



Asset Management Plan
Executive Summary

Transport



Asset Management Plan Executive Summary

Transport

Manaaki whenua, manaaki tangata, haere whakamua.
Tihei mauri ora!

No reira, e te haukainga Rangitāne, nei rā te mihi nui ki a koutou e pupuri nei i te mauri o te whenua me ngā wai e rere atu e rere mai.

Tēnā koutou, tēnā koutou, tēnā tātou katoa.

Palmerston North's population and industrial sector are growing, so we need to make sure people and goods continue to move around the city easily and safely.

With more people on our roads, our transport network is getting busier. Palmerston North has emerged as the primary freight hub for the lower North Island, resulting in more trucks on our roads. At the same time, there is a growing desire to ensure people using all modes of transport can move around the city easily and safely.

It's more than just roads and cars

Our vision for transport is to provide an integrated multi-modal network that connects people and goods with destinations in a safe, efficient and sustainable manner which evolves to meet new transport demands with more options than just private motor-vehicles.

Our transport network supports other strategic priorities, such as climate change response

Well-designed roads and streets help create a city that has great places for all people. Our footpaths, cycle lanes and shared paths provide the facilities to support us to have one of the most active communities in New Zealand. Our streets also have a significant portion of our public vegetation cover – providing opportunities for biodiversity and infrastructure that serves to protect, enhance and preserve the environment.

This Transport Asset Management Plan focuses on our local transport network and the economic, health and safety, climate and financial challenges that surround it. It highlights why we're spending money on the transport network and the benefits we're going to get from this.

NZ Transport Agency-Waka Kotahi is our key investment partner

NZ Transport Agency-Waka Kotahi is a key partner, funding about half of the work we do on our transport network. We've worked closely with NZTA to ensure our investment supports their strategic priorities of improving road safety, providing better travel options, improving freight connections and developing a low carbon transport system.

What we provide

Active and public transport modes are continuing to decline;

2 percent regularly catch the bus to work;

4 percent regularly cycle to work;

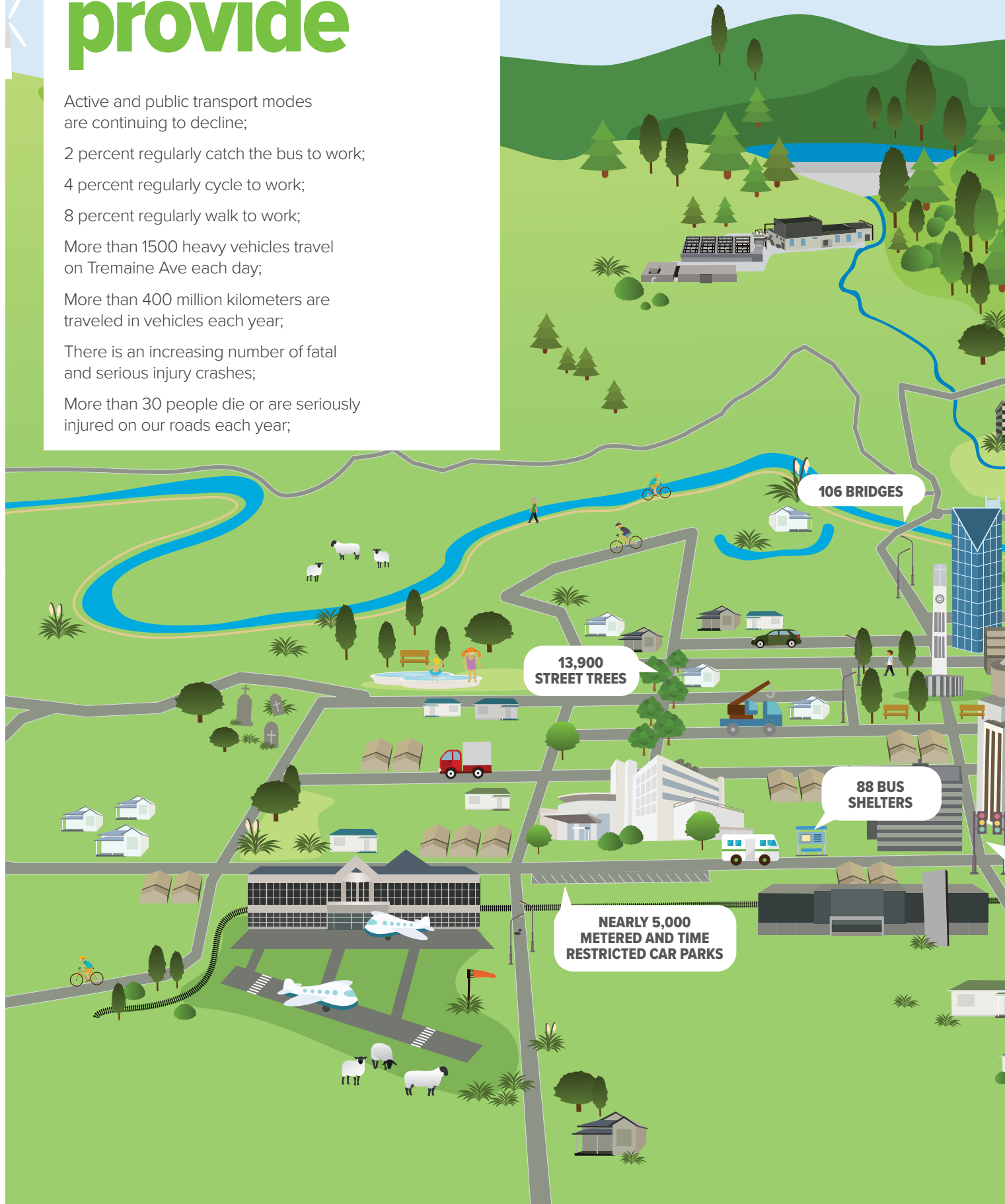
8 percent regularly walk to work;

More than 1500 heavy vehicles travel on Tremaine Ave each day;

More than 400 million kilometers are traveled in vehicles each year;

There is an increasing number of fatal and serious injury crashes;

More than 30 people die or are seriously injured on our roads each year;

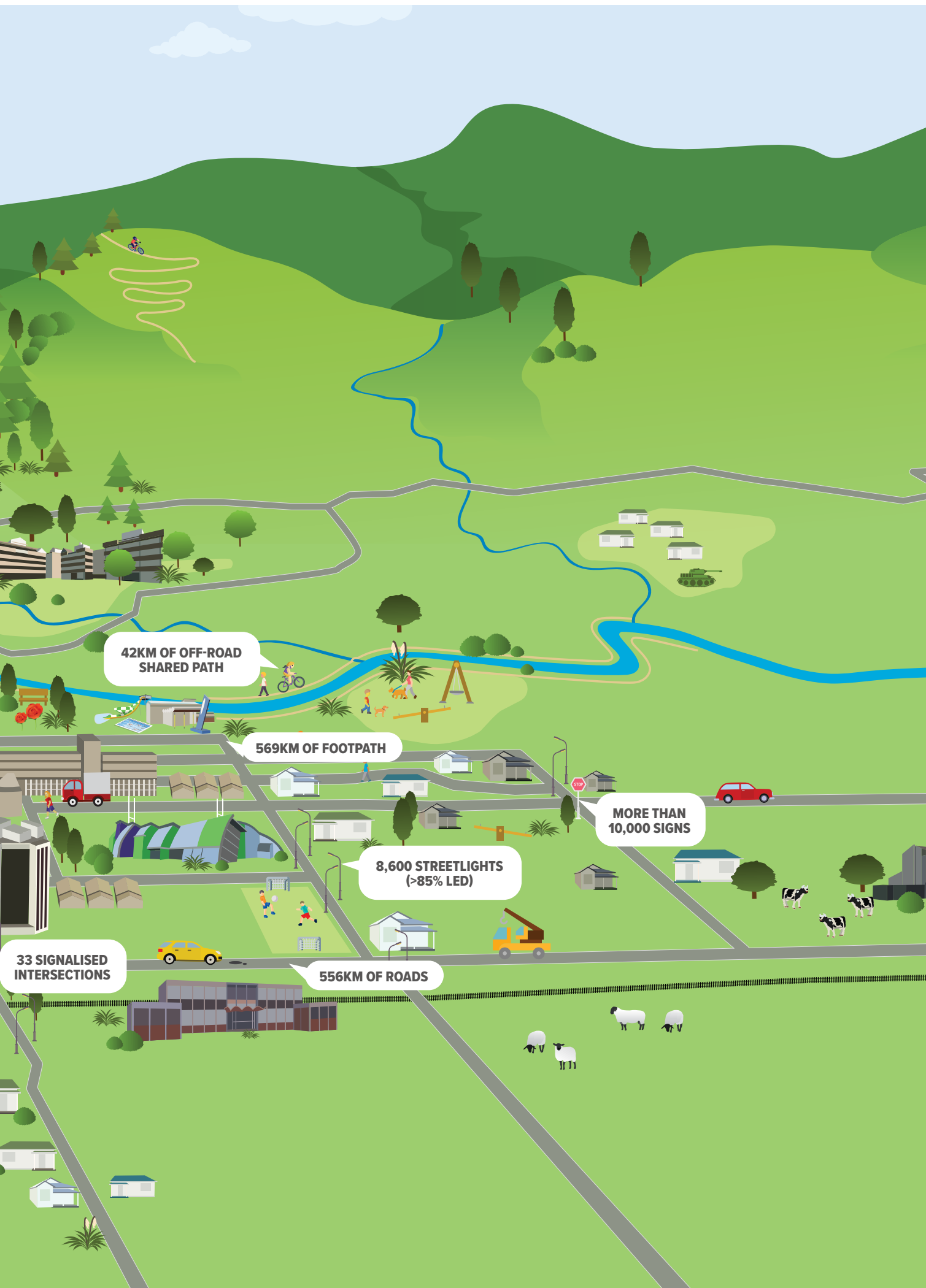


106 BRIDGES

13,900 STREET TREES

88 BUS SHELTERS

NEARLY 5,000 METERED AND TIME RESTRICTED CAR PARKS



42KM OF OFF-ROAD SHARED PATH

569KM OF FOOTPATH

8,600 STREETLIGHTS (>85% LED)

MORE THAN 10,000 SIGNS

33 SIGNALISED INTERSECTIONS

556KM OF ROADS

Everyone is a customer



Pedestrians



Cyclists



Drivers



Communities



Education sector



Bus users



Freight and distribution



Taxis and ride sharing



Businesses

Our level of service

People use the transport network in a variety of ways. Common expectations among users are that our roads and streets provide a safe, reliable, accessible and comfortable journey. We want to create an environment for all transport users, irrespective of their age, ability or mobility.

There are only a few areas that the transport network is delivering the level of service anticipated, and the road asset condition is deteriorating.

Overall satisfaction with the transport network is low compared to other Council services. This is reflected in the transport network failing to deliver on levels of service. Serious road crashes are increasing, and the overall condition of our footpaths is not to the desired standard. The number of people walking, cycling and catching the bus for work or education is declining. This also impacts our ability to reduce transport carbon emissions in the city.

We have some challenges and risks

Our road safety record is getting worse

The number of recorded road crashes causing injuries on our roads and streets has been generally flat over the ten-year period. However, the amount of harm from transport crashes on roads and streets in Palmerston North has been increasing resulting in more deaths and serious injuries from road crashes.

Our roads are deteriorating

The quality of road surfaces in Palmerston North has been steadily decreasing over the past five-years. This has been especially so on our busiest urban roads which have shown a significant drop in the amount of travel on smooth roads. There have been many contributors to this including an increase in the number and size of heavy vehicles on the transport network, poor underlying ground conditions, service and utility trenches and inadequate levels of investment.

Transport is an enabler for economic growth

Palmerston North is the primary freight distribution hub in the lower North Island. This provides a significant economic opportunity for the city, while also placing considerable pressures on existing infrastructure. Increases in the number of heavy vehicle movements associated with this growth are creating safety and efficiency issues on the transport network as well as impacting road quality. The strategic response to these issues has been slow and uncertainty remains over when improvements will be delivered and when growth will occur.

Fewer people are walking, cycling and catching the bus

Palmerston North is a flat, compact city ideal for cycling or walking. However, the same wide roads which are great for vehicles and parking, create challenges for pedestrians and cyclists. Wide and busy roads can be an impediment for pedestrians with lower mobility, deterring them from walking. There are no parts of the transport network where pedestrians, cyclists or buses receive priority over vehicles, despite the adjacent land use.

Our roads and streets don't support our communities

There is a need to seek a better balance for all users of our roads and streets. New initiatives will seek to optimise the transport network based on function, balancing movement and place, "de-tuning" some streets to reduce unnecessary through traffic, reducing speed environments and creating more liveable local streets.

Vehicles are taking unsuitable routes across the city

Our transport network is open and accessible, providing opportunities for almost all types of vehicles and users to travel on most roads. While this provides choice for drivers, as traffic volumes increase it will result in more issues and conflict. Heavy vehicles rumbling past schools, cars rat-running to avoid busy intersections and buses stopped in cycle lanes are all examples of where the wrong users are travelling on the wrong roads.

Transport is the greatest contributor to carbon emissions in the city

The transport sector produces more than half of our city's greenhouse gas emissions. To address this, we need to encourage or facilitate more sustainable modes of travel, reduce the need to travel and provide opportunities to use alternative fuel sources.

We have 13,900 street trees on our transport network to help offset emissions.

What's our plan?

We're changing how we manage our transport network

Our current method for managing the transport network is not sustainable. There are a number of changes we can make through the management of our transport network that will help us achieve our outcomes.

We're beginning to provide greater priority in our investment and the way we manage the network for pedestrians, cyclists and those catching the bus. There are many benefits from these transport modes, including improved health, environment, economic and social outcomes. This shift will enable change to occur over time. Even if it doesn't happen all at once the trajectory for investment in our transport network will change.

Road safety is being improved by reducing speed limits on our roads. We're already doing this around some of our schools and on some of the fringes of our city. Lower vehicle speeds mean a lower likelihood of a death or serious injury if a crash occurs.

We can take the opportunity to create better places whenever we upgrade and renew our roads. We did this on Cuba Street, by combining several planned renewals at the same time, while also providing a better urban design outcome.

By right sizing asset maintenance and renewals, we'll be able to reduce the long-term costs of our transport assets. By using the most appropriate solution for the road, and implementing it at the right time in the assets life.

We need to invest in our transport network

Our renewal and maintenance budgets – especially those relating to our road structure and surface – are increasing year-on-year to ensure we can continue to deliver the expected level of service. By renewing assets at the right time and to the right level it will also reduce our long-term maintenance costs.

The strategic transport route around Palmerston North is needed to fully enable the economic growth sought from development in the North East Industrial Zone, KiwiRail and other growth areas. In the short-term we're proposing to make improvements to the transport network – alongside Waka Kotahi – that will activate this route. This will allow heavy vehicles to use this route, placing less strain on urban routes. Upgrades to transport infrastructure are also required to support the city's other growth areas including Whakarongo and Kākātangiata.

The City Centre Transformation programme is changing the way streets in our city centre look and operate. It aims to provide a vibrant city centre that will make Palmerston North more attractive for work and play, provide more opportunities for locals and visitors to connect with the city and the people who live here, and bring significant benefits for the local economy.

Changes to our transport infrastructure are needed to deliver the pedestrian, cycling and safety outcomes sought. Long-term programmes are proposed to facilitate uptake of multiple modes of transport and provide a safer journey and better experience for all transport network users.

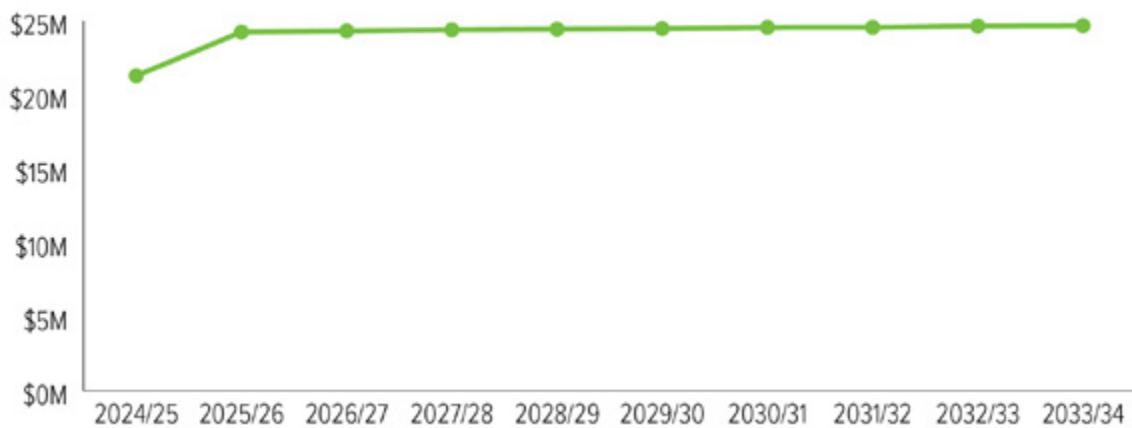


How much will it cost?

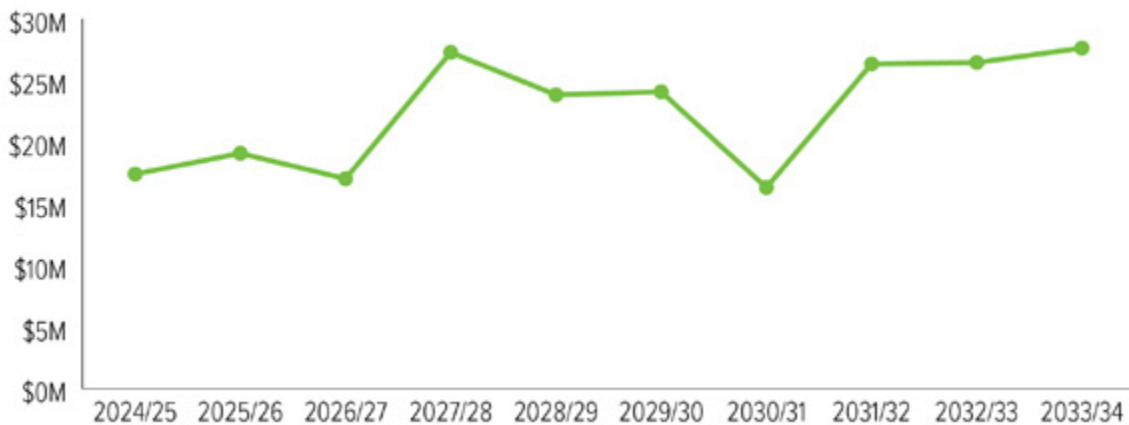
Operations and Maintenance

We are proposing a considerable increase in the level of maintenance required across our transport network. To ensure we can deliver our levels of service. Our roading maintenance contract is delivered by Fulton Hogan.

They ensure that all our streetlights, traffic services, roads, street trees and footpaths are maintained to an acceptable standard. Our maintenance budgets also cover supporting services such as street sweeping and line marking. We are proposing to spend between \$6 million to \$13 million each year over the next few years on this work.



Renewals

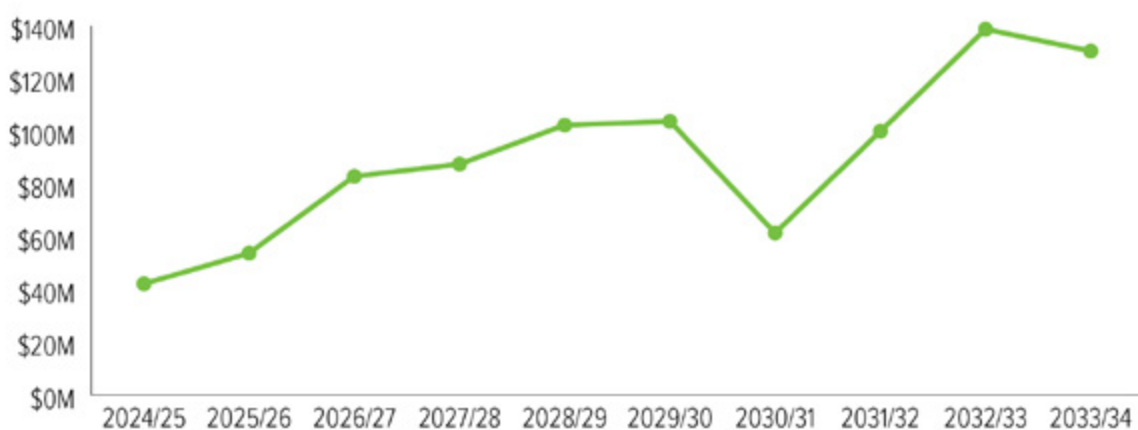


We are proposing to have a considerable increase in our spend in our renewals across the transport network in the city which will see us spend \$221 million over the next 10 years on renewing our transport related assets. The largest proportion of these costs will be focusing on resealing our roads, replacement of bridges and structures and renewing our cycleways and shared paths. Parts of the network have been repaired repeatedly and now require rehabilitation because further repair is not possible.

The focus will be to transition to more preventative renewals before our assets fail which will slowly begin to prevent potholes from occurring in the first place, but this will take some time to achieve.

We will also be investing in making our roads safer by replacing some traffic services such as traffic signal systems, road signs and road markings along with raised and signalised crossings where required to keep people safe.

Capital new



With growth expected in future urban areas, we are proposing to spend at least \$150 million over the next 10 years. In years 9 and 10 we are proposing to have major upgrades to the Fitzherbert Rd Bridge. Most of our capital new programmes are associated with our partnership with NZ Transport Agency Waka Kotahi for strategic improvements

such as the Palmerston North Integrated Transport Initiative (PNITI) which will help get heavy vehicles using the most appropriate travel routes, road safety improvements such as road widening and improved intersections, bridge replacements throughout the city, and infrastructure to support the Te Utanganui Central New Zealand Distribution Hub.

