

Time	Topic and Purpose	Presenter(s)	Format	Time allocated
9.30am	Transport Programme – Safe System Assessments The purpose of this session is to provide additional information on the proposed process moving forward including the use of Safe System Assessments.	Robyn Denton Tania Herman	Open Briefing	90 Minutes
SESSION ENDS				

DISCUSSION TOPIC SUMMARY

Topic: Transport Programme Decision Making Framework Next Steps and Concrete Infill Programme

Related Committee: Infrastructure and Transport Committee

Business Unit/Group: Infrastructure and Assets Group

Key Staff Contact/s: Robyn Denton, Tania Hermann

Direction Discussion/Drop in Session recommended? Status: Open

PURPOSE OF TOPIC/INFORMATION

- Provide an update on the Decision Making Framework for Transport Projects and the proposed workflow in the coming months and seek approval of this.
- Provide an update on SH26 Fit for Purpose improvements which will be available from 1 July and seek direction on how this will be managed through the decision making framework.
- Provide a worked example for sites we have worked through to seek feedback on information provided and template for future project reviews.
- Provide update on investigations into 'ratty' landscaping that can be removed from around the city – locations, costs, potential savings and implementation.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

- This briefing is a proposed methodology for working through the Transport Decision Making Framework – with examples of information that will be provided and the timing of key decisions. Staff are seeking feedback to ensure that Elected Members are comfortable with the proposal.
- The SH26 Fit for Purpose Improvements are 100% funded by NZTA and the proposed programme in the draft 2024-34 LPT is for \$8M in 2024/25 and \$3.2M for 25/26. It will be crucial to keep this programme of work moving to obtain the best benefit from this revenue stream.
- The concrete infill sites are a starter for a discussion and have been identified by staff as sites that have low amenity and high temporary traffic costs due the traffic volumes and vehicle speeds. They also pose higher personal safety risk for the maintenance teams when working on the sites.

WHERE CAN MEMBERS FIND MORE INFORMATION?

- The Transport Decision Making Framework was presented to and approved by the [2 May 2024](#) Infrastructure and Transport Committee (item #7, page 82).
- Further information on the SH26 Fit for Purpose improvements Programme can be found in the [21 September 2023](#) Infrastructure and Transport Committee (item #8, page 129).

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- Is anything further that Members would like covered in the proposed methodology for working through the Transport Decision Making Framework?
- Are Elected Members comfortable with the proposed way forward for the SH26 Fit for Purpose programme?

Purpose of Briefing

Provide an update on the Decision Making Framework for Transport Projects and the proposed workflow in the coming months and seek approval of this

Provide an update on SH26 Fit for Purpose improvements which will be available from 1 July and seek direction on how this will be managed through the decision making framework

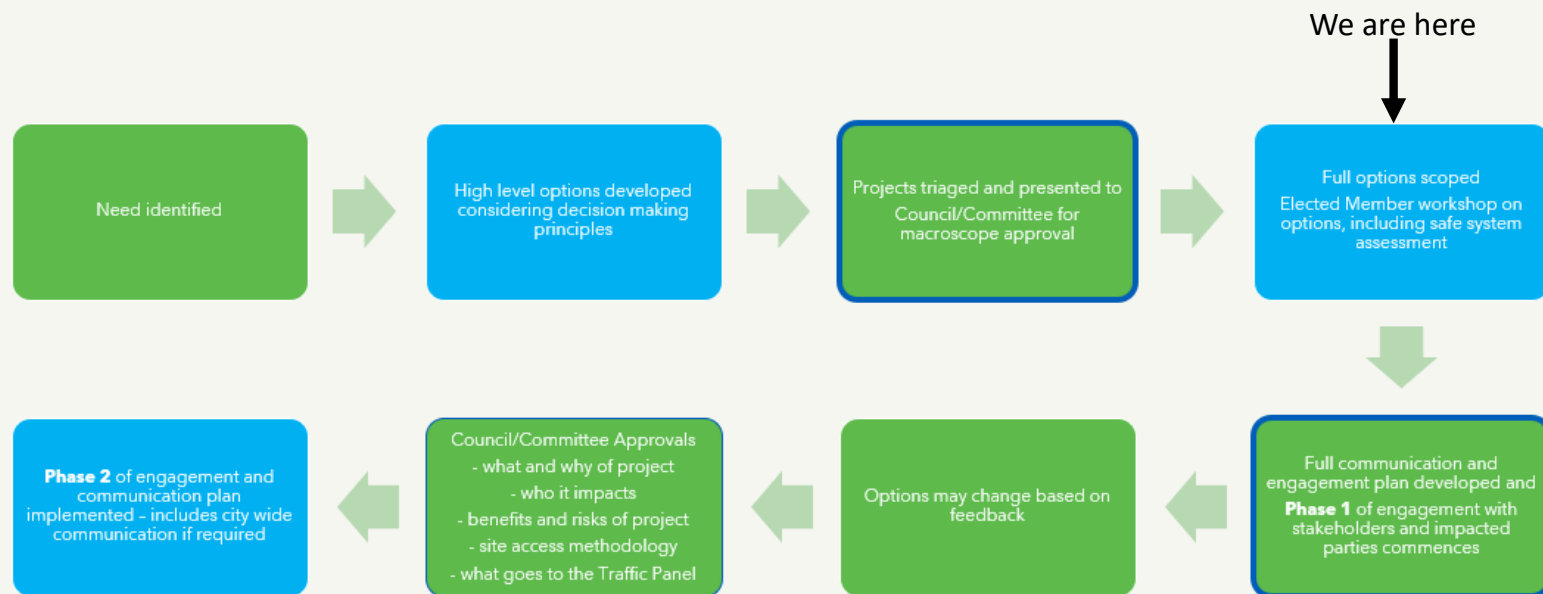
Provide a worked example for sites we have worked through to seek feedback on information provided and template for future project reviews

Provide update on investigations into 'ratty' landscaping that can be removed from around the city – locations, costs, potential savings and implementation

19 June 2024 Briefing

Project Decision Making Framework – Transport

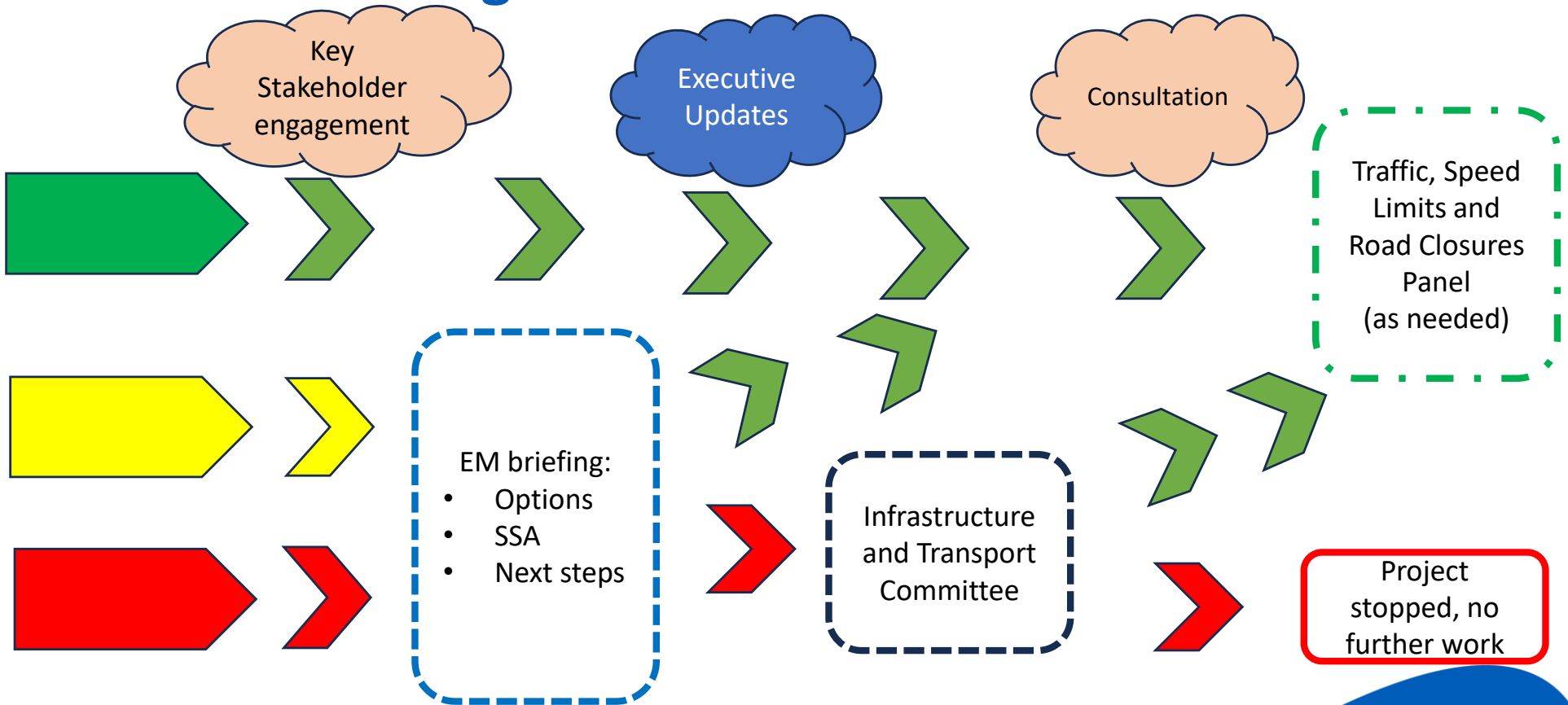
(agreed at 2 May 2024 I&T Committee)



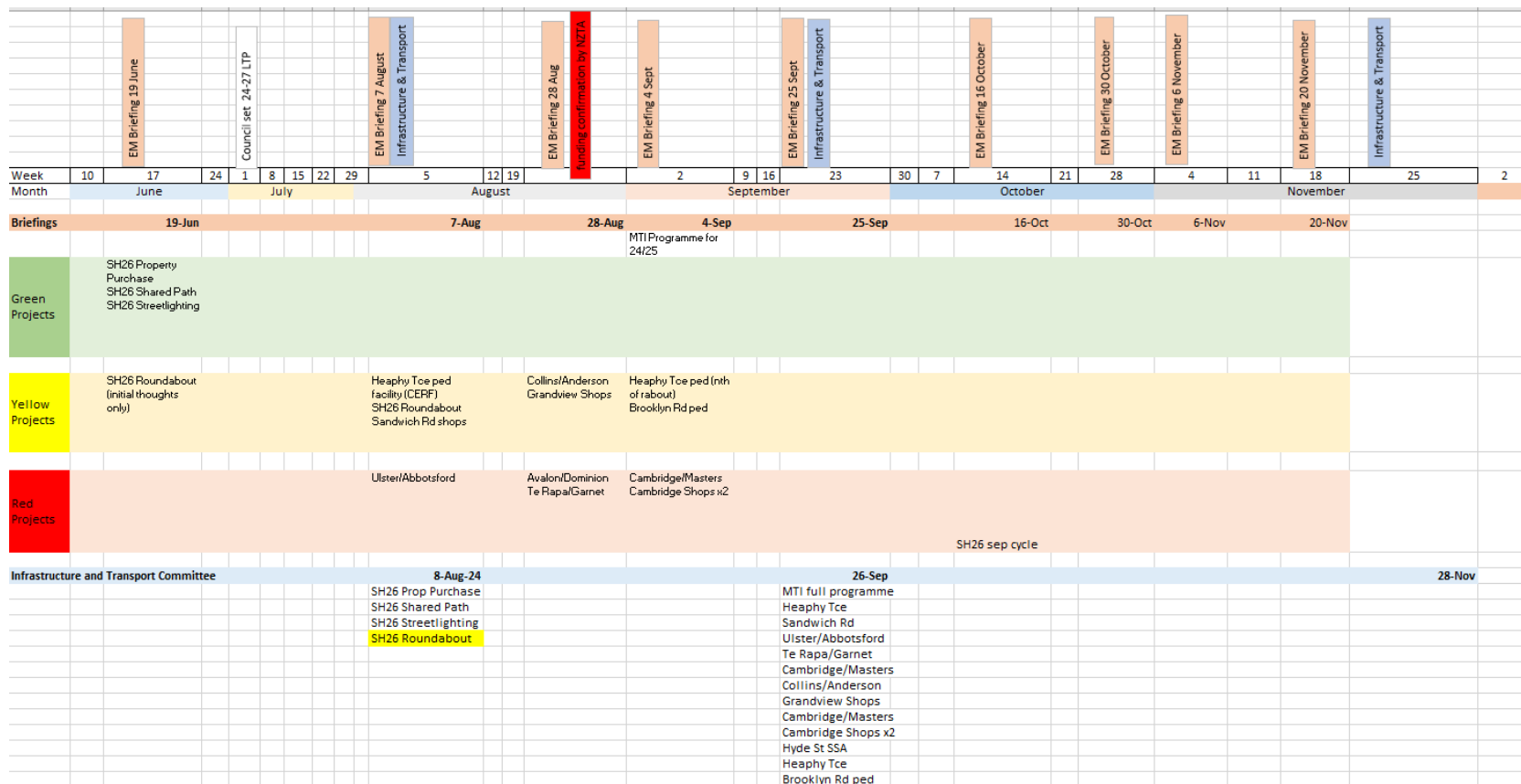
17 June 2024

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Decision Making Framework

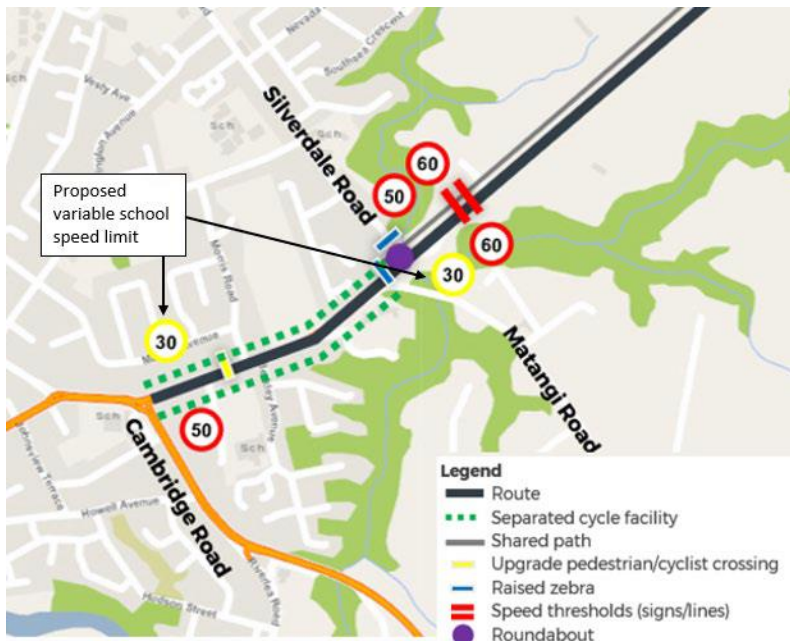


Proposed timeline of projects and approvals - draft



Morrinsville Road (SH26) – Fit for Purpose Improvements

- Scope of works and delivery by HCC agreed by the 21 September 2023 Infrastructure and Transport Committee
- Funding agreement in place with NZTA for 100% funding commencing 1 July 2024 (\$8M 24/25, \$3.2M 25/26)



Morrinsville Road (SH26) – Fit for Purpose Improvements

- Seeking guidance on next steps for approvals – based on the Transport Decision Making Framework
- Do you support the proposed assessment below?

Proposed works	Proposed Status for Council Approval
Property purchase for shared path section	\$867,400.00
Shared path between Silverdale Road and WEX overbridge	\$1,843,917.71
Streetlighting upgrade to LED	\$458,972.00
Installation of roundabout at Silverdale/Matangi/Morrinsville intersection	\$6,400,000.00
Cycle facilities between Cambridge Rd and Silverdale Rd	\$1,554,000.00
Speed Limit Changes and threshold treatments – to be completed by NZTA	\$127,492.00

Worked example of Project Report to assist with decision making process

Standardised report – approx. 8 pages per project that will consider:

- site description
- crash data
- site observations
- problem statement
- customer requests
- long list of options considered and indicative costs
- short list options to progress to Safe Systems Assessment
- Safe Systems Assessment results
- recommended solution – for feedback and direct from Elected Members
- feedback from early engagement with key stakeholders

Breaking News – refer Executive Update 18 June 2024

Draft Speed Limits Rule 2024 - Overview

- Released for consultation and closing 11 July 2024
- Will have implications for a lot of the work that has been undertaken in the last 4 years in particular
- Staff working on list of impacted sites and considering \$\$ impact
- Some of proposed requirements re consultation have been our standard approach anyway
- Seeking direction from EM's on submission
- Proposed process for approval of submission

Breaking News – refer Executive Update 18 June 2024

Draft Speed Limits Rule 2024 – specific implications

- All existing permanent 30km/h speed limits for schools must become variable by 1 May 2025. 300m length 8-9.30am & 2.30-4pm
- Any arterial speed limits undertaken in the last 4 years will need to be changed back eg Cobham Dr, Wairere Dr
- Existing Safer Speed Areas (permanent 40km/h) can remain but no additional areas will be possible under the proposed rule
- Existing Safer Shopping Areas (permanent 30km/h) can remain but any future sites would be 40 km/h
- All new roads should be 50km/h – this will impact subdivisions coming online
- Our 2024 Speed Management Plan will no longer have any status

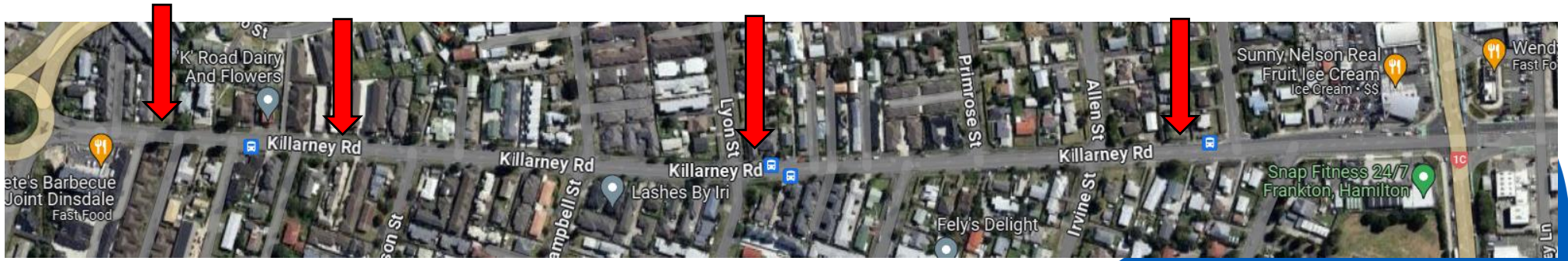
Dealing with ‘ratty’ landscaping areas

- The [7 March 2023](#) Infrastructure and Transport Committee resolved that: *“requests that staff bring a report back with options and costings for removing planting in small, medium sized or other appropriate intersections and roadsides in time for the 2024-34 Long-Term Plan”*
- An Executive Update was provided on 4 June 2024 outlining the work that had been completed.
- Initial focus on the more difficult, high traffic volume sites

Killarney Road – pedestrian refuge islands

Proposed work:

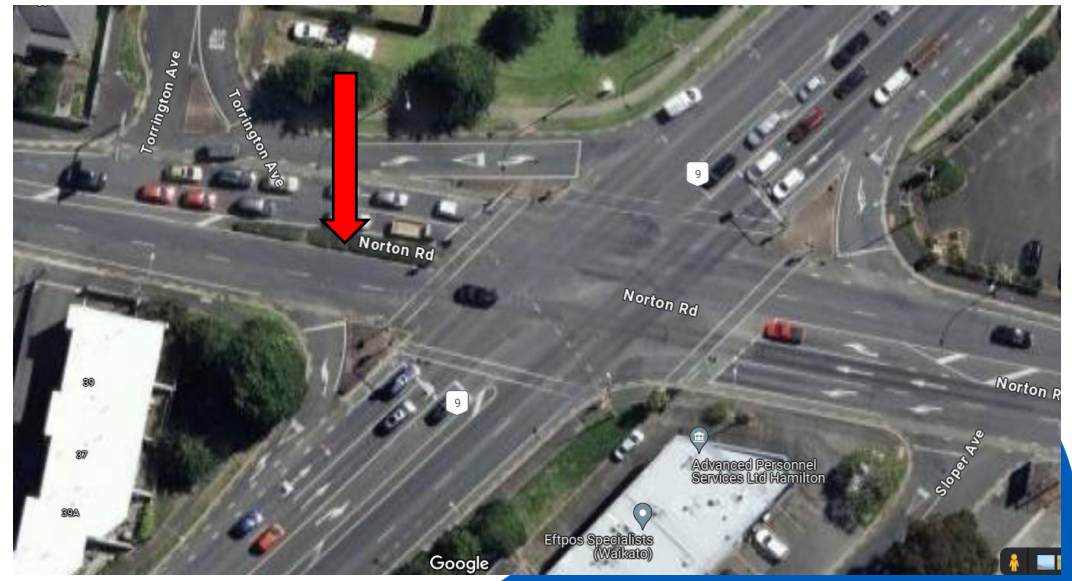
- remove planting and infill with Concrete
- Estimate \$31,000



Norton Rd - traffic island at Mill St intersection

Proposed work:

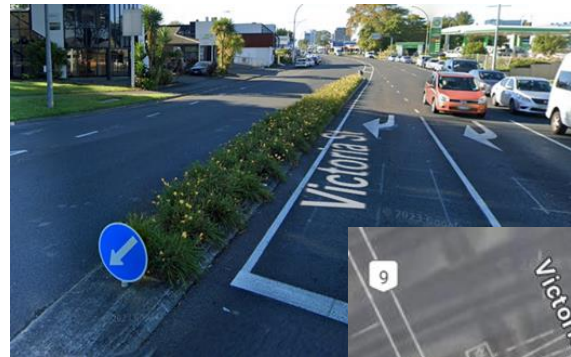
- remove planting and infill with Concrete
- estimate \$13,000



Boundary Road & Victoria St intersection – traffic islands

Proposed work:

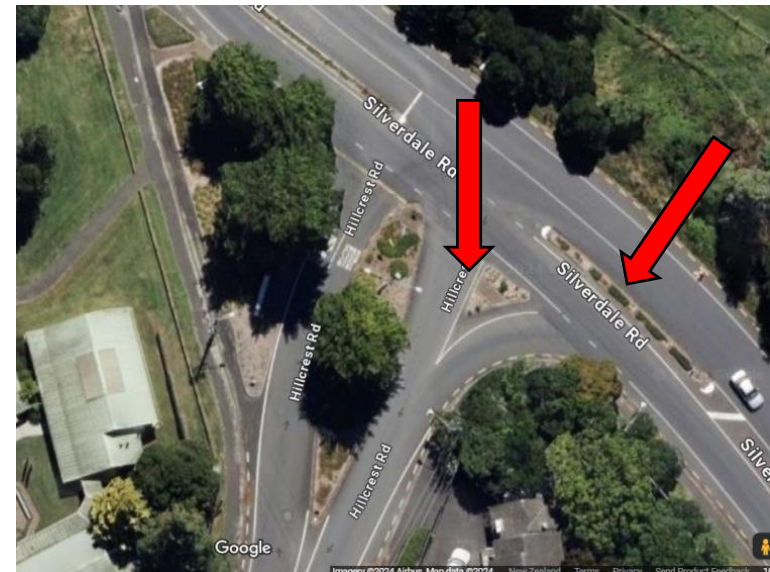
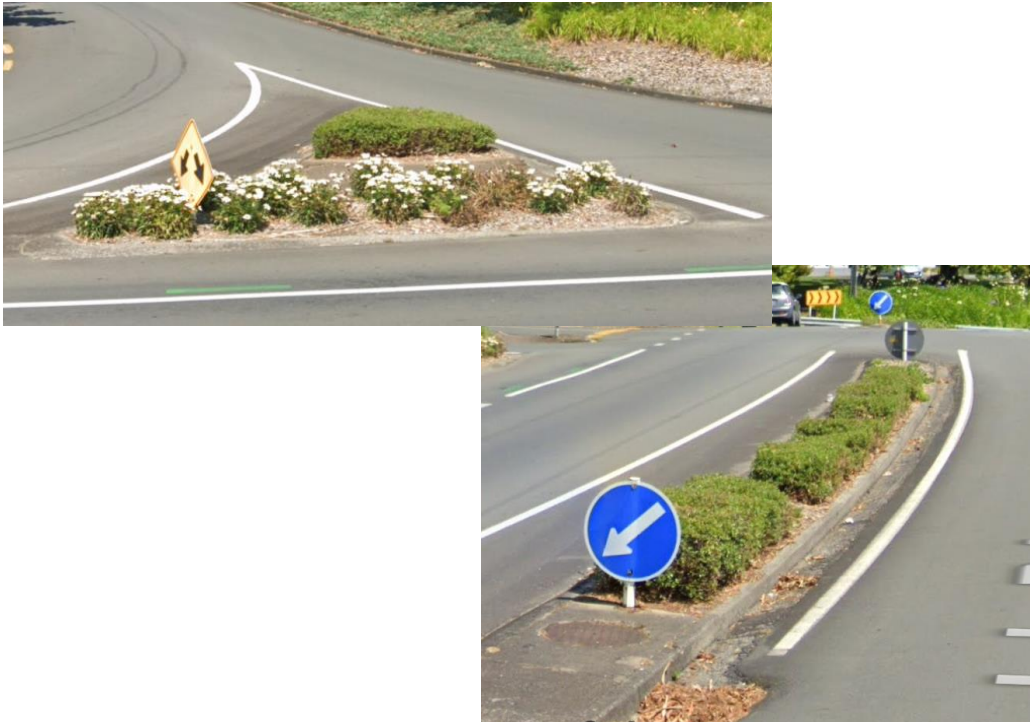
- remove planting and infill with Concrete
- estimate \$12,600



Hillcrest Rd & Silverdale Road - traffic islands

Proposed work:

- remove planting and infill with Concrete
- estimated cost \$9,700



Cobham Dr – between Howell Ave & Johnsview Tce

Proposed work:

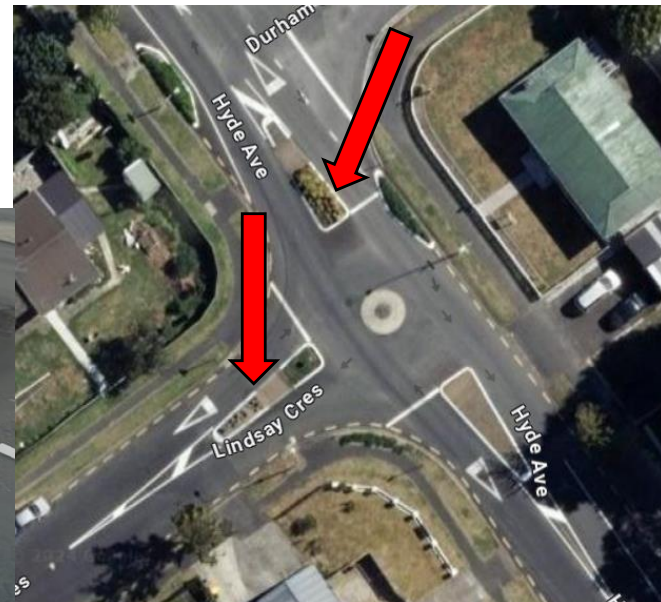
- remove planting and infill with Concrete
- estimated cost \$69,400. Night works required



Hyde Ave and Lindsay Cres intersection

Proposed work:

- remove planting and infill with Concrete
- estimated cost \$9,200



Normandy Ave – central traffic island north of Lorne St

Proposed work:

- remove planting and infill with Concrete
- estimated cost \$45,300 – likely to be night works



Ohaupo Rd – central traffic islands north of Collins Rd

Proposed work:

- remove planting and infill with Concrete
- estimated cost \$43,400 – night works required



Ohaupo Rd - opposite to Melville Hall – central island

Proposed work:

- remove planting and infill with Concrete
- estimated cost \$35,500



SH3 Ohaupo Roundabout – islands at Saxbys Rd & Tomin Rd

Proposed work:

- remove planting and infill with Concrete
- estimated cost \$18,500 – night works required



Te Rapa Rd (opposite to Animates/Hirepool) & at Pukete Rd intersection

Proposed work:

- remove planting and infill with Concrete \$41,200



Arthur Porter Dr at Ruffell Rd

Proposed work: progressive tidy. Plants need to remain for stormwater treatment as required by Resource Consent



5X Roads roundabout – for safety purposes only

Proposed work:
- Concrete collar

There is a three waters project going in there soon which is likely to cause the tree some distress – so they would like any other work delayed for a couple of years to enable recovery of the tree prior to the work being undertaken.



Davies corner roundabout – for safety purposes only

Proposed work:
- Concrete Collar

NOTE: Likely to cause too much disturbance to the tree roots and may need to be completed in part only.





Dealing with ‘ratty’ landscaping areas

- Propose to deliver via Minor Transport Improvements – Local Roads programme
- Can add sites to the list as identified and \$\$ permits