

ORGANISATION NAME: Horowhenua District Council RTC REPRESENTATIVE: Mayor Michael Feyen

1. MAINTENANCE, OPERATIONS AND RENEWALS

Pavement repairs and drainage work for the 2019-20 reseal season is currently underway around the District. The Reseals are scheduled to be undertaken during November/December this year. Higgins is again looking to subcontract the work to JJ Walters.

On Gladstone Road a new slip has occurred next to the previous main slip in July. The road was closed for a number of days due to material continuously coming down the hill. The possible realignment of Gladstone Road is still being investigated. The development of a business case and variation to the RLTP is ongoing.

The Waitarere Beach Road project is ready to proceed as is most other projects in the 2019-20 forward works program.

2. WALKING AND CYCLING

The negotiations surrounding the proposed construction of a shared pathway in the rail reserve in Levin from Tararua Road to Roslyn Road is still ongoing.

HDC has a budget of \$650,000.00 for shared pathways this financial year, and a forward works program consisting of various pathways to be constructed in accordance with the RLTP. The final prioritising is still to be confirmed.

3. ROAD SAFETY

RURAL SPEED LIMIT REVIEW

HDC have been undergoing a Rural Speed Limit Review with the aim to implement new rural speed limits by the end of the financial year. This was not achieved due to time constraints. The list of new speed limits for the designated roads have been adopted by the Horowhenua District Council at its Council meeting on the 12 June. The final list is still to be ratified at the August Council meeting. After ratification the new speed limits will be implemented within 2 months throughout the district.

4. PLANNING

NZTA announced their preferred alignment for the Otaki to North Levin section of the Kapiti expressway in December.

HDC are developing the Horowhenua Integrated Transport Strategy (HITS) as part of its Growth Response work. This will contain a Network Plan which will tie in the effect of the expressway, future growth requirements and a possible future Levin Town Centre upgrade. It will also include a section on Shared Pathways.

1. PUBLIC TRANSPORT

Council's focus continues to be implementation of a number of trials, a substantial re-tender programme and data capture and analysis.

Tenders were awarded for the following services during the year:

- Ashhurst to Palmerston North (Uzabus)
- Taihape to Palmerston North/Whanganui (Go Bus)
- Raetihi to Ohakune (Go Bus)
- Levin to Waikanae (Uzabus)
- Horowhenua Day Out In Town (Uzabus)
- Levin to Palmerston North (Uzabus). The new contract includes a new twice weekly off-peak service to Palmerston North (commenced operation on 5 August 2019).
- Whanganui urban services (Tranzit Whanganui).

In addition to the reviews undertaken on the services above, the following service reviews were completed, or have commenced:

- Marton to Palmerston North. Tender process to occur during the second quarter of 2019-20.
- The extended hours of operation in Palmerston North were reviewed in November 2018, February 2019 and June 2019. Two services (7.20pm and 8.00pm) stopped operation on 26 July 2019 due to poor performance. The 6.40pm service continues to operate.
- Feilding around town/Feilding to Palmerston North mid-term review commenced in late 2018-19 and is expected to be complete by late 2019.
- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19 and it is expected that the review will be complete by the end of 2020.

The Passenger Transport Committee was updated on the performance of all contracted public transport services and trial services at its June committee meeting. Patronage across almost all services continues to increase, after some years of decline.

Work continues on preparation for implementation of the new Regional Electronic Ticketing System (RITS). The system is now due to go-live across the first regions in late 2019.

2. ROAD SAFETY

Horizons Road Safety Coordinators continue to work on promotion and education activities across identified issues. A detailed report on the Coordinators' activities for the previous 12 months, including the performance of the external programmes that they manage, will be presented as a separate agenda item to the Regional Transport Committee.

3. TRANSPORT PLANNING

The focus continues to be on supporting the advancement of the following key initiatives being key programmes identified in the Regional Land Transport Plan:

- Manawatū Tararua Highway (Te Ahu a Turanga)
- Otaki to North of Levin Expressway (O2NL)
- Palmerston North Integrated Transport Investments (Regional Freight Ring Road)
- Inter-regional Passenger Rail between the Horizons and Greater Wellington regions
- Accessing Central New Zealand Governance Group meeting

Staff have also been involved to some degree in the formation of the State Highway 43: The Forgotten Highway business case and the SH1 Taupo to Waiouru Improvements business case.

Lastly, staff have commenced discussions on a work stream to lift and unify the region's walking and cycling profile. Much of this work will be focused around and will inform the preparation of the next Regional Land Transport Plan on which work commences next year. A number of districts have completed or have commenced writing their own walking and cycling strategies which staff have had input into. This is a positive step and it is important that the opportunities identified in these documents are integrated into the full land transport picture, which highlights the region as a walking and cycling destination.

There is an opportunity through this work to grow the walking and cycling regional profile and maximise opportunities for central government investment through demonstrating this is a regional priority (which it currently is) which will generate a number of health, safety and economic benefits, and that there is collaborative work and being undertaken to create an integrated network of walking and cycling projects. Ultimately this work can feed and be leveraged via vehicles such as Accelerate25, Accessing Central NZ, Economic Development Agencies and recreational organisations.

ORGANISATION NAME: Manawatu District Council
RTC REPRESENTATIVE: Mayor Helen Worboys

1. EMERGENCY WORKS

Event	Phase	Completion Due	Comments
June 2018 Storm	Construction	May 2019	Complete
September 2018	Construction	June 2019	Complete

2. MAINTENANCE

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability. All programmed works are complete.

2019-20 pre-reseal repairs are complete. The priority is to complete the remaining pre reseal repairs and a continued focus on safety issues, drainage and resilience work.

3. RENEWALS

This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. All programmed works are complete.

Sealed Road Resurfacing: 49 kilometers of Sealed Road Surfacing has been completed.

Sealed Road Pavement Rehabilitation: This work provides for the replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic. The proposed projects for 2018-19 were:

Location	Start Date	Completion Due	Comments
Port Street East Stage 1 (Pharazyn St to Proposed Road 3) Precinct 4	Aug 18	May 19	Complete
Awahuri-Feilding Stage 2 (Kawakawa Rd Block)	Jan 19	May 19	Complete
Spur Road: Traction Seal	Sep 18	Sept 18	Complete
Kimbolton Road North Rehab	Jun 18	Nov 18	Complete
Kimbolton Road Southern Rehab	Oct 18	Nov 18	Complete
Cemetery Road & Oppatt Lane Rehab	Mar 19	Apr 19	Complete
Taylor Rd	Apr 19	May 19	Complete
Penny Rd	Apr 19	May 19	Complete

Work completed in the 2018-19 Financial Year:

Work Category	Work Activity	Quantity Achieved
125	Footpath renewals (m)	900
211	Unsealed road metaling and rehabilitation (km)	13.5
	Unsealed road metaling and rehabilitation (m ³)	1215
212	Resurfacing - total (lane - km)	92.7
	Resurfacing – thin asphaltic surfacing (lane - km)	1.2
	Resurfacing - total (m ²)	321,559
	Resurfacing – thin asphaltic surfacing (m ²)	6,538
	Resurfacing – chip seals (m ²)	315,021
213	Drainage renewals – Length culverts (m)	889
	Drainage renewals – Length kerb and channel (m)	2,669
214	Pavement rehabilitation – total (lane – km)	7.392
	Pavement rehabilitation – granular (lane – km)	3.526
	Pavement rehabilitation – total (m ²)	29,667
	Pavement rehabilitation – granular (m ²)	29,667

4. ROAD IMPROVEMENTS

Road improvements: This work category provides for improvements to or upgrading of existing roads within the existing or widened road reserve.

Location	Start	Completion Due	Comments
LED carriageway lighting.	Sep 18	June 19	Shipment delayed
Awahuri/Feilding Road (Stage 2) Kawakawa Rd Block. Link Widths Imp	Jan 19	May 19	Complete
Makino & Short Intersection	Feb 19	April 19	Complete
Traffic Calming for Schools Programme	3 yr prgm		Complete
Hiwinui cycleway	Jan 19	June 19	Complete
Rongotea/Aranui guardrail & drainage improvements	Apr 19	May 19	Complete

Bridge Replacements: This work provides for the upgrade or replacement of existing bridges and other road structures.

Location	Phase	Status
Otara Bridge: Strengthening	Construction	Complete
Gillespies Line	Design	Complete
Rongotea Rd S244	Design	Complete

Mangaweka Bridge

Geotechnical, Hydraulic, Ecological, and Architectural investigations are complete. Design philosophy report being finalised. Preliminary work has started on the structural design work. Monopile design is well advanced.

A site meeting was held with members of the structures team, and seven contractors that had registered interest in the Early Contractor Involvement (ECI) process. Following feedback from the ECI meetings we have adopting lifting the bridge deck into place as our preferred construction methodology.

Currently preparing consenting documentation, and liaising with affected parties, and tangata whenua. Land acquisition negotiations with one party have reached an impasse.

5. OTHER PROJECTS

Feilding to Palmerston North cycle way: the Draft Single Stage Business Case is complete. Currently working through issues raised by NZTA. When NZTA approves the Final Single Stage Business Case PNCC and MDC will apply for the Pre-Implementation funding.

Turners Road: TPG have commenced land acquisition negotiations.

6. ROAD SAFETY

Project	Completion Due
<ul style="list-style-type: none"> Makino & Short Road Intersection: Behaviour modification/visibility improvement to junction through line-marking realignment 	Apr 19
<ul style="list-style-type: none"> Church St Pedestrian Crossing: New pedestrian crossing leading from Fitzroy Street to the Green Spine, in collaboration with Manchester St School 	July 19
<ul style="list-style-type: none"> Makino Road (Feilding) & North St Intersection: Installation of central island on Makino Road to modify driver behaviour and provide central refuge for pedestrians using the existing crossing 	May 19
<ul style="list-style-type: none"> Makino/Reid Line West Intersection: Splitter island(s) installation at the Makino/Reid Line West intersection. 	Deferred Yr 2
<ul style="list-style-type: none"> Sandon & Te Rakehou Road Intersection: Mitigation of repeated vehicle incursions into roadside paddock 	Deferred Yr 2
<ul style="list-style-type: none"> Threshold Signage Enhancements: Scheme to increase the visibility of urban boundaries to rural settlements (Halcombe, & Hiwinui) in response to community committee requests to manage entry speeds, (Hiwinui is now a separate community led 'beautification' project). Sanson Deferred Yr 2 	May 19
<ul style="list-style-type: none"> Rongotea & Aranui Road Intersection: Enhanced barrier replacement and intersection visibility scheme 	April 19
<ul style="list-style-type: none"> Permanent Warning Signage Corridor Upgrades: Changing to Halcombe Road (Sandon Road, Mt Stewart-Halcombe Road, Valley Road & Colyton Road deferred as completion of Halcombe Rd audit ranked higher than previously planned roads). 	May 19
<ul style="list-style-type: none"> Crash Mitigation: Curve widening scheme on Halcombe Rd between Halcombe Village & Mingaroa Rd at higher risk/trending crash location 	Deferred Yr 2
<ul style="list-style-type: none"> Taylor-Tangimoana Road intersection: Signage upgrade complete. Audio-tactile warning 'rumble strips' on approaches 	May 9
<ul style="list-style-type: none"> Awahuri-West-Coronation & South St West intersection: Crossing points for pedestrians on all approaches to this intersection identified for improved safety and mobility (particularly for Alexandra Flats residents and school age pedestrians accessing bus stop on West St). Intersection itself is being resurfaced this year; can split the tasks into Coronation St using Drainage/K&C renewals (see above) and combine the other three proposed crossing points into an RD1039 minor safety project the following year 	Deferred Yr 2
<ul style="list-style-type: none"> Rangiotu and Halcombe Road Safety Audits: to identify additional safety related projects. 	Deferred Yr 2

ORGANISATION NAME: Palmerston North City Council RTC REPRESENTATIVE: Mayor Grant Smith

1. MAINTENANCE, OPERATIONS AND RENEWALS

Road rehabilitation work planned for Rewa Street has now been tendered at a cost of \$482,000.00 with the work awarded to Downer. Other planned road rehabilitation work is well advanced and will be completed by the end of the financial year.

Footpath renewals work to the value of \$374,000 has been completed in the year to March 2019. Council has also been extending the footpath network in a number of areas, with four sections of new footpath committed at a total cost of \$342,000. Council's annual budget for footpath extensions is \$350,000.00 with plans to address the lack of footpaths across the network. Design work is underway for future years' programme, including a couple of sections on SH57 Aokautere Drive.

2. CAPITAL PROGRAMME

Subsidised work

Seal extension of Forest Hill Road has been largely completed for Stage 2, with bank stabilisation now underway before the final 100m of roadway is sealed. The work is being partly funded from the Low Cost Low Risk programme and addresses existing safety risks associated with the narrow carriageway and steep drops. The \$500,000.00 budget for 2018-19 is expected to be fully expended.

The LED street light upgrade programme continues to be delivered. Currently all of the P-Category (pedestrian streets) have been upgraded. V-category lights (vehicle streets) are now being installed and the latest supply of Luminaires has been delivered for installation. Delivery times have increased over the course of the project, reflecting changed international demand.

Work to renew Cuba Street in the city centre is complete. The new design encourages slower vehicle speeds and greater emphasis on pedestrian movement. Post construction speed surveys have confirmed mean speeds have dropped to 29 km/h, a reduction in mean speed from the previous surveyed 39km/h. Reducing speeds in pedestrian areas is a key contributor to safer roads.

Non-subsidised work

An issue that remains to be resolved is the crossing of the railway line by pedestrians. No facilities have been provided and the footpath connections end at the rail crossing, meaning pedestrians have to walk on the road. KiwiRail will not approve a new facility until a confirmed design that meets their current standards is completed. Council has been engaging with KiwiRail on this issue since late 2017 and a safety assessment recommended facilities should be installed.

The current timeline has detailed design completed by July 2019 with construction by February 2020, even if Council pays for installation. Council will consider the addition of barrier arms at the same time, with work completed under its Low Cost Low Risk Programme. The estimated cost is \$285,000 for pedestrian facilities alone and \$525,000 with barrier arms installed. KiwiRail do not contract this work out and current commitments within their organisation mean an earlier resolution is unlikely.

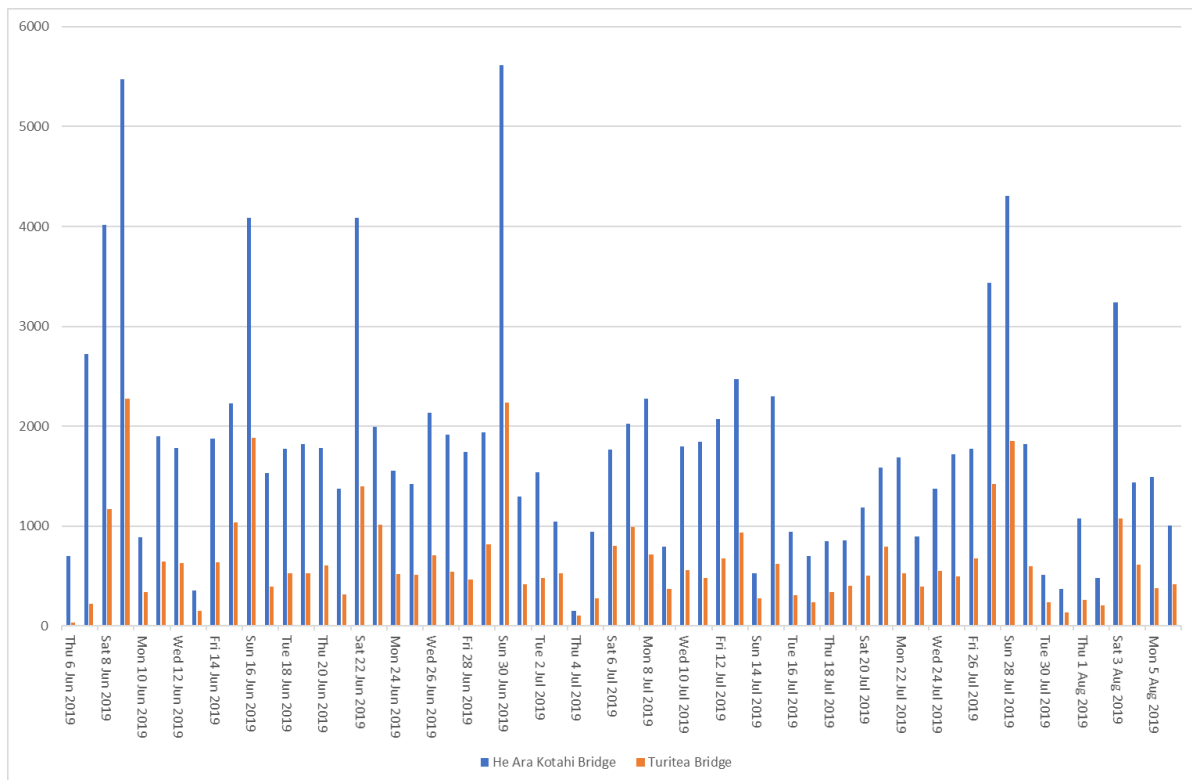
3. EMERGENCY WORKS

No issues.

4. WALKING AND CYCLING

The construction of the pedestrian cycle bridge and the associated 7km of shared pathway is now complete with the official opening having occurred in June 2019. The bridge and pathway are a key feature of the Manawatu River Framework, which promotes the development of a linear park along the banks of the river. The new pathway has provided public access to the first large section of the true left bank (south side) of the river.

The project has been extremely well received by the public, with numbers of visitors and users to the bridge and path network far exceeding projections. A permanent pedestrian and cycle counter is to be installed on the bridge and will provide accurate data for pedestrian and cycle movements. The temporary counter records groups and individuals but does not distinguish between types of users/modes. Initial data is shown in the graph below, with counts recorded for the main bridge and the Turitea Stream Bridge, located about 20-30 minutes walk downstream from the main bridge. Usage has peaked at 5615 for the main bridge and 2275 for the Turitea Stream Bridge, with average daily counts of 1829 and 629 respectively. These figures are well above projections in the supporting business case developed for the project, especially pleasing given the winter season.



5. PLANNING

Council has almost completed development of the Cycle Masterplan. Public consultation was carried out during June and the final plan is being reported to Council for adoptions in September. The Vision for the plan is “The Urban Cycle Network investment results in an environment and culture change that encourages more people in Palmerston North to choose cycling more often”. Once the plan is adopted a Single Stage Business Case will be submitted to NZTA for funding approval. Council has budgeted \$2.9 million for investment over the next two years for the implementation phase.

6. ROAD SAFETY

Council has submitted on the draft Road Safety Strategy to the Ministry of Transport. There were no other notable developments during the period.

ORGANISATION NAME: Rangitikei District Council
RTC REPRESENTATIVE: Mayor Andy Watson

1. EMERGENCY WORKS

\$1M will be carried forward to cover uncompleted works on Swan Street and the package of work in the Turakina Valley at north of McLeays and Drysdale.

Event	Phase	Completion Due	Comments
July-18, Turakina-3 south of Drysdale	Construction	TBC	Awaiting consent
Apr-18, Turakina-2 north of McLeays, dropout	Construction	TBC	Awaiting consent
May-18, Swan St	Construction	Oct - 19	Under construction
May-18, Rangitane Bridge	Construction	Mar - 19	Complete

2. MAINTENANCE

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability.

Pre reseal repairs for next year's reseals is underway. The focus is on pavement, drainage and resilience work.

Liaising with NZTA regarding its Renewal & Rehab programme

3. RENEWALS

This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.

Sealed Road Resurfacing: 50.7 km of road was resealed this year, target 51km.

Sealed Road Pavement Rehabilitation: This work provides for the replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic.

Work completed in the 2018-19 Financial Year:

Work Category	Work Activity	Quantity Achieved
125	Footpath renewals (m)	250
211	Unsealed road metaling and rehabilitation (km)	20.9
	Unsealed road metaling and rehabilitation (m ³)	6,782
212	Resurfacing - total (lane - km)	103.4
	Resurfacing – thin asphaltic surfacing (lane - km)	0.4
	Resurfacing - total (m ²)	306,050
	Resurfacing – thin asphaltic surfacing (m ²)	2,780
	Resurfacing – chip seals (m ²)	303,270
213	Drainage renewals – Length culverts (m)	254
	Drainage renewals – Length kerb and channel (m)	734
214	Pavement rehabilitation – total (lane – km)	5.1
	Pavement rehabilitation – granular (lane – km)	5.1
	Pavement rehabilitation – total (m ²)	17,230
	Pavement rehabilitation – granular (m ²)	17,230

Additional costs in the Mangahoe Road project and Turakina Valley 2 project has resulted 2 projects being deferred as detailed below;

Location	Length (m)	Start Construction	Completion Due	Comments
Mangahoe Road	1170	Jul 18	May 19	Complete
Parewanui Road RP 9420-9530	110	Jun 19	Jul 19	Complete
Ratana Rd	500	May-19	Jun-19	Complete
Spooners Hill Road	500			Insufficient budget, deferred to 2019/20
Taihape Napier Road 2	510			Insufficient budget, deferred to 2019/20

4. ROAD IMPROVEMENTS

This work category provides for improvements to or upgrading of existing roads within the existing or widened road reserve.

\$1M will be carried forward to cover deferred works, \$555k of which is for Mangaweka Bridge.

Other deferred projects are Makirikiri Road seal widening, Ruanui Road formation widening, and Pungatawa Road curve improvement, amounting to \$467.

Location	Start construction	Completion Due	Comments
Pungatawa Road RP 6700 – widen blind corner with large drop-off.			Deferred to 2019/20 to align with the resealing programme.
Makirikiri Road RP2993-4634. Seal widening			Deferred to 2019/20. Geotechnical testing delayed design.
Ruanui Road RP900-1200. Seal widening			Deferred to 2019/20. The project encroaches on to DoC reserve and requires their consent to proceed.
Mangatipona/Kauangaroa/Okirae Road Intersection	Mar 19	May 19	Complete
Okirae Road Bluffs. Geotech assessment – part 1	Apr-19	Jun-19	Complete
Installation of LED luminaries	Dec 18	Jan 19	Complete

Bridges

Location	Phase	Start	Completion Due	Comments
Otara Bridge: Strengthening	Construction	Aug 18	Jan 19	Complete
Brandon Hall	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – Report confirms that Bridge can be opened to HPMV traffic with increased monitoring over a two year period.
Toe Toe	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – consultant to reassess capacity over next three months.
Te Moehau	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – consultant to reassess capacity over next three months. Additional strengthening is likely to be required.
Blundells (Ongo Road)	Capacity Assessment	Mar 19	Jun 19	Steel strength Investigation complete – Report confirms that Bridge can be opened to HPMV traffic with increased monitoring over a two year period.

Mangaweka Bridge

Geotechnical, Hydraulic, Ecological, and Architectural investigations are complete. Design philosophy report being finalised. Preliminary work has started on the structural design work. Monopile design is well advanced.

A site meeting was held with members of the structures team, and seven contractors that had registered interest in the Early Contractor Involvement (ECI) process. Following feedback from the ECI meetings we have adopting lifting the bridge deck into place as our preferred construction methodology.

Currently preparing consenting documentation, and liaising with affected parties, and tangata whenua. Land acquisition negotiations with one party have reached an impasse.

New Footpaths: planning is underway to construct new footpaths on Parewanui Road (Ferry to Brandan Hall Road) and part of Hammond Street as programmed. Construction will be undertaken in 2019-20.

5. OTHER PROJECTS

Broadway Marton – Infrastructure Upgrade: This project is complete, the roundabout will be resurfaced in the 2019/20 programme.

6. ROAD SAFETY

The high friction seal on the hill section of Kakariki Road was constructed in March 2019.

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

Temporary Traffic Management is carried out by contractors under the Code of Practice for Temporary Traffic Management (COPTTM).

All contractors are working under current or extended Traffic Management Plans (TMP) as approved by Council Traffic Management Coordinator. The Traffic Management Plans generally require renewal every June.

Emergency Works

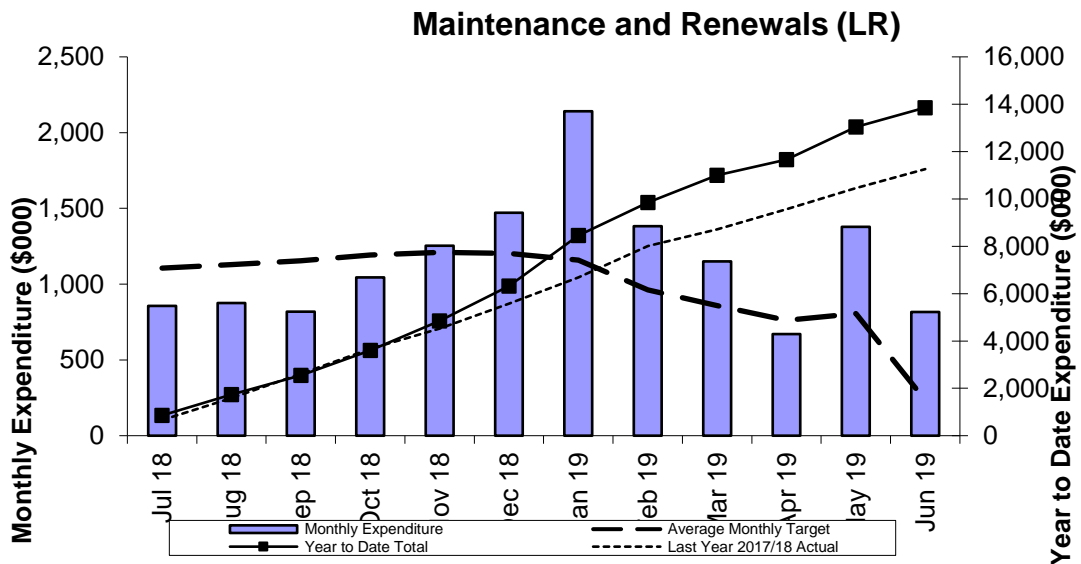
Funding for \$2.34M for Emergency Works was budgeted in the Annual Plan, expenditure is summarised as the initial response, major works and Professional Services and totals \$1.18m.

Due to further weather events and resourcing issues as the end of year approached, a number of sites was carried forward to 2019/20 for completion. The Crotons Road dropout deteriorated and will now incorporate a bridge replacement. Funding for this bridge work estimated at \$810,000 has been approved by NZTA. NZTA funding for all Emergency works for 2018/19 is at the Base Rate of 72% for expenditure.

Financial YTD

The value of claimed work for June, over all Contracts was \$1,292,108 with the main expenditure this month being on the National Park - Park & Ride (\$229,890), Pavement Rehabilitation (\$142,055), Minor Improvements (\$126,329), Unsealed Metalling (\$115,977), Environmental Maintenance (\$103,152) and Emergency Reinstatement (\$93,924).

The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 30th June 2019.



2. CAPITAL PROGRAMME

Pavement Rehabilitation

Council and its contractors achieved 7.7km of sealed pavement renewal for the 2019 year and advanced earthworks on several sites for construction in 2019-20 season. Survey and design has begun on the 2019/20 targeting an achievement of 7.2km.

Pavement Rehabilitation Programme

Road Name	RP Location (km)	Length (km)	Status	2018/19 Construction	Estimate (\$0,000)
Matapuna Road Horopito Seal Extension	0.37 – 1.39	1.02	Sealed 03/05/2019	Earthworks and Pavement	\$418
Ongarue Waimiha Road	8.56 – 9.5	1.06	Sealed 28/6/19	Earthworks and Pavement	\$275
Ongarue Waimiha Road	9.5 – 11.15	1.65	Sealed 22/03/2019	Earthworks and Pavement	\$664
Ongarue Waimiha Road	11.15 – 12.96	1.81	Sealed 18/02/2019	Earthworks and Pavement	\$677
Ongarue Waimiha Road	12.96 – 14.10	1.14	Sealed 8/12/2018	Earthworks and Pavement	\$624
Ongarue Waimiha Road	17.56 – 18.045	0.485	Sealed 25/10/2018	Earthworks and Pavement	\$174
Ohura Road	15.85 – 16.73	0.88	Construction	Earthworks	\$37
Ohura Road	33.60 – 34.14	0.54	Sealed 25/01/19	Earthworks and Pavement	\$228
Pavement Total		7.7		Pavement	
Earthworks Total		8.5		Earthworks	

Bridge Renewal Programme

Mangateitei Bridge is programmed for replacement in the 2019-20 year (in the 2018-21 NZTA Block Allocation), in line with the 2018-28 AMP programme. Due to the weak soils, further testing was undertaken and was incorporated in the pile design. The preliminary bridge design has informal approval from KiwiRail structures team – but they indicated it will need to go through the Deed of Grant process to capture conditions from KiwiRail departments and gain formal approval. Council is liaising with KiwiRail using the Deed process to ensure consultation, with construction timelines dependent on agreement with KiwiRail.

The preliminary design was finalised for Ruapehu Road with costings showing that the bridge will not meet the economic criteria to proceed. The bridge was programmed to be constructed in 2017-18 and was not able to be receive co-funding from NZTA. A new funding Low Cost/Low Risk category with different financial drivers is available however the 2018 funding application was unsuccessful. Council is continuing to discuss this bridge with NZTA for possible inclusion within the 2018-21 block, however, with recent funding signals from NZTA this is likely not to receive funding until the 2021-24 block, Council will ensure components are renewed the ensure the bridge is accessible by light vehicles.

ROAD SAFETY

The 2018-19 joint Road Safety Action Plan between Ruapehu District Council, New Zealand Transport Agency, Horizons Regional Council, NZ Police and other road safety partners has been agreed. The RSAP adopts the Safer Systems approach and aligns with the National Road Safety campaigns and advertising calendar. The next meeting of the RSAP team is programmed for August 2019 and will set priorities for the year ahead.

RUAPEHU PUBLIC TRANSPORT PILOT PROJECT

For winter 2019 Council applied for Targeted and Enhanced Financial Assistance Rates TEFAR, a target fund initiated by the Transport Minister that focussed on safety and mode change initiatives, and to the Low Cost Low Risk work category to support the public transport pilot project in Ruapehu. The funding applications made to NZTA to the value of \$1M for the project were unsuccessful and notice of this was delivered by NZTA in late June 2019. This outcome was unexpected and caused considerable financial hardship, the loss of co-investment essentially increased the bus fare from \$6.00 to \$20.00 to sustain the service and reduce operating anticipated losses for the service this winter.

Passenger numbers using the buses this winter are expected to be much lower reflecting the price increases. This price will also affect transport disadvantaged members of the community that may wish to access the National Park snow field from our park and ride infrastructure. Staff are now engaged with MBIE to look at other funding options to support the project this winter, a sum of \$400,000.00 is needed to replace the NZTA investment that was anticipated in business planning.

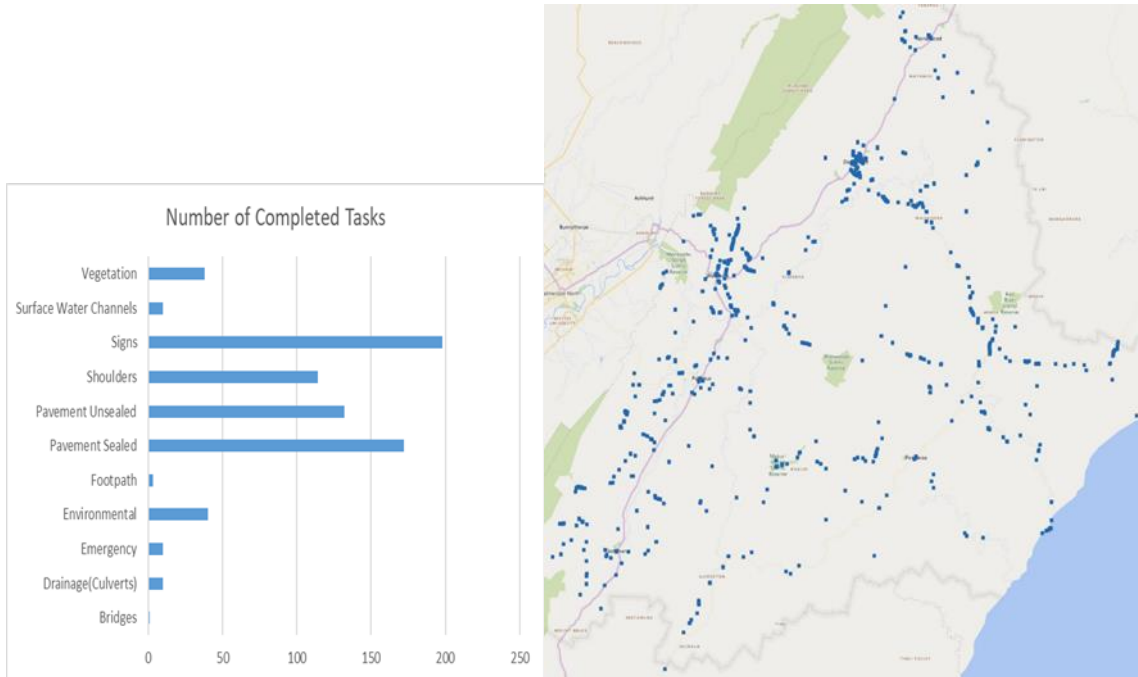
Council has also begun the trial Ohura public transport weekly service, which started in July and is achieving about 40% occupancy. The service will extend for three months and will be evaluated to inform future investment decisions in Public Transport for Ruapehu's rural towns.

1. MAINTENANCE, OPERATIONS AND RENEWALS

Maintenance

Monthly Work Completed

728 individual maintenance faults were repaired in July. The location of the works, type of work and volume are indicated below.



Maintenance

Maintenance continues to be consistent across the network. Our teams were busy earlier in the month cleaning up slips and detritus across the network following the weather event we received in June. Later in the month our teams managed to get back on top of their programmed work which consist of mostly drainage work.

With our drainage asset inspections underway, our inspectors have identified a number of culverts that are blocked across the network. We have recognised this as being a high priority so we have added these faults to our July and August work programmes. We currently have two teams working on clearing these district wide



Our new wheeled excavator completing drainage work in preparation for our reseals



Before and after - Repairs to the bus stop outside St Josephs School, Mcphee St, Dannevirke

With our reseal season fast approaching we have started on our pre-reseal repairs with a focus on the drainage at this stage along with lifting fire hydrants, valve boxes and manhole lids so they are the same height as the new seal layer. Our team have been removing “high shoulder” to allow the water to run off the pavement into the water tables along with replacing deficient culverts to ensure we are not disturbing the seal in the near future if a culvert were to fail.



Sump repairs, before and after, Bridge St Eketahuna

Planning is also underway to commence our heavy vegetation programme which equates to approximately 700kms on both our unsealed and sealed networks. This is the second year into a three year programme which will see heavy vegetation completed across the entire network. The sealed and unsealed chemical vegetation control will also commence in the coming months.

Start of the new financial year

A number of intensive Asset Management processes began on the 1st July. The team have focussed heavily on completing capitalisation and as-builts for the 2018/19 year and will once again start the Forward Works Programming process to ensure we have renewals programmes in place in a timely manner and preparation for the re-valuation has begun as well.

Dannevirke Rail Hub Impact

The Provincial Development Unit has signalled Provincial Growth Fund approval for a logging Rail Hub to be built at Dannevirke. There are a number of impacts this decision will have on Tararua including a change to the way logs exit our district and as such, a change in usage of our road network. As part of the funding approval a portion has been allocated to investigate impacts of the Rail Hub and so a study will be performed to analyse how this affects the roads in terms of increased safety issues and condition deterioration.

At this stage the team involved have formed a governance team and will be confirming the scope and funding for the study shortly to begin in earnest as soon as possible after that. In the interim the Asset team have begun safety investigations, have highlighted road condition data available and have pulled together a list of bridges requiring safety and capacity assessments so as soon as the green light is given we can start to pull together the information that will tell us what the likely impact is.

Bridge Maintenance

Structures form a crucial part of the Tararua District Road network, facilitating the movement of people and goods through the district, contributing to an economically productive district.

The purpose of these structures, including bridges, large culverts and retaining walls, is to provide continuous all-weather road access over rivers, streams and uneven terrain, supporting vehicles and ensuring the safety of road users.

The bridge maintenance program for 2019-2020 has now begun, with the first of physical works just completed being the repair of the collision damage to the E-116 Eketahuna Town Bridge.

E-116 Town Bridge – before and after



Renewals

Both the reseal and rehab designs have been completed and handed over to the delivery team to progress estimating total cost to ensure we can complete both programmes within the allocated budgets. Along with this material procurement can commence, which puts us in a good position nice and early in the season to get stockpile sites cleared, aggregate and chip carted to sites along with sourcing dumpsite. Our reseal programme is currently sitting at 58kms which equates to 325,000m². Our internal sealing team will be self-delivering the programme this year which is a great outcome for us.

Our Planning and Delivery teams continue to work closely together to confirm our Heavy metal overlay and seal extension programme for the upcoming season. In general, the pavement on our unsealed roads is in reasonable condition so we will be focusing our programme on forestry operations which is currently quiet reactive making programming a little difficult.

Pavement Renewals Design and Planning

The pavement and geometric designs for the 2019/20 financial year have now been completed by the target of the 1st of August. The physical works will commence from September.

PAVEMENT REHABILITATION WORKS - STATUS 2019-2020							
Site name	Confirm	Testing	Pavement Design	Survey	Geometric Design	Construct	Complete
052/0093 (3945 - 4190)							
MANAWATU RIVER RD (665 - 1167)							
NORSEWOOD - ORMONDVILLE RD (3023 - 3419)							
PAHIATUA-PONGAROA RD (41460 - 41800)							
RIVER RD (A) (5574 - 6083)							
RIVER RD (A) (7745 - 8410)							
RIVER RD (A) (9160 - 9400)							
WEBER RD (3438 - 3850)							
WEBER RD (33085 - 33515)							

Safety and improvement projects

A number of safety and improvements investigations are underway:

- Adele St in Woodville (to address drainage issues)
- Allan and Queen St in Dannevirke (pedestrian safety)
- Easton Street Dannevirke (Tip gate alignment and stormwater improvements)

2. SADDLE ROAD

Work on Saddle Road Improvements project has now been completed which signals the end of TDC involvement with the upgrade projects on Saddle Road. Currently undertaking reporting and recording Data for Asset Capitalisation for both TDC and Manawatu DC records.

3. EMERGENCY WORKS

Emergency works continues to be a priority for us as we make great progress on a number of large sites which were a result of the September 2018 event. We are seeing some great innovations from our key sub-contractors in regards to treatment selections such as MSE walls (Material Stabilised Earth), Teramesh walls and the live smiles that were mentioned in the last report. With these treatment selections in mind we are also looking to do more retreats across the network where we realign the road away from a road dropout. This is one of the more expensive treatment options but ensures we are building resilience into the network.

Work is also progressing in the background collating data to support a further NZTA funding application for the rain event we had in June. We have recorded approximately 150 individual sites that need repairing. The estimated cost to do so is \$3.8million.

The large retreat on Route 52, 63 section is progressing well. Now that the earthworks have been completed, the team is now focussing on preparing the new surface ready for sealing.

A number of Mechanically Stabilised Earth (MSE) walls have been completed in the past month

Route 52 121/0.533 – before and after



4. PAHIATUA MAIN STREET UPGRADE

Work is progressing well with our planned upgrade of Pahiatua Main Street. Currently working through details in preparation for commencement of the upgrade of the Underground services with proposal to commence work 2 Sep 2019.

5. ROUTE 52 PLANNED UPGRADE

This work was not approved by NZTA and TDC are now currently working through an application with Provincial Growth Fund to seek funding to upgrade sections of Route 52 through Weber to Dannevirke in association with proposed Kiwirail Rail Log Loading Facility.

ORGANISATION NAME: Whanganui District Council RTC REPRESENTATIVE: Mayor Hamish McDouall
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1. MAINTENANCE, OPERATIONS AND RENEWALS

The road maintenance contract is continuing under an Alliance model in partnership with Downer, with co-delivery by a singular Council-Contractor team. The maximum contractual term is 1+1+6+2 years (10 Years) subject to key performance indicators (KPI's) being met.

Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities. The Kauarapaoa area (north of Whanganui) has been taking substantial punishment from logging operations and the subsequent metal cartage for preparation of skid sites to a number of logging sites. The unsealed carriageway has not been coping well in the wet weather coming through, with heavy transporting rutting the surface of these logging routes. Council has a targeted rate for forestry damage remedial works and this fund is under strain.

It has been noted that financial returns on logging have dropped by approximately 30% lately due to oversupply in China, causing some anxiety in the harvesting companies. The decreased returns are expected to have an effect. One expectation is an increased demand for use of High Productivity Motor Vehicles (HPMV's) on our Whanganui network where cartage companies will desire to have 54 tonnes on each truck with an extra axle (over length) trailer, rather than the standard 44 tonne for cost efficiency. Council's aging bridges and undulating geometry in the rural areas do not cope well with that overload so we are being vigilant to ensure the cartage companies are communicating their intentions and applying for permits so we can direct the routes safely. This is largely working well but there are occasions where owner/operator trucks from other provinces run the gauntlet off their permitted route to attempt to cut their costs. Council roading is keeping in close contact with the Police Commercial Vehicle Safety Team, where we hear of HPMV's operating with invalid permits, in order to prosecute and discourage illegal activity that may become unsafe for residents.

A number of bridges in the Whanganui network are under strain due to these logging activities also. Whanganui District Council has had confirmation of pre-implementation approval of the Wakefield Street bridge renewal.

The Alliance intends to progress a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete.

Annual chipseal reseals are long complete, with attention now turning to pre-reseal repairs in anticipation of the 2019/20 reseals.

2. CAPITAL PROGRAMME

- LED Street Lighting upgrade – Council have upgraded almost all of the 5,000 street lights to date and are now just finishing off a few random stragglers to fully complete the programme.
- Whanganui Urban Shared Pathway Project (refer to Walking and Cycling below).

3. EMERGENCY WORKS

Emergency Works – June 2015

The last major project arising from the June 2015 weather event has been completed 4 years on from the event.

Whanganui River Road Kauwaeroa dropout (RP48.4km) – This fill site slumped in the latter part of 2018. Work was halted to allow consolidation with ongoing monitoring by survey control. Recent indications that the earthworks are now stable meant that the last 2,500m³ of fill commenced in April 2019. A drilling rig was brought into site to install 30m long perforated horizontal pipes in a fanned pattern into the fill to bolster the drainage. A winter works permit was arranged through Horizons Regional Council to enable us to complete this project in June/July to ensure it was resilient for the

coming Spring. The batter slope was sprayed with a polymer hydroseeding brew and strawmulched to allow best chance to reinstate vegetation. The road was reinstated to a width of 5.5m and two coats chipsealed in late June.



Photo: Completed sealed road surface, above Kauwaeroa Dropout site

Emergency Works – April 2017 (Cyclone Cook)

The final project arising from the April 2017 weather event has been deferred to the 2019/20 financial year:



Photo: Whangaehu Valley Road Plan View of proposed fill site (April 2017 site)

Emergency Works – August 2018

Funding was approved by NZTA in early January 2019 for reinstatement recovery from a localised storm event back in August 2018. The first response clean-up was undertaken in the immediate month afterwards however Council has been waiting on confirmation of funding assistance to tackle two significant projects. These projects are to be designed and earmarked for completion in the latter part of 2019. They are:

- Whanganui River Road (immediately prior to Bridge 31 Jerusalem – Route Position 50.1 kilometres (RP 50.10)). Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair, in conjunction with a specialist river engineer. The likely option is a rock toe repair however this location is tenuous due to the acute angle of river flow with a vortex effect. Substantial survey is required to establish a hard foundation level to avoid the cost of rock toe blowing out in volume and cost.
- Kaurapaoa Road 15.8 kilometres (RP 15.8) – The in-bend (west side) of this narrow carriageway section slumped away near the adjacent creek. The east side is flanked by steep papa cliffs limiting the usual retreat repair. Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair.



Photo: Taken standing on the August 2018 Jerusalem dropout, looking over to the June 2015 completed repair

Other weather events

A minor weather event took place on 5 July 2019 causing overnight closures to Marshalls Bluff on the Whanganui River Road, and 10km north of Mangamahu settlement on Mangamahu Road. Both were cleared by middle of the next day however there was criticism that the slips were not cleared overnight.

It has been explained to our rural communities that it is important to understand that the Health and Safety at Work Act 2015 has reinforced harm protection on worker's health, safety and welfare so far as reasonably practicable. If lives are not at stake and a detour route is available, then sensible decisions will be made to undertake works following appropriate risk assessments and availability of appropriate equipment in the daytime.

No worker shall be instructed to put their lives at risk in a situation (especially isolated at night) between a raging river and an unstable bluff where they cannot adequately assess the hazards deep into pitch darkness and driving rain. Council has a primary duty of care to its workers as well as its residents.

4. ROAD SAFETY

Council recently completed the signalised upgrade of Victoria Avenue and Ingestre Street intersection. Council also has advanced design underway to upgrade the 2 signalised intersections through upper Victoria Avenue being Guyton Street, and Dublin Street. These are our busiest intersections and have the highest crash rates for signalised intersections in the city. Council had applied for an advanced TEFAR rate of 19.5% on top of its existing FAR rate of 61% for these signalised intersections (along with a number of other projects) and recently discovered the TEFAR was no longer able to be drawn on.

Crash statistics have been collated for the 2018/19 financial year. There have been two fatalities (one rural) in the Whanganui District this year compared to three fatalities (all urban) in the 2017/18 financial year. However, serious injuries have increased from 12 in 2017/18 to 14 in 2018/19.

5. WALKING AND CYCLING



Let's Go Programme

- Engagement – Thirty one (31) schools (26 primary and 5 secondary schools) are now engaged in the cycle skills training programme.
- Skills Training – Over 5,000 students have gone through the scooter/cycle skills programme in the last three (3) years. More recently ACC has also funded Grade 2 cycle skills training and they have confirmed continuing to do so for the next 2-years. To July 2019 more than two thirds of Whanganui school age children were given cycle skills training through the Lets Go programme.
- Bikes in Schools – To date eight (8) schools have received funding from the 'Bike On Trust'.

- The Let's Go/ Mā Ake programme is currently undergoing a national accreditation process to become BikeReady (National Cycle Education System - NZTA) certified. Whanganui District Council would be the third Council in NZ to be accredited after Wellington and Tauranga.
- Whanganui District Council has been updating our Infrastructure Development Plan 2018-21. This incorporates a new GIS programme which allows us to clearly identify current and future planned cycle lanes and shared pathways. We can now overlay these with other key infrastructure and destinations (schools, parks, tourist sites other areas of interest) to better identify gaps in the network.
- Recently the Mayor opened the Keith Street School Bikes in School's Cycle Track. This is now the eighth project of this kind in Whanganui. (Gonville School, Mosston School, Churton School, Rutherford Junior High, St Marcellin School, Tawhero School, Westmere School). Per population, Whanganui has one of the highest Bikes in Schools projects in NZ. A second intake is about to commence.
- The results are in for the first intake of the Cycle Forward programme, which aims to encourage people with arthritis to start cycling, return to cycling, or keep cycling. Cycle Forward is part of the Let's Go/ Mā Ake initiative and is a collaboration between Whanganui District Council, Arthritis New Zealand and Whanganui Multisport Club. The programme is a New Zealand first trial and one hundred percent funded by the NZTA and ACC, and a partnership relationship with Horizons Regional Council. The idea for the programme began with Whanganui Multisport, and the Whanganui District Council and Arthritis New Zealand have run with it by creating a three year pilot programme that may be broadened out to other New Zealand centres.

Shared Pathways – Whanganui City Link

- London Street to Nelson Street Shared pathway Te Tuaiwi shared pathway (NZTA investment – 85%). This final stage comprises building a 3m wide concrete pathway alongside the rail corridor from Nelson Street to London Street (SH3) for a distance of approximately 800m in 2 separable portions. The contract includes drainage control as well as a 1.2m high protective barrier fence to separate users safely away from the railway line where the encroachment distance to the centre of track is less than 5m. Kiwirail, in conjunction with this contract, is also installing protective measures on the relevant intersections of Liverpool Street, and Glasgow Street to enable safe passage. ID Loaders Ltd tendered and won the work with an expected completion date of June 2019. However some delay issues with Kiwirail permits is likely to push this work into the 2019/20 financial year with a completion date of October 2019.
- London Street Shared pathway (SH3) (NZTA investment – 80.5% pending final approval). This proposed section of upgrade to a shared concrete pathway will run from the Splash Centre to Great North Road. Design work is now complete and construction has commenced in late April. The project will run through into the 2019/20 financial year and is being undertaken by Downer. The work involves retaining walls in the section immediately north of Grey Street. Consultation has been carried out with the AA and Heavy Transport Association to ensure safety in design dovetails into this State Highway corridor.
- Whanganui East Shared Pathway (NZTA investment – 80.5% pending final approval). The section of existing footpath between the Aramoho Rail Bridge and Georgetti Road is to be upgraded to a 3m wide concrete shared pathway running alongside Kowhai Park and become the vital link between the bridges circuit. The design plans are complete and currently being safety reviewed in preparation for construction to commence in October 2019.
- As part of the Te Tuaiwi Shared Pathway Stage 5 project, a planned installation of a heavy duty concrete paver pedestrian platform was installed across the intersection of St Hill Street and Maria Place, to act as a traffic calming measure and channel pedestrians in a safer and prominent manner from the CBD to the Shared Pathway. The work was completed on 12 July 2019.

Mountains to Sea Cycle Trail

- The Mountains to Sea Cycle Trail is still under construction in isolated sections within the Whanganui District.
- The 4.2km section between the proposed new Upukongaro Bridge and the Aramaho Cemetery has been sealed and is expected to be open to the public once the Upukongaro bridge is launched, in order to link up to SH4 leading to the Whanganui River Road. The bridge has been assembled and is waiting on final consent technicalities before it can be relocated and placed by crane.
- The southern end of the Mountains to Sea Cycle Trail currently terminates just short of the Whanganui Port at Gilbert Street in the Industrial zone. The remaining portion through the Port and further south to the North mole where it will meet the sea, has been delayed while the Port revamp plans are being finalised, with an application for funding assistance from the Provincial Growth Fund.
- Horizons Regional Council are planning to undertake upgrade works to the North and South Mole with significant rock armouring along the riverbank. Up to 35,000 tonnes of rip rap is required on the north mole side and is planned to take place in 2020 subject to rock availability and resource consent approval. The termination section of the Mountains to Sea Trail will then follow within an allocated window along the river frontage to the end of the North mole with construction deferred to the 2020/21 financial year, in order to dovetail into the Horizons construction.
- The recently completed sections of the trail between the Whanganui City Bridge in the CBD and the Whanganui Port have proved to be successful in terms of recreational use but have not been measured to obtain meaningful data as yet. It was a significant drawcard during the recent Masters Games with many athletes using it and commenting positively. Whanganui District Council has now purchased pedestrian and cycle counters in order to measure a baseline of use, and thereafter in regular intervals to collect the required relevant data for reporting purposes.

Development

- A roading concept plan has been developed for the proposed Fitzherbert Avenue extension to Mosston Road. Part of the land acquisition included a land swap for part of the now obsolete old road reserve corridor. Wider detailed design is about to commence, aiming to be undertaking construction in the 2020/21 year as per our LTP commitments.

6. OTHER

During a recent NZTA “reprioritisation” workshop in May, it was explained by senior officials that despite more money than ever before being allocated to the NLTP fund by central government, the fund was under extreme pressure nationally. A “re-prioritisation” of monies had been made at a national level. In effect we were to receive cuts to our applications in funding for key roading projects, despite some of these projects meeting all necessary criteria.

Whanganui, Manawatu, Tararua, and Horowhenua District Councils, and Palmerston North City Councils were to feel the effects of this in provincial areas, with several projects being allocated as “unlikely to approve”.

The projects in that “unlikely to approve” category for Whanganui District Council are:

- Bridge 15 (Erni’s) Kauarapaoa Road Renewal.
- Aramoho Railway Bridge Shared Pathway Renewal.
- Heads Road, Beach Road, and Prince Street Intersection Improvements.

Bridge 15 (Erni’s) Kauarapaoa Road Renewal

This particular bridge is rated at 44 tonnes, and is located on a very prominent logging route 10km up the Kauarapaoa Road and is showing extreme signs of deterioration. It is being monitored rigorously with the intention to de-register the weight on the grounds of safety if necessary. The Senior Roding Engineer has met on three occasions with FOMS Forestry who have expressed concern at the hold up from NZTA for a stock standard programmed renewal and at their ongoing investment into Forestry blocks that rely on the long term viability of that bridge. The last correspondence with FOMS and Forest 360 in mid-May was to advise that the NZTA would not fund the bridge renewal as a result of information received at this “re-prioritisation” meeting. The forestry industry are very worried and are struggling to understand the decision noting the “billion trees planting” initiative.

The effect of that decision and its repercussions are potentially:

- Whanganui District Council to fund the renewal bridge outright, to maintain access.
- FOMS to contribute to the bridge renewal.
- FOMS and others to cart the long way round Rangitatau East and back to Whanganui log yards on a route that becomes not viable for the harvest and replanting of these trees, thus a negative bearing on the national Gross Domestic Product (GDP) of logging harvests in our area (and other areas around the country also affected by the “re-prioritisation”).

The Senior Roding Engineer has requested FOMS and Forest 360 to do their sums on the basis of the bridge being renewed where they could potentially cart at 54 tonnes with a higher capacity renewal than the current 44 tonne that is damaging the existing bridge. FOMS to then consider a contribution to a new bridge on the basis of the extra efficiency found. We are waiting on the outcome of that business pondering, with a “proposal in principle” to be derived, before potentially bringing a business case to Council for consideration, once we have analysed the pros and cons of that heavier activity on the Kauarapaoa and Papaiti area.

Whanganui District Council had applied for four tiers of TEFAR across a range of Whanganui District Council projects in early January 2019, in line with central government mandates for supporting priority projects.

A receipt from NZTA was acknowledged on 8 January 2019 of our application, with the promise of the process to take 15 working days. Whanganui District Council did not get any formal notice until the 11 June 2019 workshop that TEFAR was, in fact, gone.

Frustratingly, one of the most productive dry summers in several years was not fully utilised and has caused some needless carryovers into 2019/20 due to procrastination on NZTA funding decisions. This frustration was felt across the country, and will have likely contributed to a slow-down in growth due to many projects being placed on hold in the national market.