

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

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

The season's resurfacing program has been completed to a high standard by J&J Walters under subcontract to Higgins. Pre-reseal maintenance is in the early stages for the 2020/2021 season.

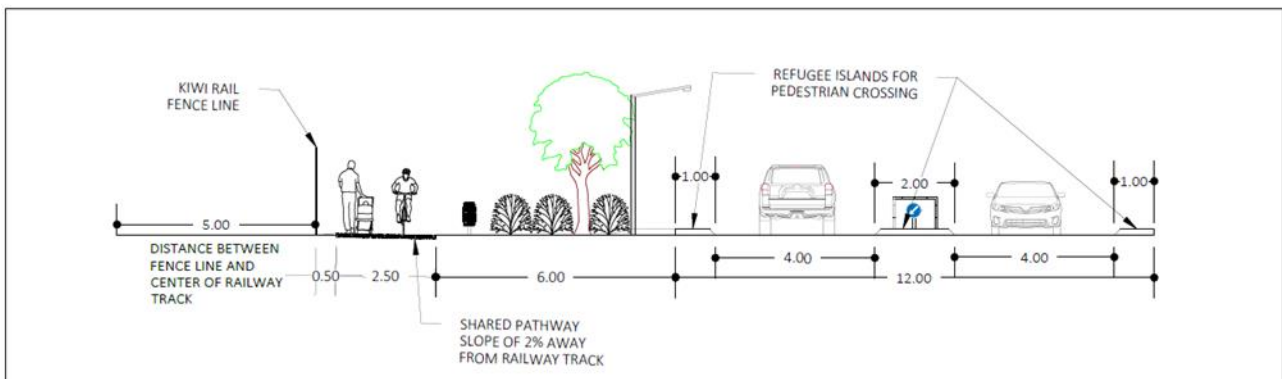
The pavement rehabilitation program is progressing well, despite difficulties in securing sufficient labour resources. Buller Road AWPT and Foxton Shannon Road AWPT are both complete. The following projects are underway or ready to start:

- Koputaroa Road Rehabilitation Stage 1
- Tane Road AWPT Stage 1
- Queen St/Cambridge St Intersection Improvements (includes rehabilitation)
- Waitarere Beach Road AWPT stage 2
- Poads Road Bride Replacement

## 2. WALKING AND CYCLING

Plans for the Levin Town Spine Shared Pathway project are progressing well. Council Officers are liaising with KiwiRail to gain approval to begin construction.

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

Minor safety improvement projects have been completed in Harbour Street Foxton, Avenue Road Foxton and Thomas Place, Foxton Beach. These projects have focused on improving safety for pedestrians and reducing speed environments.

A contract has been let to Higgins Contractors Levin to construct the Queen Street/Cambridge St Intersection Improvements. The existing intersection of Queen Street and Cambridge Street has been identified as unsafe for pedestrians and the growing amount of traffic that uses it. There have been 14 reported crashes from January 2014 to January 2019 at this roundabout. In addition, the roundabout is in poor condition and needs extensive repairs to cope with the increasing traffic volume.

We aim to improve pedestrian safety and the condition of the roundabout. In addition, we aim to reduce the crash rate and increase the capacity of roundabout to handle the increasing amount of traffic.



### 4. PLANNING

NZTA confirmed the funding of the Ōtaki to north of Levin upgrade to SH1 and have provided an indicative timeline for the project, to be completed in 2029. The district is also experiencing significant growth, with the population expected to increase from 30,000, three years ago, to 40,000 by 2028. The District's transport network requires significant planning and improvements to provide a safe and appropriate level of service the community. Council is developing the Horowhenua Integrated Transport Strategy (HITS) which will be used to inform transport investment. The HITS will act as an overarching strategy and will inform the Land Transport Activity Management Plan, as well as form the Strategic Case for a programme of significant or complex transport projects.

## **1. PUBLIC TRANSPORT**

Council's focus continues to be implementation, tracking and monitoring of service performance. Work also includes data capture and analysis and planning for the implementation of the Regional Integrated Ticketing System (RITS) which has experienced delays but is expected to be launched in April 2020 subject to some web interface issues being resolved.

Previous tenders awarded in the 2018-19 financial year have commenced. Of note is the Whanganui Urban services contract which commenced in October 2019 and has had the rollout of the BEE card. 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 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 in the region in February. Patronage across almost all services continues to increase, after some years of decline. Whanganui services continue to drop but are being monitored with further investigations being undertaken in the coming months.

## **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 6 months, including the performance of the external programmes that they manage, will be presented as a separate agenda item to the Regional Transport Committee. The team has also been keeping across the Road to Zero Road Safety Strategy and the potential implications of this. A separate item on this and speed management plans is included in the agenda.

## **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.

Furthermore work is commencing on the review of the Regional Land Transport Plan (to which there is a separate agenda item). This will be a substantial piece of work in the coming months for all stakeholders.

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

## 1. EMERGENCY WORKS

All Emergency Works are complete.

## 2. 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.

Churchill Rd Bridge: Seeking Horizons Consent to remove aggradation.

## 3. RENEWALS

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

The reseal program (55km) commenced in November and is 95% complete. The programme is expected to 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, Mangapapa, and Waipuru	Jan 20	May 20	Forestry Harvest route

## 4. 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	Feb 20	Mar 20	Works programmed
Feilding High School - Church Street Table Top / Crossing	Feb 20	Mar 20	Table top won't be installed at this time due to upcoming Utilities works in this area. Temporary solution programmed.
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	Works programmed
Mt Stewart-Halcombe Road - Signage and delineation	Oct 19	Nov 19	Complete
Sandon Road - Signage and delineation	Nov 19	Dec 19	Complete
Rongotea Road - Signage and delineation	Nov 19	Dec 19	Complete
McKays Line - Signage and delineation	Nov 19	Dec 19	Complete
Ulysees Road - Signage and delineation	Jan 20	Jan 20	Complete
Halcombe Road / Stanway Road Crossing Aid	Apr 20	May 20	Works programmed



Rongotea / Aranui Intersection - Guard Rails - Design	Jan 20	Jan 20	Works programmed
Church Street / Grey Street Crossing Point & RM	Apr 20	May 20	Works programmed
LED upgrade: 300 on high-use roads Feilding	Nov 19	Apr 20	Installation commenced
CBD Lighting	Jan 20	Jun20	Awaiting design
Bainesse School RTBs Design	Dec 19	Feb 20	Engaged WSP
Colyton / Watershed Intersection	2020	2021	Delineation
Sandon Rd Curve Improvement			TBC
South St Lighting			TBC
Kawakawa / Turners RTB			TBC

**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
Pohangina Valley East Road Makawakawa S202	Oct	Oct 30	Complete
Makiekie	Mar 20	Apr 20	
Road Structures Life Cycle Management Plan 2019	Oct 19	Feb 20	Currently populating gaps in data base.

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

Project	Start	Finish	Comments
Gillespies Line - Construction	17 Feb 20	24 Feb 20	
Rongotea Rd - Construction	Nov 19	Dec 19	Complete
20/21 Large Culvert Replacement Programme			

**Mangaweka Bridge:** The design is complete, and contract documents are being finalised. Negotiations to acquire land have successfully been concluded. Awaiting signed agreements, and Resource management consent.

Contractors were invited to register their interest in this project and the onset of the Pre-Implementation Phase. Five contractors qualified, and have had early engagement throughout the

design process to ensure the constructability of the new bridge. These five contractors will be invited to submit tenders on 24th February 2020.

Indicative Project timeframe:

Tender submissions: February 2020 / March 2020

Tender award: April 2020

Construction: June 2020 - April 2022

**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, Rock rip rap.	Nov 19	Dec 19	Complete

## 5. OTHER PROJECTS

**Feilding to Palmerston North cycle way:** NZTA approved the Pre-Implementation Phase on 24<sup>th</sup> January 2020. The project is now being designed. Construction Contract Documents should be completed by 31<sup>st</sup> March 2020.

Council is liaising with KiwiRail to determine its requirements.

**SH54/North St/Pharazyn St Intersection:** NZTA is re-examining the problems associated with this intersection with the view of implementing an appropriate solution. A copy of the Palmerston North and Feilding Network Operating Framework, and the Feilding Growth Precinct 4 Traffic Impact Assessment have been provided as input.

**Turners Road:** Land acquisition negotiations and design are ongoing. The indicative date for the start of construction is October 2020, the project would take 2 years to complete.

**Port St East Rural to Urban Upgrade:** Physical works commenced in October 2019, and are expected

**1. MAINTENANCE, OPERATIONS AND RENEWALS:**

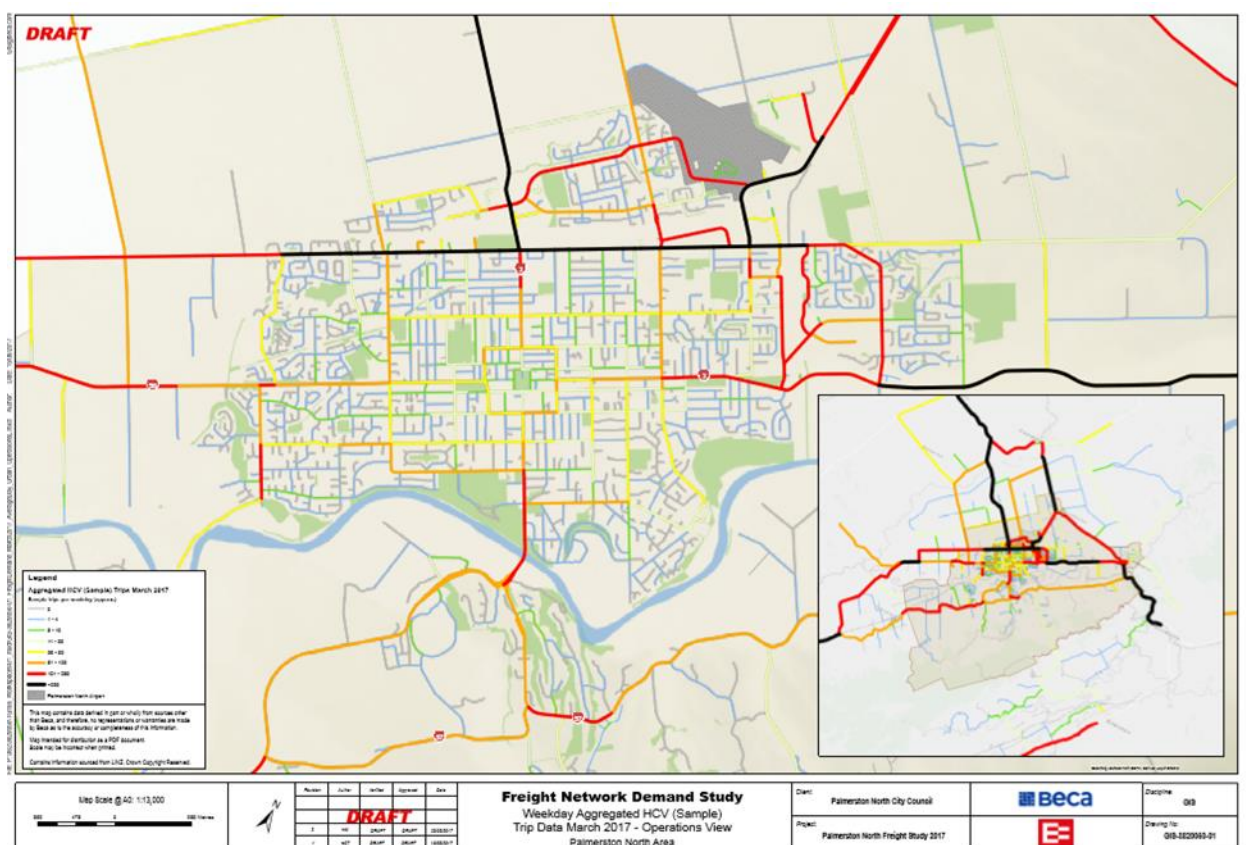
Seal extension works, involving sealing of Koehlers Road, Orrs Road and parts of Te Ngaio Road and Clevely Line have now been completed. The programme is funded under Council’s Low Cost Low Risk Programme and aims to improve safety, reduce maintenance costs and reduce dust nuisance issues for residents. Cost effective delivery of the work has allowed an additional section of road in Whitmore Road to be sealed and this work is currently underway.

Council is responsible for approximately 40 kilometers 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 awarded 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 in excess of 1200 freight movements daily, about 15% of overall traffic flow. A 2017 study identified the key freight corridors, as shown in figure 1. Daily freight volumes in excess of 250 movements are shown in black.

Higgins are scheduled to commence the Area Wide pavement work on Tremaine Avenue, between North Street and Rangitikei Line (SH3) this month.

Resurfacing of the roads for the 2019/21 season is underway. All the reseals will be completed by the end of March. The AC resurfacing is well underway and will be completed towards the end of the financial year.



**Figure 1 Network Demand Plot**



## **2. CAPITAL PROGRAMME:**

### **Subsidised work:**

The 2019/20 programme to upgrade street lighting in streets that do not meet current standards is underway. Funded under Council's Low Cost Low Risk programme, the programme addresses areas identified as deficient under current AS/NZS1158 standards for street lighting. Budget for the current year's programme is \$865,000. The work has been procured by means of a contractor panel. Package 1 of the work which involves upgrading in 13 streets at a cost of \$279,000 has been completed. Package 2, involving 9 streets, is under construction with the estimated cost of \$263,000. Package involving 5 streets is presently being priced and has an estimated cost of \$204,000, while package 4 is currently in detailed design and has an allocated budget of \$113,000

The upgrade to the pedestrian and traffic control facility on the James Line railway crossing is in detailed design with construction expected to occur in March/April. The work scope will include barrier arms and pedestrian facilities designed to the 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 hoped that it can be delivered at a lower cost.

Three tenders were received for safety works outside Whakarongo School in Stoney Creek Road. The contract was awarded to Higgins Contractors and construction commenced in January 2020. The School is located on the edge of the Council's urban growth area and has experienced significant growth (>500 pupils). The design involves formation of a slip lane and protected parking precinct on vacant road reserve land, with the road carriageway being relocated 15 meters 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.

Council has engaged 6 contractors through a competitive tender process to undertake concrete and asphalt cement footpath renewals across the city. Three contractors each have been appointed to two separate panels for concrete and AC pavement work. Packages of work up to a value of \$50k have been issued to each of the 6 contractors. As the works are completed and signed off, PNCC has issued further packages of work. More than 50% of the allocated budget \$1,000,000 has been spent addressing some 20% of the level 4 and 5 faults within the network.

### **Non-subsidised work:**

Nothing significant to report.

## **3. EMERGENCY WORKS:**

Nothing to report.

## **4. WALKING AND CYCLING:**

College Street construction is scheduled to start in late February. Final Consultation/Design/Delivery of College Street improvements from Maxwells Line through to Albert Street is underway. This mainly comprises of remarking traffic lanes, introducing buffered cycle lanes and indented bus bays.

Fitzherbert street to Victoria street will be resurfaced during February/May. Following the re-surfacing changes to cycle lanes will be paid to provide buffers. Indented parking bays are also to be installed and construction of these will begin in March.

Awapuni Shopping Centre is to receive some minor safety and parking upgrades comprising 2 new indented parking bays on College Street and threshold treatments, signage and line marking to promote a slower speed zone.

Investigations are under way into Featherston street cycle way improvements. It also includes investigations to improve cycle way safety to Maxwells line and Main Street East

## **5. PLANNING:**

The Cycle Masterplan has been adopted by Council. The Single Stage Business Case has been submitted to NZTA for funding approval and Officers are meeting with NZTA staff to provide further clarification and additional information. Council has budgeted \$2.9 million for investment over the next two years for the implementation phase and has initiated works in College Street with funding from this programme.

## **6. ROAD SAFETY:**

The Pioneer Road, Lyndhurst and West Street intersection has a history of crashes. The intersection layout will be changed to reduce the potential numbers of traffic conflict points by preventing right turns or cross intersection movements from Lyndhurst and West.

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

## 6. EMERGENCY WORKS

Uncompleted works include Turakina Valley Road 2 at North of Macleay's, Turakina Valley Road 3 at South of Drysdale and some minor works.

## 7. 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.

## 8. RENEWALS

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

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

### Rehabilitation

Location	Length (m)	Start Construction	Completion Due	Comments
Spooners Hill Road	500	Oct 19	Oct 19	Complete
Taihape Napier Road-2	492	Nov 19	Jan 20	Complete
Skerman Street	160	Feb 20	Mar 20	
Pukepapa Road	720	Feb 20	Mar 20	
Reseals	51.5 km	Jan 20	Feb 20	60% Complete

### Structural Component Replacement

Location	Start Construction	Completion Due	Comments
Public Trust (Suspension)	Feb 20	Apr 20	
Omatane	Feb 20	Apr 20	
Wellington Rd Underpass	Feb 20	Apr 20	

## 9. ROAD IMPROVEMENTS

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

### Low cost / Low Risk Projects

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)	Feb 20	Mar 20	
Murimuotu Rd. (RP4450-5930)	Mar 20	Apr 20	

Makirikiri Rd. (RP2993-4634)			Deferred 2020-21
Ruanui Rd . (RP 425-1500)	TBC		Liaising with DoC, requires a RMA resource consent due to site slope criteria.
Pungatawa Rd.	Mar 20	Apr 20	Land entry and acquisition agreements before the Maori Land Court in February.
Okirae Rd & Kauangaroa Rd Bluff	Nov 19	Mar 20	Geotechnical Report

## Bridges

Bridge	Start	Completion Due	Comments
Otara (Bdy) Otara Road	Mar 20	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	Mar 20	Strategic Plan for Bridge Maintenance
6 Bridge Capacity Assessments	Mar 20	June 20	These will be selected from the Life Cycle Management Report Recommendations.
Mangaraupi No.2	Feb 20	Mar 20	
Brandon Hall	Feb 20	Mar 20	
Toe Toe Rd	Jan 20	June 20	Condition rating

## Mangaweka Bridge

The design is complete, and contract documents are being finalised. Negotiations to acquire land have successfully been concluded. Awaiting signed agreements, and Resource management consent.

Contractors were invited to register their interest in this project and the onset of the Pre-Implementation Phase. Five contractors qualified, and have had early engagement throughout the design process to ensure the constructability of the new bridge. These five contractors will be invited to submit tenders on 24th February 2020.

### Indicative Project timeframe:

Tender submissions: February 2020 / March 2020

Tender award: April 2020

Construction: June 2020 - April 2022

## New Footpaths:

Location	Start	Completion Due	Comments
Parewanui Rd – (RP530-650)	Aug 19	Dec 19	Complete
Hammond St – (RP180-383)	Nov 19	Dec 19	Complete
Harris St + K&Ch (RP010-165)	Jan 20	Feb 20	
Skerman St + K&Ch & pave reconstr	Feb 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	Mar 20	Part of 3 waters project.
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### **Taihape – Napier Road:**

The Taihape-Napier Road runs between Taihape township within the Rangitikei District on its western extent, to State Highway 50 at Omahu in the Hastings District on its eastern extent. The route is approximately 130km long, and takes two and a half hours to complete the journey.

In October 2019, a facilitated Investment Logic Mapping (ILM) workshop was held with representatives from Manawatu District Council (MDC), Hastings District Council (HDC), New Zealand Transport Agency (NZTA), and other technical stakeholders, to establish an initial assessment for the route. The discussions identified several strategic challenges and opportunities, including, but not limited to:

- Land-use changes (lifestyle block growth)
- Economic growth / route productivity (i.e. HPMV access)
- Resilience
- Safety
- Access

RDC, in partnership with HDC, intend undertaking a strategic transport study (Corridor Management Plan) to further assess the scale of these issues and opportunities, with a view to developing a vision and long-term strategy for the corridor. Among other things, it is contemplated this study could recommend the road becoming a State Highway.

The intention is that the strategy will:

- Establish the routes existing and desired future form and function;
- Investigate evidence that confirms and / or quantifies the potential opportunities and challenges identified during the ILM
- Confirm the desired future function of the corridor (with reference to the ONRC);
- Identify and assess potential options or responses on the road network that would assist in achieving the desired future function of the corridor; and
- Develop a technical report with accompanying implementation plan to establish the recommended improvements/strategic responses on relevant sections of the corridor that Council(s) could deliver to achieve its future desired future form and function.

The Corridor Management Plan will be presented to NZTA and form the basis for further negotiations over whether or not the Taihape-Napier Road should remain with RDC, and HDC, or be taken over by NZTA as a State highway.

If the Taihape-Napier Road remains with RDC, and HDC, the Corridor Management Plan will provide an evidenced based programme of improvement projects that could be included in HDC, and RDC's respective 2021 – 51 LTP. The Financial Assistance Rate for these projects could then continue to be negotiated with NZTA.

## **10. SAFETY ASSESSMENTS**

### **Speed Management Guide - NZTA**

The Speed Management Guide has been developed to implement a long term programme for assessing and reviewing speed limits. In conjunction with other works occurring on the following roads a speed review is being carried out:

- Ratana Road, the new subdivision is likely to require the location of the speed sign to be moved closer to the Highway by about 150m. The rural section is current posted at 100 km/hr which is



not consistent with curves that have design speeds in the range of 55-75km/hr. The speed limit in the village is 50 km/hr and is also being reviewed.

- Parewanui Road, from High Street to beyond Brandon Hall Road. The footpath is being extended from Ferry Road to Brandon Hall Road to provide a safe path for children who travel to and from school.

### **Cycle paths**

Installing cycle paths in the urban areas is an item Council's Activity Management Plan as a Road Improvement activity, and is in-line with the Government Policy Statement.

It was found that Marton and Bulls is reasonably flat, however, Bulls is cut into small quadrants by the Highway limiting the opportunity. Taihape was too steep, and Hunterville too small.

The locations found to be suitable for establishing cycle paths are:

- upper Broadway / Wellington Road,
- Linking roads include Pukepapa/Skerman,
- Tu Tae Poro Poro trial linking playgrounds via backstreets and reserve areas.

Wellington Road from Morris Street to Station Road is programmed for a reseal this year providing the opportunity for road-marking to be changed. The remainder of the cycle path network in Marton would be installed in conjunction with other work.

**1. MAINTENANCE, OPERATIONS AND RENEWALS**

**Health and Safety – Site Safety**

GHD regularly generates Safety Alerts for their regional offices. Topics 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 RDC contractors to discuss with their staff.

Due to recent national work injury trends, Worksafe are encouraging the use and documentation of Temporary Works Design to help ensure workers and the public are kept safe during construction works and guidance is being developed on this new undertaking.

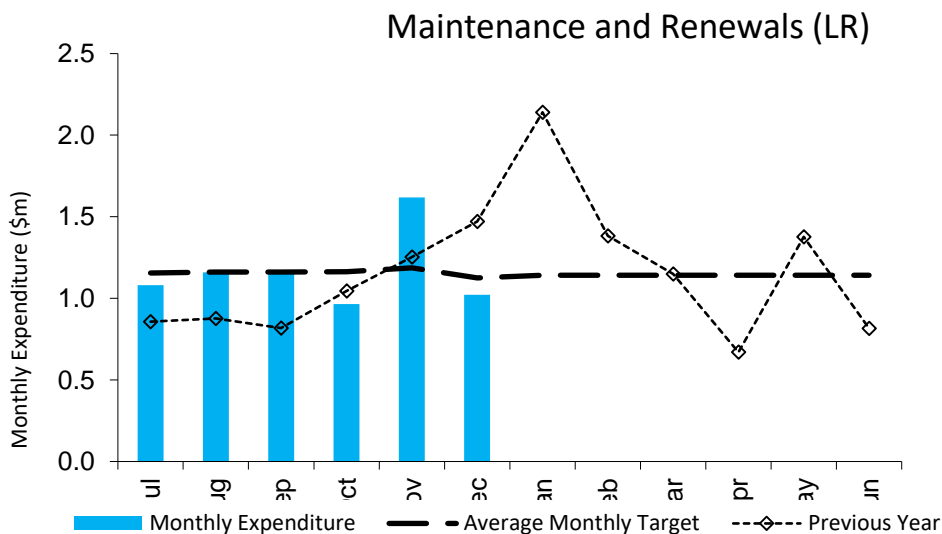
**Emergency Works**

No reported Emergency Reinstatement events to date this year. The Crotons Road bridge being the one uncompleted 2017/18 site, has been carried forward for reinstatement during 2019/20 once building consent has been approved, with 26 sites other to be evaluated as to whether monitoring only or no action is required. Funding for \$2.34M for Emergency Works has been budgeted in the EAP process and expenditure is summarised and split between the initial response, major works and Professional Services.

**Financial YTD**

The value of claimed work for December, over all Contracts was \$1,218,462 with the main expenditure this month being on Sealed Pavement Maintenance (\$318,956), Pavement Rehabilitation (\$144,475), Minor Improvements (\$133,118) Reseals (\$117,197) and Environmental Maintenance (\$73,715).

The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 31 December 2019.



## 2. CAPITAL PROGRAMME

The unsealed section on Ongarue Waimiha Road 8.5 to 9.7 km site and the Poro O Tarao Road 6 km site was sealed on 10 December 2019. Earthworks and tree clearing progressed further on the Ongarue Waimiha Road 3.6 to 5.2 km site and the pavement construction started on 06 January 2020. Ohakune Mountain Road 13.52 to 13.9 km hairpin, site blessing was completed in December and the site clearing with the gabion removal started on 10 January 2020..

The below table lists the sites for the 2019/20 pavement rehabilitation construction season. The advanced earthworks sites are expected to be deferred to doing the pavement and earthworks the following year, this will depend on available funding.

Road Name	RP Location (km)	Length (km)	Status	2019/20 Construction	Estimate (\$0,000)
Poro O Tarao Road	6.0 – 7.16 km	1.16	Constructed	Earthworks and Pavement	\$400
Ongarue Waimiha Road (past Knights Rd)	3.61 - 5.2 km	1.59	Construction	Earthworks and Pavement	\$425
Ohakune Mountain Road	Hairpin 13.50 – 13.94 km	0.44	Construction	Earthworks and Pavement	\$400
Ohura Road	15.85 – 16.73 km	0.88	Designed	Earthworks and Pavement	\$250
Ohura Road	15.00 – 15.85 km	0.85	Design	Earthworks and Pavement	\$250
<b>Pavement Total</b>		<b>5.22</b>			
Ongarue Waimiha Road	14.1 - 16.35 km	2.25	Design	Earthworks	\$80
Poro O Tarao Road	8.15 - 9.33 km	1.18	Design	Earthworks	\$80
Ongarue Village Rd, Taupo Rd, Tuhua Rd	The rail line to bridge	0.542	Design	Earthworks	\$20
<b>Earthworks Total</b>		<b>8.89</b>		Earthworks	

### Bridge Renewal Programme

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

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

## **NATIONAL PARK VILLAGE – PARK AND RIDE**

During November/December the line marking, KiwiCamp campervan power connections and barrier arms installed, planting of garden areas continued, streetlights commissioned and 8 EV charger stations (16 chargers) installed. The site is fully operative and is experiencing significant patronage from visitors to Tongariro National Park and the Tongariro Alpine Crossing Shuttle operators.



## **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 current programme is aligned to the National Road Safety Advertising Calendar and has its focus on advertising campaigns targeting youth, drink driving and speed.

## **Ruapehu Public Transport Pilot Project**

Ruapehu District Council is working the Ruapehu Alpine Lifts, Horizons Regional Council and NZTA to secure public funding to complete the 2020 winter public Transport Pilot project. Following the completion of the pilot the business case will be completed and submission made to the Regional Public Transport Program to include this service in the draft RLTP 2021-2031.

## **1. MAINTENANCE, OPERATIONS AND RENEWALS**

The planning team are working hard to prepare for next season as well as complete all requirements for this season. In conjunction with that preparation work, our road maintenance programme has been planned out almost to the end of the financial year. Once again, the further out we can plan our works the better efficiencies we can achieve and hence more savings from that work can be reinvested back into the network.

A workshop has been held with the other Downer Road Alliance asset management teams. The primary focus was to discuss the Roding AMPs and how the team could leverage of the wider Downer communities. The team shared a couple of presentations on different methodologies of presenting the AMPs as well as current messages coming from NZTA regarding this work. The Downer support team will be helping with some generic content around methodologies as well as some writing and graphic art support from the Downer Bid team.

The design team continues to focus on ensuring it stays ahead of the delivery team. They are almost through the designs required for the Emergency Works permanent repairs and are now working on the Minor Improvement, Seal Extension and Carpark projects that require design work.

From our Delivery Team everyone is now back from their Christmas break and refreshed ready for the year ahead. Although the Christmas period was reasonably quiet, a big thanks goes out to the staff that worked through the break keeping on top of general maintenance and allowing others to rest up.

Pre reseal repairs are ongoing in preparation for our reseals programme and are well on track to be completed in mid-February. The drainage and pavement teams will then shift their focus to next year's pre-reseal repairs and safety faults across the network.

The Renewals programme remains well on track as the Construction and Resealing team work their way through the network. The Construction team continue the work in Weber Township which was started prior to the break. The Reseal team have completed the urban reseals with minimal disruption and are continuing the rural programme.

## **2. EMERGENCY WORKS**

Our Emergency works programme is also tracking really well with a number a large projects underway across the network. With great assistance from sub-contractors we are well placed to have all of our emergency works completed before the end of the financial year. The photo below shows a recent Retreat completed on Mangahei Road.



### 3. PAHIATUA CBD UPGRADE

Sub – Contractors are back on site after a much needed break, they are progressing down the western side of Main Street with the Sewer install.

The mid-central team are continuing with the water main install from Wakeman Street over to Tui Street along with continuing the install down the main road. Water restrictions have caused some minor delays with being able to pressure test the new installs but the team have overcome this by importing water from Palmerston North to keep the project moving.



We are also starting to see a lot more activity with the above ground works also. Stage 1 and 2 footpaths will very shortly be re-instated following ducting installs for Chorus. This along with Kerb and Channel repairs and chip sealing of the Roads will see stage one nearing completion which will quickly be followed by stage 2.

<b>ORGANISATION NAME: Whanganui District Council</b> <b>RTC REPRESENTATIVE: Mayor Hamish McDouall</b>
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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.

Maintenance Grading works to rural metal roads have been scaled back in February due to exacerbating dust issues through a very dry and windy spell. Council has received numerous complaints of road dust through December and January due to high winds and lack of recent rain in the rural areas. Only areas of significant corrugation creating potential safety hazards, will be addressed for now, in order to minimise the choking dust in the air and ingress into water tanks.

The roadside mower has now been stopped completely because of tinder dry conditions due to risk of spark. Growth conditions have largely tailed off recently so the effect is expected to be negligible in the short term on safety sightline concerns. A complete fire ban is now in place across the Whanganui District.

Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities. The Kauarapaoa area (north of Whanganui) has been taking substantial punishment from logging operations and the subsequent metal cartage for preparation of skid sites to a number of logging sites. It has been noted however that the recent coronavirus has curtailed some current activity with future cartage becoming uncertain.

### **Pavement and surfacing renewals**

With a recent decision to reprioritise pavement repairs over renewals and thereby get ahead of the pre-seal repairs by a season, we have deferred a number of resurfacing sites from 19/20 to free up funding. This year's re-seal season has been cut back by one third to allow additional pre-reseal repairs to increase in order to gain one year preparation in advance for resilience purposes. This has the effect of transferring \$450k from renewals (reseals) into operations (pavement maintenance). Grader lay asphalt was recently completed in Halswell Street and Bell Street.

Reseals are happening across the Whanganui network in mid-February in quick succession utilising a Downer sealing crew from Hawkes Bay. Review of the Future FWP and the associated field validations has created a list of sites allowing designs on 2020/2021 sites to get underway.

Two roading rehabilitation projects were targeted along Papaiti Road for the 2019/20 financial year. Rehabilitation Project 1 (completed in late December) runs from RP 2.300km to 2.596km (just short of Waireka Road). The deteriorated pavement received a 150mm overlay of new metal over the existing seal, and a new sealcoat on completion. Roadside drains and culverts have been upgraded in conjunction. Rehabilitation Project 2 runs from RP 0.00km (Flemington Road) to 0.945km (Sandy Hook corner). This area is programmed for the same treatment due to deterioration. Project 2 will begin late February.

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 is 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.
- Mill Road heavy industrial link road is advancing rapidly. This seal extension through to Manuka Street has heavy drainage, kerb and channel, and metaling well on track and scheduled for completion in early April 2020.
- **London Street Shared pathway (SH3).** Stage 2 of the project involves extension of the shared pathway from Fergusson Street down to the rail reserve including retaining walls in the section immediately north of Grey Street. Work is programmed for early 2020.
- **Whanganui East Shared Pathway.** The section of existing shellrock path between the Multisport Club 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 have been safety reviewed in preparation for construction to commence in April.
- **Moutoa (Pakaitore) Memorial Crossing – Taupo Quay.** Detailed design is complete and monies are confirmed in the current 2018-21 roading funding block under “City Wide Traffic Calming” in the Low Cost, Low Risk Safety Category. The proposal is to construct a raised pedestrian walkway across Taupo Quay between the Whanganui River bank and Moutoa Gardens. Copies of the Assessment of Archaeological Sites Report compiled by Archaeology North Ltd in October 2018, have been supplied to the Pakaitore Historic Reserve Board for their feedback. The board has informed us they are working on a historic project at present and the research in this archaeology report is considered extremely valuable. The report (including design plans) was forwarded to Heritage New Zealand some considerable time ago in early 2019 seeking approval to construct. Efforts are being made at present to check on progress to proceed with the Trust’s blessing, in order to construct this year.
- **Kerb and Channel/Footpath renewals.** Current sites active in the city are Harper Street from Abbott Street to Swiss Ave, Victoria Avenue from Ingestre Street to Plymouth Street, with standard renewals from asphalt, to concrete and grass berms. Liverpool Street between Halswell and Pitt Street was completed in late December.
- A Traffic Signals Upgrade to the intersection of Victoria Avenue and Glasgow Street is programmed for end of February. This intersection has been plagued with problems from obsolete equipment. An upgrade will assist vulnerable users and allow better tweaking efficiency to this extremely busy intersection. A temporary roundabout will be in place for most of the duration of the works and extensive consultation will happen through our communications team.

### 3. EMERGENCY WORKS

#### Emergency Works – April 2017 (Cyclone Cook)

The final project arising from the April 2017 weather event was 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. The project was deferred in late 2019 due to the use of this route as a SH4 detour.



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

#### Emergency Works – August 2018

Currently there are 2 Emergency Works project sites still awaiting completion from our most recent event in August 2018. These 2 significant projects are being 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.
- Kaurapaoa Road 15.8 kilometres (RP 15.8) – The in-bend (west side) of this narrow carriageway section slumped away near the adjacent creek. The east side is flanked by steep papa cliffs limiting the usual retreat repair. Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair.





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

#### **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 – As of end of 2019 school year, over 6000 students have gone through the scooter/cycle skills programme in the last three and a half 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. 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 fourth Council in NZ to be accredited.
- 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 comprised 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 took place on Friday 29<sup>th</sup> November 2019 and was attended by Transport Minister Phil Twyford and local dignitaries.



*Photo: Minister of Transport, Hon. Phil Twyford and Mayor Hamish McDoull opening the completed 2.3km length of Te Tuaiwi (The Spine) shared pathway.*



*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, Harper Street, and Liverpool Street with standard renewals from asphalt, to concrete and grass berms.
- The recent footpath condition rating results have now been reviewed and a 5 year renewal programme has been developed.

#### **Mountains to Sea Cycle Trail**

The Mountains to Sea Cycle Trail is still under construction in isolated sections within the Whanganui District.

- The 4.2km section between the proposed new Upukongaro Bridge and the Aramoho Cemetery has been sealed and is expected to be open to the public once the Upukongaro bridge is launched, in order to link up to SH4 leading to the Whanganui River Road. The bridge has been assembled and is waiting on final consent technicalities before it can be relocated and placed by crane.

- The southern end of the Mountains to Sea Cycle Trail currently terminates just short of the Whanganui Port at Gilbert Street in the Industrial zone. The remaining portion through the Port and further south to the North mole where it will meet the sea, has been delayed while the Port revamp plans are being finalised, with an application for funding assistance from the Provincial Growth Fund.
- Horizons Regional Council are planning to undertake upgrade works to the North and South Mole with significant rock armouring along the riverbank. Up to 37,000 tonnes of rip rap is required on the north mole side and is planned to take place in early 2021 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.

## **6. 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 took 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.

Brent Holmes attended a workshop on the Indicative Business Case for the SH4 emergency works site at Te Ore Ore on Friday, 24 January. A meeting for senior staff across WDC, RDC and Horizons has been arranged for Friday, 14 February to gather collective feedback on the two options shortlisted for a multi criteria assessment. A paper will then be presented to the NZTA board on 19 March for a decision on the highway route. Whanganui District Council has an MOU in place to cover 100% reimbursement of all extra over costs in maintaining the detour routes.