# PARTNERSHIPS

- Waka Kotahi, Horizons and PNCC all have transport planning functions

- Alignment is important

- There is flex in the system for different points of view

- Waka Kotahi are a co-funding partner

- With co-funding comes expectations

- Officer advice takes account of national, regional and local direction and seeks to position Palmerston North to secure Waka Kotahi co-funding

- Strategic direction does change – PNITI priorities flexible

- Transport networks evolve and change over long periods of time

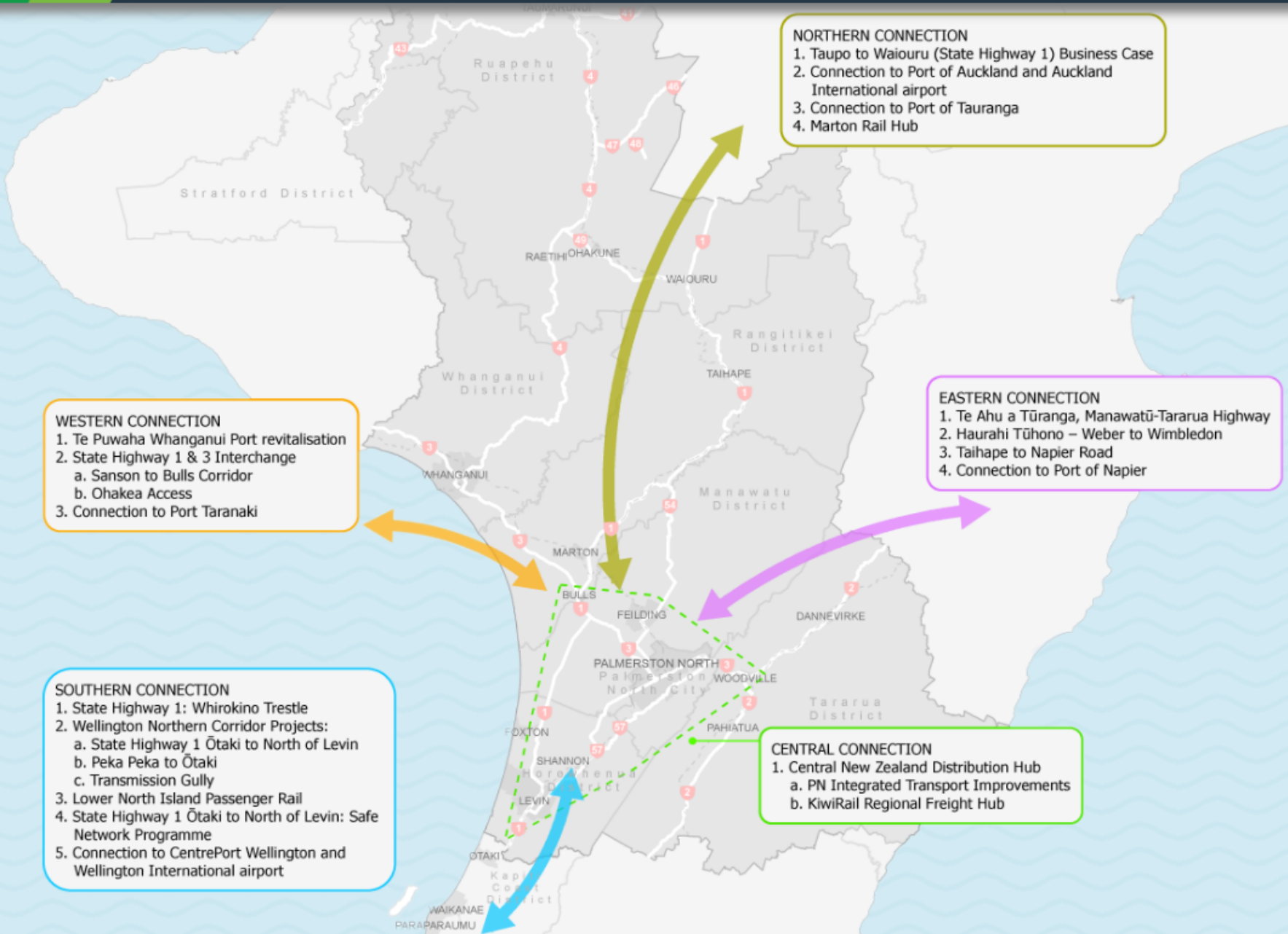# TRANSPORT PLANNING SYSTEM & HIERARCHY

- Large and complex system

- Strategic Networks and Priority Routes sought to provide a simple, public-facing document

- PTSIP and NOP are technical documents (attachments to the 22 February strategic networks report)
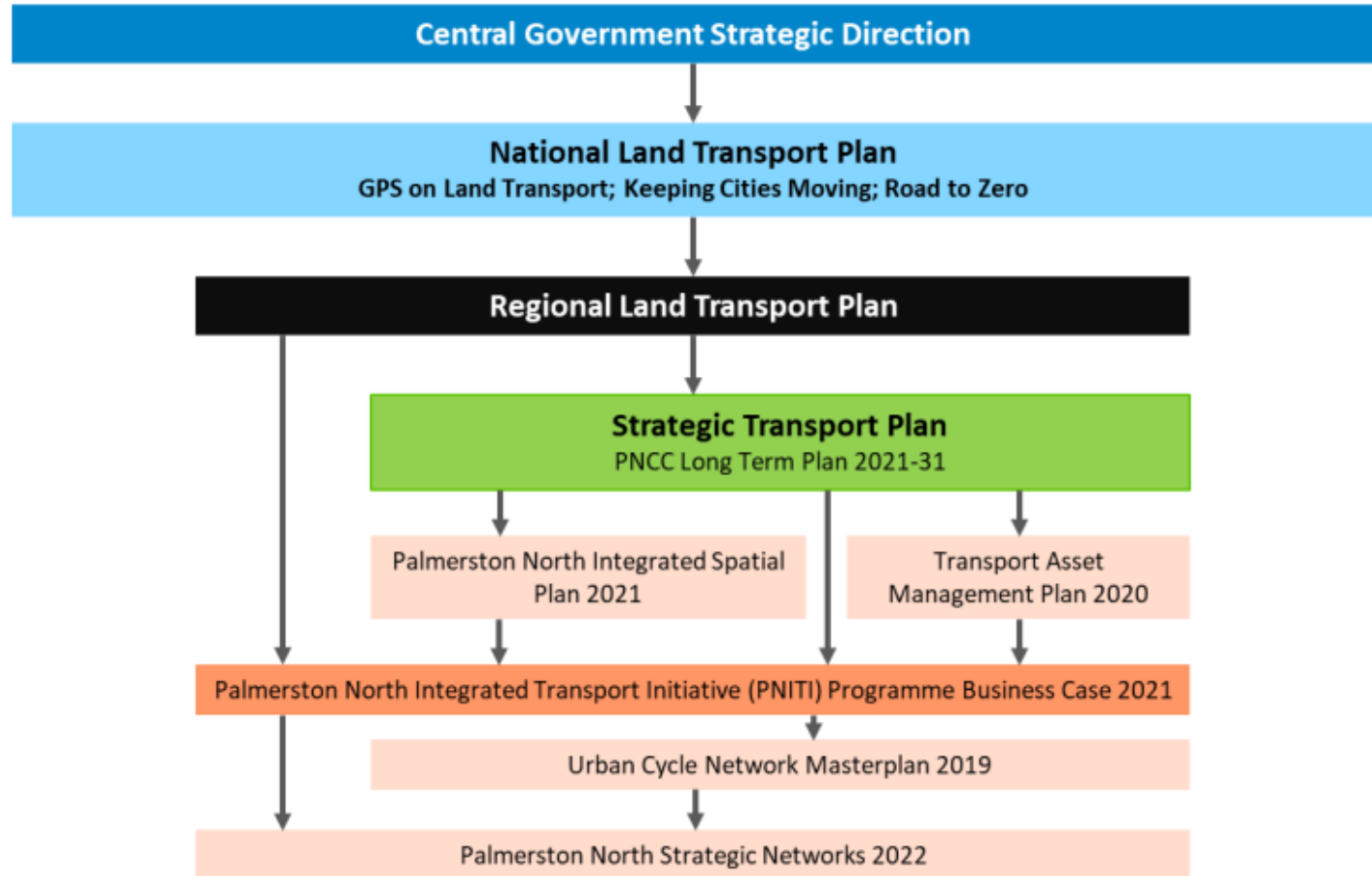
PNITI

- PNITI means Palmerston North is well-positioned for success and co-investment by Waka Kotahi

- PNITI is the No.1 priority in the RLTP

- PNITI evolved following closure of Manawatu Gorge

- Waka Kotahi shortlisted four options.

- One of options interacted differently with the urban transport network and would have activated the former "eastern growth corridor"

- Mayoral-led deputation sought that a broader integrated plan was developed alongside the delivery of Te Ahu a Turanga

- PNITI developed and endorsed by Waka Kotahi board and PNCC

- PNITI is a network options report / strategic business case

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TRANSPORT INITIATIVES ACROSS THE REGION

NORTHERN CONNECTION
1. Taupo to Waiouru (State Highway 1) Business Case
2. Connection to Port of Auckland and Auckland International airport
3. Connection to Port of Tauranga
4. Marton Rail Hub

WESTERN CONNECTION
1. Te Puwaha Whanganui Port revitalisation
2. State Highway 1 & 3 Interchange
   a. Sanson to Bulls Corridor
   b. Ohakea Access
3. Connection to Port Taranaki

EASTERN CONNECTION
1. Te Ahu a Tūranga, Manawatū-Tararua Highway
2. Haurahi Tūhono – Weber to Wimbledon
3. Taihape to Napier Road
4. Connection to Port of Napier

SOUTHERN CONNECTION
1. State Highway 1: Whirokino Trestle
2. Wellington Northern Corridor Projects:
   a. State Highway 1 Ōtaki to North of Levin
   b. Peka Peka to Ōtaki
   c. Transmission Gully
3. Lower North Island Passenger Rail
4. State Highway 1 Ōtaki to North of Levin: Safe Network Programme
5. Connection to CentrePort Wellington and Wellington International airport

CENTRAL CONNECTION
1. Central New Zealand Distribution Hub
   a. PN Integrated Transport Improvements
   b. KiwiRail Regional Freight Hub

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PNITI

- PNITI provides for eight packages of work

- It is a comprehensive land-use & transport plan for Palmerston North

- The regional freight ring road is a significant component of PNITI

- The investment timeframes can be shifted

- There are triggers for investment, e.g. KiwiRail Regional Freight Hub

- Implementation supports land-use planning direction

- Acceleration & alternative funding routes, e.g. CIP, toll?

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1. Manawatū transport system improvement strategy
2. Manawatū Transport Modelling
3. Safety improvements – State highways and local roads
4. Land use planning and local government regulations, rules and bylaws to support land use/transport integration
5. Enabling Streets for People
6. Palmerston North Eastern Access
7. East / West Access (Freight Hub and NEIZ)
8. Palmerston North SH56 and SH57 Southern Connections

Legend
- Airport
- KiwiRail Hub
- Indicative Bridge Location
- Industrial Growth
- Residential Growth
- Possible KiwiRail Hub new location

Programme Upgrades
- New roads
- Sub option
- Upgrade roads
- Sub option
- 50 Speed changes
- Cycleways
- Major / minor intersection upgrades
- Amenity improvements

North East Industrial

Ashhurst Improvements

SH3 Te Ahu a Turanga

SH3 Safety Improvements

SH57 Bridge Upgrades

Linton Army Camp

Longburn Industrial

Alternate southern bridge location

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PNITI: 8 PACKAGES OF WORK

	PNITI PROGRAMME PACKAGE	KEY OUTCOMES	LEAD	KEY TRIGGER(S) /DEPENDENCIES	INDICATIVE TIMING	INDICATIVE COST
-	PNITI monitoring	●	All, Joint PNITI working grp	Complete first	2021, ongoing	N/A
1	Palmerston North regional transport system improvement plan (PNRTSIP)	●	PNCC and WK	Complete first	2021	N/A
2	Palmerston North regional transport model update	●	PNCC and WK	Required for future investigations	2021–24, ongoing	N/A
3	Safety improvements – State highways	● ●	WK (SNP)	Imp based on safety risk; integrate with Local Rd safety works	2021/30	$75–120m
	Safety improvements – Local Roads	● ●	PNCC + Local Rd SNP	Connected to packages 4 and 5	2021–24	$12–19m
4	Land use planning, Council regulations, rules, and bylaws	● ●	PNCC and MDC	Supports and enables better accessibility and road safety	Ongoing	TBD
5	Enabling streets for people – improving safety and access	● ●	PNCC, Horizon, and WK	Implementation of speed management tools, and PNRTSIP completed	2021–27	TBD
	Enabling streets for people – amenity and active modes	● ●	PNCC and WK	PNRTSIP completed	2021–30	TBD
6	PN Eastern Access	● ●	WK and KiwiRail	KPIs and measures for growth and freight	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

STRATEGIC NETWORKS

- Strategic Networks has previously also been referred to as:

  o Palmerston North regional transport system improvement plan (PNRTSIP), and

  o Manawatu Transport System Improvement Strategy

- 1st action within PNITI programme

- Same planning process as the nationally consistent Network Operating Framework (NOF)
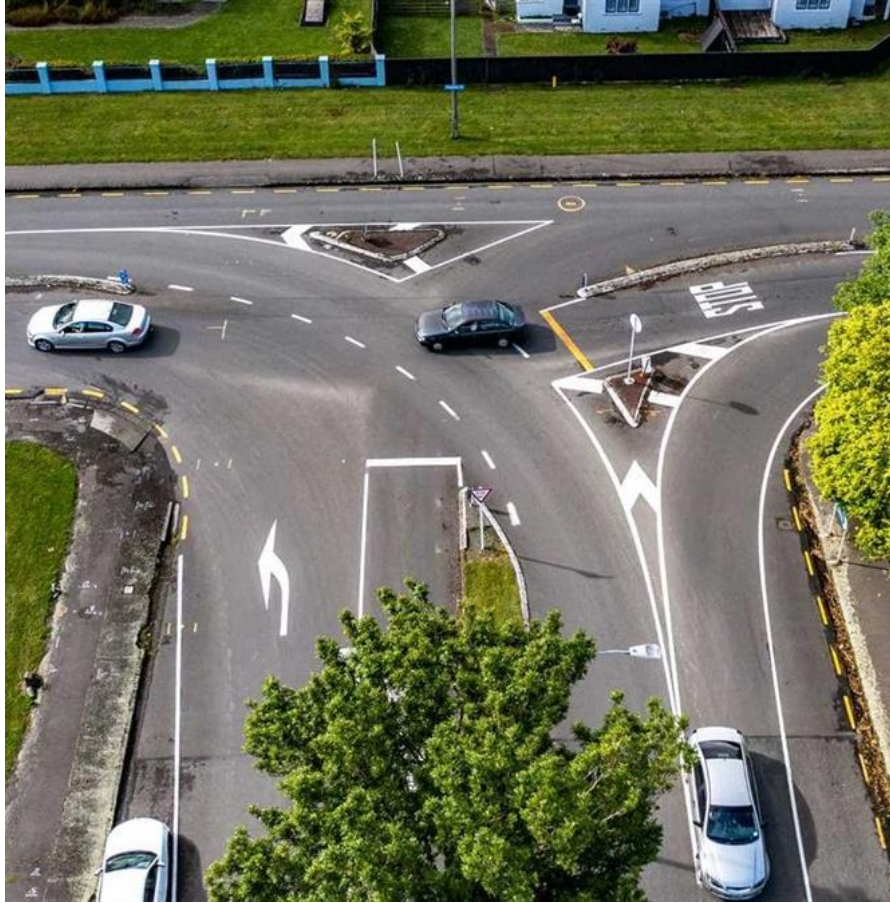
STRATEGIC NETWORKS

Purpose:

- Objective and evidence-based way to balance competing demands within the limited road space available

- Present PNCC's transport vision *"into a single and simple network plan"*

- Figure out *"the right mode for the right road"*

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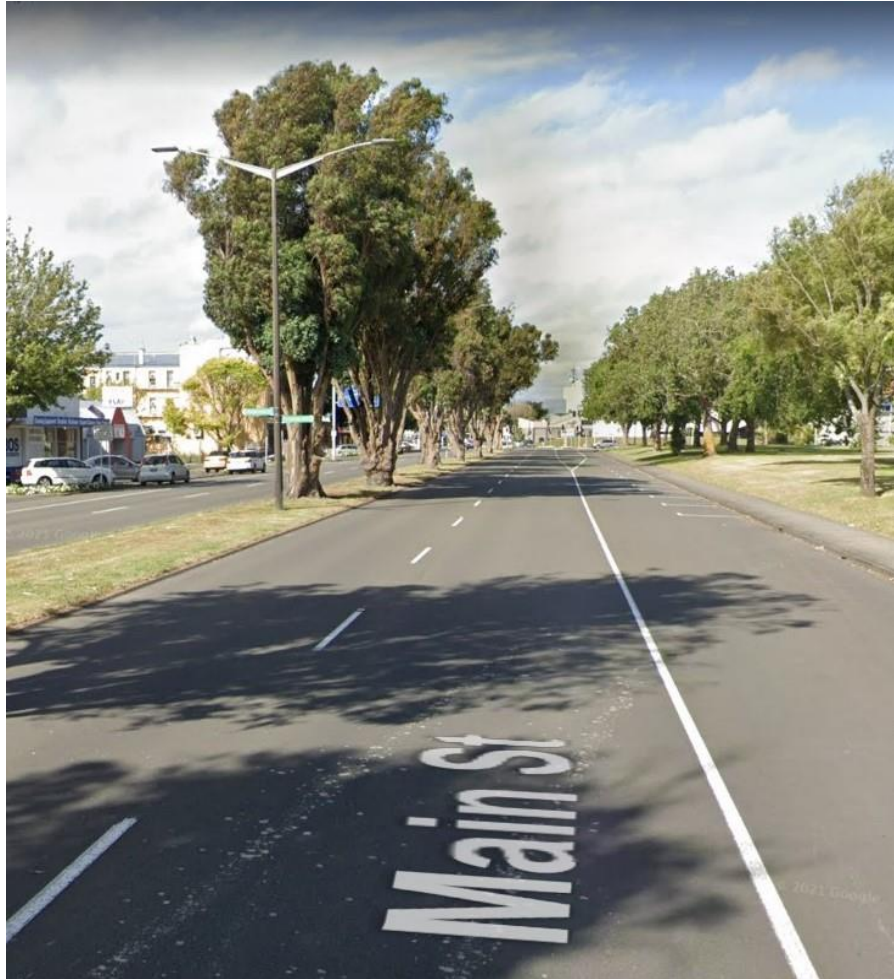PAPAIOEA
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NETWORK OPERATING PLAN

STRATEGIC NETWORKS APPLIED

STRATEGIC NETWORKS APPLIED

STRATEGIC NETWORKS APPLIED

STRATEGIC NETWORKS APPLIED

PRIORITY ROUTES

→ Beta webmap: https://arcg.is/1XqnTS0
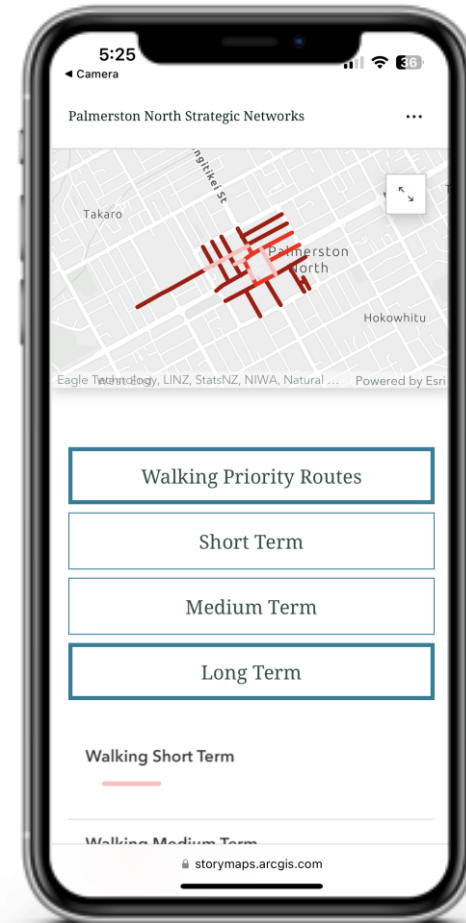
UPCOMING PROCESSES AND NEXT STEPS

- GPS Review

- RLTP Review

- PNITI priority projects:

  - City centre business case

  - Bus terminal business case

  - Transport model

  - Speed management planning

  - Business case for all sections of ring road

  - Network business case

- NLTF round

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UPCOMING PROCESSES AND NEXT STEPS

- Strategic Networks and Priority Routes:

  - EM Input

  - Review and update

  - Report back to Economic Growth Committee

- Network Operating Plan:

  - Remain as an operational document

  - Key decisions such as Speed Management, Parking Framework, Streets and Road Framework are all reported through Council

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PRIORITY ROUTES - WALKING
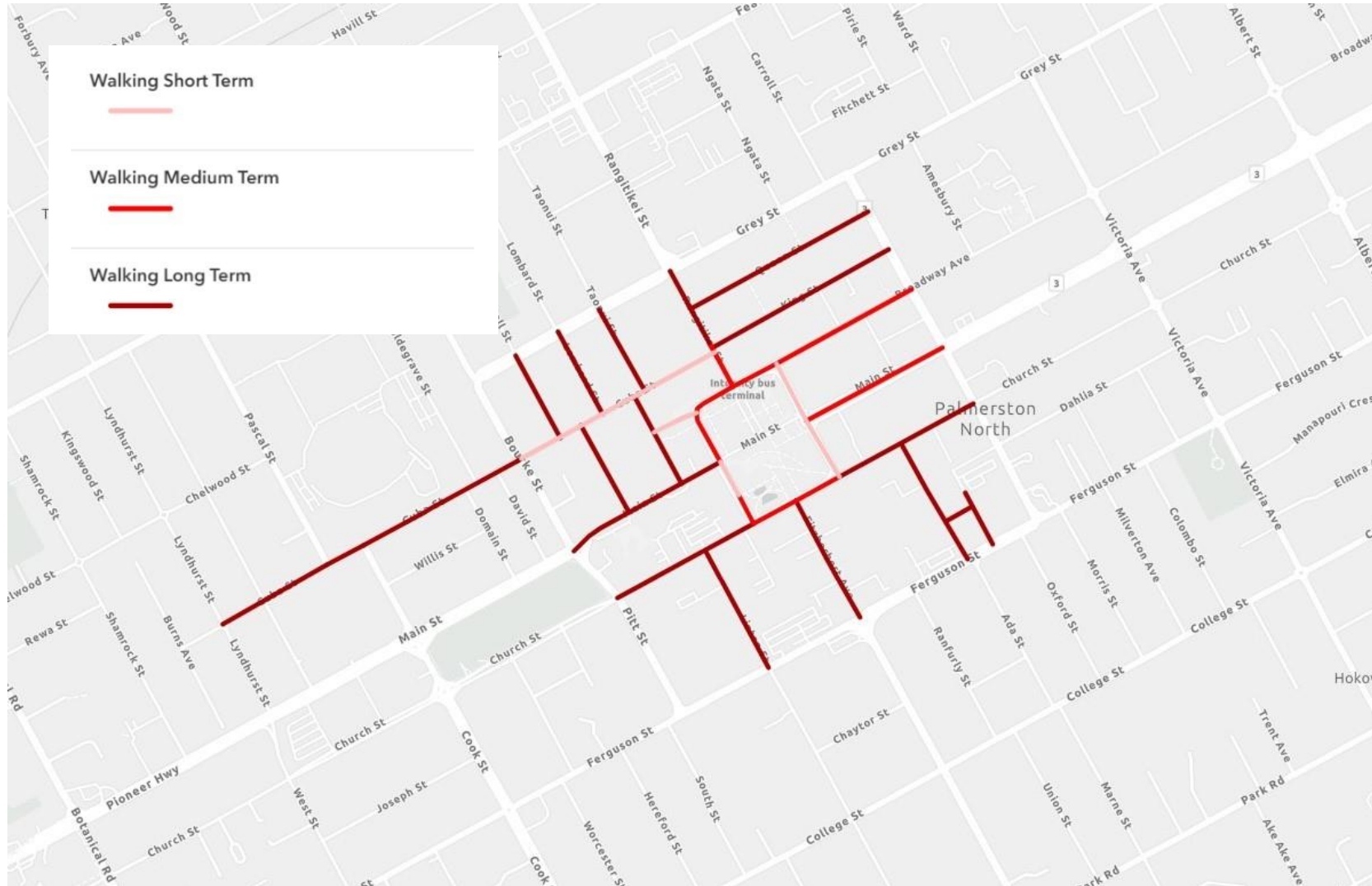
PRIORITY ROUTES - CYCLING
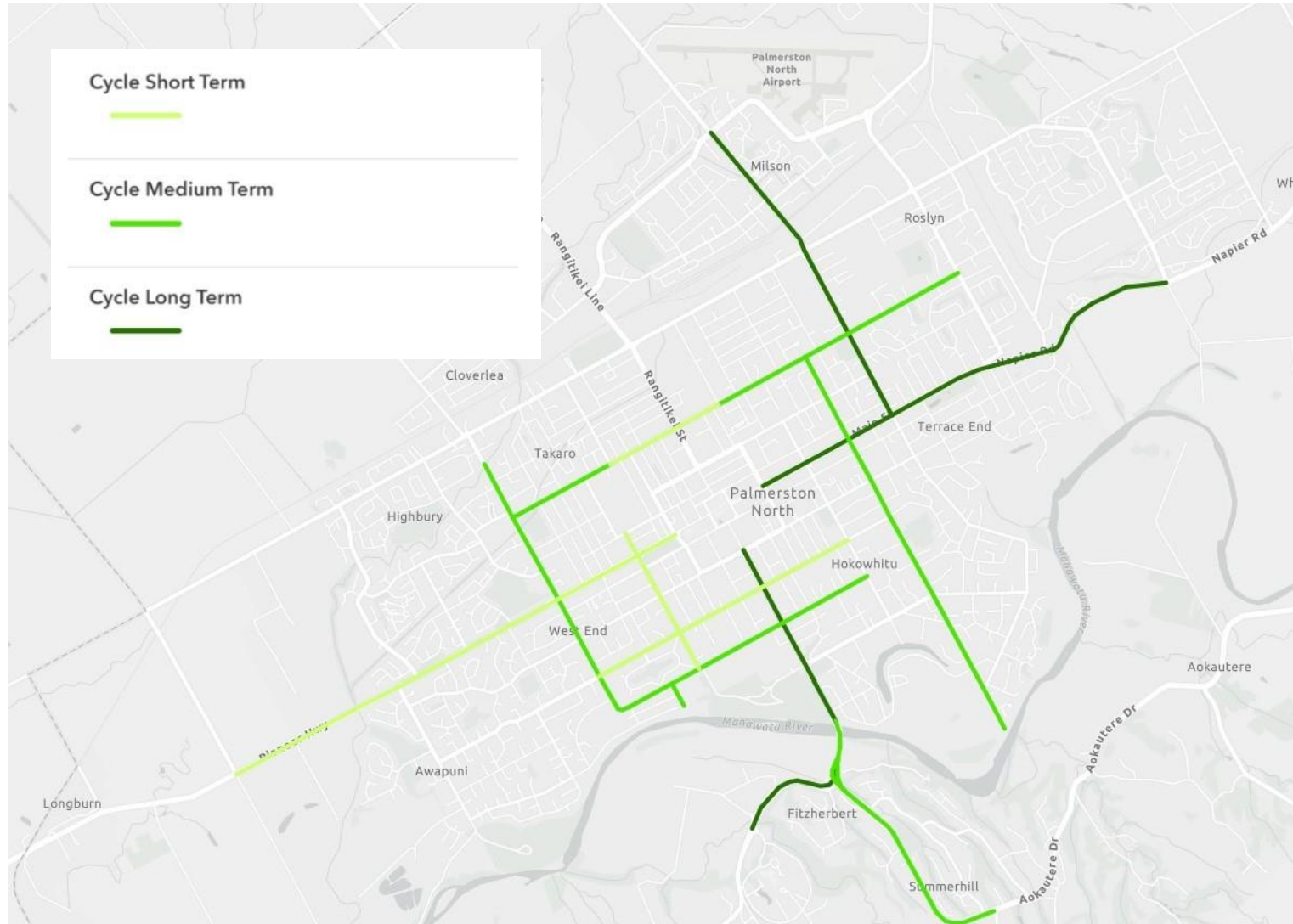
PRIORITY ROUTES – PUBLIC TRANSPORT

PRIORITY ROUTES - FREIGHT