

I hereby give notice that an ordinary meeting of the Regional Transport Committee will be held on:

Date: Tuesday, 3 December 2019
Time: 10.30am
Venue: Tararua Room
Horizons Regional Council
11-15 Victoria Avenue, Palmerston North

REGIONAL TRANSPORT COMMITTEE

AGENDA

MEMBERSHIP

Chair	Cr RJ Keedwell Cr SD Ferguson Mayor B Wanden Mayor H Worboys Ms E Speight Mayor G Smith Mayor A Watson Mayor D Cameron Mayor T Collis Mayor H McDouall	Horizons Regional Council Horizons Regional Council Horowhenua District Council Manawatu District Council New Zealand Transport Agency Palmerston North City Council Rangitikei District Council Ruapehu District Council Tararua District Council Whanganui District Council
Advisory	Mr E Christiansen Inspector D White Mr S Walker Mr L Hammond Dr S Lampkin	Road Users New Zealand Police Road Transport Association KiwiRail Active Transport/Public Transport

Michael McCartney
Chief Executive

Contact Telephone: 0508 800 800
Email: help@horizons.govt.nz
Postal Address: Private Bag 11025,
Palmerston North 4442

Full Agendas are available on Horizons Regional Council website
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for further information regarding this agenda, please contact:
Julie Kennedy, 06 9522 800

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SERVICE CENTRES	Kairanga Cnr Rongotea & Kairanga-Bunnythorpe Rds, Palmerston North	Marton 19-21 Hammond Street	Taumarunui 34 Maata Street	Woodville Cnr Vogel (SH2) & Tay Sts
REGIONAL HOUSES	Palmerston North 11-15 Victoria Avenue	Whanganui 181 Guyton Street		
DEPOTS	Levin 120-122 Hokio Beach Rd	Taihape 243 Wairanu Rd		
POSTAL ADDRESS	Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442			
FAX	06 9522 929			

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AGENDA

1 Welcome/Karakia

2 Apologies and Leave of Absence

At the close of the Agenda no apologies had been received.

3 **Public Forums:** Are designed to enable members of the public to bring matters, not on that meeting's agenda, to the attention of the local authority.

Deputations: Are designed to enable a person, group or organisation to speak to an item on the agenda of a particular meeting.

Requests for Public Forums / Deputations must be made to the meeting secretary by 12 noon on the working day before the meeting. The person applying for a Public Forum or a Deputation must provide a clear explanation for the request which is subsequently approved by the Chairperson.

Petitions: Can be presented to the local authority or any of its committees, so long as the subject matter falls within the terms of reference of the council or committee meeting being presented to.

Written notice to the Chief Executive is required at least 5 working days before the date of the meeting. Petitions must contain at least 20 signatures and consist of fewer than 150 words (not including signatories).

Further information is available by phoning 0508 800 800.

4 Supplementary Items

To consider, and if thought fit, to pass a resolution to permit the Committee/Council to consider any further items relating to items following below which do not appear on the Order Paper of this meeting and/or the meeting to be held with the public excluded.

Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended), and the Chairperson must advise:

- (i) The reason why the item was not on the Order Paper, and
- (ii) The reason why the discussion of this item cannot be delayed until a subsequent meeting.

5 Members' Conflict of Interest

Members are reminded of their obligation to declare any conflicts of interest they might have in respect of the items on this Agenda.

Report No.	19-188
Information Only - No Decision Required	

REGIONAL TRANSPORT COMMITTEE FUNCTIONS, MEMBERSHIP AND KEY WORK PROGRAMME

1. PURPOSE

- 1.1. To provide Members with an overview of the Regional Transport Committee's functions, the key roles of the Transport Services team, and to provide information on existing and planned work programmes.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-188 and Annex.

3. FINANCIAL IMPACT

- 3.1. There is no financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant risk to the business from this report.

6. REGIONAL TRANSPORT COMMITTEE FUNCTIONS AND MEMBERSHIP

- 6.1. Regional Councils are required under the **Land Transport Management Act 2003 (LTMA)** to establish a **Regional Transport Committee (RTC)** as soon as practicable after each triennial election.
- 6.2. The LTMA sets out the functions of the RTC, which are:
 - To prepare a regional land transport plan, and any necessary variations for approval by the Regional Council;
 - To provide the Regional Council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- 6.3. Section 105(2) of the LTMA sets out the membership requirements for the RTC. These include:
 - Two regional councillors
 - One representative from each territorial authority in the region; and
 - One representative of the **New Zealand Transport Agency (NZTA)**.
- 6.4. In addition to the legislated function, Horizons' terms of reference for the RTC sets out a number of operating objectives. The RTC terms of reference for this triennium were approved at Horizons' 22 October 2019 Regional Council meeting and are appended to this item as Annex A.

- 6.5. Advisory membership that represents a range of transport users, covering all land transport modes, as well as road safety can also be included. The advisory members/group users have speaking rights at meetings but are not able to vote.

7. STATUTORY FRAMEWORK AND DOCUMENTS

- 7.1. **Land Transport Management Act 2003:** sets the statutory framework for planning and funding land transport activities. A number of key statutory documents relating to this Committee's work are detailed in the LTMA.
- 7.2. **Government Policy Statement (GPS) on Land Transport:** issued by the Minister of Transport every three years and outlines the government's priorities and outcomes sought for the land transport sector. The GPS sets out how much money will be allocated to each activity class (public transport, road safety, local road improvements, state highway maintenance, rail etc.) for a period of ten years. The current GPS took effect on 1 July 2018. More information on the GPS can be found at the Ministry of Transport website, www.transport.govt.nz.
- 7.3. **Regional Land Transport Plan (RLTP):** Sets the strategic direction for land transport for the region. Required to be prepared every six years with a review in year three. The current RLTP was adopted in 2015 and a review completed and adopted in June 2018 (named RLTP 2015-25 (2018 Review)). Further detail on the RLTP is provided in a separate agenda item.

8. KEY GROUPS AND COMMITTEES

- 8.1. **Regional Advisory Group (RAG):** This group includes transport officers from Horizons Regional Council, the seven territorial authorities and the NZ Transport Agency (both the state highways and planning/funding divisions). The RAG provides technical support and advice to the RTC and liaises with neighbouring regions and districts as well as the Central Government agencies such as the Ministry of Transport, NZ Transport Agency, Commissioner of Police etc.

The RAG generally meets every quarter, with meetings scheduled for one month prior to each RTC meeting.

- 8.2. **Accessing Central New Zealand (ACNZ):** This is a governance group which has been tasked with overseeing projects that give life to the distribution and transport enabler of the Accelerate25 Action Plan. This group operates as a sub-group of the RTC and membership includes mayors, councillors and council staff from all areas of the region as well as key stakeholders such as the NZ Transport Agency and Spearhead.

The focus of ACNZ is to enable a connected, safe, resilient and cohesive transport network to, from and within the Horizons Region. The map below shows these corridors and the associated key projects currently on the radar for ACNZ.



- 8.3. **Passenger Transport Committee (PTC):** This committee operates alongside the RTC. The committee meets around three times per year, covering patronage on all passenger transport services, service / fare reviews, new service investigations and retendering of bus service contracts, health shuttles, and total mobility scheme updates.
- 8.4. While the RTC does not immediately deal with passenger services issues, this Committee may time to time have items that are passenger service related.
- 8.5. **Passenger Transport Advisory Groups:** There are three advisory groups currently established as sub-groups of the passenger transport committee. The purpose of these groups is to provide guidance and inform reviews, infrastructure updates and monitor service performance of key services. The advisory groups consist of members at a political and staff level from Horizons and the relevant territorial authorities as well as a NZ Transport Agency representative. At present there are advisory groups for the Whanganui, Palmerston North urban (including Massey) and Feilding bus services.

9. ROAD SAFETY FUNCTION

- 9.1. Horizons Regional Council employs road safety coordinators on behalf of all the territorial authorities in the region to provide road safety education and promotion.
- 9.2. The provision of this service ties in with road safety enforcement and engineering activities undertaken by the New Zealand Police, NZ Transport Agency, and territorial authorities.
- 9.3. There are currently three coordinators overseeing road safety education in six of the seven territorial authorities in the region. In Ruapehu, the district council is currently contracted to provide some road safety advertising.
- 9.4. The coordinators' work is determined by the road safety issues that are identified by the national road safety strategy, Safer Journeys 2020; NZTA's road safety issues reports and

the Communities at Risk register. Examples of the issues that the co-ordinators focus on are alcohol and drugs, young and high risk drivers, speed, fatigue, motorcyclists, distractions, older drivers and vulnerable road users (cyclists and pedestrians). Each district has differing issues depending on crash statistics and data.

- 9.5. The coordinators work closely with road safety partners such as the New Zealand Police, NZ Transport Agency, territorial authorities, ACC and public health. The work undertaken by the coordinators is reported to the RTC twice yearly, generally at the March and September meetings.
- 9.6. Some road safety education work is not undertaken by the coordinators and is instead contracted out to community providers. Every year applications are sought to undertake work that targets a road safety issue. Applications are then scrutinised by a funding group, which consists of the coordinators and NZTA. NZTA fund these programmes at the regional road safety education FAR of 64% and the providers must find the local share themselves through other funding sources.

10. KEY WORK PROGRAMMES

- 10.1. The following is a list of key work programmes that transport officers predict will be reported on to the Committee over the next financial year:
- GPS updates: continued involvement at a strategic level to submit or comment on any amendments to the current GPS.
 - RLTP six yearly update: A new RLTP is due to be prepared by 2021. Planning and development for the new RLTP is due to commence in early 2020 with a timeline being provided at the March 2020 RTC meeting.
 - ACNZ work stream: a number of key projects are planned as part of the ACNZ portfolio. These are outlined in the map above.
 - Inter-regional Passenger Rail – Part of Accessing Central New Zealand and a work stream in partnership with Greater Wellington Regional Council looking at securing new rolling stock and additional daily services between the Horizons and Wellington regions.

11. REGIONAL TRANSPORT COMMITTEE MEETING SCHEDULE

- 11.1. The RTC generally meets at 10.30 am on the first Tuesday or Wednesday of March, June, September and December.
- 11.2. RTC meeting dates for 2020 are:
- Tuesday 3 March 2020;
 - Wednesday 3 June 2020;
 - Tuesday 1 September 2020;
 - Tuesday 1 December 2020.

Additional meetings or workshops may be scheduled if required.

12. SIGNIFICANCE

- 12.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Leana Shirley
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

- A Regional Transport Committee Terms of Reference

REGIONAL TRANSPORT COMMITTEE TERMS OF REFERENCE

STATEMENT OF PURPOSE

To plan and promote the establishment of an affordable, integrated, safe, responsive and sustainable land transport system for the Manawatu-Wanganui Region.

To undertake Horizons Regional Council's various responsibilities under the Land Transport Management Act 2003 and any other Act.

COMMITTEE MEMBERSHIP

Requirements for membership and voting rights for committee members are specified under Section 105(2) of the Land Transport Management Act 2003.

The Committee consists of the following members appointed by Horizons Regional Council:

- Two Regional Councillors, one of whom is Chairperson of Council who will be Chairperson of Committee, and a Councillor. The Substitute Chairperson will be the Deputy Chairperson of Council (with voting rights) but will not be a member of the Committee.
- Seven members representing Territorial Authorities (one from each Territorial Authority in the Region). Deputised members attending a meeting in place of a nominated member will have voting rights.
- One member representing the New Zealand Transport Agency.
- A quorum will consist of: (Advisory Membership is not included as part of the quorum).
 - half of the members physically present, where the number of members (including vacancies) is even; and
 - a majority of the members physically present, where the number of members (including vacancies) is odd.

ADVISORY MEMBERS AND BODIES

- The Regional Advisory Group¹
- Advisory members representing land transport user groups appointed formally to the committee, but attending on an 'as required' basis.
- With endorsement from the Chair, advisory memberships may have the provision of rollover at the new triennium.

FUNCTIONS OF THE COMMITTEE

1. As defined in the Land Transport Management Act 2003, the statutory functions of the Regional Transport Committee are to:
 - i Prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council;
 - ii Provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

¹ Comprised of the technical transport officers from Horizons Regional Council, the seven district/city councils and New Zealand Transport Agency and is administered by Horizons Regional Council.

Other operating objectives:

2. To provide a forum for the discussion of land transport issues of regional significance, and promote comprehensive and region-wide involvement.
3. To provide regional advocacy on transport issues to central government, funding agencies and other transport stakeholders.
4. To prepare regional submissions and make recommendations on transport matters to central government and other agencies, as required.
5. To actively liaise and consult with territorial authorities and other stakeholders to ensure efficient and effective land transport planning.
6. To promote the implementation of the Regional Land Transport Plan and oversee the development and implementation of any special projects or investigations set out within it.
7. To promote road safety in the region.
8. To promote a regional approach to transport planning.

This Committee meets as required, but not less than every three months.

DELEGATIONS

The Committee has delegated authority as follows:

- i. to appoint subcommittees or working groups if required; and
- ii. to undertake all statutory functions and operating objectives listed above.

Report No.	19-189
Information Only - No Decision Required	

INTRODUCTION TO THE REGIONAL LAND TRANSPORT PLAN

1. PURPOSE

- 1.1. This report is to provide members with an introduction of the current **Regional Land Transport Plan (RLTP)** 2015-2025 (2018 Review) and the planning process and timeframe for the new RLTP due to be completed by 2021.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-189.

3. FINANCIAL IMPACT

- 3.1. The cost of preparing and developing a new RLTP has been included in the Annual Plan budgets.

4. COMMUNITY ENGAGEMENT

- 4.1. None required. Consultation will be undertaken as required during development of the RLTP.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant risk to the business from this report.

6. BACKGROUND

- 6.1. The **Land Transport Management Act 2013 (LTMA)** requires RLTP's to be reviewed in year three and updated every six years.
- 6.2. The RLTP sets out the region's land transport priorities, objectives, policies, and measures for a period of at least ten years. It also combines the programmes of transport works and services of approved organisations¹ in the region which receive subsidies from the National Land Transport Fund.
- 6.3. The RLTP was reviewed in 2017-2018 and an amended version of the RLTP was adopted at the June 2018 RTC meeting.
- 6.4. The 2018 review of the RLTP was comprehensive with alterations being made to the document in response to changes in government direction and strategic priorities. A key theme of the reviewed RLTP is to use the central location of the region to our advantage and enable efficient, safe and effective movement of people and freight to, from and around the region. As a refresher, the objectives and strategic priorities of the current RLTP are outlined below.

¹ Approved organisations in the Horizons region are all district and city councils, Horizons Regional Council and the New Zealand Transport Agency (Highway, Networks & Operations).

6.5. Objectives:

1. An optimised road, rail, and public transport network that provides efficient, reliable access and movement for people and freight to and from key destinations, within and outside the region.
2. Maximise the strategic advantage of central New Zealand through efficient and well-serviced hobbing and freight distribution activities; including better utilisation of rail corridors.
3. A safe land transport system increasingly free of death and serious injury.
4. A reliable multi-modal transport system with less modal conflict, including walking and cycling, that mitigates potential environmental effects and improves environmental outcomes.
5. A resilient transport network with secure inter- and intra-regional routes that can perform following an unplanned event.
6. A transport system that provides for the increase in low carbon emission vehicles and other practices to reduce carbon emissions and environmental effects associated with transport.

6.6. Strategic Priorities:

1. Effective and efficient road maintenance and delivery.
2. Improve connectivity, resilience and the safety of strategic routes to and from key destinations linking north-south and east-west, while factoring in demographic changes and impacts on land use.
3. An appropriate network of tourism routes.
4. An integrated walking and cycling network.
5. Effective, efficient, accessible and affordable multi-modal transport networks.

7. PROCESS FOR DEVELOPMENT OF NEW RLTP

- 7.1. The LTMA requires RTC's to develop RLTPs in consultation with their community and key stakeholders every six years. The current (reviewed) RLTP was originally adopted in 2015 and therefore a new one is required to be developed and adopted in 2021.
- 7.2. High level planning for the next RLTP has begun with the bulk of the work planned for the second half of the 2019/20 financial year and first half of the 2020/21 financial year.
- 7.3. At this point, the current RLTP is considered to be reasonably fit for purpose and aligns well with the GPS. However there will be opportunities to strengthen the strategic component around the following issues:
 - Increased rail profile, both freight and passenger rail (Freight hubbing and Lower North Island Passenger Rail options).
 - Increased road/rail integration.
 - Lifting the importance of Road Safety to access additional road safety funding for roading improvements.
 - Increased focus and awareness of environmental issues relation to climate change (including electric vehicle technology).
 - Increased focus on the strategic connections north and west (Sanson/Bulls/Ohakea interchange).
 - Emerging issue of State Highway 4 closure.
 - A regional connected strategic walking and cycling network – what is the vision for walking and cycling in our region?

- 7.4. Furthermore we are hearing signals that the next Government Policy Statement may be released prior to or just after Christmas. If so it will be important to see what that entails prior to developing the next RLTP as the document will have to be aligned with and give effect to the GPS.
- 7.5. The LTMA requires the new RLTP to be developed in consultation with the community and key stakeholders. Accordingly, consultation will be undertaken as part of the plan development phase but to what extent is yet to be determined.
- 7.6. A detailed timeline and approach will be brought to the March RTC meeting.

8. SIGNIFICANCE

- 8.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Leana Shirley
SENIOR TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.

Report No.	19-190
Information Only - No Decision Required	

ROAD SAFETY UPDATE

1. PURPOSE

- 1.1. This report is to provide an update on road safety trends in the region and advise members of road safety education activities undertaken by Horizons Road Safety Coordinators.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-190 and Annex.

3. FINANCIAL IMPACT

- 3.1. No financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. BACKGROUND

- 5.1. Horizons Regional Council employs three **Road Safety Coordinators (Coordinators)** to undertake road safety education activities across all districts in the Region. The activities delivered are based on funded priorities set out by the **NZ Transport Agency (NZTA)** each year.
- 5.2. For the 2019-20 financial year, the funded issues are:
- Intersections;
 - Alcohol and/or drugs;
 - Young/High Risk Drivers;
 - Motorcyclists;
 - Older Road Users;
 - Distractions;
 - Fatigue;
 - Restraints;
 - Vulnerable Road Users – Cycling and Pedestrians; and
 - Speed.
- 5.3. The work Coordinators undertake is required by the **Regional Land Transport Plan (RLTP)** and gives effect to the Government Policy Statement. The Coordinators' work also contributes to the national road safety strategy, *Safer Journeys 2020* which takes a safe system approach to road safety by working across all areas of the road system (roads, speeds, vehicles and road use).
- 5.4. The Coordinators work with local district and city councils, Police, and local community groups to undertake road safety education and awareness activities addressing the key issues which cause crashes in their areas.

6. DISCUSSION

6.1. Ministry of Transport road safety crash data for the current year to date, from 1 January to 11 November, shows 19 fatalities across our region from 17 crashes. Table 1 below, shows this compares favourably to previous two years.

TABLE 1. Number of Road Deaths and Fatal Crashes in Manawatū/Whanganui Region, from 1 January to 13 November

YEAR	2015	2016	2017	2018	2019
Road Deaths	25	14	29	36	19
Fatal Crashes	23	12	23	31	17

6.2. Road safety crash data by road type shows where these deaths are occurring on our roading network. The majority of fatalities in our region, occurred on State Highways as shown in Table 2. Fatalities on local open roads has decreased from previous years.

TABLE 2. Number of Road Deaths in Manawatū/Whanganui Region by Road Type, from 1 January to 13 November

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	14	7	12	16	10
	Urban	2	0	4	0	3
Local road	Open road	7	7	9	13	4
	Urban	2	0	4	7	2

6.3. There has been an increase in cyclist deaths in 2019. Table 3 provides a breakdown of user types.

TABLE 3. Number of Road Deaths in Manawatū/Whanganui Region by Type of Road User, from 1 January to 13 November

TYPE OF ROAD USER	2015	2016	2017	2018	2019
Driver	12	8	15	15	10
Passenger	7	3	9	13	3
Motorcycle riders	3	2	4	3	3
Pedestrian	2	1	0	4	1
Cyclist	0	0	1	0	2
Other	1	0	0	1	0

6.4. Fatalities were mostly spread evenly across the age groups as Table 4 shows. This year has not shown any large increases as happened in 2018. Of the 19 fatalities in 2019, all but two were male. This gender imbalance is more severe than previous years as detailed in Table 5.

TABLE 4. Number of Road Deaths in Manawatū/Whanganui Region by Age Group, from 1 January to 13 November

AGE GROUP	2015	2016	2017	2018	2019
0 - 15	3	0	2	7	3
16 - 19	2	0	3	1	0
20 - 24	2	4	3	5	3
25 - 39	6	4	6	6	3
40 - 59	7	5	8	4	5
60+	5	1	7	13	5

TABLE 5. Number of Road Deaths in Manawatū/Whanganui Region by Gender, from 1 January to 13 November

GENDER	2015	2016	2017	2018	2019
Female	10	5	7	10	2
Male	15	9	22	26	17

6.5. Table 6 below shows road deaths broken down by district.

TABLE 6. Number of Road Deaths by District from 1 January to 13 November

DISTRICT	2015	2016	2017	2018	2019
Ruapehu	2	2	3	5	3
Whanganui	3	3	2	4	4
Rangitikei	4	2	3	3	3
Manawatū	4	5	7	6	1
Palmerston North	2	1	2	8	2
Tararua	3	1	4	5	4
Horowhenua	7	0	8	5	2

7. ROAD SAFETY TRENDS

7.1 Officers will speak to the road safety report to explain the fatal crash statistics. The Police representative will also be available to provide comment for the region.

8. SIGNIFICANCE

8.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Alastair Mayston
ROAD SAFETY COORDINATOR

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments to this report.

Report No.	19-191
Information Only - No Decision Required	

APPROVED ORGANISATION QUARTERLY UPDATE

1. PURPOSE

- 1.1. This report is to update Members on significant regional roading, public transport, road safety and planning activities within the Horizons Regional Council region.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-191 and Annex.

3. FINANCIAL IMPACT

- 3.1. No financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant business risk impact as a result of this item.

6. BACKGROUND

- 6.1. A copy of the Approved Organisation Report is attached as Annex A.
- 6.2. Members from Horizons Regional Council and the Territorial Authorities in the region will speak to this report.

7. SIGNIFICANCE

- 7.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Phil Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

- A Approved Organisation Update

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.

ORGANISATION NAME: Horizons Regional Council
RTC REPRESENTATIVES: Cr Rachel Keedwell, Cr Sam Ferguson

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 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

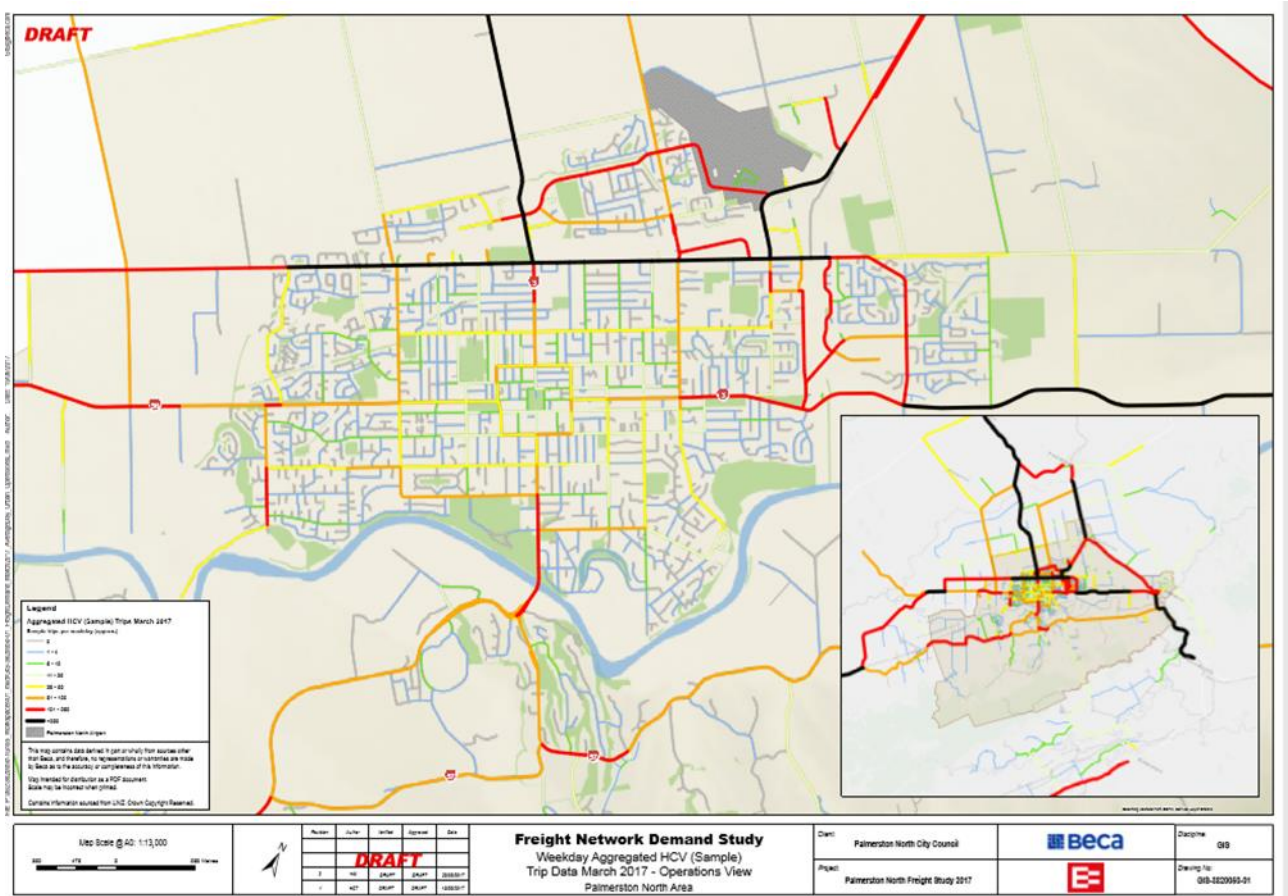
Physical works commenced in October 2019 and are expected to be complete by May 2020.

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 Tremaine Avenue, between North Street and Rangitikei Line (SH3). This work is part of ongoing efforts to upgrade Tremaine 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.



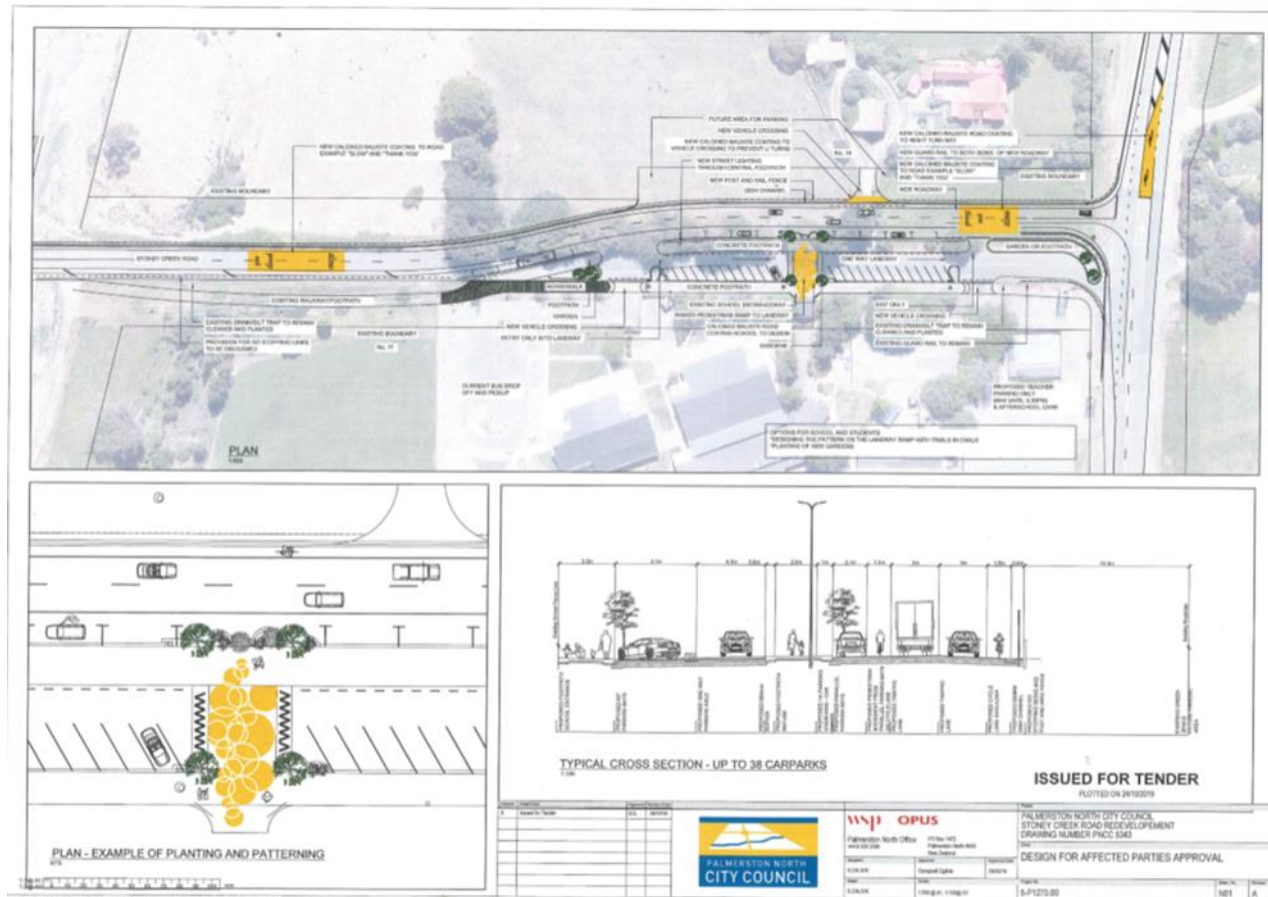
2. CAPITAL PROGRAMME

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.

ORGANISATION NAME: Ruapehu District Council
RTC REPRESENTATIVE: Mayor Don Cameron

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

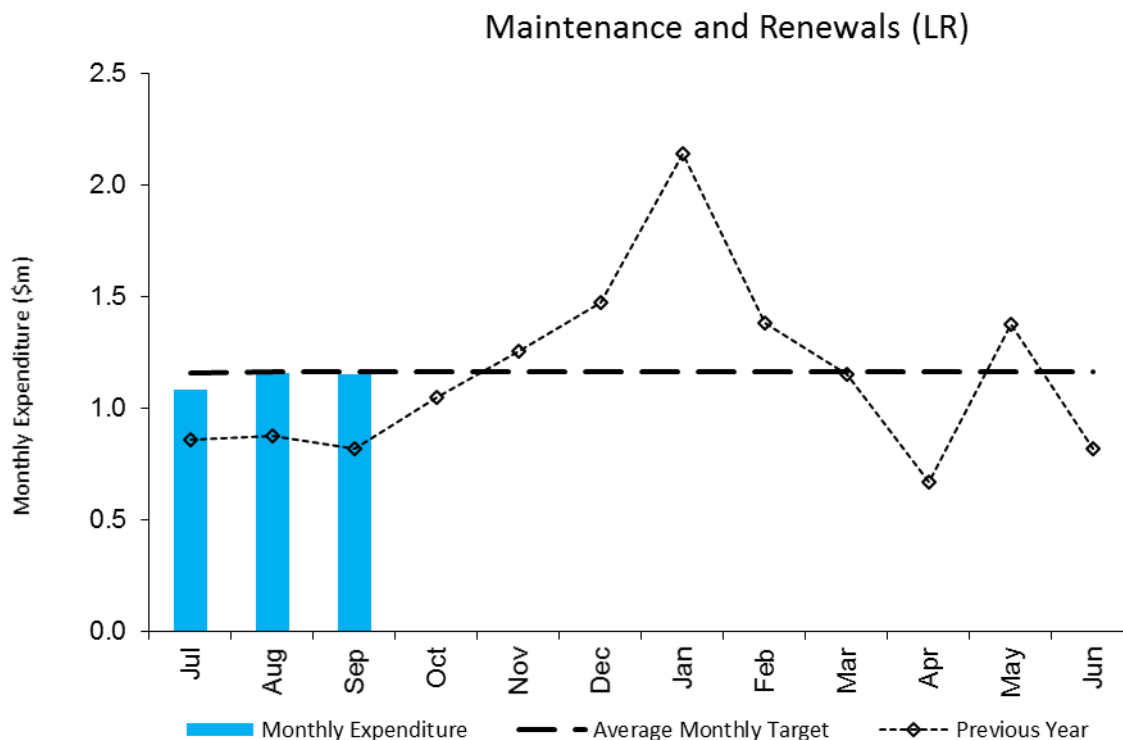
Safety Audit

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.

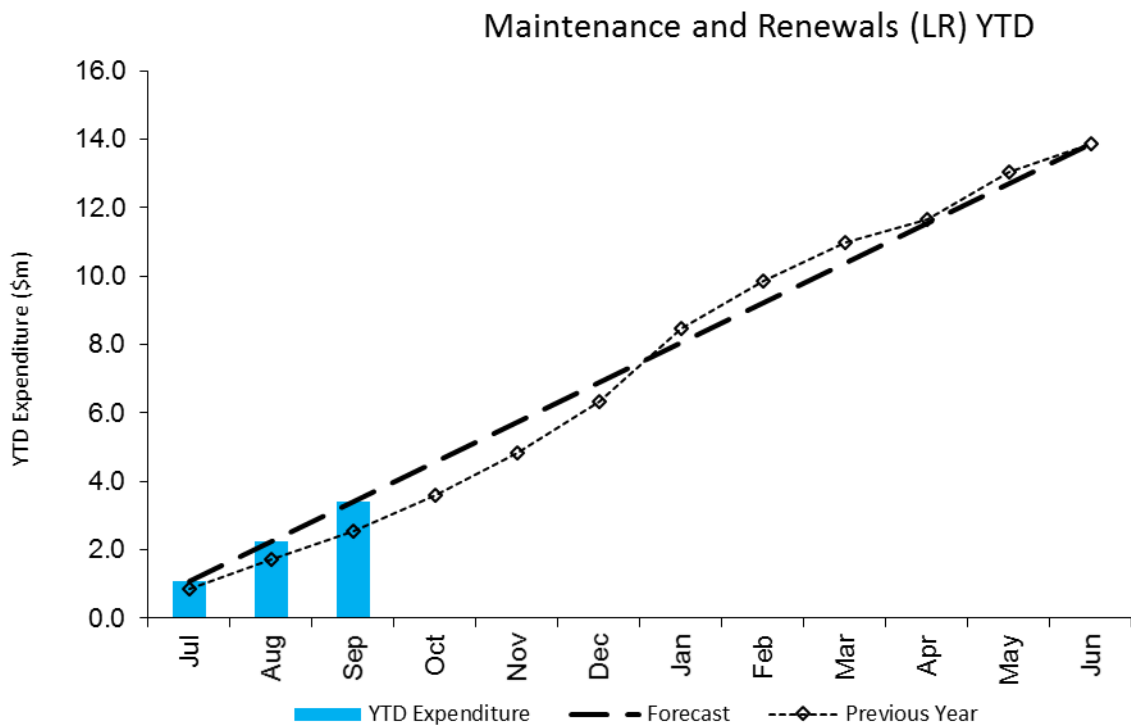
Financial YTD

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.



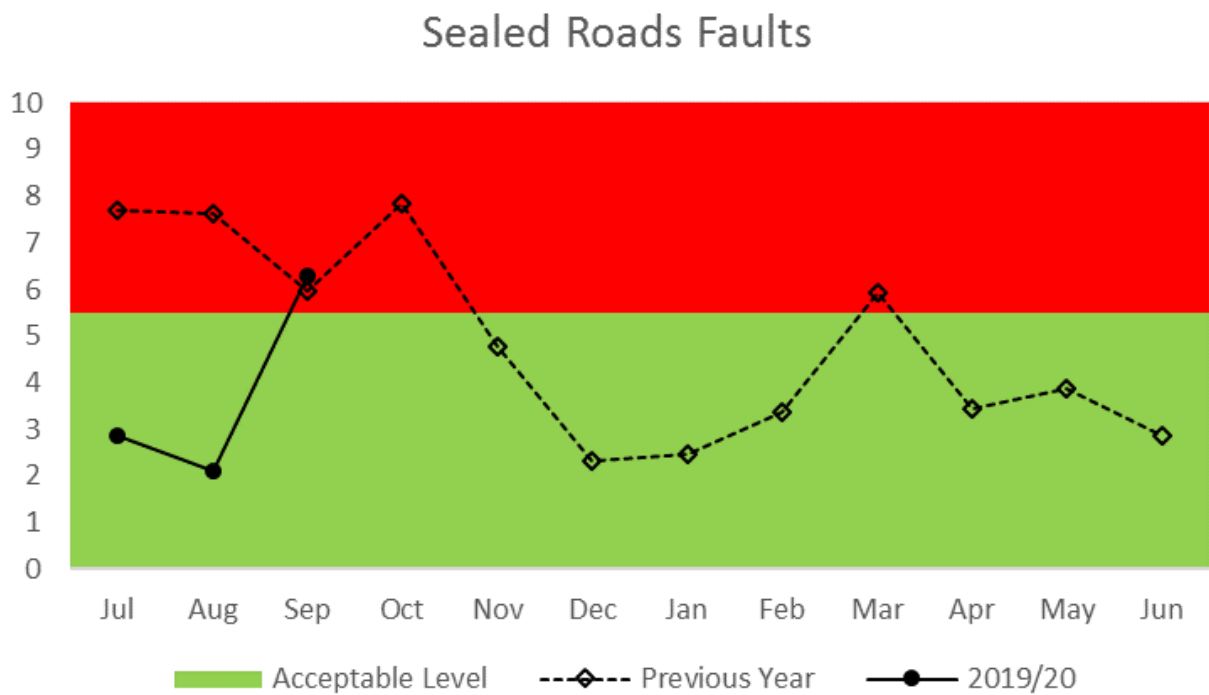
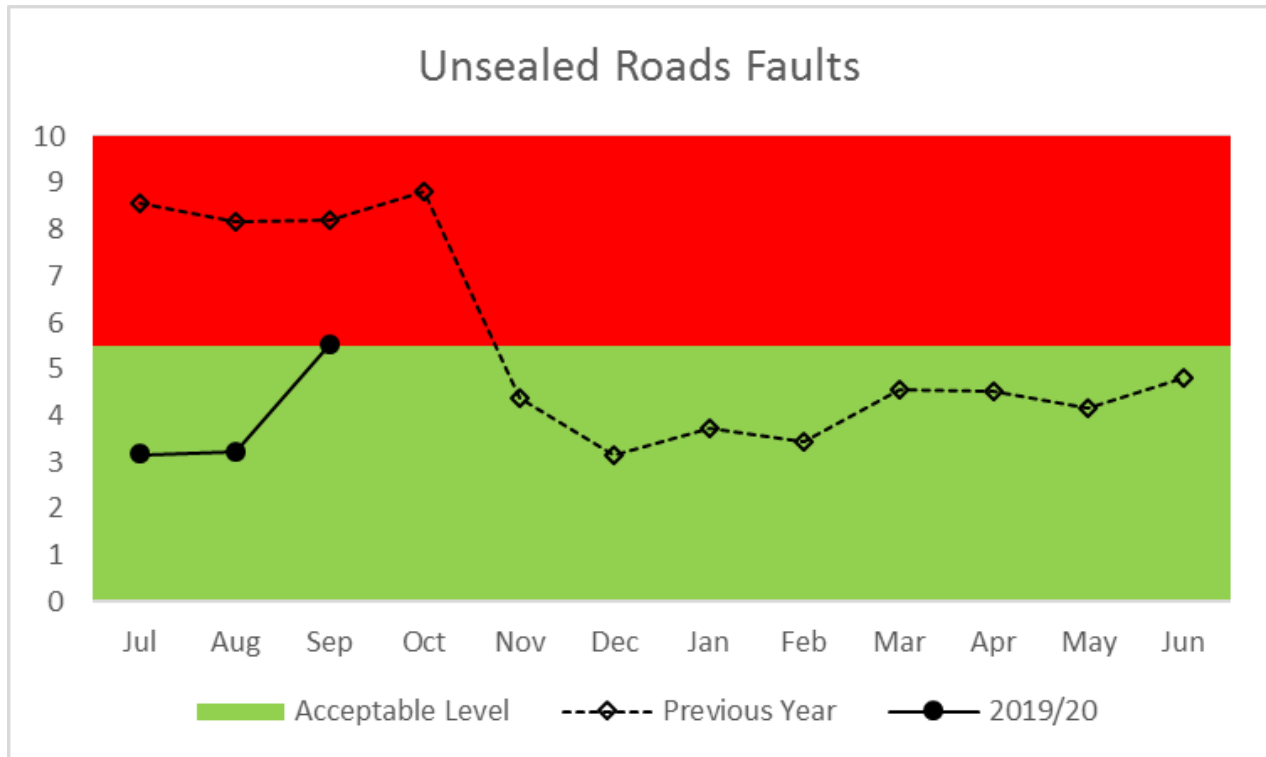
Focus this month has been on aggregates, rain & wind event reinstatement and drainage works. During September 2018 works focussed on Minor Improvements, Pavement Rehab and aggregates renewal.



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 Ongerue area with 43km of 133km completed to date. The 9 road sections audited include Ongerue Back, Ongerue 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.



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.

ORGANISATION NAME: Tararua District Council
RTC REPRESENTATIVE: Mayor Tracey Collis

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 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.

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.

ORGANISATION NAME: Whanganui District Council
RTC REPRESENTATIVE: Mayor Hamish McDouall

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 Kuarapaoa 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-emptive 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.
- Kuarapaoa 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

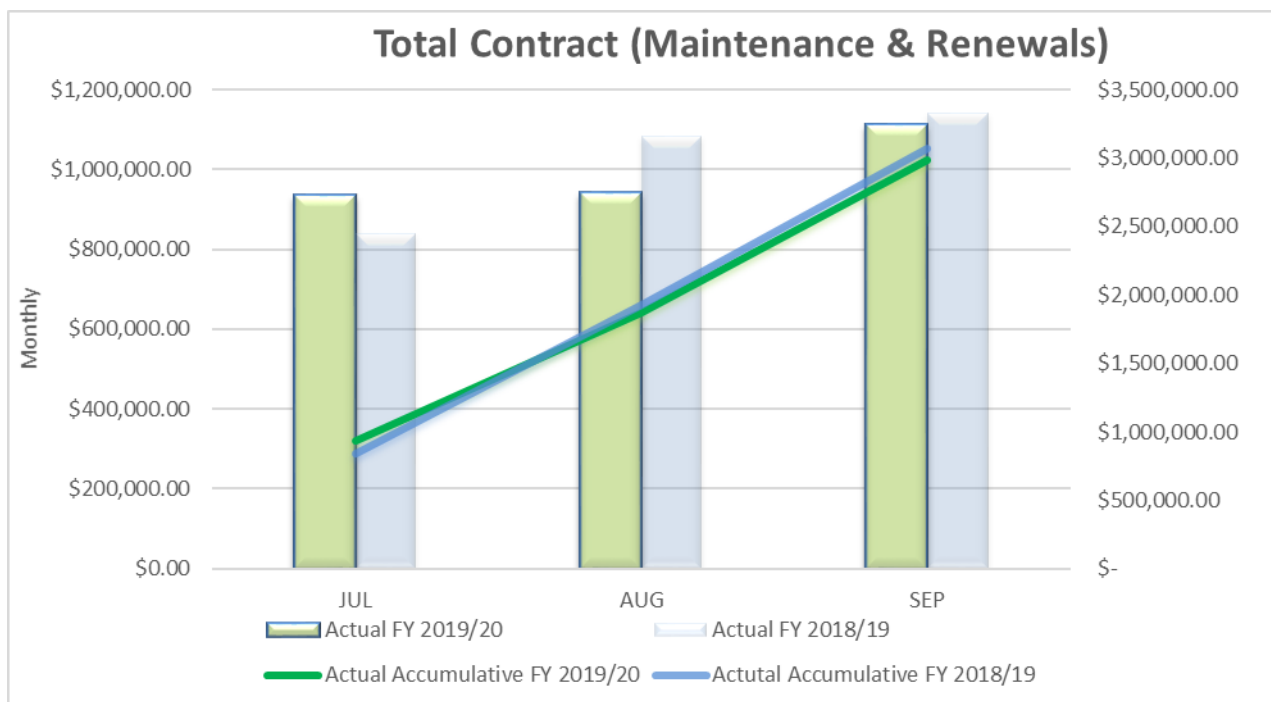
- Current sites active in the city are Swiss Avenue and Liverpool Street with standard renewals from asphalt, to concrete and grass berms.
- The recent footpath condition rating results have now been reviewed and a 5 year renewal programme has been developed.

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 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.

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%

Report No.	19-192
Information Only - No Decision Required	

NEW ZEALAND TRANSPORT AGENCY DIRECTOR'S REPORT

1. PURPOSE

- 1.1 This report is to provide Members with an update on the New Zealand Transport Agency's regional and national activities. Mark Owen will provide a presentation to the committee on behalf of the NZTA.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-192.

3. FINANCIAL IMPACT

- 3.1 No financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT

- 4.1 No community engagement required.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1 There is no significant risk as a result of this item.

6. BACKGROUND

- 6.1 Mark Owen, Highways Manager, will report on New Zealand Transport Agency activities.

7. SIGNIFICANCE

- 7.1 This is not a significant decision according to the Council's Policy on Significance and Engagement.

Phillip Hindrup
MANAGER TRANSPORT SERVICES

Ged Shirley
**GROUP MANAGER
REGIONAL SERVICES & INFORMATION**