



Date: Wednesday 20 March 2024
Time: 1:00pm
Meeting Room: Council Chamber
Venue: 26 Gordon Street
Dannevirke

Infrastructure, Climate Change and Emergency Management Committee

OPEN ATTACHMENTS

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Manawatu Gorge Update

Tararua District Council

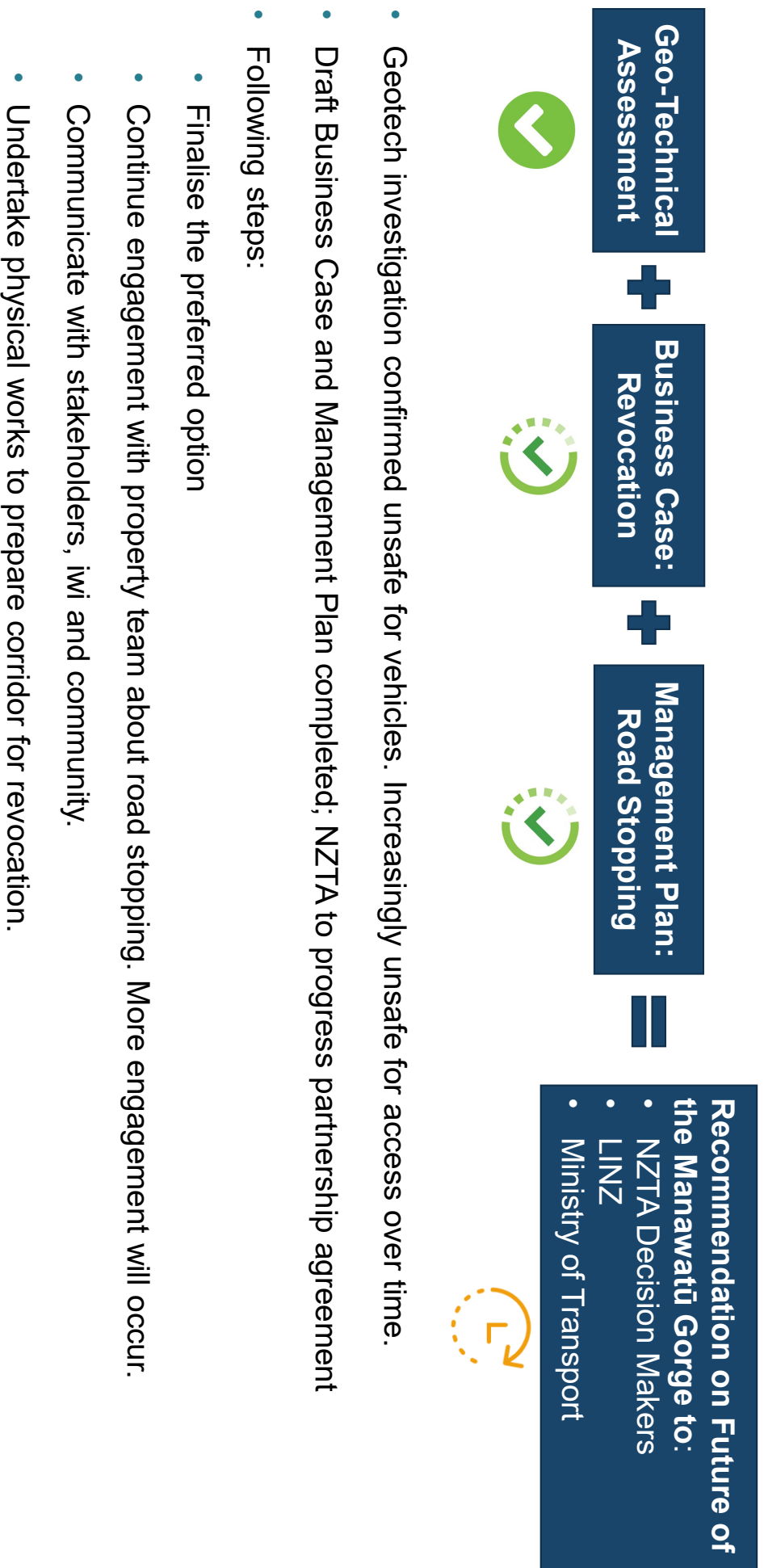
20th March 2024

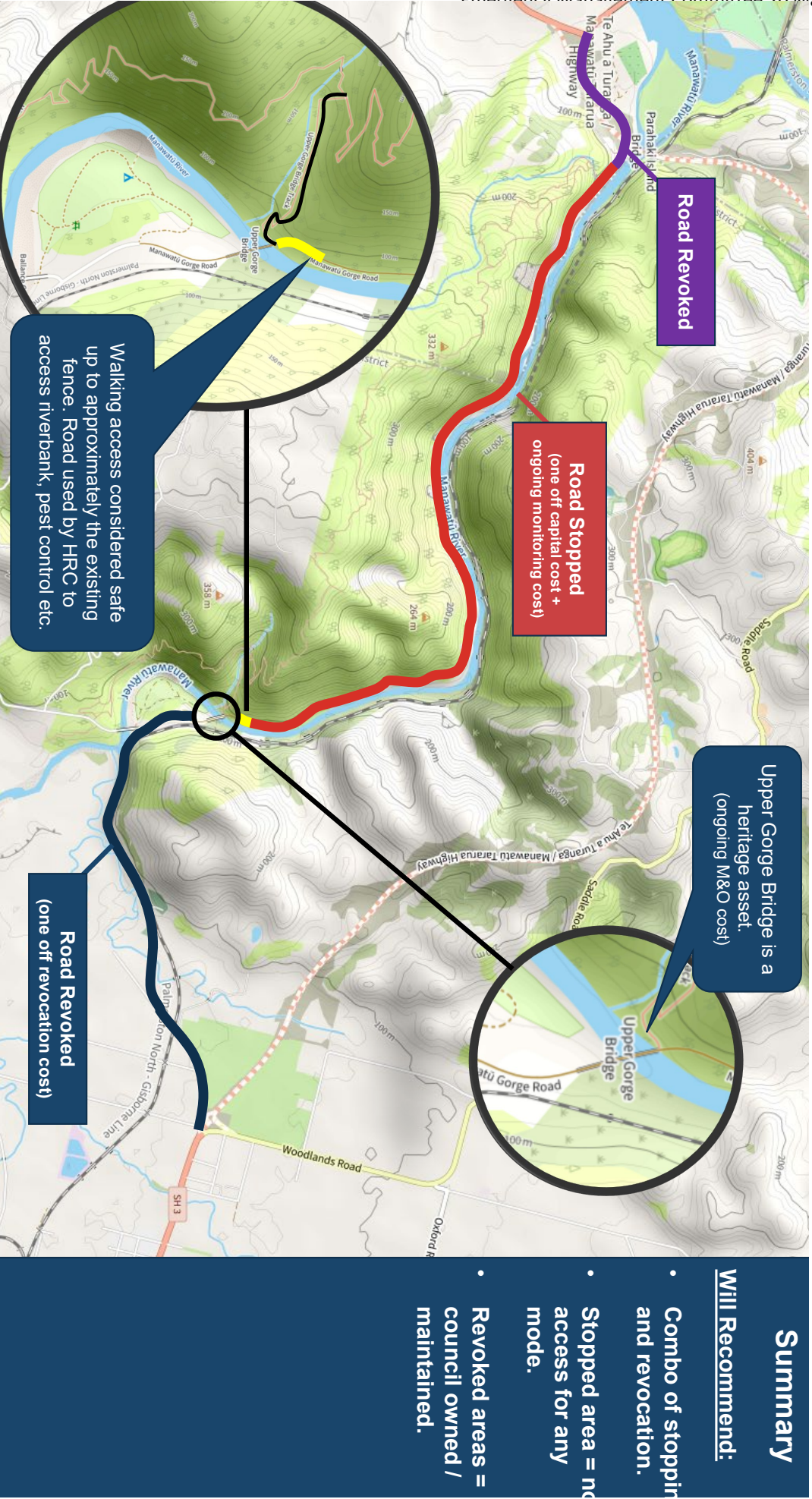
WAKA KOTAHĪ
NZ TRANSPORT
AGENCY

Te Kāwanatanga o Aotearoa
New Zealand Government

Today

- Update on project status and next steps
- What is Road Revocation and the Crown disposal process?
- Update on recommended option for the revoked road – Woodville side





What is road stopping?

3.2 Road stopping under the Public Works Act 1981

When applying to the Minister to declare a road to be stopped under s 116 of the PWA, the application must include the following:

- (a) a report with a full description of the road to be stopped, and advice on the following matters, where applicable:
 - (i) whether the road to be stopped is a road, service lane, or access way,
 - (ii) current and potential public use of the road proposed to be stopped, including use by landowners having legal access to the road,
 - (iii) public use of any land served by the road,
 - (iv) reasons for stopping the road, and
 - (v) proposals for the land following the road stopping;

What is revocation?

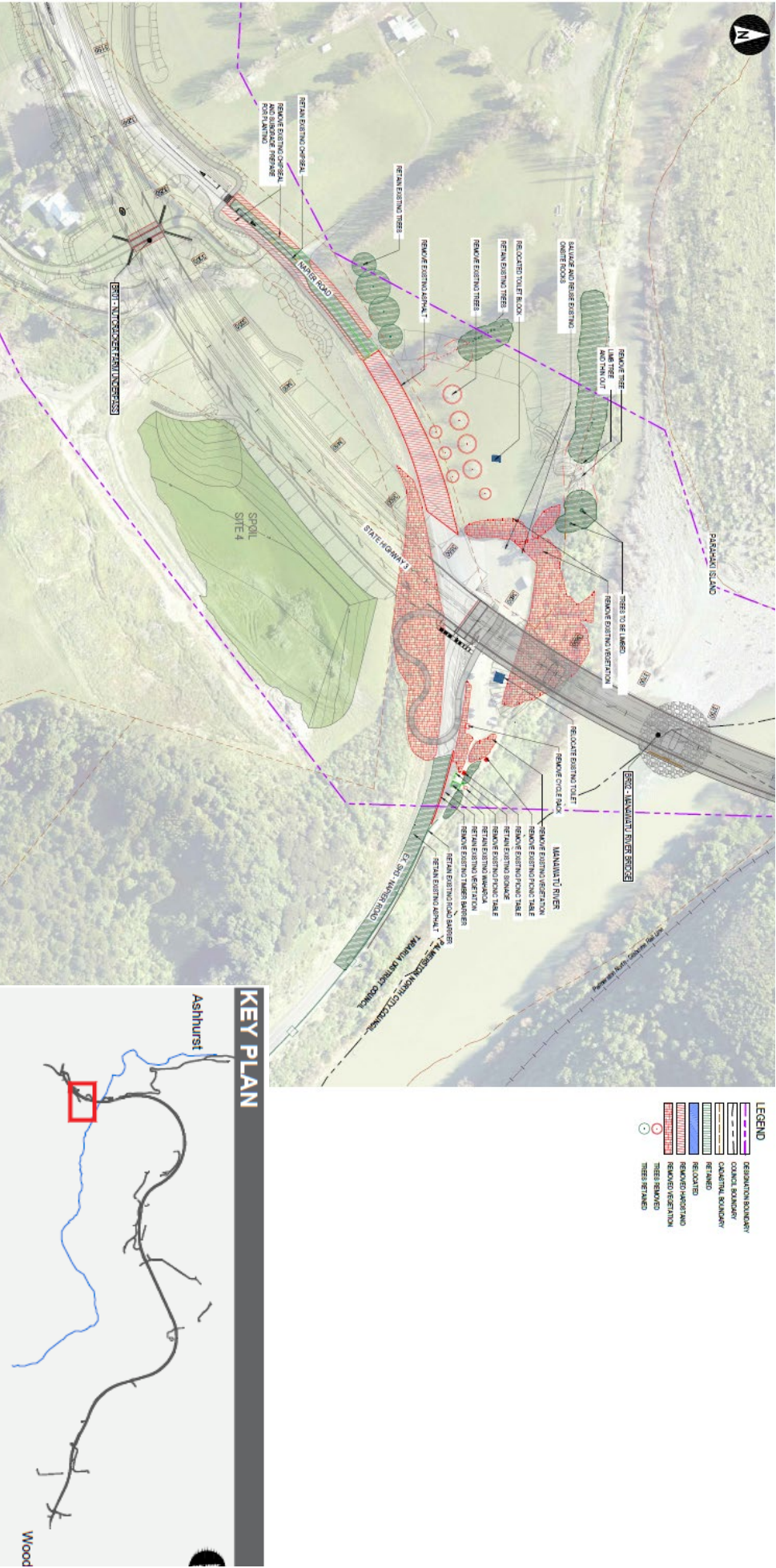
When a road is still required but no longer needs to be a state highway

- “Section 103 of the Land Transport Management Act 2003 (LTMA) empowers Waka Kotahi, with the consent of the Secretary of Transport, to revoke a state highway (referred to as “revocation” for the purposes of this policy and guidance). Revocation of a state highway constitutes the road as a “local road” for the purposes of the LTMA and any other legislation. *This will in effect transfer ownership, control and funding responsibility of the road to the future RCA (or potentially multiple RCAs where the section of state highway to be revoked crosses council/jurisdictional boundaries).*”

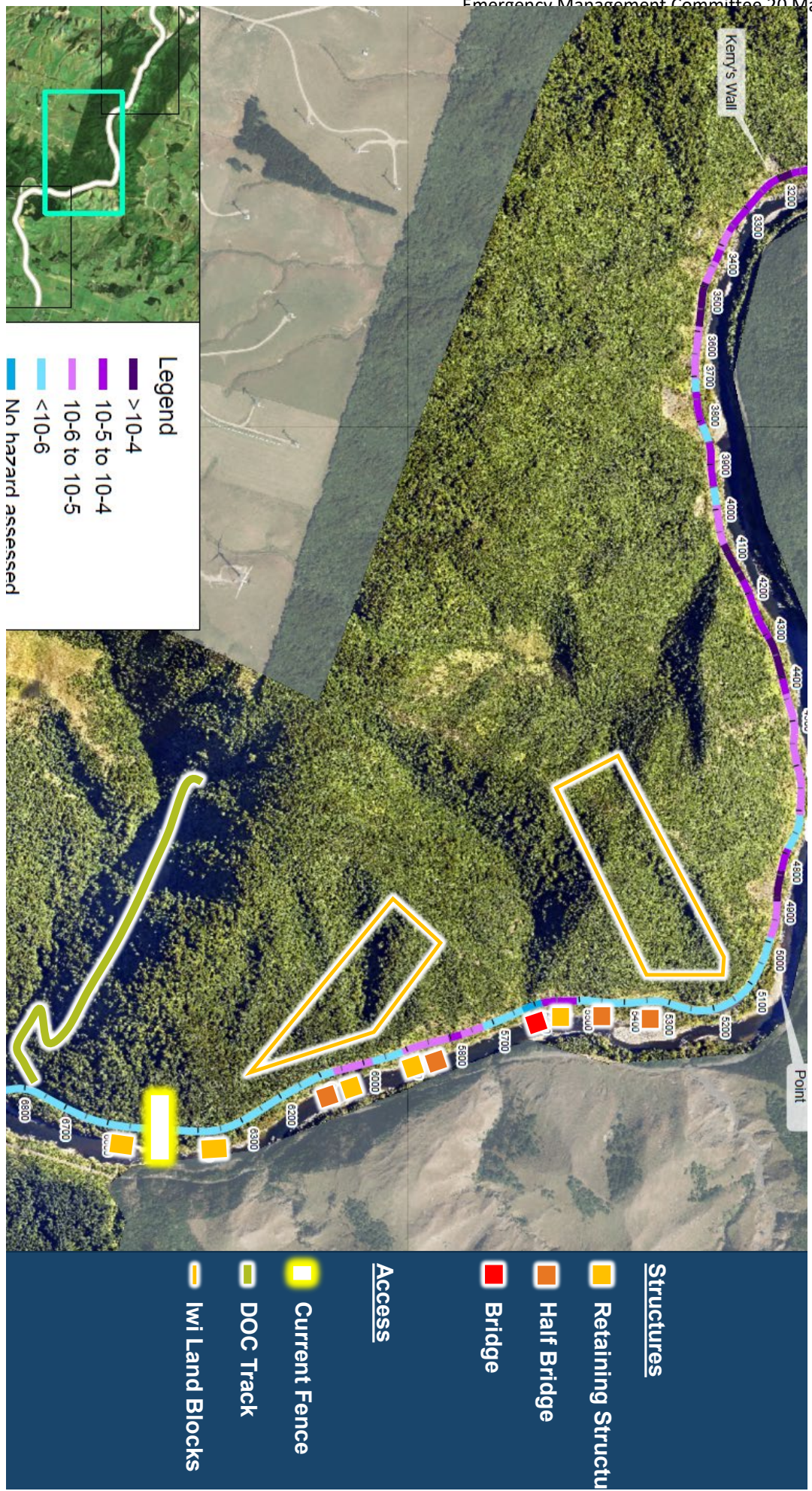
What is revocation?

NZTA Revocation Policy

- *“Waka Kotahi should adopt a strategic whole of network approach to its revocation decision”*
- *“Waka Kotahi must consider the revocation decision within the context of the surrounding road hierarchy, surrounding land use, and multi-modal transport networks and use the ONF along with the Network Operating Framework for this purpose”*
- *“Waka Kotahi must ensure that the revoked road’s transport function is fit for purpose at the time of handover”*
- *“Any works to change the road beyond fit for purpose must not be funded by the primary project and so other funding sources should be investigated”*



Revocation Ashurst End:



Options comparison

	3: Fit-for-purpose – minimum	4: Fit-for-purpose – target
Indicative costs (P50)	\$5 million	\$15 million
Asset upgrades and maintenance	Asset upgrades to match the current infrastructure standard of the future RCA	Asset upgrades to future RCA long-term plan
Walking and cycling improvements	On-road cycling	On-road, separated cycling
Speed limit (km/h)	60	60
Coherent connections to recreation and open space areas and offline recreational networks i.e., greenway	Yes	Yes
Wayfinding signage	Yes	Yes
Increased signage (early warning) and safety measures at bridges (warning system)	No	No
Safety for all road users	No	Yes

Option 3: Fit-for-purpose – minimum

- Provides the minimum level of service required to meet the ONF future function of the road
 - Based on local councils' asset management plans and the roads in district with similar function
- Provides walking and on-road cycling facilities using the existing road corridor
- Lowers speed limit to 60km/h
- Requires reasonable level of investment with both design costs and capital investment
- Ensures the stormwater infrastructure is to a fit-for-purpose standard

Provides necessary upgrades to the existing infrastructure to provide better environmental protection and ensure safety for all users



Option 4: Fit-for-purpose – target

- Meets a targeted level of service of the road
 - Based on local councils' asset management plans and the roads in district with similar function
- Provides on-road, separated cycling facilities
- Lowers speed limit to 60km/h
- Requires reasonable level of investment with both design costs and capital investment
- Ensures that the stormwater infrastructure is efficient to protect people and built assets from flood events

Provides the necessary upgrades to the existing assets along the route to provide a safe and efficient connection that meets the needs of the future RCA and is operated and enhanced in a sustainable manner at the lowest overall whole of life cost.





Upper Gorge Bridge. Heritage Listed.
Maintenance significantly reduced with
no vehicles but still needs inspection
and maintenance of piers, railings and
expansion joints.

DOC Track

Moving forward

- Ashhurst End – **Recommend road revocation.**
- Gorge Section – **Recommend road stopping through to bridge:**
 - Assets likely to be abandoned. Deemed unsafe for contractors to enter and remove assets.
 - Waka Kotahi will need to install and maintain a monitoring/warning system that detects slope movement / landslides.
 - This cost is to be determined. Emergency response plans will need to be updated with council / emergency management teams.
- Woodville – **Recommend road revocation to 60kmh:**
 - Safety audit required to confirm planned option.
 - NZTA Maintenance & Operations team to complete asset inspection and confirm handover cost.