus on the optimal interventions in response to the identified problems when key investment decisions (such as the KiwiRail Freight Hub) are confirmed, in conjunction with population and economic growth triggers. In this regard, the programme sequence is well aligned to the Waka Kotahi Intervention Hierarchy through the focus on integrated planning interventions and making best use of the existing transport system first.

### Programme governance and management

Implementing the PNITI programme over time requires ongoing commitment and effort, and timely investment across central and local government agencies. To achieve the PNITI programme outcomes, multiple agencies each with different mandates and funding priorities, will need to collaborate over a 30-year timeframe.

To support the project and/or asset owners and lead investor, a collaborative governance and management structure overseeing the PNITI programme will be set up. With several agencies across the public and private sectors involved in PNITI, there are different accountabilities, responsibilities, and processes that will need to be considered.

The governance structure prepared provides for shared direction and advice while preserving the ability for asset owners and/or investors to maintain their approval and decision-making processes.

PNITI PROGRAMME PACKAGE	KEY OUTCOMES	LEAD	KEY TRIGGER(S) /DEPENDENCIES	INDICATIVE TIMING	INDICATIVE COST	
-	PNITI monitoring		All, Joint PNITI working grp	2021, ongoing	N/A	
1	Palmerston North regional transport system improvement plan (PNRTSIP)		PNCC and WK	2021	N/A	
2	Palmerston North regional transport model update		PNCC and WK	2021-24, ongoing	N/A	
3	Safety improvements - State highways		WK (SNP)	2021/30	\$75-120m	
	Safety improvements - Local Roads		PNCC + Local Rd SNP	2021-24	\$12-19m	
4	Land use planning, Council regulations, rules, and bylaws		PNCC and MDC	Ongoing	TBD	
5	Enabling streets for people - improving safety and access		PNCC, Horizon, and WK	2021-27	TBD	
	Enabling streets for people - amenity and active modes		PNCC and WK	2021-30	TBD	
6	PN Eastern Access		WK and KiwiRail	Safety and access improvements underway; longer term works 2024-30	\$20-26m	
7	East/ West Access via ring route (KiwiRail Freight Hub and NEIZ)		WK, PNCC and MDC	Ring route IBC complete. Timing dependent on KiwiRail investment decisions and staging for Freight Hub and monitoring of KPIs/ measures.	Likely to be 2021-27 for planning; 2027-30 + for delivery to match Freight Hub phasing	\$130-175m
8	PN SH56 and 57 Southern Connections		PNCC and WK	Freight Hub and PNRTSIP implementation. Package 5 complete.	2027-33 +	\$75-115m (\$200-300m incl. SH57 south of Akers Rd to SH56/57 - ACNZ scope)

● Access ● Amenity ● Freight Access ● Housing supply ● Safety ● Urban development ● N/A

## PNITI PROGRAMME GOVERNANCE AND MANAGEMENT STRUCTURE

