

**Regional Transport Committee
Approved Organisation Update December 2019**

ORGANISATION NAME: Horowhenua District Council RTC REPRESENTATIVE: Mayor Bernie Wanden

1. MAINTENANCE, OPERATIONS AND RENEWALS

Pavement repairs and drainage work for the 2019/2020 reseal season is completed. JJ Walters was contracted by Higgins as subcontractors to complete the works.

Pre-reseal repairs and drainage work for the 2020/2021 financial year are programmed and currently underway.

The last section of the Foxton / Shannon Road renewal project are now completed. The installation of the guardrails are scheduled for late November. This will complete the required safety improvements on this road.

The Waitarere Beach Road safety project is ready to proceed.

The following projects are all programmed and ready to start:

- Waitarere Beach footpath project;
- Foxton Beach / Palmer Road intersection shared pathway project;
- Avenue Road, Foxton footpath improvements;
- Donnelley Park parking area reseal and renewal project;
- Gladstone Reserve parking area renewal project.

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 12th June and ratified at the August Council meeting. The replacement of all affected speed signs have now been completed throughout the district.

4. PLANNING

HDC are currently 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, data capture and analysis and planning for the implementation of the Regional Integrated Ticketing System (RITS).

The following tender(s) have been awarded this financial year:

- Marton to Palmerston North (Tranzit).

Previous tenders awarded in the 2018-19 financial year have commenced. Of note is the Whanganui Urban services contract which commenced in October 2019. This contract includes additional evening and weekday services, increased weekend frequency and provision of public holiday services. The new contract was kicked off with a free travel week to encourage new and existing users to try out the service.

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

- Feilding around town/Feilding to Palmerston North mid-term review commenced in May 2019 and is expected to be complete by early-mid 2020.
- 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 in Whanganui on 9 December 2019. Planning and promotion for this is underway. The go-live date for Palmerston North services and the remainder of the region is expected to be confirmed mid-December 2019 with implementation in early 2020.

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 meetings

Staff have also been involved to some degree in the planning for the reinstatement of State Highway 4, and the formation of the State Highway 43: The Forgotten Highway business case and the SH1 Taupo to Waiouru Improvements business case.

Staff are also keeping up to date on potential amendments to the Government Policy Statement on Land Transport (GPS) which are anticipated to be made in 2020. The outcome of any amendments to the GPS will affect the direction of the Regional Land Transport Plan which is due to be renewed in 2021.

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. MAINTENANCE

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

Current priorities are:

- Completing the remaining pre reseal repairs.
- Focus on safety issues.
- Drainage and resilience work.
- Completing routine cyclic maintenance, some drainage repairs on reseal sites and urgent repairs to damaged pavements on logging routes.

2. RENEWALS

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

Reseals commenced in November and will be completed by February 2020.

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 2019-20 are:

Project	Start	Finish	Comments
Wylie Road (Himatangi Beach Rd to boundary) Haunching LHS	Aug 19	Sept 19	Complete
Kaimatarau Road Rehabilitation: 200 metre section - 100mm O/L	Aug 19	Aug 19	Complete
Rowe Rd: SH1 Intersection to Hammond Rd - Stabilisation	July 19	Aug 19	Complete
PVE 42.711 to 43.826 Stabilisation	Sept 19	Oct 19	Complete
PVE 9.703 to 10.857 Stabilisation	Sept19	Oct 19	Complete
PVE 1.105 to 2.667 Stabilisation	Sept19	Nov 19	Complete
Lwr Pakihikura, Magapapa, and Waipuru	Nov 19	Mar 20	Forestry route Harvest route

3. ROAD IMPROVEMENTS

Road improvements

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

Project	Start	Finish	Comments
Green Road / Rongotea Road Right Turn Bay	Sept 19	Oct 19	Complete
Manchester Street School - Church Street / Fitzroy Street Pedestrian Crossing & Kerb extension	July 19	Aug 19	Complete

Mt Biggs School Kerb Extension & Active Signage	Sept 19	Oct 19	Complete
Mt Biggs Road – Signage and Delineation	Oct 19	Nov 19	Complete
Feilding Schools - Active Signage	Jan 20	Feb 20	Completed scope and estimate. Obtaining quote
Feilding High School - Churcher Street Table Top / Crossing	Jan 20	Feb 20	Table top won't be installed at this time due to upcoming Utilities works in this area.
Bainesse School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Kiwitea School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Taonui School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Colyton School - Active signage	Jan 20	Feb 20	Approval for VSL declined by NZTA. Active signage will be installed, instead.
Kairanga School - Active Signage			Deferred to 2020/21
Awahou South School - Signage Enhancement	Feb 20	Mar 20	Design underway
Mt Stewart-Halcombe Road - Signage and delineation	Oct	Nov	Permeant warning signage to be installed
Sandon Road - Signage and delineation	Jan 20	Mar 20	Permeant warning signage to be installed
Rongotea Road - Signage and delineation	Jan 20	Mar 20	Permeant warning signage to be installed
McKays Line - Signage and delineation	Jan 20	Mar 20	Permeant warning signage to be installed
Ulysees Road - Signage and delineation	Jan 20	Mar 20	Permeant warning signage to be installed
Flaglighting			No plans at present will select some candidate sites and reassess later in the year against available budgets
Halcombe Road / Stanway Road Crossing Aid			To be designed. Construction TBC
Rongotea / Aranui Intersection - Guard Rails - Design	Nov 19	Dec 19	Construction Jan – Mar 20
Church Street / Grey Street Crossing Point & RM			Design complete. Construction TBC
LED upgrade: 300 on high-use roads Feilding	Nov 19	April 20	Installation commenced
CBD Lighting	Jan 20	Jun20	Awaiting design
Bainesse School RTBs Design			Awaiting fee offer
SH54 / North St Intersection			Awaiting fee offer

Structural component replacement

This work provides for the renewal of components of, road bridges, retaining structures, guardrails, tunnels, stock access structures, cattle stops, footpaths on road structures, pedestrian over-bridges/underpasses.

Project	Start	Finish	Comments
Bridge S6C Awahuri- Feilding Road Bridge Barrier	Aug 19	Oct 19	Complete
Makiekie			Design complete. Physical work start TBC

Bridge Replacements

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

Project	Start	Finish	Comments
Gillespies Line - Construction	Feb 20	Feb 20	
Rongotea Rd - Construction	Nov 19	Dec 19	

Mangaweka Bridge

The design of the substructure and approach roads is complete. The design of the superstructure is also well advanced. The Draft RMA consent application document is complete, but we are still awaiting inputs from affected parties. Land entry and acquisition negotiations are ongoing.

Resilience

This work category provides for non-routine work required to protect the serviceability of roads and bridges from damage, and to minimise the threat of road closure arising from natural phenomena.

Project	Start	Finish	Comments
Pohangina VE Bridge S201	Nov 19	Dec 19	Rock rip rap will be installed when the river levels drop.

4. OTHER PROJECTS

Feilding to Palmerston North Cycleway

The Single Stage Detailed Business Case is complete. Awaiting NZTA approval for the Pre-Implementation Phase.

Turners Road

Land acquisition negotiations and design are ongoing.

NOF

Received Final Report, liaising with NZRA re SH54 issues.

Port St East Rural to Urban Upgrade

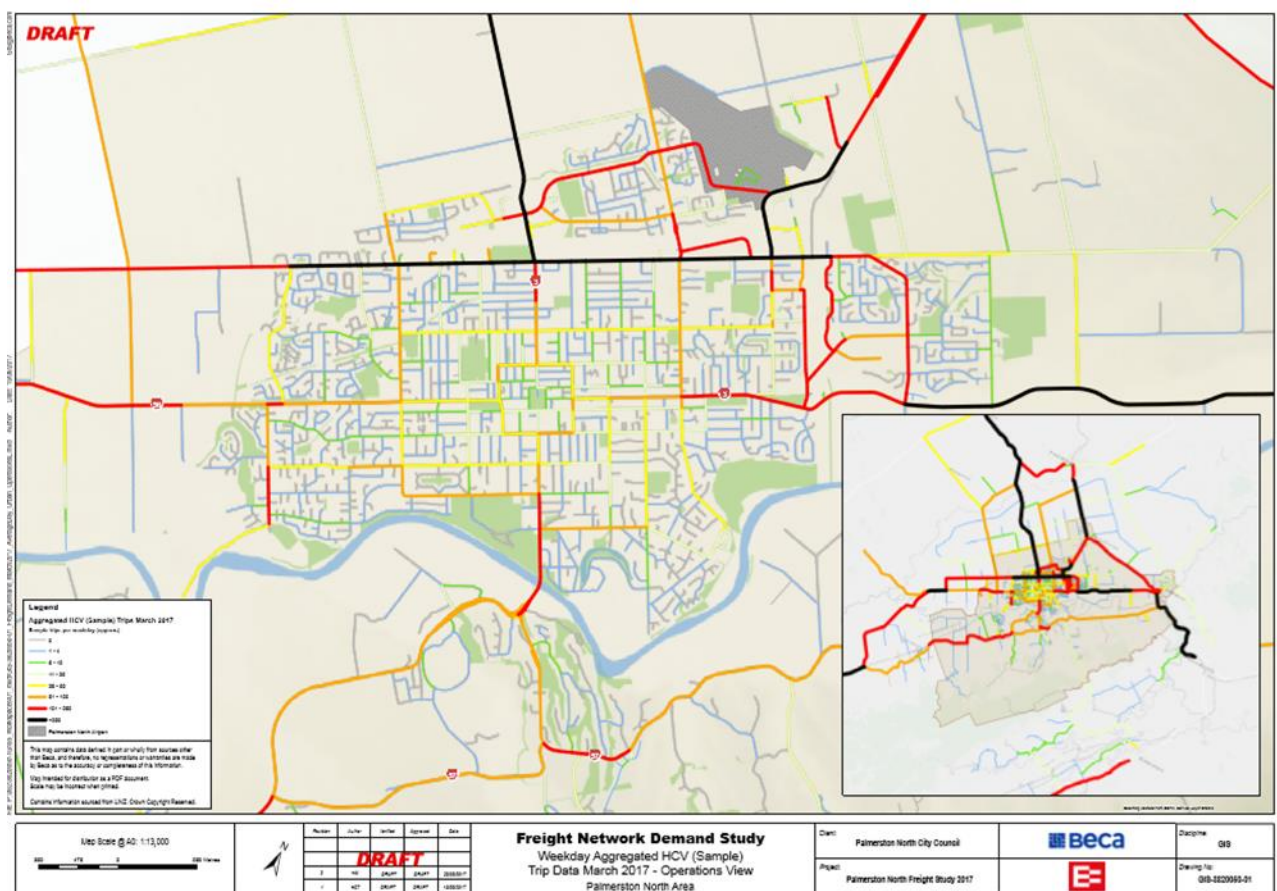
Physical works commenced in October 2019 and are expected to be complete by May 2020.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Council's latest contract for seal extension works has been let. The works includes sealing of Koehlers Road, Orrs Road and parts of Te Ngaio Road and Clevely Line with an expected cost of \$299,352. The programme is funded under Council's Low Cost Low Risk Programme and aims to improve the level of service, improve safety, reduce the maintenance costs and reduce dust nuisance issues for residents. Council has introduced this programme in response to persistent requests from residents to address long-standing service level issues and the opportunity provided by changed rules for NZTA funding support. Council is responsible for approximately 40 kilometres of unsealed roads and is targeting roads with minimal geometric issues in the early years of the programme. Sealing of these roads follows on from the successful sealing of Forest Hill Road over the last two financial years.

A contract has been let to Higgins Construction for an Area Wide Pavement Treatment on Tremain Avenue, between North Street and Rangitikei Line (SH3). This work is part of ongoing efforts to upgrade Tremain Avenue, the city's key industrial corridor, to address pavement failures associated with freight movements. This section of road carries more than 1200 freight movements daily, about 15% of overall traffic flow. A 2017 study identified the key freight corridors, as shown below, with daily freight volumes in excess of 250 movements shown in black.



2. CAPITAL PROGRAMME

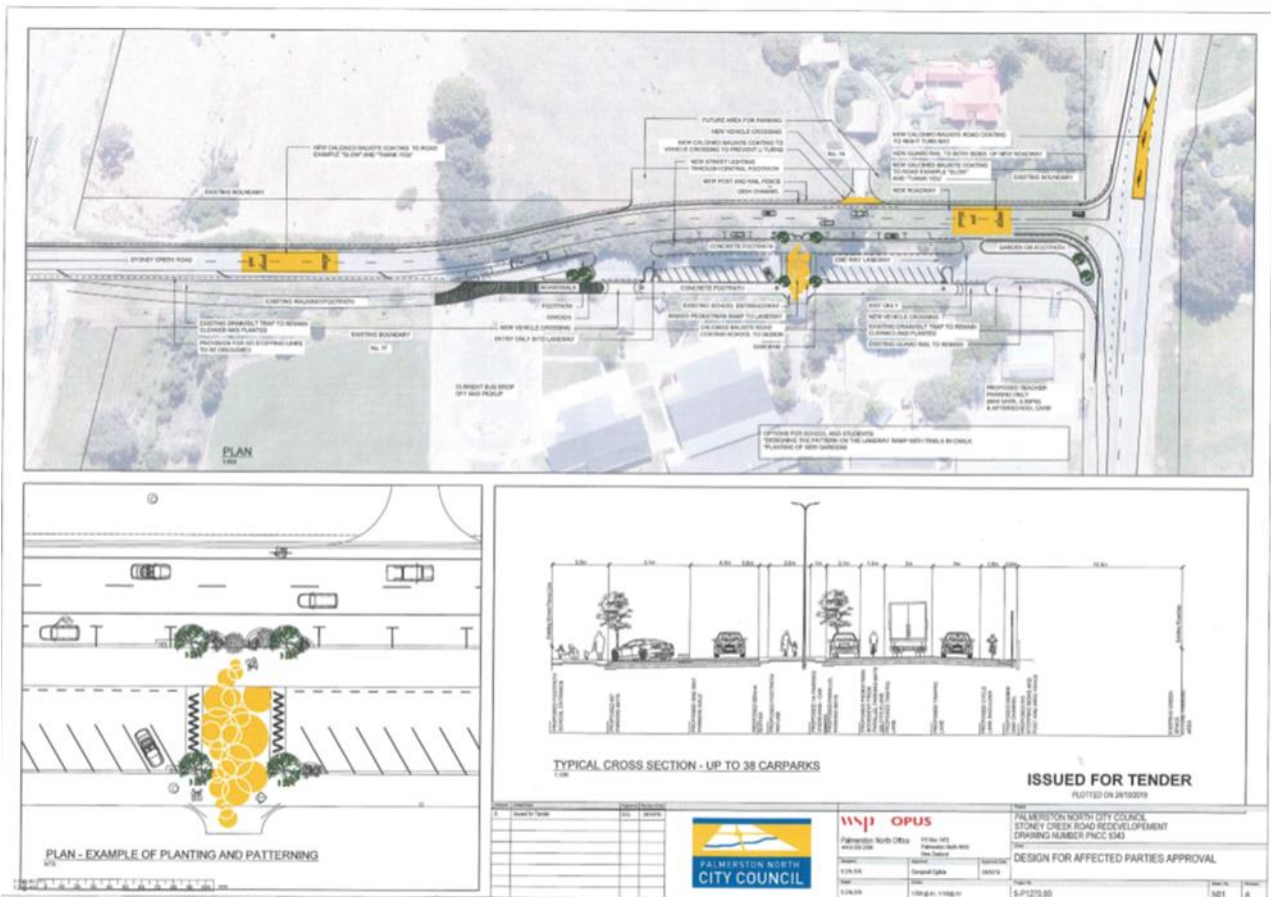
Subsidised work

The 2019 programme to upgrade street lighting in streets that do not meet current standards is underway. Part of Council's low cost low risk programme, the aim is to address areas identified as

deficient under current AS/NZS1158 standards for street lighting. Budget for the current year's programme is \$865,000 and will involve upgrading in 9 streets as part of phase 1, costing \$215,000. Package 2, involving 9 streets, is presently being priced with an estimated cost of \$205,000. This improvement programme involves installation of additional poles or relocation of existing poles to address these lighting deficiencies.

Council has now signed an agreement with KiwiRail to construct the upgraded pedestrian and traffic control facility on the James Line railway crossing. Construction is scheduled for January-March 2020 and will include barrier arms and pedestrian facilities developed to latest standards. The project is being delivered under Council's Low Cost Low Risk programme, which has enabled it to be progressed outside of KiwiRail's normal prioritisation process. The provisional budget is \$450k but it is expected that it will be able to be delivered for a lower cost.

Tenders have been called for safety works outside Whakarongo School in Stoney Creek Road. The School is located on the edge of the Council's urban growth area and has experienced significant roll growth (>500 pupils) at a small country school. The plan involves formation of a slip lane and protected parking precinct on vacant road reserve land, with the road carriageway being relocated 15 metres east, providing separation between flowing traffic and the low speed traffic and pedestrian activity associated with the school. The estimated construction cost is \$1.03 million. Minor changes to the intersection with the State Highway have been agreed with the New Zealand Transport Agency as part of the contract. The works are funded under Council's Low Cost Low Risk programme.



Non-subsidised work

Nothing significant.

3. EMERGENCY WORKS

No issues.

4. WALKING AND CYCLING

Plans to complete cycle improvements in College Street have been placed on hold while the project is re-evaluated. A deputation from retailers and other affected property owners was presented to Council in September, raising concerns with loss of parking in a suburban shopping area. The issue will be considered by the newly elected Council before construction begins, with a decision on budget being needed.

The Single Stage Business Case for the Feilding to Palmerston North shared pathway has been completed by Beca Consultants and is now with NZTA staff for approval. The business case was jointly funded by the two Councils with representation from KiwiRail and NZTA's national cycling team on the project team. A Multi Party Funding Agreement has been signed by PNCC, Manawatu District Council and NZTA. Once the business case is approved the project will enter the design phase with construction from the Feilding end likely to start over the next year. The Palmerston North capital programme for the pathway is currently scheduled to commence construction in 2022.

5. PLANNING

Council has completed development of the Cycle Masterplan which has now been adopted by Council. The next stage, a Single Stage Business Case, is under development and 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

A small safety improvement project has been completed on Council's Ring Road system at the intersection of Walding Street with Taonui Street. Improvements involve construction of new traffic islands and restrictions on some right turn and straight through movements. The intersection had a long record of crash problems, including a fatality. The improvements will be monitored to ensure they are achieving expected results, with other nearby intersections also being considered in case traffic flow changes occur.

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

1. EMERGENCY WORKS

\$1.87 million was carried forward to cover uncompleted works on Swan Street, Turakina Valley Road 2 at North of Macleay's, Turakina Valley Road 3 at South of Drysdale and some minor works.

Event	Phase	Completion Due	Comments
July-18, Turakina-3 south of Drysdale	Construction	Feb 20	Awaiting consent
Apr-18, Turakina-2 north of Macleay's, dropout	Construction	Apr 20	Awaiting consent
May-18, Swan St	Construction	Sept - 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.

3. RENEWALS

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

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.

Location	Length (m)	Start Construction	Completion Due	Comments
Spooners Hill Road	500	Oct 19	Oct 19	Complete
Taihape Napier Road-2	492	Nov 19	Nov 20	
Skerman Street	160	Feb 20	Mar 20	
Pukepapa Road	720	Feb 20	Mar 20	
Reseals	51.5 km	Jan 20	Feb 20	

4. ROAD IMPROVEMENTS

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

Location	Start construction	Completion Due	Comments
Tennants Rd. (RP 0030-1220)	Sept 19	Oct 19	Complete
Mangahoe Rd. Guardrail	Aug 19	Oct 17	Complete
Kie Kie Rd. (RP0030-3450)	Jan 19	Mar 20	
Murimuotu Rd. (RP4450-5930)	Jan 19	Mar 20	

Makirikiri Rd. (RP2993-4634)	Apr 20	Jun 20	
Ruanui Rd . (RP 425-1500)	Feb 20	May 20	Liaising with DoC, requires a RMA resource consent due to site slope criteria.
Pungatawa Rd.	Jan 20	Mar 20	Obtaining land entry and acquisition agreements.

Bridges

Bridge	Start	Completion Due	Comments
Otara (Bdy) Otara Road	Nov 19	Apr 20	Completion of bridge strengthening project
Kuripapango (Bdy) Taihape-Napier Road 2	Nov 19	Apr 20	Design: Strengthening to HN-HO capacity (50:50 with HDC)
Bridge Life Cycle Management Report	Aug 19	Nov 19	Strategic Plan for Bridge Maintenance
6 Bridge Capacity Assessments	Nov 19	May 20	These will be selected from the Life Cycle Management Report Recommendations.

Mangaweka Bridge

The design of the substructure and approach roads is complete. The design of the superstructure is also well advanced. The Draft RMA consent application document is complete, but we are still awaiting inputs from affected parties. Land entry and acquisition negotiations are ongoing.

New Footpaths

Location	Start	Completion Due	Comments
Parewanui Rd – (RP530-650)	Aug 19	Dec 19	50% complete
Hammond St – (RP180-383)	Nov 19	Dec 19	98% complete
Harris St + K&Ch (RP010-165)	Dec 19	Dec 19	
Skerman St + K&Ch & pave reconstruction	Jan 20	Feb 20	
Robin St + K&Ch (RP050-120)	Feb 20	Mar 20	
Swan St	Aug 19	Sep 19	Complete
Paradise Tce walkway, Footpath + watermain replacement	Jan 20	Feb 20	Part of 3 waters project.

Taihape – Napier Road

The Taihape to Napier Road, often referred to as Gentle Annie, is a local road that connects Taihape township on SH1 and Omahu on SH50 on the outskirts of Napier. The 134km route (travel time 2hrs 38mins) services the local community and provides an alternative route between Taihape and Napier.

Alternative State highway routes are via Taupo Road (SH5) – 277km (travel time 3hrs 29mins) or Manawatu Gorge (SH1 and SH22) – 261km (travel time 3hrs 22mins).

The route is both inter district, connecting Rangitikei and Hastings districts and inter regional, connecting the Hawke's Bay and Manawatu-Wanganui regions and provides an alternative route between these destinations for local traffic, tourism and some freight. There has been ongoing

discussion since the early 90's regarding upgrading the route and the possibility of its adoption as a State Highway.

The route was upgraded between 2004 and 2010 with ~\$20M invested in safety improvements and sealing the complete route.

A point of entry workshop involving key stakeholders was held in early October 2019 to discuss next steps for this route. A draft "Point of Entry Record" documenting the discussions at this workshop, and recommended next steps has been prepared, and is currently with NZTA for comment.

1. EVENT REINSTATEMENT WORKS

The last major site from the March 2018 event to be completed during 2019/20 is the Crotons Road Bridge for which the design has been finalised. There are a further 56 Minor Event sites also to be completed. The reinstatement sites are currently estimated at \$602,684.

2. MAINTENANCE, OPERATIONS AND RENEWALS

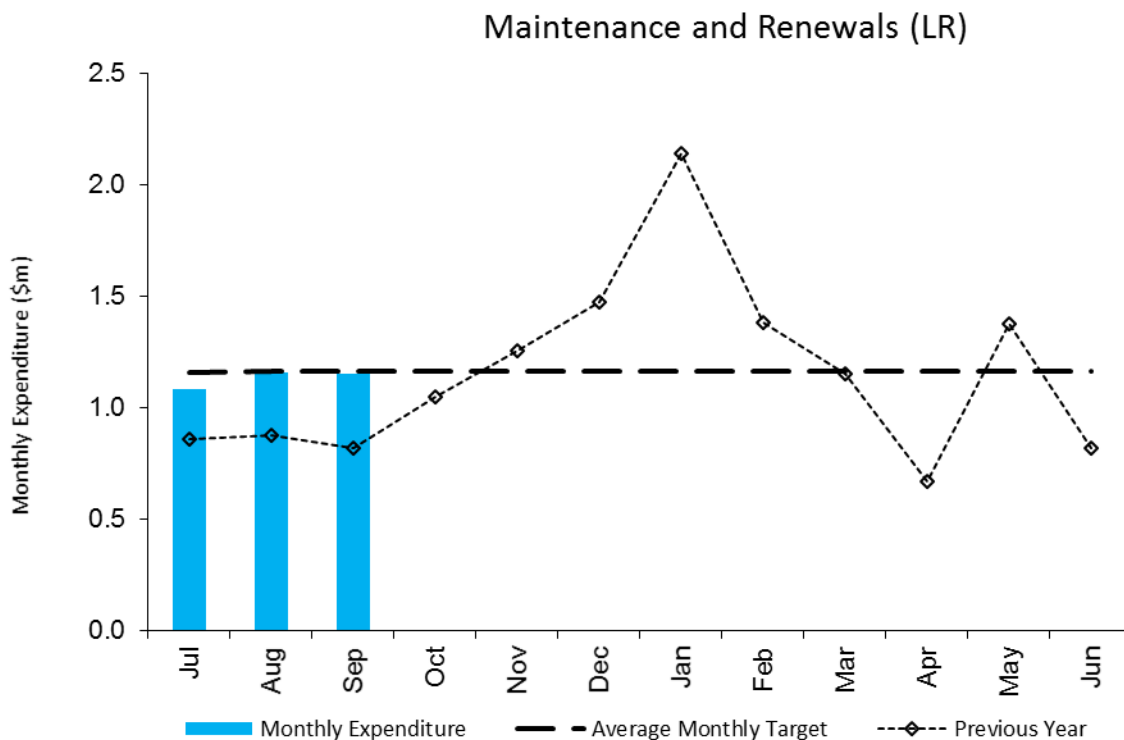
Safety Audit

Two site audits were undertaken during September on Downer work sites, the purpose of the audit is to ensure continuous awareness and compliance with approved safety management plans.

Financial YTD

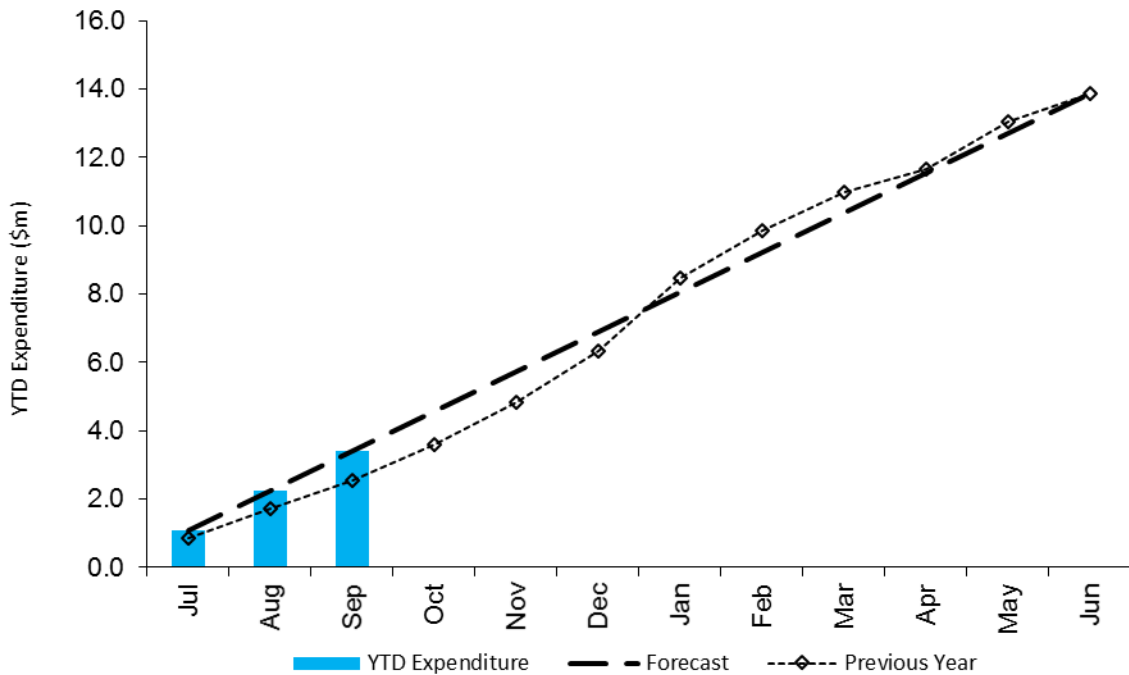
The total value of subsidised work claimed and approved for the month to 30 September is \$1,231,547. The Subsidised Roads maintenance and renewals programme is sitting at 25.1% expenditure at 25% of the year. The main activities undertaken this month were the metalling of 21 roads, cleared slips, detritus and repairs to 24 roads, drain and culvert cleaning activities on 33 roads and environmental works including clearing fallen trees.

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



Focus this month has been on aggregates, rain & wind event reinstatement and drainage works. During September 2018 works focussed on Minor Improvements, Pavement Rehab and aggregates renewal.

Maintenance and Renewals (LR) YTD

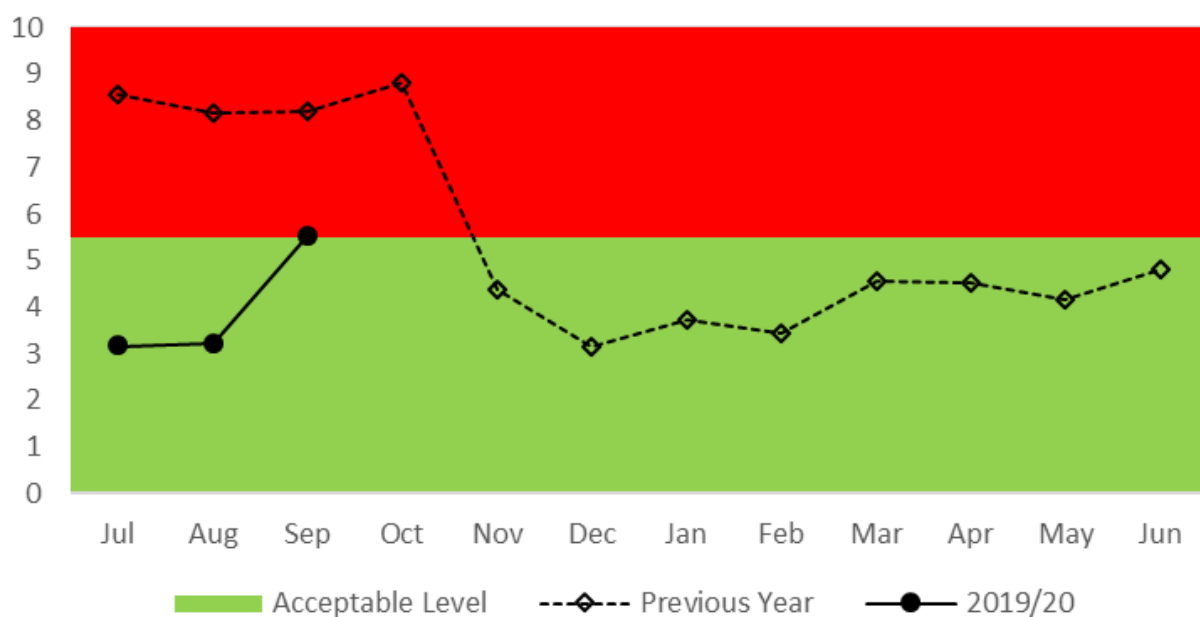


September was under target by \$10,000 at \$1,51M achieving 99.2% compared to Sept 2018 at \$818k and 71%.

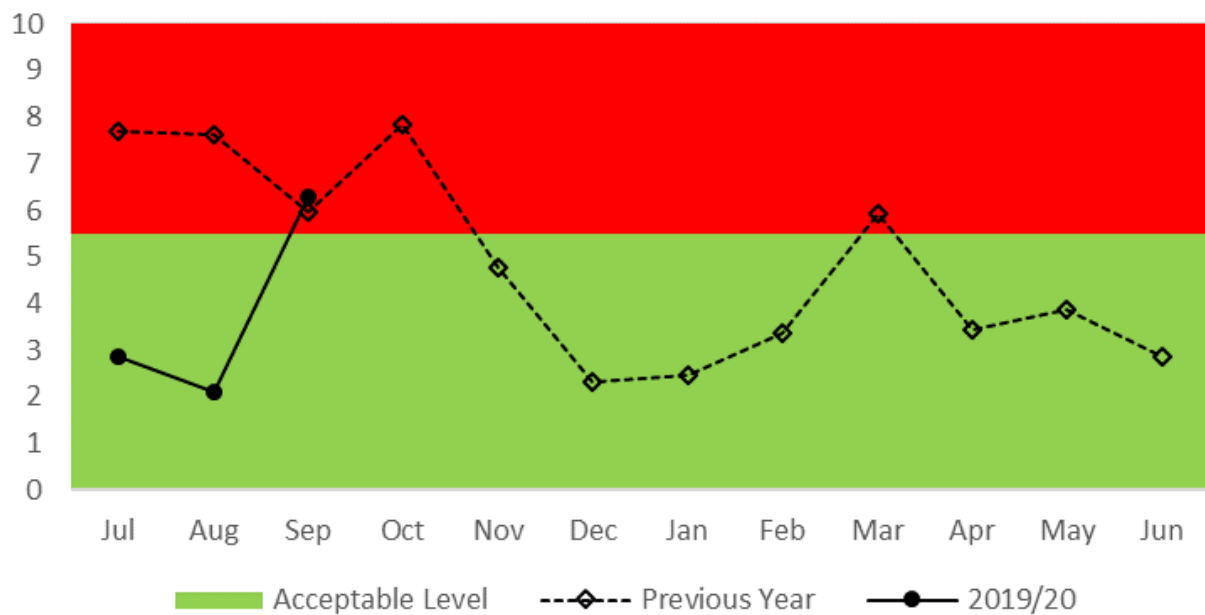
Road Maintenance Programme – Network Audit

The September audit is underway in the Ongarue area with 43km of 133km completed to date. The 9 road sections audited include Ongarue Back, Ongarue Waimiha and Tapuiwahine Roads. There is currently a 6.28 fault rate per km for sealed roads (Fail), 5.53 for unsealed roads (Fail) and an overall of 5.98 faults per km (Fail). These values are expected to improve as the audit length increases.

Unsealed Roads Faults



Sealed Roads Faults



3. CAPITAL PROGRAMME

Pavement Rehabilitation

The 230m unsealed section on Ongarue Waimiha Road 8.5 to 9.7 km was maintained during the period and the site retained traffic management signage. Earthworks commenced on Poro O Tarao Road 6 km site in mid-September. Works are expected to increase as the weather improves.

Footpaths

Footpath renewal is complete on Ngarimu Street Ohura and commenced on the Wye Street walkway in Ohakune.

Service Requests

The main categories of the 88 calls received during September were Environmental (15) and Unsealed Maintenance (26). The main environmental issues were slips and fallen trees. The main unsealed maintenance issues were culverts and potholes.

Contract Performance

The Contractor performance has been reported as effective, generally meeting the performance criteria with the main issues being the administrative programming and financial forecasts

4. NATIONAL PARK – PARK & RIDE FACILITY PROJECT

The pavement was prepared for sealing, all but one streetlight was installed, further concrete sections were poured, also the concrete footing for the fence has been installed. The project is expected to be available for use in December with the final works being construction of the bus shelter.

Funding of \$1.1M was awarded in December 2017 and following a scope change to include an asphalt surfacing, a further \$560k in December 2018 totalling \$1.67M. This sum includes funding from The New Zealand Motor Caravan Association (NZMCA) of \$10,500.00.

Project expenditure and forecasts will exceed the budget of \$1.67M by 18% totalling \$2.1m. The majority of additional cost are being driven by earthworks, time delays and change in project scope.

Funding the additional costs from the Tourism Infrastructure Fund is under consideration by MBIE officials and a decision is expected in November.

5. PUBLIC TRANSPORT

Council has nearly completed the Ohura public transport weekly service, which started in July and will extend for three months, the service will be evaluated to inform future investment decisions. Feedback suggests the service is well received by the community and results will be used to support the preparation of the Draft Land Transport programme supporting the LTP 2021-31 consultations.

The snow shuttle transport service has continued this winter as part of the Pilot Project. Data received from this years' service will be used to support the business case for inclusion in the Draft Land Transport programme, supporting the LTP 2021-31 consultations.

1. MAINTENANCE, OPERATIONS AND RENEWALS

Asset Management

The Asset team have now confirmed the 2020-21 resurfacing programme and have almost determined the rehabilitation sites as well. This early completion allows the Engineering team a decent lead time to scope and design the renewals to ensure productivities derived from early delivery can be realised. Emergency event repairs continue to be designed and implemented – due to this work falling outside normal business as usual it will take a while for this work to be completed as additional to the normal work load of the teams.

Process Audits

During the past couple of months, we have had the NZTA Technical Audit and the Downer Asset Management Improvement Plan audit performed. We waiting on official results, however initial indications from the auditors are that we have done well with only minor incremental improvements required.

Forward works programme

As we head into summer our workload increases substantially as majority of our renewals projects must be completed in good weather. Our Rehab programme (pavement strengthening) has commenced on Weber Road and River Road Akitio. The team are busy planning our reseal programme which consists of 65 kilometres of sealing local roads right across the network.

Vegetation control is also a big focus for us as the spring growth kicks in. We currently have three different operations underway in this space, flat berm mowing, heavy vegetation control and chemical spraying. The various frequencies are outlined in the table below which is the agreed level of service in our Asset Management Plan.

ONRC	Length (km)	Mow Frequency	High Cut (Years)	Spray Frequency
Arterial	29.25	3 x year	1	2 x year
Primary Collector	22.99	3 x year	1	2 x year
Secondary Collector	282.34	2 x year	2	3 x year
Access	537.85	1 x year	3	4 x year
Low Volume	227.76	1 x year	3	5 x year

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 to complete works on the September 2018 event as well as June 2019.

With majority of initial response work completed we are now concentrating upon design and planning for repairs to the major dropouts. Majority of damaged areas have been along Route 52.

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.



4. PAHIATUA CBD UPGRADE

Progress is proceeding well with Stage 1 (Patterson Street to Edward Street) nearing completion and on track to be finished within the programmed timeframes and allocated budgets which is a great start to this project. There are challenges with chlorinating the newly installed water main due to a lack of skilled resource to undertake this. Our team have been proactive in this space and have very quickly gained the necessary skills required to undertake the testing.



The plan is to have all open work cleaned up and made safe for the Christmas period 17 Dec 2019 and recommencement of work 7 Jan 2020.

5. DANNEVIRKE RAIL HUB PROPOSAL

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 Taranaki 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.

Investigation work on the route from the Route 52 boundary with Central Hawkes Bay and the proposed Rail hub continues. Bridge capacity and condition assessments are being performed as are safety and corridor consistency evaluations. Our aim is for this pre work to be complete by the end of January to then help form a report into the required improvements needed on that route – including what the potential effects of the Rail hub could have. This ties in nicely with our submitted PGF application for Route 52 and Weber Rd – if that is approved we will already have a lot of the required information that will be needed to fast track that application.

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.

On Thursday 3rd October, NZTA advised the SH4 Parapara's had closed due to a large underslip. A detour is now in place via Fields Track onto Whangaehu Valley Road, into the Ruapehu network and out onto SH49. The detour is expected to be in place indefinitely. Both our WDC road sections are only an "access" hierarchy road with an AADT of between 60 and 90. Traffic to Fields Track has increased 500% since. Our maintenance and patrolling regime has been upscaled to an arterial hierarchy accordingly, following discussions with NZTA. Significant additional maintenance, including an increase in advance warning signage and "KEEP LEFT" signs have been installed to the Fields Track and Whangaehu Valley Road Route. Further information signage installation and monitoring is ongoing. We have placed traffic counters on Fields Track, the Whanganui River road and Kaimatira Road to quantify any increases in traffic volumes resulting from the October long term closure of SH4. Changes to the inspection of these routes will be made in response any significant changes in the traffic flows. Initial counts suggest that Fields Track is bearing the brunt of the displaced light to medium classed traffic which is a concern as there are a number of lengths along the Whangaehu Valley Rd that were significantly stressed prior to the closure.

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.

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.

Pavement and surfacing renewals

With a recent decision to reprioritise pavement repairs over renewals and thereby get ahead of the pre-sale repairs by a season, we have deferred a number of resurfacing sites from 19/20 to free up funding. Review of the Future FWP and the associated field validations is continuing and on track for completing a draft list of sites before the end of October allowing designs on 2020/2021 sites to get underway.

A number of new potential rehabilitation sites have been identified, testing will proceed and NPVs produced for each one but we may need to revert some to heavy maintenance options to fit in with the budgetary reality of next year given the larger sealing quantity from deferred sites. Prioritising/balancing of such needs will be carried out once the current field validation is complete.

Drainage maintenance of rural surface water channels is an area of concern and was also raised in a recent NZTA technical audit of our area. Following the compilation of the Pavement and Surfacing FWP it is hoped that a simple FWP can be produced in lieu of the Downer model which is still under development. Initially this will follow the needs of imminent pavement and surfacing renewal sites but in time we will need a more robust strategy to get ahead of deterioration rather than chasing it.

The Whanganui Alliance intends to progress a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete for use in its rural network.

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).
- Fitzherbert Avenue Extension to Mosston Road – 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. Agreements are being formalised currently. Wider detailed design is commencing, aiming to be undertaking construction in the 2020-21 year as per our LTP commitments.

3. EMERGENCY WORKS

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:

- Whangaehu Valley Road dropout (RP1.7km) – This fill site was to commence in October 2019 having achieved resource consent and iwi approval for amendments to an adjacent stream, to allow full restoration of the carriageway. Rip rap rock armouring is to be installed at the toe of the fill having previously been stockpiled near the site in readiness. This project is funded 61% by NZTA. It is currently on hold pending negotiations around timeframe due to SH4 dropout.



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

Emergency Works – August 2018

Currently there are 8 Emergency Works project sites still awaiting completion from our most recent event in August 2018. Of these 2 are “Significant” and make up 75% of the remaining budget to spend. The other 6 sites are “rats and mice” and will be complete by Christmas 2019. Funding was approved by NZTA in early January 2019 for reinstatement recovery from a localised storm event back in August 2018. These 2 significant projects are to be designed and earmarked for completion in the early part of 2020. 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.
- Kauarapaoa 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

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.

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.
- The Cycle Forward programme 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 delivered the work. A ministerial opening is planned for Friday 29 November 2019 with an invitation to Transport Minister Phil Twyford and local dignitaries.



Photo: Preparation of new Te Tuaiwi shared pathway located in Kiwirail corridor between Glasgow Street and SH3, in readiness for concrete



Photo: Completed Te Tuaiwi shared pathway located in Kiwirail corridor between Glasgow Street and SH3.

- London Street Shared pathway (SH3). 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. 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 February 2020.

Kerb and Channel/Footpath renewals

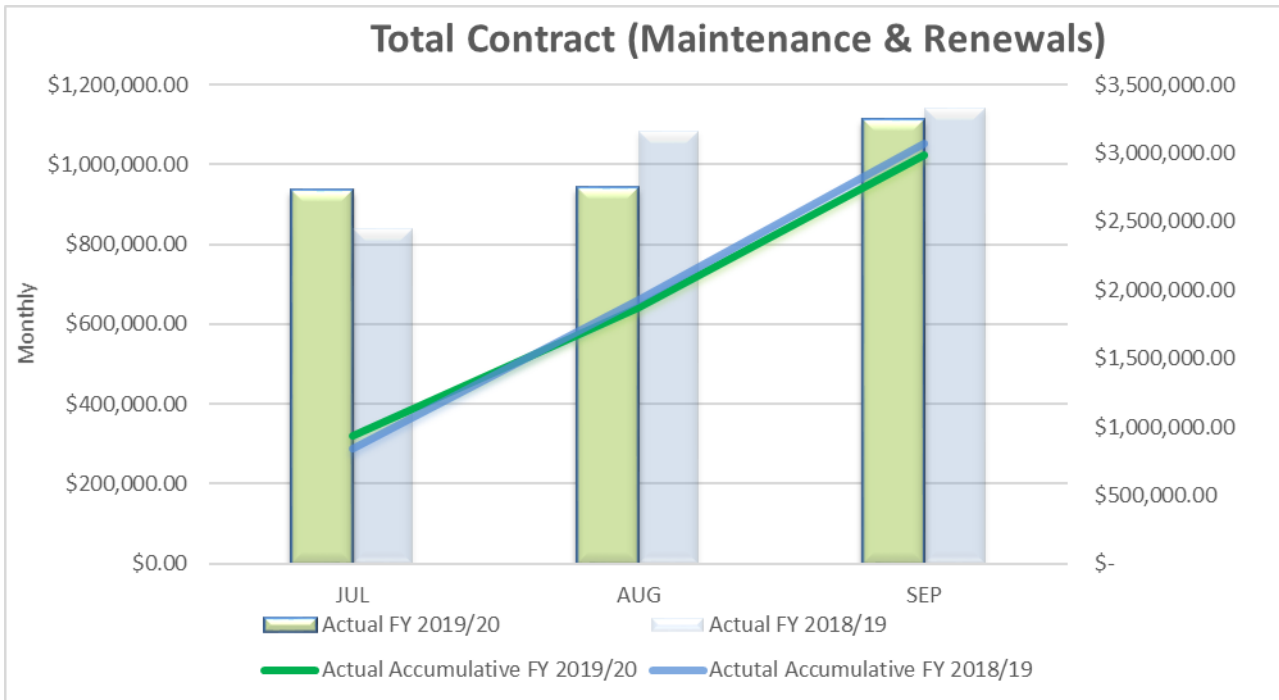
- Current sites active in the city are Swiss Avenue and Liverpool Street with standard renewals from asphalt, to concrete and grass berms.
- The recent footpath condition rating results have now been reviewed and a 5 year renewal programme has been developed.

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 Aramoho 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.

6. FINANCIAL



Spend YTD (Sep 19)	\$2,984,465	Alliance Actual spend: Maintenance \$2,427,960 Low Cost/Low Risk \$556,505
% Complete	20%	

7. GENERAL BUSINESS

Whanganui District Council has engaged Abley Consultants to undertake a Network Operating Framework (NOP) model to steer and map its future evidence-based funding requirements aligned with optimum travel modes. The NOP once produced shall help to support business cases to NZTA in relation to structure replacements. A workshop took place on September 9th involving key stakeholders to confirm use and outcomes of the NOP, to update and discuss levels of service, to agree and confirm strategic objectives for each travel mode, and to map land use and priority routes. A second workshop to lock in amendments is programmed to take place on 25 November 2019.

The hardware needed to carry out video inspections has now been purchased. Collection of video during inspections shall now start to build a good visual library of the network. As coverage increases it is expected that this will be utilised by both Downer and council staff who will be able to access the video through their internet browsers and minimise risk exposure for inspectors on the road, noting recent fatalities in our industry.

We recently purchased a drone for use within the Alliance. This tool will allow us an alternative option when undertaking inspections and surveys on assets that hasn't been readily available to us at previously. We have already used the tool to negate the use of an elevated work platform when assessing a bridge component which reduced the risk of this task significantly.

8. KEY PERFORMANCE FRAMEWORK

Appendix B- Key Performance Framework Results

KPI Description	Detail	Unit	Jul-19	Aug-19	Sep-19
TMP Compliance	Total Audit Score	No.	50	95	10
	Dangerous Sites	No.	0	0	0
	Sites scoring below 30	No.	3	3	4
	Total No.Sites Audited	No.	4	4	4
KPI Description	Detail	Unit	Jul-19	Aug-19	Sep-19
Effective Communication	Total Number of Customer Surveys	No.	6	8	6
	Overall Feedback Score	Index	4.95	4.91	4.88
	No. Scoring 3 or below	No.	0	0	0
KPI Description	Detail	Unit	Jul-19	Aug-19	Sep-19
Timely Communication	Total Number of CRM Received	No.	84	95	69
	Average Completion Time	Days	1.02	1.09	0.95
	Target	Days	3	3	3
	Number completed within target	No.	84	95	69
	% Target	%	90%	90%	90%
	% Completed on Time	%	100.00%	100.00%	100.00%
	Roading CRM's Received	No.	69	83	54
	Roading CRM's Completed on Time	No.	69	83	54
	% Roothing CRM's Completed on Time	%	100.00%	100.00%	100.00%
	Footpath CRM's Received	No.	15	12	15
Footpath CRM's Completed on Time	No.	15	12	15	
% Footpath CRM's Completed on Time	%	100.00%	100.00%	100.00%	
KPI Description	Detail	Unit	Jul-19	Aug-19	Sep-19
True Cost of Service Delivery - Tce vs Actual	Monthly Total TCE	\$	\$887,851.52	\$695,863.47	\$870,881.44
	Monthly Total Actual	\$	\$870,029.39	\$821,750.82	\$982,965.41
	Monthly TCE vs Actual	%	-2.01%	18.09%	12.87%
	Cummulative YTD TCE	\$	\$887,851.52	\$1,583,714.99	\$2,454,596.43
	Cummulative YTD Actual	\$	\$870,029.39	\$1,691,780.21	\$2,674,745.62
	Cummulative YTD vs Actual	%	-2.01%	6.82%	8.97%
	Cummulative CTD TCE	\$	\$12,714,921	\$13,410,784	\$14,281,666
	Cummulative CTD Actual	\$	\$12,849,394	\$13,671,145	\$14,654,110
	Cummulative CTD Difference	\$	\$134,473	\$260,360	\$372,444
Cummulative CTD vs Actual	%	1.06%	1.94%	2.61%	