

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Pavement repairs and drainage work for next season's reseals have begun around the district. This year's reseals, which were undertaken by JJ Walters as subcontractors to Higgins, had all but one site completed by mid-December with the final site completed in April following completion of a minor safety improvement project.

The road past the Gladstone Road slip has continued to be open full time. Geotechnical investigations have been carried out along the corridor of a possible realignment. The development of a business case has begun and a variation to the RLTP will be forthcoming.

Work on this financial year's rehabilitations progressed well except on Waitarere Beach Road where the discovery of a midden has held work up. The project has now been delayed until the new financial year.

2. WALKING AND CYCLING

Council officers have met with the NZ Transport Agency and KiwiRail regarding a proposed shared pathway in the rail reserve in Levin from Tararua Road to Roslyn Road. This pathway would become the north/south spine for the shared pathway network through the town. KiwiRail have issues with trespassers illegally crossing the railway line all along the rail corridor in Levin and a fence could be installed at the same time to alleviate this concern.

3. ROAD SAFETY

RURAL SPEED LIMIT REVIEW

HDC have been undergoing a Rural Speed Limit Review with the aim to implement any new rural speed limits by the end of the financial year. The initial focus was on defining appropriate speeds using the Transport Agency's assessment tool which indicated that nearly all roads should have a speed reduction.

An online survey was then undertaken throughout December and January. More than 90 per cent of the 740 survey respondents were Horowhenua residents, of which 64 per cent indicated they live rurally, and 36 per cent urban. The majority of responses supported reductions from 100km/hr to at least 80km/hr and in many cases to 60km/hr.

HDC then carried out a formal engagement process and received 98 written submissions on the proposal to reduce speed limits on rural roads. Council officers have completed reviewing the submissions received and are currently preparing a report to assist Council's decision making. The report, which takes the submissions into account, will have recommendations for proposed speed limit changes.

The recommendations report will be tabled for discussion at the full Council meeting of 12 June 2019. The proposal is for all rural sealed roads to be 80km/hr, all rural residential roads to be 60km/hr and all unsealed roads to 60km/hr. The only exception is Foxton Shannon Road which will remain at 100km/hr and will have some safety improvement work.

4. PLANNING

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

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

A meeting is planned with the Transport Agency and Kapiti Coast District Council to discuss a growing list of safety concerns, highlighted by local communities, where traffic is using the local road network as a State Highway alternative in the southern part of the district around Manakau, particularly during long weekends and holidays. This “rat-running” causes congestion on the state highway at the point of merging, there have been added complaints about speeding on the local roads and there is the issue of extra costs due to higher volumes using roads not designed for the increased numbers.

ORGANISATION NAME: Horizons Regional Council RTC REPRESENTATIVES: Cr. Bruce Gordon, Cr. Rachel Keedwell
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1. PUBLIC TRANSPORT

Council's focus over the last 18-24 months has been in implementation of a number of trials, a substantial re-tender programme and data capture and analysis.

The tender for the Levin to Palmerston North bus service has been awarded to Uzabus. The new contract includes a twice weekly off-peak service to Palmerston North. This new service is expected to commence early in the 2019-20 financial year.

Services due for review and/or retender during the remainder of this financial year are:

- Extended hours of operation in Palmerston North (review) - report back to Passenger Transport Committee on trial in June 2019.
- Ashhurst to Palmerston North (retender) – Request for Tender closed in mid-May 2019. The contract is expected to be awarded by the end of June 2019.
- Marton to Palmerston North (review and retender) - report back to Passenger Transport Committee in June 2019.

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

2. ROAD SAFETY

Horizons Road Safety Coordinators continue to work on promotion and education activities across identified issues. A detailed report on the Coordinator's activities for the reporting period 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
- Palmerston North Integrated Transport Investments (Regional Freight Ring Road)
- Inter-regional Passenger Rail between the Horizons and Greater Wellington regions
- Accessing Central New Zealand Governance Group meeting

Staff have also been involved in discussion at a national level with MoT and NZ Transport Agency staff regarding the new Government Policy Statement 2.0, the forthcoming National Road Safety Strategy and alignment of Regional Land Transport Plan development with Long-term Plans.

With respect to the Capital Connection, staff continue to work with partner agencies in an attempt to secure funding beyond the already committed 2 year funding (out to 30 June 2021) so that further work and investment can be undertaken to secure longer term, multiple times a day services. At present Horizons and GWRC are investing heavily into keeping the service afloat. However without additional CAPEX funding from NZTA or central government (\$6.5M) there is a significant risk the service will cease in two years time. The Chair and officers are looking at meeting Hon. Les-Galloway to raise this issue and will look to have further discussions with Ministers to keep this service alive, in the hope of one day securing a long term sustainable multiple run service.

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

5. EMERGENCY WORKS

The majority of the restoration is complete. The remaining major dropouts are being reinstated with retaining walls.

Emergency Works events under repair during this financial year:

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

6. MAINTENANCE

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

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

7. RENEWALS

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

Sealed Road Resurfacing

49 kilometers of Sealed Road Surfacing has been completed.

Sealed Road Pavement Rehabilitation

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

Location	Start Date	Completion Due	Comments
Port Street East Stage 1 (Pharazyn Street to Proposed Road 3) Precinct 4	August 2018	May 2019	
Awahuri-Feilding Stage 2 (Kawakawa Road Block)	January 2019	May 2019	
Spur Road: Traction Seal	September 2018	September 2018	Complete
Kimbolton Road North Rehab	June 2018	November 2018	Complete
Kimbolton Road Southern Rehab	October 2018	November 2018	Complete
Cemetery Road & Oppatt Lane Rehab	March 2019	April 2019	Complete
Taylor Road	April 2019	May 2019	
Penny Road	April 2019	May 2019	

8. ROAD IMPROVEMENTS

Road improvements

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

Location	Start	Completion Due	Comments
LED carriageway lighting.	September 2018	June 2019	
Awahuri/Feilding Road (Stage 2) Kawakawa Road Block. Link Widths Improvement	January 2019	May 2019	
Makino & Short Intersection	February 2019	April 2019	Complete
Traffic Calming for Schools Programme	3 year programme		
Hiwinui cycleway	January 2019	June 2019	
Rongotea/Aranui guardrail & drainage improvements	April 2019	May 2019	

Bridge Replacements

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

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

Mangaweka Bridge

Assessments and investigations for the project are progressing well. Geotechnical investigation has been delayed till March. Desktop assessments of liquefaction, slope stability and settlement have been completed. Preliminary calculations indicate that mono-piles are feasible, so investigation and design of these is progressing. The river has been surveyed, allowing hydraulic modelling to commence. Investigation and assessment of the existing bridge true-right pier has determined that a detailed geotechnical investigation is not necessary and remedial design work has commenced.

9. OTHER PROJECTS

Feilding to Palmerston North cycle way

The Multi Criteria Analysis (MCA) criteria for the project has been completed and the route options are currently being assessed.

There will be a workshop in mid-May to outline the MCA findings and to agree the preferred indicative option with the stakeholders. The Single Stage Detailed Business Case is expected to be completed by the end of May.

Turners Road

TPG have commenced land acquisition negotiations.

10. ROAD SAFETY

Project	Completion Due
Makino/Short Road Intersection Behaviour modification/visibility improvement to junction through line-marking realignment.	April 2019
Church Street Pedestrian Crossing New pedestrian crossing leading from Fitzroy Street to the Green Spine, in collaboration with Manchester Street School.	July 2019
Makino Road (Feilding)/North St Intersection Installation of central island on Makino Road to modify driver behaviour and provide central refuge for pedestrians using the existing crossing.	May 2019
Makino/Reid Line West Intersection Splitter island(s) installation at the Makino/Reid Line West intersection.	Deferred Year 2
Sandon/Te Rakehou Road Intersection Mitigation of repeated vehicle incursions into roadside paddock.	Deferred Year 2
Threshold Signage Enhancements Scheme to increase the visibility of urban boundaries to rural settlements (Halcombe, Hiwinui & Sanson) in response to community committee requests to manage entry speeds. Hiwinui is now a separate community led 'beautification' project.	May 2019
Rongotea/Aranui Road Intersection Enhanced barrier replacement and intersection visibility scheme.	April 2019
Permanent Warning Signage Corridor Upgrades Changing to Halcombe Road. Sandon Road, Mt Stewart-Halcombe Road, Valley Road and Colyton Road deferred as completion of Halcombe Road audit ranked higher than previously planned roads.	May 2019
Crash Mitigation Curve widening scheme on Halcombe Road between Halcombe Village and Mingaroa Road at higher risk/trending crash location.	Deferred Year 2
Taylor/Tangimoana Road intersection Signage upgrade and audio-tactile warning 'rumble strips' on approaches.	May 2019
Awahuri west Coronation/South Street west intersection Crossing points for pedestrians on all approaches to this intersection identified for improved safety and mobility (particularly for Alexandra Flats residents and school age pedestrians accessing bus stop on West St). Intersection itself is being resurfaced this year; can split the tasks into Coronation St using Drainage/K&C renewals (see above) and combine the other three proposed crossing points into an RD1039 minor safety project the following year.	Deferred Year 2
Rangiotu and Halcombe Road Safety Audits Purpose is to identify additional safety related projects.	Deferred Year 2

1. MAINTENANCE, OPERATIONS AND RENEWALS

Road rehabilitation work planned for Rewa Street has now been tendered at a cost of \$482,000 with the work awarded to Downer. Other planned road rehabilitation work is well advanced and will be completed by the end of the financial year.

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

2. CAPITAL PROGRAMME

Subsidised work

Seal extension of Forest Hill Road has been largely completed for Stage 2, with bank stabilisation now underway before the final 100m of roadway is sealed. The work is being partly funded from the Low Cost Low Risk programme and addresses existing safety risks associated with the narrow carriageway and steep drops. The \$500,000 budget for 2018-19 is expected to be fully expended.

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

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

Non-subsidised work

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

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

3. EMERGENCY WORKS

No issues.

4. WALKING AND CYCLING

The construction for the pedestrian cycle bridge is almost complete with the official opening being planned for June 2019. Work on the approach paths and landscaping are now underway. He Ara Kotahi's most visible feature will be a 195m long and 4.2m wide bridge. It will have a 10m wide viewing platform mid-span and be designed to replicate a karaka tree that has fallen across the river. It will be positioned near Dittmer Drive, opposite Ruha Street.

Work to complete the Stage 2 pathway is under construction, with work on Stage 3 path and bridge having recently been let to Fulton Hogan. This will involve a bridge over the Kahutarewa Stream and path that will connect to Bells Road in the Linton Camp residential area. This will complete the main part of the path network servicing the army base. An agreed link to the Massey University campus is in the final design stage and will be completed as a variation to the main contract.

During May the lighting scheme was activated for the first time. The lighting has been made possible through some grant funding to supplement Council's contribution and a possible contribution by the NZ Transport Agency. The lighting is needed as the bridge provides a commuter pathway to Massey University and the Crown research Institutes which have high numbers of cyclists who will access the new route. Council is investigating lighting more of the pathway, initially to Dairy Farm Road, but installation of poles in floodable areas is a potential complication that needs consent and agreement of Horizons Regional Council.



He Ara Kotahi from Dittmer Drive.

A tender has been accepted for installation of inset bus bays along College Street as part of an initiative to improve cycle facilities. The tender was awarded to Higgins Construction for \$302,000. With the addition of inset parking bays and bus bays there has been an increase in the scope for the project. As a result the work is likely to be phased over a number of financial years. Work on the section between Botanical Road and Batt Street is most affected by the need for parking bays to retain some on-street parking.

5. PLANNING

A workshop was held to confirm the preferred route for a Feilding to Palmerston North shared path. The route will largely follow the railway line between the two centres and may require access to the land alongside the rail corridor. The KiwiRail representative was able to advise that access to rail

corridors is likely to be simplified in future, with safety the primary consideration rather than achieving a commercial return on land. An annual access fee will be charged to cover the administrative costs only. Each Council will be responsible for the fees arising on their network. If confirmed this will considerably simplify processes in future. The preferred option will now be outlined in a single stage business case that will be submitted to the Transport Agency for endorsement.

6. ROAD SAFETY

Council has received a draft report with options for improvement to Broadway Avenue. Council engaged Beca to complete the review following a recent pedestrian fatality and a serious crash involving a cyclist on one of the roundabouts. The outcome of the investigation will be reported to Council with recommendations for future programmes to address safety deficiencies. The route features on Council's new network operating plan as a significant route for cyclists and public transport users. The main emphasis will be on achieving improved safety for vulnerable users through effective speed management measures and better road crossing points for pedestrians. The review recommends that high conflict areas at intersections be addressed through upgrading roundabouts to more modern standards to improve speed management and better use of shared space. This programme was included in Council's application under the targeted enhanced funding assistance rate which is currently being considered by the New Zealand Transport Agency.

<p>ORGANISATION NAME: Rangitikei District Council RTC REPRESENTATIVE: Mayor Andy Watson</p>
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1. EMERGENCY WORKS

Turakina Valley Road - 2 north of McLeays

The results from geotech testing was received in November. The testing has identified that there is a very wet layer 3m in depth that covers the site. Below this is firm material. The design has been reviewed using the new data. A fourth option, reinforced earth wall, is being evaluated and discussed with the New Zealand Transport Agency.

Event	Phase	Completion Due
July 2018, Turakina-3 south of Drysdale	Awaiting Consent	TBC
April 2018, Turakina-2 north of McLeays, dropout	Awaiting Consent	TBC
May 2018, Swan St	Construction	Tender closes March 2019
May 2018, Rangitane Bridge	Construction	March 2019

2. MAINTENANCE

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

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

Liaising with the New Zealand Transport Agency regarding its Renewal & Rehabilitation programme.

3. RENEWALS

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

Sealed Road Resurfacing

50.7 km of road was resealed this year, target 51km.

Sealed Road Pavement Rehabilitation

This work provides for the replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic. Additional costs in the Mangahoe Road due to poor ground conditions requiring additional drainage and stabilising two cut slopes with rock has resulted two sites being deferred until next year as detailed below.

Location	Length (m)	Start Construction	Completion Due
Mangahoe Road	1170	July 2018	Late April 2019
Parewanui Road RP 9420-9530	110	June 2019	July 2019
Spooners Hill Road	500	Deferred to 2019-20	
Taihape Napier Road 2	1840	Deferred to 2019-20	
Ratana Rd	500	May 2019	June 2019

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
Pungatawa Road RP 6700 – widen blind corner with large drop-off. Deferred to align with the resealing programme.	TBC	TBC
Makirikiri Road RP2993-4634. Seal widening	TBC	TBC
Mangatipona/Kauangaroa/Okirae Road Intersection	April 2019	May 2019
Ruanui Road RP900-1200. Seal widening	TBC	TBC
Hautapu Street / Tui Street pedestrian crossings	June 2019	August 2019
Okirae Road Bluffs. Geotech assessment	March 2019	June 2019
Installation of LED luminaries	December 2018	January 2019

Bridges

Location	Phase	Start	Completion Due
Otara Bridge: Strengthening	Construction	August 2018	Completed
Brandon Hall	Capacity Assessment	March 2019	June 2019
Toe Toe	Capacity Assessment	March 2019	June 2019
Te Moehau	Capacity Assessment	March 2019	June 2019
Blundells (Ongo Road)	Capacity Assessment	March 2019	June 2019

Mangaweka Bridge

Assessments and investigations for the project are progressing well. Geotechnical investigation are complete report due 29th March. Desktop assessments of liquefaction, slope stability and settlement have been completed. Preliminary calculations indicate that mono-piles are feasible, so investigation and design of these is progressing. The river has been surveyed, allowing hydraulic modelling to commence. Investigation and assessment of the existing bridge true-right pier has determined that a detailed geotechnical investigation is not necessary and remedial design work has commenced.

New Footpaths

Planning is underway to construct new footpaths on Parewanui Road (Ferry to Brandan Hall Road) and part of Hammond Street as programmed.

5. OTHER PROJECTS

Broadway Marton – Infrastructure Upgrade

The section from Follett St Roundabout to Lambert St is complete. The roundabout will be resurfaced in the 2019-20 programme.

6. ROAD SAFETY

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

ORGANISATION NAME: Ruapehu District Council RTC REPRESENTATIVE: Mayor Don Cameron
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1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

Ruapehu District Council ensures that contractors regularly generate Safety Alerts to the Council. Topics reported include working at height, driving, excavations and ground penetration plus remote and isolated areas and working alone. These topics act to raise awareness and mindfulness for staff working in the field. The notifications are forwarded to all RDC contractors to discuss with their staff.

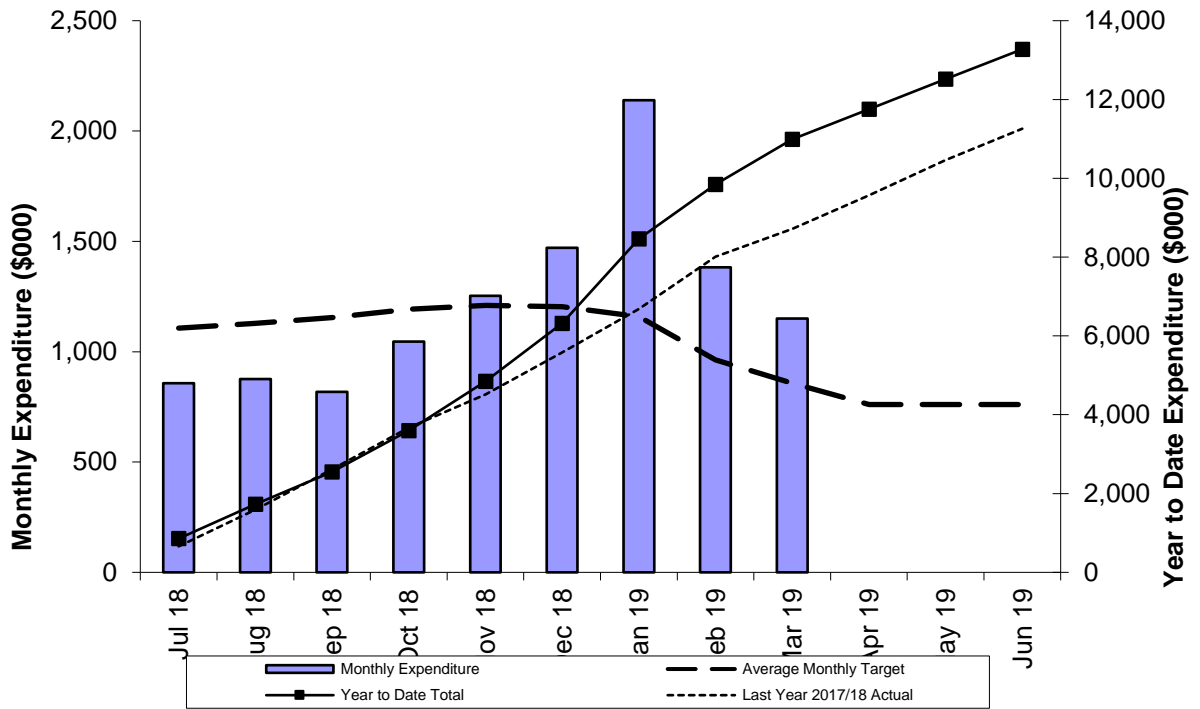
Emergency Works

The list of major sites to be completed in 2018-19 has 45 carryover sites from 2017-18 events, together with an additional 120 Minor Event sites. Work is currently underway on the reinstatement of 50 of these flood damaged sites, a temporary bridge has been installed on Crotons Road, with a further 36 sites to be designed, priced and built. The Emergency Reinstatement sites to be completed during 2018-19 are currently estimated at \$1,108,860 with \$260,383 approved funding carried over from 2017-18.

Financial YTD

The total value of subsidised work claimed and approved for the month to 31 March is \$1,949,616. The Subsidised Roads maintenance and renewals programme is sitting at 81.0% expenditure at 75% of the year. The main activities undertaken this month were two asphalt reseals, two guardrails, three pavement rehabilitation sites, seal repairs, Whangaehu box culvert reinstatement and eleven metalling roads.

Maintenance and Renewals (LR)



2. CAPITAL PROGRAMME

Pavement Rehabilitation

Earthworks and pavement construction continued on the Ongarue Waimiha Road sites. The Ongarue Waimiha Road 9.7 to 11.15 km site was sealed on 22 March 2019. Jilesen continued with the earthworks and preparation work on the Matapuna Road Seal Extension during March in preparation for sealing in April.

Pavement Rehabilitation Programme

Road Name	RP Location (km)	Length (km)	Status	2018/19 Construction	Estimate (\$0,000)
Matapuna Road Horopito Seal Extension	0.37 – 1.39	1.02	Construction	Earthworks and Pavement	\$403
Ongarue Waimiha Road	8.56 – 9.5	4.4	Design and Construction	Earthworks and Pavement	\$307
Ongarue Waimiha Road	9.5 – 11.15	4.4	Sealed 22/03/2019	Earthworks and Pavement	\$498
Ongarue Waimiha Road	11.15 – 12.96	1.81	Sealed 18/02/2019	Earthworks and Pavement	\$677
Ongarue Waimiha Road	12.96 – 14.10	1.14	Sealed 8/12/2018	Earthworks and Pavement	\$624
Ongarue Waimiha Road	17.56 – 18.045	0.485	Sealed 25/10/2018	Earthworks and Pavement	\$182
Ohura Road	15.85 – 16.73	0.88	Construction	Earthworks	\$70
Ohura Road	15.00 – 15.85	0.85	Design	Earthworks	\$40
Ohura Road	33.60 – 34.14	0.54	Sealed 25/01/19	Earthworks and Pavement	\$243
Ongarue Waimiha Road (past Knights Rd)	3.61 to 5.2 km	1.59	Surveyed	Earthworks depending on budget	
Pavement Total		7.585		Pavement	
Earthworks Total		10.905		Earthworks	

Bridge Renewal Programme

Mangateitei Bridge is programmed for replacement in the 2018-19 year (in the 2018-21 NZ Transport Agency Block Allocation), in line with the 2018-28 AMP programme. The preliminary design has preliminary approval from KiwiRail however, negotiation over the Deed of Grant has delayed construction until late in 2019

Horizons approved the Resource Consent for the Whangaehu Valley Road box culvert replacement with installation and backfill work completed in March and the pavement was reinstated and sealed on 4 April. The Large Culvert Works consent is under review and the Ohakune Carrot Adventure Park bridge resource consent was granted in December. Emmetts have re-prioritised Makara Stream bridge closure to allow full access over Easter and Anzac breaks, and will install temporary pedestrian access to allow the school bus run to continue.

ROAD SAFETY

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

PUBLIC TRANSPORT PILOT PROJECT

The Public Transport Pilot Project is entering its second year of operation. The information below is the current state of progress and engagement with the Ruapehu transport community as the pilot project progresses to a conclusion.

Winter 2018 Outcome

The 2018 service was clouded by the fatality which interrupted the success of the pilot project last winter. The immediate voluntary stand down of the bus fleet and subsequent transport enquiry has enabled the sector to advance the development of the draft Alpine Bus Standards by the NZ Bus and Coach association. From truck buses to coaches, re-purposed urban buses and mini-vans, multiple passenger vehicle types are used in New Zealand's alpine environment. It is important vehicles are suitable for the extremes of alpine environments. The Code encourages the use of suitable vehicles, but also incorporates wider considerations by applying Safe Systems thinking.

2018 Results Achieved

Passenger trips achieved 101,528

This is a significant achievement for a part year, the 2017 business case anticipated 76,000 passenger trips.

Cost	\$ 778,000
Fares	\$ 152,000 (20% farebox recovery)
Net	\$ 626,000
NZTA cost (51%)	\$ 319,000
RAL cost (49%)	\$ 307,000 (RAL is investing this sum to enable the service to be provided to ski area and park visitors).

Community Engagement

Communication with the Tongariro Alpine Crossing TAG occurred on 18th September 2018 and commitments made to progress planning with DoC, RAL and Horizons Regional Council to complete the next two years of the project before considering the economic and social benefits of continuing the provision of public transport services in Ruapehu. A project steering group was established, headed by Cr Murray Wilson to assist communications with community during design and construction of the National Park, Park & Ride facility. These conversations also included regular updates and planning for PT service where appropriate. There is a follow up meeting planned to update the transport community at 6.00pm, 20 May 2019 at The Park Hotel National Park Village.

NZ Transport Agency/RAL/Horizons Planning

Since February 2019 officials have been working toward funding the service under the new funding criteria of the NZ Transport Agency's "Targeted and Enhanced FAR". This account seeks to accelerate the new governments transport policy particularly in public transport services. To date a decision is pending however team have continued to meet to progress the pilot project with the NZ Transport Agency and Horizons. If successful, the NZ Transport Agency will fund 75.5% of the costs of the service as a priority investment under the new GPS for transport.

DoC

Recent staff changes at DoC have significantly changed their management in transport planning. Council has been advised that a new 130 lot car park is being constructed in Whakapapa Village for this season, communications on how this will be operated are still being considered by DoC, however a public transport service is expected to operate from the new terminal as it has in the past (with the exception of last season where no publically funded service was offered to Whakapapa Village).

2019 Outlook

Council and RAL are in negotiation over the annual contract renewal for 2019. Council has been advised that services will no longer be supplied in house by RAL, instead RAL will contract the Dune Bus Company to operate the service on their behalf. The contract specifications, routes and timetables will be disclosed at the transport community meeting on 20 May.

The slide below demonstrates the role each transport provider can provide a part of the districts transport offering. Private commercial operators including Uber, Taxi, Vans, Limo etc. and the domestic fleet of SUV's and cars are required to meet transport needs. The graph shows a typical busy day travel needs and shows that transport demand cannot be met by busses alone with our

current fleet, to meet demand RDC needs to integrate travel demand with public and private services and then provide and manage transport infrastructure to meet demand. This may include demand management and pricing in the future.

The public bus service is required to operate all scheduled services seven day per week. We aim to provide reliability of scheduled services to ensure accessibility and punctuality. This often means buses will operate with limited numbers of passengers or sometimes none at all.

Limitations on Capacity



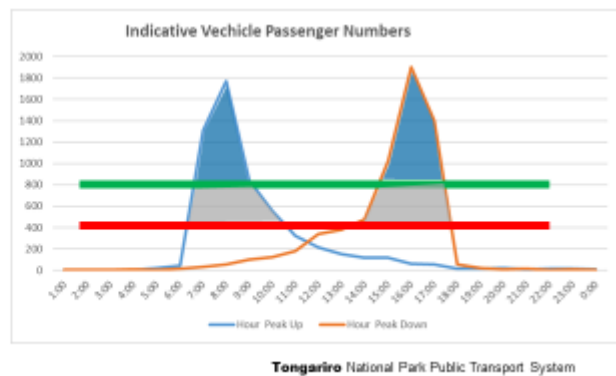
X 10 Buses = 400 Pax / Hour (40 seats per bus & 1 Hr Round Trip)



X 40 Mini Vans = 400 Pax / Hour



X 385 Cars = 1000 Pax / Hour



Transport App

The technical team within GHD are designing a new transport app which we expect to trial this winter. The transport planning tool will help manage access to transport services, communications, point of sale and back office functions that enable real time reporting and information for users and managers.

All Ruapehu operators who meet standard NZBCA Alpine standard requirements will be invited to be discoverable on the App. Public transport services will be scheduled and consumers can access timetables and bus locations on the App. Private operators can select operating days and hours and when operating can be selected by consumers to meet their specific transport needs. We expect that an Uber style service can be provided to small transport operators via this App. There is potential claim commission on private operator fares however this is not intended for the purpose of this pilot project.

New Transport Ideas – A vision

The trial shopping day bus service Ohura – Taumarunui suggested by Councillors in December 2018 will operate for three months this year, if the service is valued by the community other services can be investigated to package a range of transport services for Ruapehu. It is our intention to measure the economic value of the Public Transport service for the ski area to investigate if it can economically support low volume services such as Raetihi – Ohakune, Ohura - Taumarunui and Manunui – Taumarunui services. In theory, a package of public transport services could improve the districts transport accessibility and decrease the number of transport disadvantaged people in our small communities. These low volume services may be economically supported by the Winter PT services moving in excess of 100,000 passengers per annum.

1. MAINTENANCE, OPERATIONS AND RENEWALS

Maintenance

During April we have 268 planned repairs to complete. This includes the completion early in the month of the pavement repairs on Nikau Road and the holding repairs on Route 52 between Weber and Wimbledon. It excludes most of the routine cyclic work, such as grading, filling potholes, vegetation control, etc. Selected safety critical pavement repairs are being completed on Weber Road to complete out the stabilising teams' season.

Forward Works Programme Validation & Asset Data Works

March has seen a considerable effort made on the completion of the road pavement and surfacing, and 3waters reticulation renewal forward works programmes.

The roading resurfacing (surface renewal) and pavement rehabilitation (pavement renewal) programme is confirmed for the 2019-20 financial year, with design and financial analysis beginning.

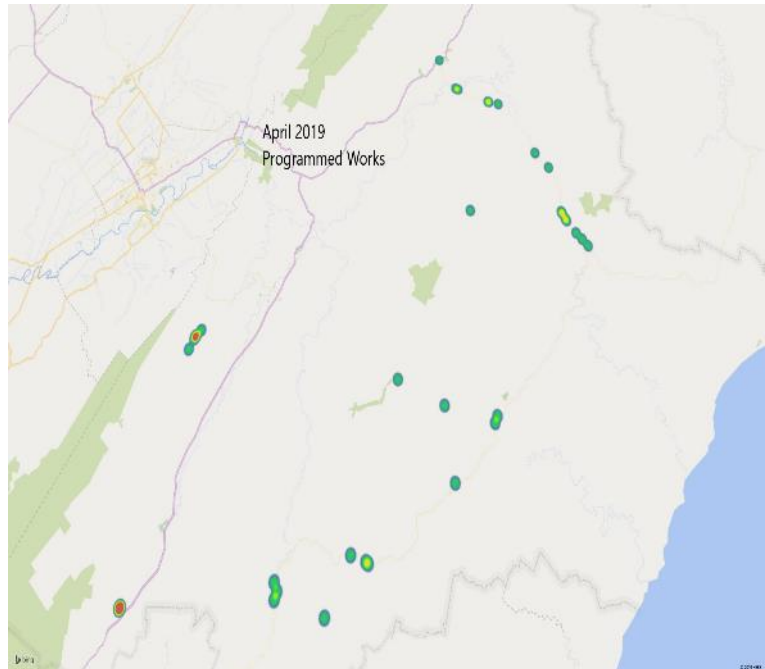
Along with this work the team has been focusing on ensuring as built information is up to date in RAMM and Assetic and preparing for upcoming end of year reporting and rollover processes.

Bridge Maintenance

Our bridge maintenance programme addresses structural repairs, preventive treatments, river mitigation and erosion control works.

Recently completed works include the scour protection at bridge N-1 on Gundries Road near Norsewood. The base of the bridge's central pier had developed a scour hole, exposing the piles.

To avoid this progressing to the point where a winter flood would sweep the central pier (and therefore the bridge) away, this has now been rock armoured. Before (left) and after (right) photos are shown below.



A-30 Bridge River Rd 0.01km

Also recently completed were the repairs to bridge A-30 on River Road near Waione. The upstream side of the bridge was showing erosion around the eastern wing wall and abutment piers, and the existing 1930 bridge guardrail had significant spalling and impact damage. Rock armouring has now been added to the eastern bridge wing wall and abutment, reducing the risk of further erosion there, and the bridge guardrail has now been replaced, significantly improving the sight distance for motorists. Before (left) and after (right) photos are shown below.



Renewals

We are now progressing with designs for the 2019-20 financial year sites. There are nine sites programmed, and we are currently planning to complete the design process by August 2019, with construction beginning from September 2019.

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

Pavement investigation has been completed for more than half of the 2019-20 programme. This involves deflection testing using a Benkelman beam, digging several test pits to determine pavement thickness and existing aggregate quality, and to calculate the subgrade strength using a Scala penetrometer. This information will ensure that we create cost effective and best for network pavement and geometric designs. We have programmed all investigation, survey and designs to be completed by the end of July.

2. SADDLE ROAD

Work on Saddle Road Improvements project has continued with retaining wall construction as well as the pavement construction with 5,400m² of pavement sealed. Work is continuing with the remaining pavement section which involves working in a shaded area and it is hoped to have all work completed before the winter months set in.

3. EMERGENCY WORKS

There are currently 25 sites programmed for remedial actions over the next few months ranging from significant retaining wall construction through to the relocation of the road centreline away from a dropout or hazard. A further 24 sites are still being investigated with the intention that they also be programmed for remedial works over the coming months, budget permitting.

The below left photo shows a dropout on Ormondville – Te Uri Road. Construction of a retaining wall is planned to begin in early May.

The below right photo shows an area of subsidence on Route 52 between Pongaroa and Tiraumea. Construction of a mechanically stabilised earth was planned to begin in late April.



4. PAHIATUA MAIN STREET UPGRADE

Progress on this project has been ramping up in all aspects in recent times, with the construction programme, methodology and staging plans now completed. The final design is being completed with involvement from Iwi, the Polish community and other interested stakeholders such as the NZ Transport Agency, the AA and Heavy Haulage Association. The design of streetlights, under veranda lighting, and lighting of the central green belt are all incorporated in this process.

We are currently talking with the other utility operators to ensure their requirements are met during the upgrade, and more importantly ensure we don't have additional costs with rework if they are not included early on during the upgrade.

Establishment of the site depot, on Tudor Road, will be the first visible works as part of the project. This is currently being planned, with onsite storage containers and set down areas, and will assist in a smooth operation of this project throughout its duration. Detailed designs are currently being finalised. We are currently working with NZ Transport Agency staff to ensure they support and approve the proposed design. Formal safety audits are required as part of this and are being progressed. Consultation with the Road Transport Association, Automobile Association, and Heavy Haulage Association is also required and is progressing well with initial comments positive.

5. ROUTE 52 PLANNED UPGRADE

The Single Stage Business Case (SSBC) for this project has been submitted to the New Zealand Transport Agency and is currently being reviewed

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

The road maintenance contract is continuing under an Alliance model in partnership with Downer, with co-delivery by a singular Council-Contractor team. The maximum contractual term is 1+1+6+2 years (10 Years) subject to key performance indicators (KPI's) being met. The development/update of the KPIs are being finalised and are to be signed off shortly by the Alliance Leadership Team.

With the incumbent contractor winning back the contract, the Alliance is well advanced this year with the sealing and rehabilitation programme completed in April.

Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities. The Alliance intends to progress a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete. A number of bridges in the Whanganui network are under strain due to these logging activities also. Several funding applications for renewals of key bridges in Whanganui East (Wakefield Street bridge) and the Kaurapaoua Valley are still pending NZ Transport Agency decisions.

2. CAPITAL PROGRAMME

This year two key projects continued and are progressing well.

- LED Street Lighting upgrade – Council have upgraded approximately 99% of the 5,000 street lights to date and are now just finishing off a few random stragglers to fully complete the programme.
- Whanganui Urban Shared Pathway Project (refer to Walking and Cycling below).

3. EMERGENCY WORKS

Emergency Works – June 2015

The last major project arising from the June 2015 weather event is nearing completion.

Whanganui River Road Kauwaeroa dropout (RP48.4) – This bench and fill site slumped several months ago. Once the area stabilised, key consultation was undertaken with iwi and additional imported fill was brought in to build the slope back up, incorporating additional drilled drainage. The site is due for completion at the end of May 2019.



Emergency Works – August 2018

Funding was approved by the Transport Agency in early January 2019 for reinstatement recovery from a localised storm event back in August 2018. The first response clean-up was undertaken in the immediate month afterwards however Council has been waiting on confirmation of funding assistance against prepared estimates, to tackle two significant projects. These projects are being designed currently.

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 an appropriate treatment repair. This location is tenuous due to the acute angle of river flow with a vortex effect. The physical repair is programmed to take place in the summer 2019-20 financial year and is likely to require significant quantities of rock armouring.
- Kauarapaoua 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 an appropriate treatment repair and matched to the estimates provided in the funding application approved. The physical repair is programmed to take place in the summer 2019-20 financial year.

4. ROAD SAFETY

Council has advanced design underway to upgrade the three signalised intersections through upper Victoria Avenue being Guyton Street, Ingestre Street and Dublin Street. These are three of our busiest intersections and have the highest crash rates for signalised intersections in the city. Council has applied for an advanced TEFAR rate of 19.5% on top of its existing FAR rate of 61% for these signalised intersections (along with a number of other projects) and are waiting to hear back on Transport Agency approval.

5. WALKING AND CYCLING



Let's Go Programme

- Engagement – Twenty nine (29) schools (26 primary and 3 secondary schools) are now engaged in the cycle skills training programme.
- Skills Training – Over 4,500 students have gone through the scooter/cycle skills programme in the last two (2) years. More recently ACC has also funded Grade 2 cycle skills training and they have confirmed continuing to do so for the next 3-years. To April 2019 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 – Transport Agency) certified. Whanganui District Council would be the third Council in NZ to be accredited after Wellington and Tauranga. Whanganui District Council has been updating our Infrastructure Development Plan 2018-21. This incorporates a new GIS programme which allows us to clearly identify current and future planned cycle lanes and shared pathways. We can now overlay these with other key infrastructure and destinations (schools, parks, tourist sites other areas of interest) to better identify gaps in the network.
- Recently the Mayor opened the Keith Street School Bikes in School's Cycle Track. This is now the eighth project of this kind in Whanganui. (Gonville School, Mosston School, Churton School, Rutherford Junior High, St Marcellin School, Tawhero School, Westmere School). Per population, Whanganui has one of the highest Bikes in Schools projects in NZ.
- The results are in for the first intake of the Cycle Forward programme, which aims to encourage people with arthritis to start cycling, return to cycling, or keep cycling. Cycle Forward is part of the Let's Go/ Mā Ake initiative and is a collaboration between Whanganui District Council, Arthritis New Zealand and Whanganui Multisport Club. The programme is a New Zealand first trial and one hundred percent funded by the Transport Agency 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 (NZ Transport Agency 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 1.8m high protective barrier fence to separate users safely away from the railway line where the encroachment distance to the centre of track is less than 5m. KiwiRail, in conjunction with this contract, is also installing protective measures on the relevant intersections of Liverpool Street, and Glasgow Street to enable safe passage. ID Loaders Ltd tendered and won the work with an expected completion date of June 2019. However some delay issues with KiwiRail permits is likely to push this work an additional month into the 2019/20 financial year.
- London Street Shared pathway (SH3) (NZ Transport Agency investment – 80.5% pending final approval). This proposed section of upgrade to a shared concrete pathway will run from the Splash Centre to Great North Road. Design work is now complete and construction has commenced in late April. The project will run through into the 2019/20 financial year and is

being undertaken by Downer. The work involves retaining walls in the section immediately north of Grey Street. Consultation has been carried out with the AA and Heavy Transport Association to ensure safety in design dovetails into this State Highway corridor.

- Whanganui East Shared Pathway (NZ Transport Agency investment – 80.5% pending final approval). The section of existing footpath between the Aramoho Rail Bridge and Georgetti Road is to be upgraded to a 3m wide concrete shared pathway running alongside Kowhai Park and become the vital link between the bridges circuit. The design plans are complete and currently being safety reviewed in preparation for construction to commence early in the 2019-20 financial year.

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 is currently being 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 40,000 tonnes of rip rap is required and is planned to take place in summer 2020 subject to rock availability. 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 is currently purchasing 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.