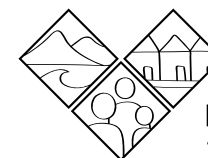


# Horowhenua Integrated Transport Strategy

May 2020



**Horowhenua**  
2040 Vision

# *Mihi Welcome*

**“With many hands the threads which weave our  
neighbourhoods and communities together will be  
strengthened from the Tararua Ranges to the sea**

**He rau ringa e pakari ai nga taura whiri i o tatou  
kainga noho me o tatou haponi – mai i te pae  
maunga o Tararua ki te moana”**

Growing neighbourhoods and building stronger  
communities together.

# Introduction

The Council recognises the importance of an integrated transport system to the wellbeing of our residents and those travelling through our District and is committed to working with the Waka Kotahi NZ Transport Agency (NZTA) to build a safe, resilient and sustainable transport system. HITS (our Horowhenua Integrated Transport Strategy) provides strategic direction to Council, our transport partners and our community on how we plan to develop our transport network and deliver key transport solutions for the next 30 years.

The HITS outlines seven strategic focus areas (or pillars) that support the vision (te whakakitenga). Each focus area represents key elements that together contribute to achieving an integrated transport system. Priorities have been identified for each focus area to direct our efforts to achieving a holistic, integrated transport system. The tactical Action Plans<sup>1</sup> underpinning HITS will provide clear actions to operationalise and drive HITS with the Waka Kotahi NZ Transport Agency and other transport agencies responsible for land transport decision making processes.

<sup>1</sup> For example, the Council's Long Term Transport Programme, Asset Management Plan and Forward Work Programmes prepared under the Land Transport Management Act (LTMA 2003) and the Local Government Act (LGA 2002).

## HITS Vision (Te Whakakitenga)

Horowhenua has a safe, accessible, innovative, integrated, multi-modal and sustainable transport system that supports a thriving, healthy and growing community and enhances the travellers experience.

### HITS Principles - Matapono

The principles we will use to plan our future Transport System and to guide transport-related projects over the next 30 years are:

- **A Safe, Accessible and Resilient Land Transport System**
- **An Innovative Transport System**
- **A Sustainable Transport System**
- **Plan to develop an integrated multi-modal transport system**
- **An Thriving, Growing and Healthy Community**

## Nga Whainganga HITS Objectives

The objective of HITS is to provide an overarching strategy and governance framework for the development of the transport system in Horowhenua, that:

- Informs the community of the longer term transport strategy desired outcomes and transport action plans for Horowhenua.
- Connects and commits the Council and our transport partners — the Waka Kotahi NZ Transport Agency, Horizons Regional Council and the Regional Transport Committee — to delivering and funding the HITS (long term integrated transport plan for Horowhenua).
- Fulfils our statutory obligations under the Land Transport Management Act (LTMA 2003) and the Local Government Act (LGA 2002).
- Promotes an integrated and co-ordinated approach to the delivery and building of our transport system, so that it meets the transport needs of our growing District and improves our economic, social, cultural and environmental outcomes.
- Empowers the NZ Transport Agency, Horizons and other transport organisations to proactively respond to the District's transport plans and aspirations and partner on the work we do for mutually beneficial transport outcomes.
- Provides guidance to the Council on its Long Term Transport Programme (AMP).
- Supports the delivery of the overarching HITS Strategy and suite of priority action plans and projects.

# HITS Strategic Focus Areas — Access

**Council recognises the importance of good access and connectivity to and from, and across Horowhenua. It supports strong, resilient, vibrant and connected communities and commercial centres, and promotes sustainable economic and social development.**

Council will promote a partnering approach with transport planning agencies to further develop the land transport network to achieve safe, accessible travel for all modes of transport and inclusive access for the mutual benefit of all.

## Priorities:

- Council and its transport partners will identify and invest in projects on the existing Local Road and State Highway Networks to improve access and connections to and from, and across Horowhenua and to key destinations.
- Council will support the Ōtaki to North Levin Expressway (O2NL), which will improve North-South access through the district, while upgrading key urban intersections eg Queen Street, Liverpool Street and Tararua Road.
- Council will plan and designate new local roads and connectors to improve and increase community connectivity and resilience of the local road land transport network.
- Council will continue to undertake programme works, maintenance and renewals

e.g, intersection upgrades, road widening and improving road shoulders (for on-road cycling).

- Council will invest in developing the District's Shared Pathway Network to open up more transport corridors for active journeys that supports improved accessibility and resilience.
- Council will support the development and expansion of the Levin Rail Hub and rail improvements along the rail corridor through the Horowhenua district to support the efficient movement of freight, improve freight connections and cater for growth.

## Integrated Land Use and Transport Planning and Network Management

- Council will plan and provide for safe access and connections to and from, and within, identified growth areas i.e, Gladstone Green, Tararua Industrial Business Park.
- Council will implement corridor management controls on key strategic routes, where justified, to minimise the potential for traffic congestion and travel delays and promote efficient interregional journeys.
- Council will develop a Travel Demand Management Strategy to address peak travel periods. For example, Traffic Management

Plans for holiday weekends, events and festivals like the Horowhenua Taste Trail, the Christmas Parade and larger gatherings (tangihanga) at local Marae.

## Cross Government Collaboration

- Council will engage effectively with Waka Kotahi NZ Transport Agency for reliable and efficient access along the State Highway network and for intersection safety improvements.
- It will advocate for regional and national projects that improve accessibility and inclusive access to transport facilities and services.
- Council will proactively engage with Waka Kotahi NZ Transport Agency on the O2NL designation and related planning projects ie Interchange Strategy and the Revocation Strategy for the existing State Highway between Ōtaki and North Levin (near Waitārere Beach turn off).
- Council will explore opportunities to partner with Waka Kotahi NZ Transport Agency and KiwiRail on a Rail Station Access Plan<sup>1</sup>.

## Education and Advocacy

- Council will promote awareness of alternative transport options and arrangements to private



vehicle use, particularly in peak travel periods i.e, public transport services and ride-sharing and encourage employers and schools (particularly urban areas) to develop workplace and school travel management plans.

- Council will provide information on public transport services to build community awareness of transport options and services in the District.
- The Council will advocate to Horizons Regional Council for more services and facilities to encourage people out of cars and onto public transport or active travel modes.
- The Council will engage with our residents and business on how we can change travel behaviours and reduce the need for travel, to improve access and efficiency, particularly in the period before O2NL is constructed.



# HITS Strategic Focus Areas — Safety

**Council is concerned with the District's poor safety record. The Council has been working closely with the Waka Kotahi NZ Transport Agency and KiwiRail to identify and advocate for investment in safety works and improvements on our road and rail networks in Horowhenua.**

Investment in network infrastructure will support safer places and journeys, implements the safe systems approach and meet the objectives of the Government Policy Statement on Land Transport (GPS). The Council has long supported regional and national safety campaigns and engaged with key transport agencies, transport stakeholders and interest groups to advocate for improved safety outcomes in the District.

## Priorities:

### Improve Road and Rail Safety

- Council and its transport partners will identify and invest in projects on the Local Road and State Highway Network that improve road safety outcomes, reduce the number of accidents (crashes, deaths and serious injuries) on our roads, and achieve safer speeds.
- Council will prioritise local road safety initiatives and support State Highway safety improvement programmes and rail safety projects e.g, Safe Infrastructure projects and intersection treatments for cyclists.

- Council will effectively engage with KiwiRail on the development of the Levin Town Spine (shared pathway alongside the KiwiRail corridor) to facilitate a safe walking and cycling access corridor and link to public transport.
- In the short to medium term Council will investigate safety issues for commuter cycling routes: safety at intersections and road shoulders (on collector and arterial roads); It will also focus on transport infrastructure to help keep our vulnerable road users safe: pedestrians, cyclists, mopeds and motorcyclists.

### Cross Government Collaboration

- Council will collaborate with transport agencies to identify and seize opportunities to improve road safety and to reduce rail safety risks including level crossing accidents, vehicle collisions, dangerous passing of rail signals, and derailments.
- Council will explore opportunities to partner with Waka Kotahi NZ Transport Agency and KiwiRail on a Rail Station Access Plan.

### Integrated Land Use and Transport Planning

- Council will ensure that identified future growth areas have safe connections to the existing road network and are well integrated

to existing communities, public transport services and recreational amenities.

- Council officers will apply best practice planning approaches and standards to reduce the potential for safety issues and effectively manage and respond to contextual factors e.g., signage lighting and safety refuges, rail crossings, etc.

### Education and Advocacy

- Council will advocate for significant investment in safety improvements on the State Highway Network, particularly in the period before O2NL is constructed.
- Council will support road and safety campaigns and promotions.
- Council will provide information on road safety and safety around rail crossings, and support safety training initiatives, as appropriate. E.g, cycling and cycle safety training module for schools.
- Council will advocate for access, safety and amenity improvements to the Levin Railway Station facilities for rail users.

# HITS Strategic Focus Areas — Resilience

**The Council recognises the need for a reliable and resilient transport network which can accommodate short and long-term interruptions without adversely impacting on access to and from key destinations or by emergency services and lifeline supports, in the event of a natural disaster or emergency events such as floods or an earthquake or a major chemical spill.**

Council and our neighbouring councils are extremely concerned by the poor resilience of State Highway 1, in terms of a practical detour route between Ōhau and Manakau in the event of an interruption, accident or road closure.

Council also recognises the need to upgrade critical infrastructure (like the aged rail overbridges), to ensure efficient movement of people, goods and services and protecting national supply chains and avoiding economic and social impacts.

Council recognises the importance of creating resilient communities, sustainable development and the need to future-proof the land transport network from the effects of Climate Change.

## Priorities:

### Improve Network Resilience

- Council will collaborate with transport agencies to support investment in projects that improve the resilience and security of the

land transport system within Horowhenua, to minimise travel disruptions and delays on the existing state highway and other critical connections and detrimental effects on communities, people's livelihoods and the economy.

- Council will engage with its transport partners, other transport stakeholders and interest groups to support and invest in projects, programmes and initiatives that contribute to reduced Greenhouse Gas emissions and non-renewable energy use, that facilitate more sustainable journeys and accelerates the transition to a low carbon transport system.

### Cross Government Collaboration

- Council will collaborate with transport agencies to improve network resilience, network redundancy (particularly south of Levin) to protect interregional connectivity, including support for the Levin Rail Hub, and upgrades to strategic road and rail corridors.

### Integrated Land Use and Transport Planning

- In planning for growth areas and consenting development, Council will lead and/or support projects that improve and increase the resilience of the land transport network (particularly for strategic and sub-regional infrastructure road and rail corridors) and

the capability and capacity of the existing infrastructure to withstand the effects of climate change.

- Council will plan and designate new local roads and connectors to improve the overall functioning, efficiency and resilience of the land transport system.

### Education and Advocacy

- Council will advocate to the Waka Kotahi NZ Transport Agency for significant investment in network infrastructure (road and rail) to ensure network redundancy and a resilient network, and secure interregional connections.
- Council will provide information on transport initiatives being undertaken in Horowhenua to improve network resilience and to build a strong, resilient District.
- Council will provide information on sustainable travel options like walking, cycling and public transport services to raise community awareness of the travel choices available which support emissions reduction.



# HITS Strategic Focus Areas — Public Transport

**Public transport is critical for sustainable, affordable development and growth. An attractive well-designed public transport system provides people with transport choices and connects people and places, affordably. Travelling by public transport also supports the Government's Climate Change objectives for mode-shift away from private car trips and emissions reduction, while improving safety and inclusive access.**

The Council will be a strong advocate for enhanced public transport services to resolve existing issues around limited service levels for the Capital Connection, to meet existing and future growth demand and to deliver a modern public transport user experience at standards consistent with neighbouring districts.

Council will engage effectively with Horizons Regional Council and Greater Wellington Regional Council for investment in public transport infrastructure and enhanced services, to optimise the social, economic and environmental benefits of this mode and provide residents and visitors with cost effective transport options to access social and economic opportunities.

## Priorities:

### Improve Public Transport Facilities and Services

- Council will collaborate with transport agencies and Regional Councils to identify and support investment in public transport facilities and services, to provide better travel choices and improve our community's well-being, liveability and economic prosperity.
- Council will work closely with regional councils, district health boards, transport stakeholders and interest groups on public transport provision to improve access to transport services and facilities for the transport disadvantaged, including total mobility services.

### Cross Government Collaboration

- Council will collaborate with transport agencies on the development of a Rail Station Access Plan for Levin. This plan will identify actions and interventions to support inclusive access, increase rail passenger trips, and realise other amenity enhancements aimed at improving the attractiveness of this mode of transport.
- Council will collaborate with Regional Councils on regional spatial plans and growth planning frameworks. Council will recognise

new regional transport planning directions and priorities in their growth plans and in future transport planning processes and programmes.

### Partnering for prosperity and community well-being

- Council will collaborate with community networks and organisations and the wider community to support, promote and advocate for the transport needs of our diverse community.





# HITS Strategic Focus Areas — Active Transport

**A safe, connected network for active travel is important for creating connected communities, provides mode choice and supports active healthy lifestyles.**

Council has adopted a Shared Pathway Strategy and Network Plan which provides direction for walking and cycling infrastructure and investment priorities.

A network of pathways, particularly in urban areas, ensures connections where people live and where they work, go to school, shop and relax. Foxton and Levin have benefited from the recent investment in pathways and the numbers of people using and enjoying these facilities has increased.

## Priorities:

### Improve Active Mode Travel

- Council will continue to promote active modes of travel to support social, cultural, environmental, and health outcomes, and improve resilience of communities and the land transport network.
- Council will implement the Shared Pathways Programme to enhance modal choice, improve resilience and environmental sustainability.

### Cross Government Collaboration

- Council will collaborate with transport

agencies and district health boards to identify and optimise opportunities to improve active mode travel networks in the Horowhenua. Appropriate support will be given to State Highway and regional projects that extend or enhance the District's active transport network where, for example, where there is alignment with Councils' adopted strategies and improved network resilience for critical connections.

### Integrated Land Use and Transport Planning

- In Master Planning for new growth areas, and consenting land use and subdivision applications, Council will apply best practise planning approaches and identify opportunities to facilitate walking, cycling and public transport (particularly urban areas) to provide sustainable transport options and choices.
- Shared pathway projects, on road and off-road cycle lanes, access ways and open space linkages can improve and increase the connectivity and resilience of the land transport network.

### Partnering for prosperity and community well-being

- Council will collaborate with transport partners, Regional Economic Development

Agencies, neighbouring Councils, community organisations and networks, to support and promote the District's cycleway/shared pathway network.

- Council will advocate for the needs of our active community and support tourism, economic growth and development.



# **HITS Strategic Focus Areas — Freight + Logistics**

**The efficient movement of freight traffic through Horowhenua and resilient infrastructure for freight transport, is important for national and regional supply chains, economic development and supports provincial growth.**

The Levin Rail Hub is strategically situated in the Lower North Island's road and rail freight corridor. The Main Trunk Line connects to and aligns with the Central New Zealand Distribution Hub, in Palmerston North. Infrastructure planning and investigations are underway to enable easier passenger movement and to support more efficient freight flows in Levin.

Master planning has commenced to cater for existing and future industrial growth in the Tararua Business Park and extension areas. Council will engage effectively with the Freight and Logistics Sector to identify opportunities to improve the land transport network.

## **Priorities:**

### **Improve freight and logistics infrastructure and interregional connectivity**

- Council will advocate for investment to improve and increase the resilience of the freight transport infrastructure within the district, in particular for reliable freight connections to other centres, freight hubs and ports.

- Council will work in partnership with transport agencies and the freight industry to identify and protect road and rail freight corridors, and key intersections and land areas adjacent to freight and logistics activities from reverse sensitivity effects.

### **Industry Collaboration**

- Council will collaborate with freight and logistics companies and industry bodies like the Road Transport User Forum on plans, programmes and interventions to resolve existing issues and cater for future growth needs, and appropriate measures to improve efficiency, freight connections and the resilience of existing freight infrastructure in Horowhenua.

### **Cross Government Collaboration**

- Council will collaborate with Waka Kotahi NZ Transport Agency, Kiwirail and other transport agencies on the development of Levin Rail Hub, infrastructure planning and investigations to enable easier passenger movement and support more efficient freight flows.
- The Council will also engage with Transport agencies on a Rail Station Access Plan for Levin aimed at improving the attractiveness of this passenger transport and mode shift.
- Council will collaborate with Regional Councils (Horizons and Greater Wellington) on regional

spatial plans, growth planning frameworks and transport planning priorities. Council will recognise approved and funded regional transport planning directions and priorities in their growth plans and in future transport planning processes and programmes.

### **Integrated Land Use and Transport Planning**

- In Master Planning for residential, commercial and industrial growth areas, and consenting land use and subdivision applications, Council will apply best practise planning approaches and identify opportunities to protect road and rail freight corridors and land areas adjacent to freight and logistics activities, from reverse sensitivity effects.

### **Partnering for prosperity and provincial growth**

- Council will collaborate with transport partners, government funding agencies and Economic Development Agencies, neighbouring councils, community organisations and networks, on issues affecting the freight and logistics sector, the primary sector producers/exporters, and current and future supply chain activities.

# **HITS Strategic Focus Areas — Town Centres**

**Levin is the primary urban centre and commercial heart for the Horowhenua District. It also functions as a provincial service centre for a number of rural communities and coastal beach settlements.**

The Town Centre is characterised by a prominent main street which also functions as State Highway 1. Recently, Council adopted a Town Centre Strategy: Transforming Taitoko/Levin which provides a vision, a development framework and tools to stimulate regeneration and revitalise the town centre. This strategy provides certainty around the future development of Levin and sets out development priorities.

A significant opportunity to regenerate the town centre is presented with the construction of the O2NL project which will divert heavy freight vehicles and some interregional traffic away from Oxford Street/State Highway 1, paving the way for new investment in streetscape enhancements and scope to change the urban form and layout of the town centre. Improving access and connectivity, pedestrian and road safety, and environmental amenity (reduced noise and pollution) in and around Oxford Street will promote greater community connectedness, and support business and economic wellbeing.

Specific planning investigations are required to protect and enhance the vitality of Foxton and Shannon Town Centres, in view of their interactions with the State Highway Network.

## **Priorities:**

### **Support the future development plans for Levin, Foxton and Shannon Town Centres**

#### **Levin:**

- Council will engage effectively with transport agencies, community and business interest groups to identify opportunities and measures to improve access, parking and the streetscape environment on the existing State Highway, as part of the development of a comprehensive revocation strategy, before O2NL is constructed.
- Council will work to ensure that there is short and long term alignment between the revocation strategy and the Council's vision and aspirations for Levin.
- Council will continue to advocate for plans, programmes and interventions to resolve existing transport issues, and ensure effective integration with wider strategic networks e.g, future road upgrades, and as appropriate the provision of infrastructure for other transport modes.

#### **Foxton and Shannon:**

- Council will engage with Transport agencies, the Foxton Community Board (in the case of Foxton) and business interest groups to create community plans to promote sustainable

development, a unique and vibrant town centre environment, and measures to support community wellbeing and liveability.

#### **Foxton:**

- Council will advocate for investment to create plans, programmes and interventions to resolve existing transport issues and effective integration with wider strategic networks e.g, future State Highway intersections and road upgrades.

#### **Shannon:**

- Council will work in partnership with transport agencies and communities to identify opportunities arising from programmes for State Highway 57 and related works that could be advanced that will contribute to better community outcomes.

#### **All Settlements:**

- Council will continue to create plans, programmes and interventions to resolve existing transport issues, improve resilience and transport choices, as appropriate.
- In urban areas, Council will work to integrate transport projects and land use activities to promote sustainable development and to minimise disruptions to the efficient and effective functioning of town centres. The implementation of physical works, and mitigations will be sequenced in a



co-ordinated manner to minimise impacts on our communities and settlements.

## Cross Government Collaboration

- Council will collaborate with transport agencies and other key stakeholders on town centre integration with wider strategic networks, future development plans and objectives, and mitigation options.

## Partnering for prosperity and community well-being

- Council will collaborate with transport partners, Regional Economic Development Agencies, neighbouring Councils, community organisations and networks, to support and promote the District's cycleway/shared pathway network, advocate for the needs of our active community and to support tourism, economic development and growth.
- Council will also work with its Community Networks and those in our community who are transport disadvantaged to provide safe and inclusive access to the Levin Town Centre and core amenities and to other places, via affordable passenger transport, which is planned and funded by Horizons and other transport partners.





# HITS Implementation

**The Horowhenua Integrated Transport Strategy (HITS) provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services within the Horowhenua District.**

- HITS adopts a 'one-network' approach and focuses on seven critical transport elements, and the strategic links between places within the District. The priorities and outcomes identified will be delivered through the transport activities of Council and our regional and national transport partners. Other localised activities, for example active transport and improvements, will continue to be developed through the Council's programmes (like the Shared Pathways Programme) and Community Plans as these are completed, and future funding is allocated.
- A safe, efficient and reliable transport network into, out of and across Horowhenua is vitally important to the social, economic and environmental future of the District and neighbouring districts in the lower North Island. For example, transport links north to Palmerston North City, west to Whanganui

and Taranaki, east to Taranaki and Hawke's Bay, and south to the Wellington region are critical in supporting New Zealand trade and tourism activities and national food supply and emergency response.

- This strategy is designed to help guide the development and management of Council's transport programmes and our partners' investment strategies and plans, to deliver agreed transport outcomes for the Horowhenua District. In the short term, these outcomes include the Ōtaki-North of Levin State Highway project (O2NL), the installation of roundabouts at Queen Street/SH57 and Kimberley Road/SH57 and additional investment in essential rail infrastructure at the Levin Rail Yards. These projects are Phase 1 of a significant programme of investments that will transform the safety, resilience and performance of our land transport system. Phase 1 investments will be catalysts, in effect, for further investments in local, regional and national transport infrastructure projects in our District.
- HITS spans a 30 year planning and investment period. Longer term, investments in local, regional and national infrastructure

will deliver a land transport system with better east-west connections; a road network which supports the communities and businesses and their growth; better travel options and sustainable, affordable travel choices; improved train station facilities and freight connections, and a revitalised town centre in Levin with better access and connectivity and streetscape amenity.

- HITS responds to the District's Horowhenua 2040 Strategy and its vision of District Transformation. In particular, the need for a District-wide transport strategy to inform planning and capital investment decisions. HITS recognises the criticality of transport infrastructure to achieving district transformation. Sound transport decisions and investment responsive to the changing needs of people and businesses, is vital to ensure Horowhenua flourishes. The HITS Strategy also takes account of national and regional transport policy statements and plans, and contributes to the Council's vision for social, economic and environmental well-being, as set out in the Council's Long Term Plan 2018-2038.

**HITS also aligns with the strategic intent of the Draft Government Policy Statement 2021 and operationally, HITS will contribute to achieving the Ministry of Transport's framework of transport outcomes:**

- Inclusive access
  - Economic prosperity
  - Healthy and safe people
  - Environmental sustainability
  - Resilience and security
- HITS will progressively deliver on these outcomes, through the tactical plans and programmes of Council and our partners.
  - HITS is a clearly articulated and integrated transport strategy. HITS identifies the most pressing strategic transport issues needing partnership action in the short to medium term, to build a stronger and resilient future.
  - The District faces a unique set of challenges and issues, constraints and opportunities. A comprehensive and integrated multi-modal transport plan like HITS helps to chart the course ahead. Taking and adopting a focus area approach also means HITS complements rather than competes with other regional transport plans. Looking ahead, monitoring of progress with implementing HITS and the strategic outcomes will be important and as time goes on to ensure consistency and alignment between new strategies, projects and outcomes.





# Going Forward

HITS is a visionary document. It identifies the ultimate transport outcomes, and outlines the key directions, requirements or solutions to respond to growth and the key economic and social drivers of travel demands, over the next 30 years.

The key transport drivers and development priorities for Horowhenua, which informed HITS, are summarised in the following pages.



# Key Development Priorities

KEY TRANSPORT DRIVERS		
Activity	Key Place	Key Links
Agriculture, forestry, fishin sector: Poultry, deer, dairy and cattle farming, other types of farming, horticulture, fruit growing	District-wide Foxton Levin-East/West Horticulture	Road, Rail, Freight Hubs
Manufacturing Sector: Pulp and paper textile, leather and footwear manufacturing and other manufacturing Electricity, Gas and Water Sector	Levin: industrial/Freight hub Foxton	Road, rail, Freight Hubs
Airport - Passengers -Airport Freight	Region, District-wide Airports:North and South	Passengers - Road, Public Transport Airport Freight - Road, Freight hubs (Levin/PN/Wgtn/ Other)
Port	Region, District-wide Ports/inland Ports: North and South	Road, Freight Hubs (Levin/PN/Wgtn/Other)
Retail Trade	Levin, Urban Areas	Public Transport, Footpaths
Jobs (business, education, social, tourism)	District-wide Urban Areas Future Growth Areas – Levin Growth projects; Foxton Growth Projects Key activity and employment centres: North and South of Horowhenua	Road, Public Transport, Walking, Cycling
Households and residents	District-wide Urban Areas	Road, Public Transport, Walking and Cycling, Scootering

(Adapted from Infometrics/ACNZ)





# Key Development Priorities

## Public Transport Operations, Service Improvements and Catering for Growth:

Interregional and district wide connectivity: Better passenger transport services to urban areas, education, employment and health centres (Levin, Foxton, Palmerston North, Kāpiti District, Porirua, Hutt Valley, and Wellington).

- Levin Rail Hub Infrastructure planning and investigations to enable easier passenger movement and support more efficient freight flows, and cater for growth.
- Levin Rail Station Access improvements.
- Levin Town Centre and linkages to other places and key destinations; Future development of an Integrated Transport Centre.

### ***Affordable, Sustainable Transport Choices: Multi-modal Network***

---

## Future Growth, Integrated Land Use and Transport Planning and Land Uses:

- Network Modelling (to consider opportunities and integrated responses to the O2NL project).
- State Highway intersection upgrades to improve access to communities and settlements.
- Safe, efficient access to planned growth areas.
- District connectivity East-West for resilience, growing tourism needs and linkages to other places.
- Master Planning of residential and Industrial estates; Land use controls to manage reverse sensitivity effects; minimise transport conflicts and effects of side friction.

### ***Integrated Land Use and Transport Planning***

---

## Levin Town Centre and Linkages to Other Places and Key Destinations:

- Network Modelling (to consider opportunities and responses to the O2NL project) and alignment with short and long term transformational plans.
- Creating community connectedness and supporting sustainable business growth.

## All Town Centres and Settlements:

- Integrate transport projects and land use activities to promote sustainable development and minimise disruptions to the efficient and effective functioning of town centres. Work closely with our communities and transport stakeholders on issues and mitigations to lessen any impacts on communities and settlements.

### ***Connected, accessible and vibrant town centres***

*Creating community and supporting sustainable business growth.*

---

# Key Development Priorities

In planning and developing an effective ‘one-network’ transport system for a thriving Horowhenua, and achieve the best possible transport outcomes and objectives, a strategic outcomes approach has been used.

TRANSPORT OUTCOMES		OBJECTIVES
Safety	Safe journeys, Safe infrastructure	A transport system where no one is killed or injured
Better Travel Options and transport Choices	Affordable, Sustainable Transport Choices Multi-modal; community resilience integrated land use and transport planning	Providing people with better transport options to access social and economic opportunity
Climate Change and Resilience	Reducing greenhouse gas emissions Innovative, new technologies with low environmental impacts influencing travel behaviour	Developing a low carbon transport system that supports emission reduction while improving safety and inclusive access
A Thriving district and improved freight connections supporting Provincial Growth	A Thriving district and improved freight connections supporting Provincial Growth	Improving freight connections for economic development

## Momentum - Delivery Mechanisms and Funding Considerations

An important driver of HITS relates to being able to fund the agreed direction and outcomes sought by Council and our transport partners. The delivery of the transport outcomes will be through our collective plans and programmes: **district planning, master planning, community plans and transport plans and programmes and other activity programmes, including areas of maintenance and operations, renewals, improvements and other community programmes.**

Generally transport funding is not drawn from one ‘pot’, but must be pulled together from numerous sources. Whereas councils and government agencies are generally funded by rates and taxes, commercial operators rely on the services they charge for, and other income. Different community and commercial aspirations drive funding and investment opportunities, and the decisions faced by the various partners. HITS puts Council in a better position to plan and strategically respond to changes required to transport, over time. HITS provides the framework and identifies priorities and tools to get transport flowing in a new direction. HITS provides certainty for our partners and the community and the private sector on our transport priorities.

## Value for Money

This Strategy will help to inform transport investment decisions so the partners can become more aligned and deliver better value-for-money solutions in the future. The Council and our partners recognise that funding and local priority decisions will be made through processes including Annual Plans, Long Term Plans, National Land Transport Programme, and other partner funding processes.

# HITS – Investing for Outcomes

## HITS Strategic Transport Outcomes Statement

Top Priorities		Outcomes	Funding Partners		Timeframe		
			Lead Agency	Support	Short	Medium	Long
Access							
Access (North-South)							
Interregional Connectivity Improving Freight Supporting Provincial Growth	O2NL	Interregional Connectivity Improving Freight Connections (access to ports and airports, overall freight growth) Provincial Growth Unlocking residential and industrial growth areas in Levin Creating a Thriving District Resilience and Security	Waka Kotahi NZ Transport Agency (WKTA) – State Highways/ KiwiRail	HDC (Strategic Roads)	√	√	
	Multi-modal Transport	O2NL – Invest in infrastructure for walking and cycling infrastructure, and as appropriate to support access – sustainable travel choices public transport e.g, shared pathways network development, and other connections, including cycleway and open space linkages to existing urban areas, new growth areas, key destinations and places	WKTA/KiwiRail  HDC (footpaths, shared pathways)	HRC, GW Transport Interest groups	√	√	√
Road Network Operation and Growth Model	Road Network Operation and Growth Model (Traffic Model) – to support O2NL (revocation and Interchanges strategy work) growth planning and network investment planning	Integrated land Use and Transport Unlocking residential and industrial growth areas in Levin Creating a Thriving District Resilience and Security	WKTA	HDC	√		
Improving Freight Connectivity	Freight corridor protections (road and rail) as necessary e.g, Limited Access controls and standards; Development Setbacks and noise controls, Corridor Management Plans	Interregional Connectivity (North-South Access); Improving Freight Connections Integrated Land Use and Transport Economic Prosperity/	WKTA/KiwiRail/HDC		√	√	

<b>Levin Rail Hub</b>  <b>Rail Network Infrastructure Investment / Rail Passenger Transport</b>  <b>Levin Integrated Transport Centre</b>		Creating a Thriving District					
	<b>Levin Rail Hub</b> – Freight and Logistics - Improve access and connections to Levin Rail Hub, including consideration of abutting land uses particularly Industrial Estate development ie Tatarua Business Park and extension areas	Improving Freight Connections Provincial Growth Golden Corridor – economic development vector Resilience and Security			√	√	
	<b>Public Transport</b> – Improved passenger rail services (more frequent services) and upgrade of the Levin Rail Station	Interregional Connectivity Inclusive Access Climate Change Creating a Thriving District Resilience and Security	WKTA/KiwiRail HRC/GW	HDC (advocacy)	√	√	
	<b>Public Transport</b> – Improved Rail Network Infrastructure (electrification) to Levin (Council Advocacy)	Interregional Connectivity Inclusive Access Climate Change Creating a Thriving District Resilience and Security	WKTA/KiwiRail HRC/GW	HDC (advocacy)	√	√	√
	<b>Public Transport</b> – Contribute to the development of a Rail Station Access Plan	Interregional Connectivity Inclusive Access Integrated Land Use and Transport Climate Change Creating a Thriving District	WKTA/KiwiRail HRC/GW	HDC (Advocacy)	√	√	
	<b>Public Transport</b> – Advocate for investment in a transport interchanges in Levin (Levin Transport Centre)	Interregional Connectivity Inclusive Access – access to social and economic opportunity, key destinations and places Climate Change Multi-modal transport options / travel choices Resilience and Security	WKTA/KiwiRail HRC/GW	HDC (Advocacy)	√	√	√
<b>Access (East-West)</b>							
<b>District Connectivity</b>  <b>O2NL</b>	<b>O2NL</b> – Access to identified growth areas (& land use integration): Foxton, Waitārere Beach, North Levin, East Levin, Ōhau and Manakau, and other areas identified in the Horowhenua Growth Strategy 2040, contingent on demand and section uptake rates	District Connectivity – East-West Gateways to Levin, Foxton and other key destinations and places Integrated Land Use and Transport Planning	WKTA/HDC	Community Boards and Associations Interest Groups	√		



		Unlocking residential and industrial growth areas in Levin Creating a Thriving District Resilience and Security					
<b>Safety and Resilience</b>							
<b>Safe Network Infrastructure; Road and Rail Safety; Mode-Shift</b>	<b>Safety projects: State Highway/Rail Networks</b> – Critical safety investments on the State Highway network (intersection and rail crossing ‘blackspots’)	Safety Resilience and Security Sustainable travel choices	WKTA/KiwiRail  HDC	HRC (Safety Co-ordinator) HDC Police Interest Groups	√	√	√
<b>Network Infrastructure Upgrades/network redundancy</b>	<b>Existing State Highway 1 – Network Redundancy</b> – Investigate a practical detour route between Ōhau and Manakau which can be activated in the event of an interruption, accident or road closure	Safety Resilience and Security	WKTA/HDC	Interest Groups Emergency Services Local Communities	√	√	
	<b>Existing State Highway 1 Network infrastructure upgrades</b> – Rail overbridges, road and rail infrastructure at risk of natural hazards and climate changer induced events, or high accident rates “black spots”; critical safety improvements on state highways	Safety Resilience and Security	WKTA/KiwiRail	HDC/emergency services Local Communities	√	√	
<b>State Highway/Local Road Safety</b>	<b>Critical safety improvement projects on local road network</b> , including widening of road shoulders to improve on-road cycle safety, where justified	Safety Resilience and Security Sustainable travel choices	HDC	HRC (Safety Co-ordinator) Police Interest Groups	√	√	√
<b>Freight By-Passes</b>	<b>Freight and Logistics</b> – Identify and protect freight corridors, formalise freight by-passes to make freight corridors and movements safer, reduce traffic conflict and risk of accidents, injuries. Improve network resilience and security	Safety Improving Freight Connections Resilience and Security	HDC	Transport Interest groups	√		
<b>Rail Safety/Improvements to Level Crossings</b>	<b>Improved safety at rail crossings</b> (urban areas) and problematic rural areas	Safety	WKTA/KiwiRail	HDC	√	√	√
<b>Safe Cycle Infrastructure</b>	<b>Cycle clip-on to the Whirokino Bridge</b> (Council advocacy)	Safety Sustainable travel choices Inclusive Access District Connectivity	WKTA	HRC, HDC, Shared Pathway Cycleway Network Reference Group		√	√

<b>System Management/Road User Choices</b>	<b>Cycle Safety Investigations</b>	Safety	WKTA/HDC/HRC	HDC, Shared Pathway Cycleway Network Reference Group	√	√	√
	<b>Education, programmes and initiatives to advance a "safe system"</b> for all people, business and freight, promote alternative transport routes and travel choices, and influence travel behaviours e.g. Freight by-passes, on-road and off road cycle routes, shared pathways network development (new east-west connectors) and other local road initiatives	Safety Sustainable travel choices Climate Change Resilience and Security	Transport Agencies, Police, Regional Councils HDC (Education/Advocacy)	HRC (Safety Co-ordinator) Interest Groups	√	√	√
<b>Multi-Modal Options /Transport Choices</b>							
<b>Public Transport</b>							
<b>Improved Public Passenger Services</b>	<b>Public Transport</b> – Improved public transport services (frequency to provide sustainable transport options – Rail and Buses, Total Mobility. Rail Network Infrastructure Investment (electrification) to Levin (Council Advocacy)	Inclusive Access Sustainable Transport Choices Creating a Thriving District Resilience and Security	WKTA/KiwiRail/HRC/GW	HDC (Advocacy), Mid-Central DHB, Interest Groups	√	√	√
<b>Transport Services Levin Rail Station Upgrade</b>	<b>Upgrade of the Levin Rail Station</b> – improve safety, access and amenity	Inclusive Access Sustainable Transport Choices Safety Creating a Thriving District Resilience and Security	WKTA/KiwiRail	HDC (Advocacy)	√	√	√
<b>Active Transport</b>							
<b>Shared Pathways</b>	<b>Implement the Shared Pathways Network</b> to provide alternative sustainable transport options, and promote greater community wellbeing and resilience	Sustainable travel choices Inclusive Access District Connectivity Climate Change Resilience and Security	HDC (funded through the subsidised Cycle Facilities Budget managed by Council's Roading Team).	Shared Pathway Cycleway Network Reference Group	√	√	√
<b>Mode-shift/Influencing Travel Behaviour (People, business and freight)</b>	<b>Programmes and initiatives to achieve Mode-shift</b> – increased use of sustainable travel options to reduce greenhouse gas emissions, improve public health, community connectedness, while making roads safer	Sustainable Transport Choices Climate Change Creating a Thriving District Resilience and Security Safety	WKTA	KiwiRail HRC/GW, HDC, Mid-Central DHB	√	√	√
<b>Freight and Logistics</b>							
<b>Freight and Logistics Connectivity</b>							

<b>Levin Rail Hub</b>	<b>Freight and Logistics</b> – Infrastructure planning and investigations to optimise the Levin Rail Hub leading to more freight movements on roads, making freight roads safer	Improving Freight Connections Provincial Growth Golden Corridor – economic development vector Climate Change Safety Creating a Thriving District	WKTA/KiwiRail/HDC	Road Transport Users Forum Freight Sector businesses Primary sector (importers/exporters) Supply chain operators	√	√	√
<b>Levin Rail Yards Upgrade</b>	<b>Inter-modal road / rail facilities</b> and railyard upgrade, carriage storage, signal upgrades	Inter-modal road / rail facilities and railyard, Carriage Storage	WKTA/KiwiRail/GW HDC (Collaboration/Advocacy)	Road Transport Users Forum Freight Sector businesses Primary sector (importers/exporters) Supply chain operators	√	√	√
<b>Town Centres: Levin, Foxton and Shannon</b>							
<b>Levin Town Centre</b>							
<b>Levin Town Centre and linkages to other places and key destinations</b>	<b>O2NL</b> – Revocation and Interchange Strategy. WKTA Stakeholder Engagement with HDC/Business retailers and others to ensure effective integration of the Town Centre with wider strategic networks taking account of pedestrian needs, linkage connections to residential growth areas, and the anticipated growth in freight movements, and effects on town centre amenity	Integrated Land Use and Transport Inclusive Access Safety Creating a Thriving District Resilience and Security	WKTA/HDC	Business Retailers/Interest Groups	√	√	√
<b>Road Network Operation and Growth Model</b>	<b>Road Network Operation and Growth Model (Traffic Model)</b> – To support O2NL (Revocation and Interchange strategy work) growth planning and network investment planning	Integrated Land Use and Transport Creating a Thriving District Resilience and Security	WKTA/HDC		√		
<b>Town Centre Revitalisation</b>	<b>Implement the Levin Town Centre Strategy</b> – Public realm investment to build community connectedness and support sustainable business growth e.g Streetscape improvements, better parking arrangement	Integrated Land Use and Transport Safety Inclusive Access Creating a Thriving District Resilience and Security	HDC/Business Retailers/Interest Groups	WKTA	√	√	√

<b>Levin Transport Plan</b>	<b>Development of a Transport Plan for Levin</b> to address Town Centre integration with wider strategic networks, parking management, linkages to the Levin Rail Station, and pedestrian needs	Integrated Land Use and Transport Inclusive Access Safety Creating a Thriving District Resilience and Security	HDC	WKTA/HRC/ Business Retailers/Interest Groups	√		
<b>Foxton Town Centre</b>	<b>O2NL – Interchange Strategy for Foxton</b> Foxton Gateway Plan	District Connectivity – East-West connections Integrated Land Use and Transport Safety Creating a Thriving District Resilience and Security	WKTA/HDC/Foxton Community Board	Associations and Interest Groups Local community	√		
	<b>Create a Community Plan for Foxton</b>	Integrated Land Use and Transport Creating a Thriving District Safety	HDC	Foxton Community Board., Associations and Interest Groups Local Community	√		
<b>Shannon Town Centre</b>	<b>Public realm investment</b> to support community connections and support business growth e.g streetscape improvements, better parking arrangements	District Connectivity Integrated Land Use and Transport Safety Creating a Thriving District	HDC	Associations and Interest Groups Local Community	√	√	√
	<b>Create a Community Plan for Shannon</b>	Integrated Land Use and Transport Creating a Thriving District Safety	HDC		√		



# Key Development Priorities

## HITS Implementation

The HITS Strategy has explored the transportation issues for Horowhenua and identifies some key priorities for future endeavour, including proposed future capital work over the medium to long term.

Council has an appreciation of the community's key transport needs for the next thirty years, from community engagement and responses. The issues raised have been addressed and incorporated in this document. Feedback has also been received from transport stakeholder and interest groups and tangata whenua.

The HITS strategy sets out a strategic transport vision for the Horowhenua District but it also plays an important broader role in illustrating the investment required to develop a more comprehensive multi-modal integrated regional and national land transport network. The Vision and Principles, and priorities identified in the HITS are guided by the Government's Policy Statement on Land Transport (GPS), Waka Kotahi NZ Transport Agency's long term planning documents, the Accessing Central New Zealand regional transport priorities and the recent Government's announcements concerning Wellington and Levin transport projects, notably the O2NL project, and Levin Rail Yard upgrades. By ensuring alignment with these high level strategic documents, the HITS will have longevity.

The recommended programme of Strategic Actions will be delivered by a number of parties over a period of time, therefore the programme of transport outcomes has been developed and presented in a coordinated manner to illustrate where synergies exist.











@ enquiries@horowhenua.govt.nz

www.horowhenua.govt.nz

f HorowhenuaDC

06 366 0999

Private Bag 4002, Levin 5540

126 Oxford St, Levin 5510

