

## Regional Transport Committee

Approved Organisation Update June 2020

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

### 1. MAINTENANCE, OPERATIONS AND RENEWALS

Cyclic maintenance work continued over the level 4 lockdown, enabling the network to stay in good condition.

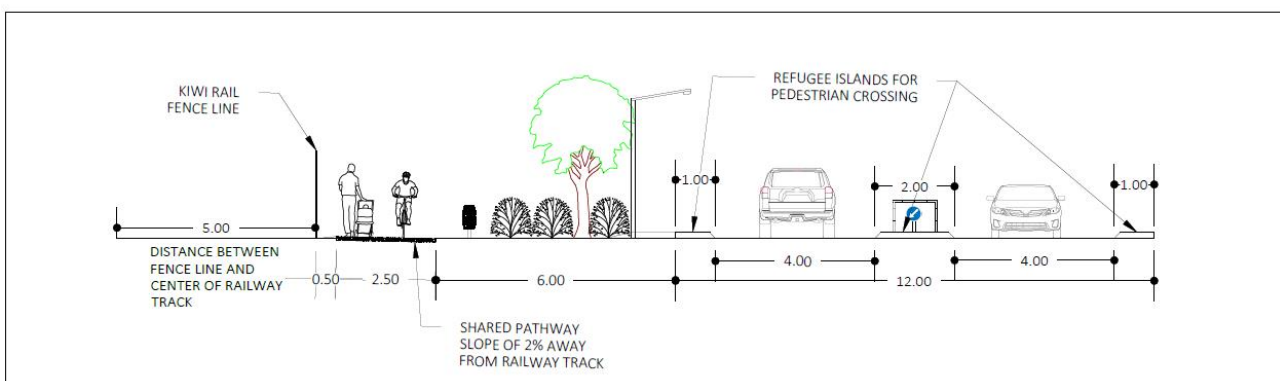
The 20/21 resurfacing program has been confirmed and pre-reseal maintenance is being programmed.

Sealed pavement renewals and footpath renewals have been significantly delayed by the lockdown. This means this year's programs for will only be partially complete this financial year and the remaining portions will be added to next year's program.

### 2. WALKING AND CYCLING

The Levin Town Spine Shared Pathway plans are complete and the project is ready for delivery. Council is eagerly awaiting approval from KiwiRail to begin construction.

This Levin Town Spine Shared Pathway will be a significant addition to Levin's walking and cycling facilities and is a key priority in the development of the Horowhenua walking and cycling network.



There are also plans to continue extending the Queen Street Shared Pathway from Featherstone to Bartholomew Road, and also extending the Arapaepae Road Shared Pathway to Tararua Road.

New footpaths across the district will continue to be built in 20/21. Urban areas where there is no footpath on either side of the road are prioritised.

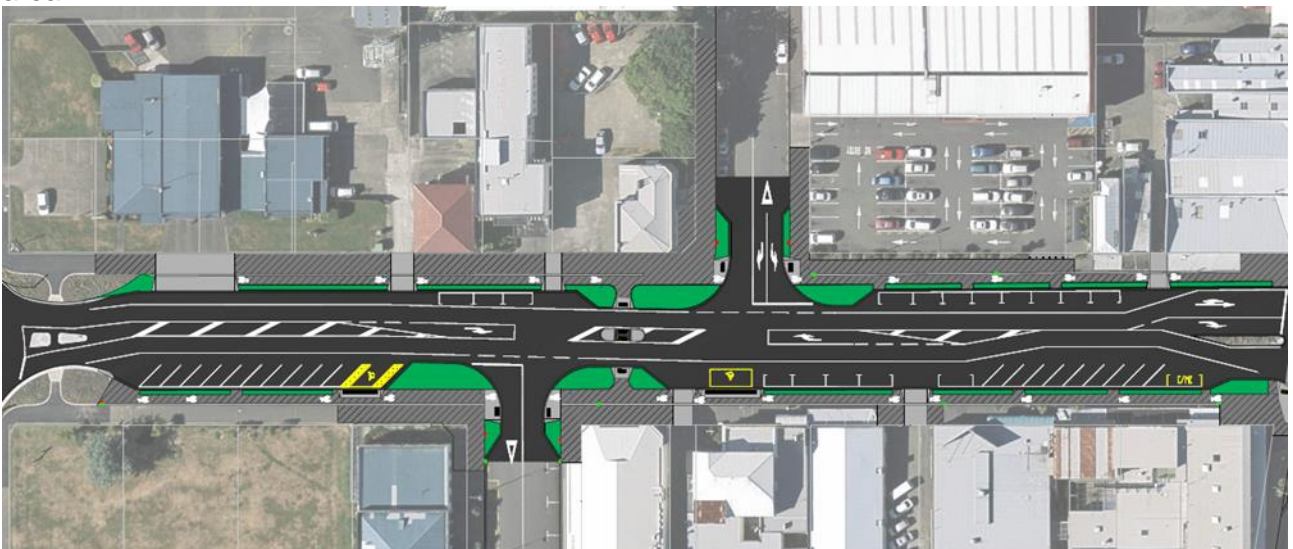
### 3. ROAD SAFETY

Queen Street – Cambridge Street Roundabout Improvements are approaching completion. Higgins Contractors have been able to accelerate the program of works with a complete road closure around the intersection. The closure caused less disruption to traffic and businesses due to COVID-19 restrictions.

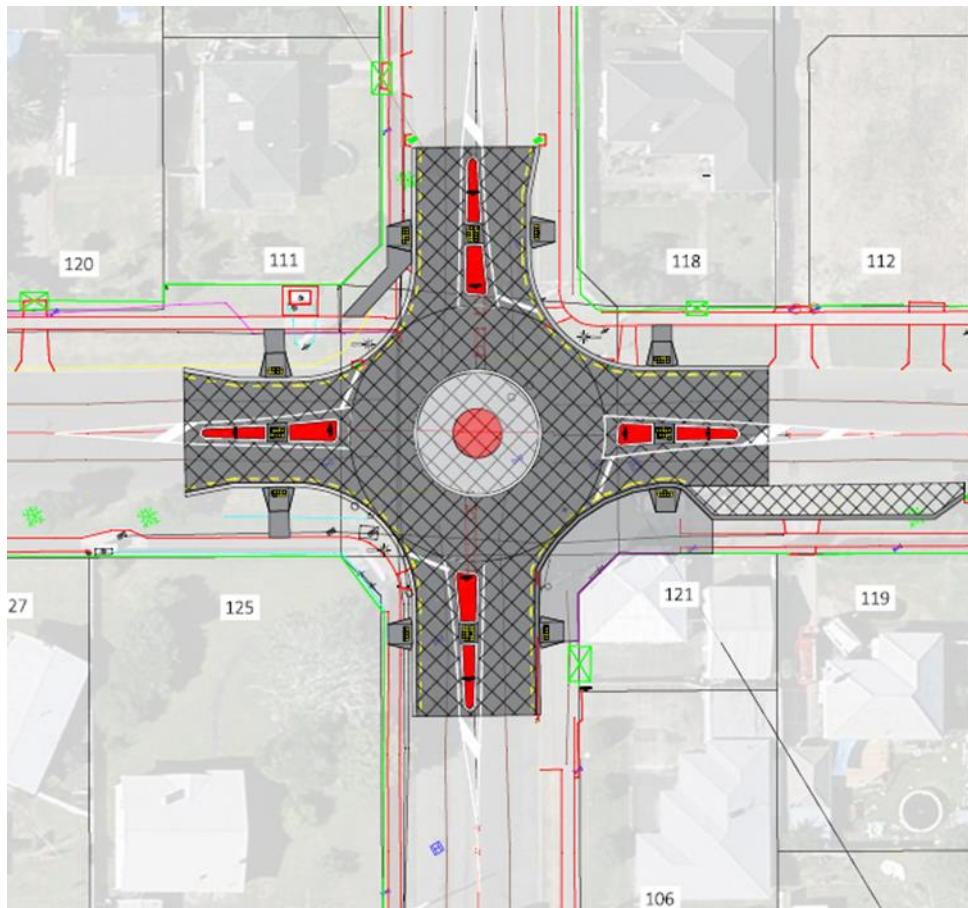
This project has created a much safer intersection layout, while also renewing pavements and underground utilities.



Queen Street Improvements - Oxford Street to Salisbury Street will be delivered with assistance from third party funding. This project includes significant safety improvements for pedestrians, cyclists and vehicle traffic, while also renewing failing pavements and providing a more attractive commercial area.



Queen Street – Tiro Tiro Roundabout will be constructed in the 20/21 financial year. This project is primarily a safety improvement project aimed at reducing the likelihood and consequence of crashes at this intersection, while also providing improvements to pedestrian facilities.



#### **4. PLANNING**

##### Otaki to North of Levin Expressway (O2NL)

Council continues to work closely with Waka Kotahi NZ Transport Agency on plans for the O2NL expressway. Work is currently focused with a Multi Criteria Analysis of the O2NL expressway. Engagement between Waka Kotahi NZ Transport Agency and Council on this project has been extensive, well planned and extremely valuable for both organizations.

##### Safe Network Programme (SNP)

The SNP team from Waka Kotahi NZ Transport Agency have recently begun engaging with Council about planned safety improvement works in the district's state highway network. Council has been very keen to be involved in the planning and delivery process for this work since its inception. Council and the SNP team are currently working closely together to ensure this programme delivers significant benefits.

##### Strategy (HITS)

Council adopted the HITS in May, The strategy provides a vision and principles-based planning framework to help coordinate the delivery of critical transport project.

## 1. PUBLIC TRANSPORT

### **Covid-19**

Since going into Level 4 lock-down in March, the contracted bus services in the region have seen changes to service frequency and restrictions for passengers to maintain safety during this time. All changes were made in line with Government guidance. Public transport services were identified as essential services in order to enable people to access essential services such as supermarkets and health care centres and for essential workers to get to their place of employment.

Total mobility services were also identified as essential services and continued to operate through levels 4, 3 and 2. The subsidy was temporarily increased from 14 April to assist those needing the service. Use of the service dropped by 75% in March.

During Level 4, key services continued to run as follows:

- Ran to Saturday timetables (where possible) with a number of services suspended until further notice
- Free fares
- Rear door boarding only
- Physical distancing required (information provided on bus)
- Social media updates
- Additional cleaning
- Contact tracing database created and implemented

Patronage reduced significantly during this time, to 3% of normal patronage. This is consistent with the rest of the country.

During Level 3:

- Normal timetable resumed for: PN Urban, Feilding, Ashhurst, Whanganui Urban and Levin Commuter.
- Massey services remained on Saturday timetable
- Physical distancing required (information at bus stops and on bus updated and improved)
- Bus capacity information displayed (usually 55 passengers but maximum reduced to 11 to ensure physical distancing requirements are met)
- Social media updates
- Contact tracing continues

Patronage starts to increase. Up to 6% of normal patronage in the first week and then 8% in the second week.

Level 2:

- Normal timetable resumed for all services, except Massey which remained on a Saturday timetable until 25 May where the frequency increased to mid semester break timetables.
- Physical distancing reduces to 1 metre. New signage is installed on bus
- Passengers encouraged to keep a seat free between them and anyone they don't know.
- Capacity on buses increases to approximately 40% of the normal seated capacity. Standing on buses not permitted which reduces the capacity of the service.
- Asking passengers to avoid travelling at peak times on weekdays if they can
- Social media updates
- Contact tracing continues to be encouraged.
- Schools – capacity as normal for school-only buses. Capacity on public buses for school students is limited. Asking caregivers to remain with students at stops to ensure they have an alternative travel option should there not be room on the bus.

## **Regional Integrated Ticketing System (RITS)**

Planning for the implementation of the Regional Integrated Ticketing System (RITS) continues. Delays have occurred while some web interface and background data information issues are being resolved. However, an accelerated and simplified implementation process is proposed which will see hardware installed on the buses in June and implementation mid-late July 2020. Implementation of the ticketing system is coincide with re-introduction of fares.

## **Contracts**

The following service reviews have commenced:

- Feilding around town/Feilding to Palmerston North mid-term review commenced in May 2019. The review largely complete with recommendations from the Feilding Public Transport Services Advisory Group being approved by the Passenger Transport Committee at their meeting on 19 May. The recommended changes to the service and associated costs are being considered by Council on 26 May 2020.
- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19. Recently the review timeline and scope has been revisited by the Palmerston North Public Transport Services Advisory Group. The review has been extended with a revised completion date of mid-late 2021.

The Passenger Transport Committee was updated on the performance of contracted public transport services for the March-April period in May.

## **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, was presented to the Committee in March. The team has also been keeping across the Road to Zero Road Safety Strategy and the potential implications of this.

## **3. TRANSPORT PLANNING**

Work on development of the Regional Land Transport Plan (RLTP) is underway with the investment logic mapping exercise commencing as a RTC workshop. Development of the RLTP is a substantial piece of work which will require input from the Committee and stakeholders prior to being adopted by 30 April 2021.

In addition to the RLTP, focus continues to be on supporting the advancement of the following key initiatives being key programmes identified in the current 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.

**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.

It was a very different month this month, staff provided essential services. The team have been completing routine cyclic maintenance and inspections etc.

Churchill Rd Bridge aggradation was removed under existing consent in April.

Higgins inducted staff and sub-contractors on the Site Risk Plans, the controls and new requirements of working under Covid-19 Level 3.

Covid-19 restrictions have impacted on the work flow and programmes. The contractor will bring in additional resources to try and complete as much of the programmed work as practicably possible.

## 3. RENEWALS

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

Reseals commenced in November and are 98% complete. North Street, Turners Road & Halcombe Road AC sites are programmed for May/June which will see the completion of the season. 55km of reseals are expected to be completed by June 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	0.783km Complete
Kaimatarau Road Rehabilitation: 200 metre section - 100mm O/L	Aug 19	Aug 19	0.200km Complete
Rowe Rd: SH1 Intersection to Hammond Rd - Stabilisation	July 19	Aug 19	0.320km Complete
PVE 42.711 to 43.826 Stabilisation	Sept 19	Oct 19	1.115km Complete
PVE 9.703 to 10.857 Stabilisation	Sept19	Oct 19	1.154km Complete
PVE 1.105 to 2.667 Stabilisation	Sept19	Nov 19	1.562km Complete
Lwr Pakihikura 0.150 to 1.100 Stabilisation	May 20	Jun 20	0.95km Complete

#### 4. ROAD IMPROVEMENTS

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

Project	Start	Finish	Comments
Green Road / Rongotea Road Right Turn Bay	Sept 19	Oct 19	Complete
Manchester Street School - Church Street / Fitzroy Street Pedestrian Crossing & Kerb extension	July 19	Aug 19	Complete
Mt Biggs School Kerb Extension & Active Signage	Sept 19	Oct 19	Complete
Mt Biggs Road – Signage and Delineation	Oct 19	Nov 19	Complete
Bainesse School - Active signage	Jan 20	Mar 20	Complete
Taonui School - Active signage	Jan 20	Mar 20	Complete
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
Rongotea / Aranui Intersection - Guard Rails - Design	Jan 20	Jan 20	Complete
Feilding Schools - Active Signage	May 20	Jun 20	
Feilding High School - Churcher Street Table Top / Crossing	May 20	Jun 20	
Kiwitea School - Active signage	May 20	Jun 20	

Colyton School - Active signage	May 20	Jun 20	
Church Street / Grey Street Crossing Point & RM	May 20	Jun 20	
Awahou South School - Signage Enhancement	May 20	Jun 20	
Waugh's Rd - Taonui School RTB	May 20	June 20	Complete.
LED upgrade: 300 on high-use roads Feilding	Nov 19	Jun 20	95% Complete
CBD Lighting	Jan 20	Jun20	Design Phase
Bainesse School RTBs Design	Dec 19	May 20	Design complete. Safety Audit underway

**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
Road Structures Life Cycle Management Plan 2019	Oct 19	May 20	Complete
Awahuri Rd. Bridge Guardrail replacement.	May 20	May 20	Complete

**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	Complete
Rongotea Rd - Construction	Nov 19	Dec 19	Complete

**Mangaweka Bridge:** NZTA approved Implementation (construction) funding on 2<sup>nd</sup> April 2020, the funds were made available on 20<sup>th</sup> April 2020.

Resource Consent has been granted.

Contractors were invited to register their interest in this project at the beginning of the Pre-Implementation Phase. As a result four contractors have had early engagement throughout the design process to ensure the constructability of the new bridge. On 4<sup>th</sup> May 2020 these four contractors were invited to submit tenders closing on Thursday 25<sup>th</sup> June (8 weeks).



Indicative Project timeframe:

Call for tenders on 4<sup>th</sup> May 2020.

Tender award: June/July 2020

Construction: July/ August 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 has been designed and the Construction Contract Documents are complete.

On 6<sup>th</sup> May 2020 Council applied to KiwiRail grants department for approval to construct Shared pathway on Railway line. The decision will take approximately 10 weeks.

On 22<sup>nd</sup> May 2020 Council applied to NZTA for the Implementation funds.

**SH54 Intersections:** NZTA will add two intersection improvements to its 2021-24 NLTP low cost low risk programme. A roundabout is being considered at the SH54/Pharazyn St intersection. Traffic signals are being considered for the SH54 / East / Lytton intersection, the phasing would include a pedestrian phase. These projects will be prioritised nationally, and would only proceed if funding is approved.

As an interim measure NZTA will install Active Signage at the pedestrians crossing on the SH54 East St intersection.

**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 to be complete by July 2020.

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

## 1. MAINTENANCE, OPERATIONS AND RENEWALS:

### Re - Seal programme

The annual road re-seal program is underway. All planned chip seal sites have been completed with the last sites being completed after the return to work, post level 4 lock down. The quality of these works was at the desired level.

The AC re-seals program will commence as from the 27<sup>th</sup> May and is scheduled to be completed by the 20<sup>th</sup> June. (Weather permitting) These sites form part of the Tremaine Avenue upgrade, with the intersections of Tremaine Avenue and Vogel Street / Railway Rd and Tremaine Ave and Botanical Rd / Gillespie's Ln being the most critical of these works as shown below.





Pre-Reseal repairs for the 2020/2021 financial year is currently underway with targeted completion before 1<sup>st</sup> October 2020. The focus will then shift to the Pre-Reseal repairs for the 2021/2022 financial year with a completion date prior to the 30<sup>th</sup> June 2021.

All routine maintenance and cyclical works are ongoing throughout the network with special focus on the quality of works going forward.

### **Footpath Renewals**

331 Jobs have been completed since the beginning of the year. We are on track to complete all the current year scheduled renewals by the end of June.

Footpaths Maintenance has been responsive and will continue to target emergency & high priority footpaths faults.

The footpath repair programme has identified significant effects from trees roots in some streets. Along JFK Drive, 10 golden elms were removed, and other trees had root prunes that are likely to require removal at a later date.

## **2. CAPITAL PROGRAMME:**

### **Subsidised work**

The upgrade to the pedestrian and traffic control facility on James Line railway crossing is under construction and is expected to be completed in July/August 2020. The works include barrier arms and pedestrian facilities. The project is being delivered under Council's Low-Cost Low Risk programme, which has enabled it to be progressed outside of Kiwi rail's normal prioritisation process.

Whakarongo School Upgrade on Stoney Creek Road. Safety works outside Whakarongo School in Stoney Creek Road 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) at a small country school. The plan involves moving Stoney Creek Road 20 meters north east and repurposing the existing road as a protected parking laneway which will separate flowing traffic from pedestrian activity associated with the school. The construction cost is approximately \$1.25 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 and are currently scheduled to be completed by the middle of June 2020. Prior to the COVID-19 lockdown completing was scheduled for the end of May

Below is a photo of the works taken at the beginning of May.



**Non-subsidised work:**

Nothing significant.

**3. EMERGENCY WORKS:**

No issues.

**4. WALKING AND CYCLING:**

**College Street**

College Street construction has started. Resealing of Victoria Avenue to Fitzherbert Avenue occurred in March. Final markings are still to be undertaken as well as the application of a new cycle lane surface which is currently being trialed.

Due to the Covid-19, the works were delayed, and the order of works had to change.

Indented parking spaces are being constructed at this time, starting at the Awapuni Village. Following the completion of this, the road will be remarked with buffered cycle lanes between Maxwells Line to Botanical Road.

The next section will be to complete the indented bays, reseal and new markings between Botanical Road and Fitzherbert Avenue.

All of College Street is anticipated to be completed by the end of the calendar year.

Banksia trees are planned for removal to enable the frequent parking bays designed for College Street. Some trees are in poor health others are an unfortunate loss. However, the outcome maintains a positive tree lined street effect attracting Tui into the area.

### **Summerhill Drive**

Consultation for buffered cycle lanes on Summerhill Drive are planned to occur in July/August. Following this, it is anticipated changes would be made in 20/21.

### **Ashhurst Footpath Improvements**

As part of PNCC's footpath extension programme, we are looking to make a number of footpath improvements in Ashhurst. These include:

1. Stanford Street – eastern side – new footpath from 44 Mulgrave Street to 78 Stanford South Street.
2. 63 North Street. Install 1no. mobility crossing that crosses over Cambridge Avenue
3. Lincoln Street & Winchester Street. Installation of 6no. mobility crossings at this intersection.
4. Oxford Street – eastern side – new footpath from Lincoln Street to Worcester Street.
5. Worcester Street – south side – new footpath from Oxford Street to Cambridge Avenue.
6. Oxford Street – east side – new footpath from Worcester Street to Wyndham Street.
7. Wyndham Street – north side – new footpath from Cambridge Street to 82 Wyndham Street.

### **Urban Cycle Network Master Plan**

Several cycle corridors are in development to be delivered by the end of 20/21, these include

- Featherston Street West Separated Cycleways (Botanical Road to Rangitikei Street)
- Albert Street, Buffered Cycle Lanes
- Milsons Line Cycle Lanes

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

## **5. PLANNING:**

### **Park Road**

The intersection of Park Road and Cook Street is planned to be upgraded to traffic signals in 20/21 and will involve the realignment of the Esplanade Entrance. The upgrade is anticipated to improve road safety for all users and access to the Esplanade.

Park Road between Katene Street and Fitzherbert Avenue is also planned to have improvements for Pedestrian and Cycle Infrastructure. Planning is to occur in 20/21 where pedestrian crossing points, cycle lanes and shared paths are being investigated.

## **Palmerston North to Bunnythorpe**

Planning for the Palmerston North to Bunnythorpe is being undertaken in 20/21 and is scheduled to be delivered in 21/22. The paths alignment is indicatively planned along Railway Road, Sangsters Road, Campbell Road. Several challenges occur along this route that need to be considered including, papers roads, a rail crossing and several bridges.

### **6. ROAD SAFETY:**

Council Officers have met with NZTA's Area Programme Manager to review and submit road safety projects under the Safe Networks Programme, which aims to reduce road deaths and serious injuries under the Governments Road to Zero Safety Strategy. The review looked at 65 locations which are considered to be the worst performing corridors and intersections in Palmerston North. 53 of these projects were submitted to the NZTA to be considered for subsidized funding.

Several road safety projects are still in development and have been delayed, this includes

- Pioneer Highway / Lyndhurst Street / West Street intersection modifications
- Benmore Road Local Area Traffic Management Treatments
- Ruapehu Drive, pedestrian platform/crossing
- Wood Street, mid-block pedestrian islands

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

## 1. EMERGENCY WORKS

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

Protracted land entry negotiations, and resource consent requirements have delayed these these projects.

The unspent budget of \$987,000 will need to be carried forward to the 20/21 year.

Event	Start	Completion Due	Comments
July-18, Turakina-3 south of Drysdale (Construction)	Deferred to 2020/21		Awaiting Resource Consent approval.
Apr-18, Turakina-2 north of Macleay's, dropout (Construction)	Deferred to 2020/21		The remedial work has been redesigned to avoid land entry. Lodging the resource consent was delayed by the Covid-19 lockdown. The consent has been lodged on 24 <sup>th</sup> April 2020. Subject to Resource Consent the rock required for river protection will be stock piled on site in April 2020.
May-18, Swan St (Construction)	July - 19	Sept - 19	Complete

## 2. MAINTENANCE

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

It was a very different month this month, staff provided essential services. The team have been completing routine cyclic maintenance and inspections etc.

Higgins inducted staff and sub-contractors on the Site Risk Plans, the controls and new requirements of working under Covid-19 Level 3.

Covid-19 restrictions have impacted on the work flow and programmes. The contractor will bring in additional resources to try and complete as much of the programmed work as practicably possible.

## 3. 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	Mar 20	Jun 20	Site closed for the Covid-19 lockdown. Weather permitting this project is expected to be finished late Jun 20
Pukepapa Road	720	Mar 20	Jun 20	Site closed for the Covid-19 lockdown. Weather permitting this project is expected to be finished late Jun 20
Reseals	51.5 km	Jan 20	Jun 20	99 % Complete, (remaining site - northern Broadway TAC)

## Structural Component Replacement

Location	Start Construction	Completion Due	Comments
Public Trust (Suspension)	Jan 20	Feb 20	Complete
Omatane	Deferred to 2020/21		
Jacobsens	Deferred to 2020/21		

## 4. 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
Taheke Road – geometric imp for forestry	Jan 20	Feb 20	Complete
Parewanui Road – safety footpath	Jan 20	Feb 20	Complete
Hammond St – safety footpath	Jan 20	Feb 20	Complete
Otara Road – guardrail	Mar 20	April 20	Complete
Ruahine Road - guardrail	Mar 20	April 20	Complete
Kie Kie Rd. (RP0030-3450)	May 20	Jun 20	95% complete
Murimuotu Rd. (RP4450-5930)	May 20	Jun 20	5% complete
Turakina Valley-2, guardrail	May 20	Jun 20	
Ratana Road – roadside obstacles	May 20	Jun 20	
Turakina Beach Road – roadside obstacles	May 20	Jun 20	
Whales Line roadside obstacles	May 20	Jun 20	
Murimotu-roadside obstacles	May 20	Jun 20	
Kakariki Road – shoulder widening LHS	May 20	Jun 20	
Santoft Road – roadside obstacles	Deferred to 2020/21		
Aldworth Road – roadside obstacles	Deferred to 2020/21		
Okirae Rd & Kauangaroa Rd Bluff	Nov 19	June 20	Preparing a presentation of the report for roading staff and contractors to discuss risks at the bluffs and to determine practices that manage risks.
Pungatawa Rd.	Deferred to 2020/21		
Makirikiri Rd. (RP2993-4634)	Deferred to 2020/21		
Ruanui Rd . (RP 425-1500)	Deferred to 2020/21		Liaising with DoC, requires a RMA resource consent due to site slope criteria and proximity to the Hautapu River.

## Bridges

Bridge	Start	Completion Due	Comments
Mangaraupi No.2	Feb 20	Mar 20	Complete
Brandon Hall- Rock armour LH abutment	Feb 20	Mar 20	Complete
Puketoi	Feb 20	Mar 20	Complete
Hawkestone: Armour RH abutment using precast concrete blocks	Feb 20	Mar 20	Complete
Gorge Road (Omatane Bridge) Structures component Replacement	Jan 20	Feb 20	Complete
Abbatoir Road Stage 1. Removing debris from under bridge	Feb 20	Mar 20	Complete
Wellington Road Underpass wall	May 20	Jun 20	Underway
Otara (Bdy) Completion of bridge strengthening project	Mar 20	Jun 20	50% complete. Remainder to be finished next financial year.
Kuripapango (Bdy) Taihape-Napier Road 2	Nov 19	Jun 20	Design: Strengthening to HN-HO capacity (50:50 with HDC). Has been promised by HDC to be delivered in June.
Bridge Life Cycle Management Report	Aug 19	May 20	Complete
6 Bridge Capacity Assessments	Mar 20	Jun 20	80% complete.

## Mangaweka Bridge

NZTA approved Implementation (construction) funding on 2<sup>nd</sup> April 2020, the funds were made available on 20<sup>th</sup> April 2020. Resource Consent has also been granted.

Contractors were invited to register their interest in this project at the beginning of the Pre-Implementation Phase. As a result four contractors have had early engagement throughout the design process to ensure the constructability of the new bridge. On 4<sup>th</sup> May 2020 these four contractors were invited to submit tenders closing on Thursday 25<sup>th</sup> June (8 weeks).

### Indicative Project timeframe:

Call for tenders on 4<sup>th</sup> May 2020.

Tender award: June/July2020

Construction: July/ August 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	Complete
Swan St	Aug 19	Sep 19	Complete
Paradise Tce walkway, Footpath + watermain replacement	Jan 20	Feb 20	Complete
Robin St + K&Ch (RP050-120)	Feb 20	May 20	95% Complete
Skerman St + K&Ch & pave reconstr	May 20	Jun 20	Underway

**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.

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.

- Video footage was undertaken along the full route to assist with later assessment / discussions.
- A background / existing situation review report for the route is near completion. This will also include a “gaps” analysis to identify where additional information may be requested from RDC/HDC moving forward. This will be completed mid-May and distributed to key stakeholders for feedback and comment. A date for workshopping to discuss content will be investigated for the latter half of May 2020.

**5. UNSUBSIDISED CONSTRUCTION****Speed Management Guide - NZTA**

Mokai Road seal extension is programmed to start early May and be finished early June 2020.

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

### **Health and Safety – Site Safety**

The World Health Organisation has announced that the COVID-19 (novel coronavirus) is now a pandemic. The New Zealand Government declared a state of national emergency, during which non-essential services and businesses must close down or employees operate from home. In response to COVID-19 the Government placed the Country into Level 4 Restrictions for five weeks, commencing on Wednesday 25th March, 11:59pm, until we moved to Level 3 on Tuesday 28 April. Level 3 was in effect from 28 April until the country moved to Level 2 on 14 May 2020, with further changes to the Level expected over May.

In response to this GHD moved to working from home towards the end of March. Contractors were engaged to continue with essential work to keep the district maintained and safe. The essential services on the network include patrol, pre-programmed seal repairs where there is safety involved, completing temporary repairs on the Ohakune Mountain Road, continuing with maintaining the district water channels, grading the unsealed roads, weed spraying and mowing.

### **Emergency Works**

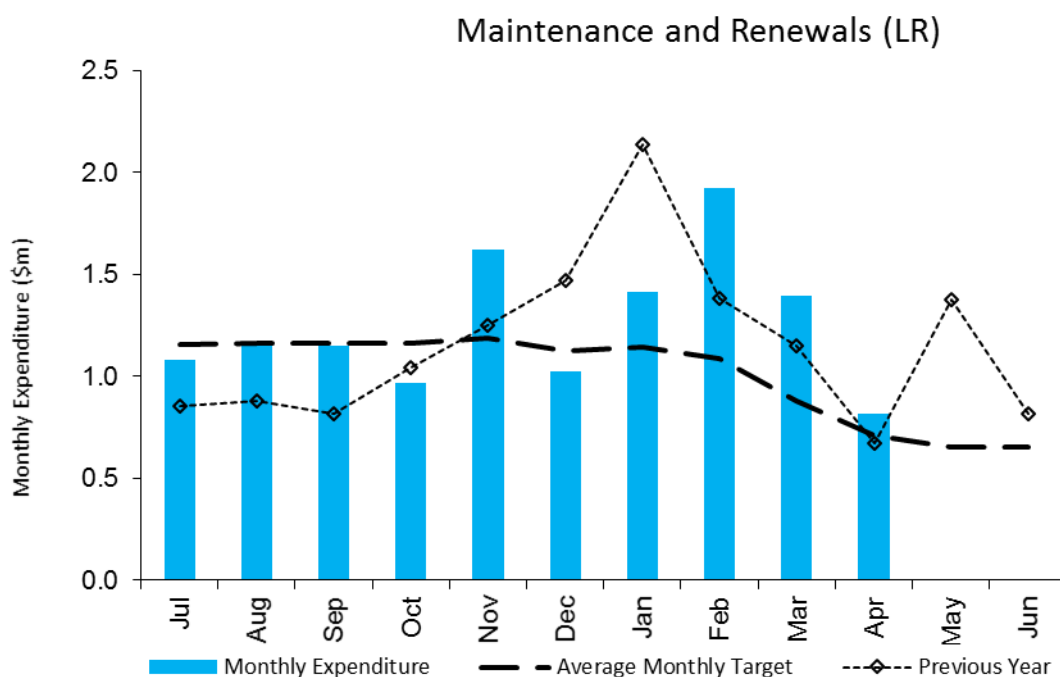
The last major site from the March 2018 event to be completed during 2019/20 is the Crotons Road Bridge for which the design has been finalised. There are a further 59 Minor Event sites also to be completed. The reinstatement sites are currently estimated at \$726,897.

### **Financial YTD**

The total value of subsidised work claimed and approved for the month to 30 April is \$880,227. The Subsidised Roads maintenance and renewals programme is sitting at 87.9% expenditure at 84% of the year. The main activities undertaken this month were approved work activities such as drainage works, water channel and culvert cleaning, seal repairs, the Ohakune Mountain Road hairpin pavement sealing and traffic services.

The value of claimed work for April, over all Contracts was \$1,038,656 with the main expenditure this month being on Traffic Services Maintenance (\$158,586), Drainage Maintenance (\$120,475), Sealed Pavement Maintenance (\$73,877), Minor Improvements (\$60,557) and Drainage Renewals (\$117,112).

The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 30 April 2020.



## 2. CAPITAL PROGRAMME

Ohakune Maintain Road 13.52 to 13.9 km hairpin gabion construction was completed on the 09 March 2020, the earthworks excavations were completed on 10 March 2020 and the pavement construction commenced in Mid-March. The contractor was preparing to do the kerb and channel when Level 3 then 4 restrictions were placed on the country. During the first one and a half weeks of the Level 4 restriction Jilesen made the site safe by forming a basecourse layer over the surface and the site was sealed with a temporary seal on Monday 6 April. Jilesen re-established on the carpark during Level 3 (28 April). The completion of capping the material at the carpark is underway with the COVID19 Level 3 and will be done by 20th May 2020. Furthermore, the carpark channel that is to be extended over the fill and the drop chamber will be completed next season. The kerb and channel, further pavement construction, seal and AC will also be undertaken next season.

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	Completed	Earthworks and Pavement	\$300
Ongarue Waimiha Road (past Knights Rd)	3.61 - 5.2 km	1.59	Completed	Earthworks and Pavement	\$620
Ohakune Mountain Road	Hairpin 13.50 – 13.94 km	0.44	Temporary Seal Completed	Earthworks and Pavement	\$700
Paparoa Road		0.9		Pavement repairs	
<b>Pavement Total</b>		<b>4.94</b>			
Ohura Road	15.00 – 15.85 km	0.85	Earthworks completed	Earthworks	\$157
Ohura Road	15.85 – 16.73 km	0.88	Earthworks completed	Earthworks	\$80
<b>Total</b>		<b>5.82</b>			

## **Bridge Renewal Programme**

Mangateitei Bridge was programmed for replacement in the 2019/20 year (in the 2018/21 NZTA Block Allocation), in line with the 2018-28 AMP programme. However, NZTA has not approved the budget for this item allocation. Due to the weak soils, further testing was undertaken and was incorporated in the pile design. The preliminary bridge design has informal approval from the Kiwi Rail structures team – but they indicated it will need to go through the Deed of Grant process to capture conditions from Kiwi Rail 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 – although at this bridge location the bridge is to be constructed on road reserve (so KiwiRail cannot issue or charge for a formal deed).

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 receive co-funding from NZTA. A new funding Low Cost/Low-Risk category with different financial drivers is available for this funding, but has not yet been approved under this category. Council is continuing to discuss this bridge with NZTA for possible inclusion within the 2018/21 block; however, NZTA indicated this is likely not to receive funding until the 2021/24 block.

Council has a number of timber bridges, constructed in the first half of the last century and these are generally expected to last up to 75 years with good maintenance strategies.

Structures degrade over time until the long-term cost of maintenance outweighs the cost of the renewal. Generally, the cost-benefit analysis for bridge renewal can only be achieved once bridges become restricted. However, the new Low-Cost /Low-Risk funding category allows the council to fund bridge renewals up to \$1 million that previously would not have met economic criteria to proceed. This funding is allocated on a national basis with bridges put forward for the 18/21 funding period not yet granted funding.

Funding for Ruapehu Road and Mangateitei Road rail overbridges may be approved by NZTA subject to regional allocation of the remaining budget. However, this is unlikely before the 2021-24 funding block.

Recent changes to the NZTA Economic Evaluation Manual indicate traditional NZTA renewal funding will now be harder to obtain and financial assistance is not guaranteed for these projects and they will be submitted for approval under the new Low Cost/Low-Risk funding category. The bridges currently under evaluation are:

Bridge No:	Bridge Name	Restriction	Constructed	Substructure Type	Note
292	Mangateitei Rail Overbridge	70% Class1	1910 (tbv)	Timber	Timbers are beginning to degrade quickly and bridge needs replacement. No alternative access. Used to access Mangateitei prime production land. Discussions are being held with KiwiRail on the design and clearances of the replacement bridge. Council is liaising directly with KiwiRail to ensure approvals are in place. However, KiwiRail does not engage as efficiently as the council, posing some risk to construction. NZTA funding yet to be approved.
404	Ruapehu Road Rail Overbridge	5,000 kg	1986 (note, this NZ Railways constructed bridge was partially constructed from Thames St overbridge)	Timber	Work will need to be completed within the next two-four years. Timbers degrading quickly. Alternative access possible via Mangawhero Terrace. Overheight vehicles can presently be accommodated by rail crossing and negotiation with KiwiRail. NOTE: Investigation indicates this does not currently qualify for NZTA structural renewal funding. Funding was applied for under the new Low cost/low-risk funding category with discussions continuing. NZTA indicated this is unlikely to be approved before July 2021.

**Table 1 Bridge Renewals**

## NATIONAL PARK VILLAGE – PARK AND RIDE

The site handover from KiwiCamp was undertaken on 28 February with a number of minor issues to be rectified. A seat has been installed along the west side of the KiwiCamp building. The Code Compliance Certificate was granted on 2 April.

The bus shelter fabrication continued through March, there is a few days work remaining to do the Stone Veneer and completing the fabrication, which will occur when the Government Levels allow then to travel from Wellington and Taupo to undertake this work.



Figure 1 Park and Ride KiwiCamp and Bus Shelter



## 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. During Covid 19 L4 and L3 road safety advertising focused on travel restriction and general travel restriction notices as directed by the Emergency operations Centre.



### **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 revised and submission made to the Regional Public Transport Program to include the service in the draft RLTP 2021-2031.

As a result of Covid 19 the Ruapehu Transport Demand Management project was submitted to the Crown Infrastructure Partners shovel ready project (CIP) initiative to the value of \$7.2m. The project includes completing the public transport pilot project, transport infrastructures and has the capacity to employ 40 staff unlikely to have work if the public service fails to attract funding.

This CIP initiative seeks funding to establish the following:

1. To complete the Public Transport Pilot Project (roof of concept) June-October 2020 \$1.3m
2. Design and Build contract for a new park and ride facility in Ohakune \$2.3m
3. Transport Demand Management Infrastructure Bruce Road and Ohakune Mountain Road \$3.6m

At the time of writing this report the project had been referred to the Provincial Growth Fund for further consideration by CIP.

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

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

The COVID-19 pandemic was a major disruptor for the Tararua Alliance. It created a great deal of rapid change in our business and even within alert levels the goal posts changed regularly. This was a challenge accepted by the team with good spirits and really showed off the agile and resilient team we are lucky to work with.

When Level 4 lockdown occurred, we kept essential services going – ensuring our road network was safe and as clean as possible and responding to on-going waters leaks and issues. During this time a lot of planning was still happening for the transport water into Woodville from Palmerston North due to the water crisis. Luckily, the weather played its part and the need for the plan was averted, however a lot of logistical planning went into determining how this could be done during very challenging lockdown restrictions. We also had a strong presence at the TDC Emergency Operation Centre as part of the civil defence response to the pandemic. I would like to thank the Alliance team members who worked on essential services and with the Civil Defence team – putting themselves at risk in such an uncertain time to help the community. The office team managed to transition to working from home and adapted well to new technology for some with remote teams meetings becoming the new norm.

At the start of Level 3 we were able to get the remainder of our operations team back into physical works with some strict rules around social distancing and personal protective equipment – even travelling to site included new rules. The team took this in their stride and we were able to ensure a smooth transition back to work. Due to the timing of the lockdown we unfortunately lost a good portion of the end of the construction season – this has meant some works having to be deferred to next financial year, for example the Road Resurfacing cannot be done effectively outside of specific temperature bands so it is now too cold to complete that programme.

Although we are now at Alert Level 2 we cannot relax. Now that we have 6 weeks remaining in our financial year we're working hard to ensure the work we had planned to happen over three months can happen over two – both in the field and in the office. We are all looking forward to a good debrief and lessons learned session once restrictions and end of year pressures ease and are conscious that a good number of our staff missed out on planned holidays due to lockdown so again, a thanks to all staff within the team for your efforts and patience.

Majority of our Road maintenance teams have remained busy during the COVID pandemic. These activities were deemed as “essential” so our teams continued with their programmes with increase PPE and social distancing controls in place. Our sub-contractors also continued to deliver their contracts during these unprecedented times. The biggest challenge our team faced, was undertaking the Sexton duties where our staff had to wear full body suits and act as pall bearers on behalf of the families. This is going well over and above the call of duty and a big thanks goes out to all of the Tararua alliance staff that continued to work through this challenging time.



Footpath Maintenance works - Woodville



Pavement Work – Route 52

## Road Renewals

Our renewals programmes have all but come to a close for the financial year. The team managed to complete our Area Wide Pavement treatment programme which was a great result. Our reseal programme was also well on target to be completed but due to COVID – 19 and the Autumn weather settling in we have made the decision to end the programme and complete the last 25% within the next financial year.

## 2. EMERGENCY WORKS

The team have been busier than ever in this space. Now that majority of the planning has been done for our larger sites, the Delivery teams are making the most of the fantastic weather and remain on target to deliver the programme prior to the end of the financial year. Our larger sites are a combination of large retreats and Rock walls along Route 52 and other Roads which will bring our emergency works programme to an end. We are also working with Horizons to use planting techniques to stabilise some our emergency works sites and our clean fill sites to help with sediment and erosion control.



Norsewood / Ormondville Road, Pipe Jacking Project nearing completion



Route 52, 63 Section – Large Road Realignment

## 3. PAHIATUA CBD UPGRADE

### Pahiatua CBD Upgrade

Unfortunately the Pahiatua Upgrade is one of our projects that was impacted by Covid-19 particularly in level 4. As most of the activities on the Pahiatua project were not deemed “essential” the site was shut down for the majority of April. The site was inspected on a daily basis to ensure it remained safe during this time. Work still continued in the back ground in regards to design and planning of the above ground works while also formulating a plan of how the team can fast track the programme prior to the winter months.

## 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 6 year extension is due on 1 July 2020 and will roll over, noting contractor progress has been very satisfactory.

This period has been dominated by Alert level lockdowns. Alert level 4 works during April followed official advice and implemented the following works regime listed below. All other works were shut down.

Alert Level 4 – roading regime

**Network Inspections (urban and rural)** – *1 person isolation function in ute cab. All-faults inspection programme temporarily cancelled. Downsized to critical inspections only – drainage, roading obstacle clearing etc to ensure routes clear for lifelines purposes. No face-to-face contact with public.*

**Grading to rural unsealed roads** – *1 person isolation function in machinery cab to keep rural roads trafficable and safe for food production and supply trips, and ensure drainage to channels is functioning for future resilience purposes. No metaling.*

**Sweeper truck – urban** – *1 person isolation function in machinery cab to ensure sumps feeding stormwater infrastructure are kept clear and functioning during impending leaf fall. Further resources only on as-needed emergency basis.*

**CRM's** – *Will be filtered (monitoring from home) for essential service callouts only. Drainage alarm faults, slips or trees downed across road etc. All other miscellaneous faults will remain in database for future attention*

Alert level 3 allowed all maintenance, operations and renewals to open up again from 28<sup>th</sup> April onwards albeit with strict protocols in line with the Covid-19 Standard for New Zealand Construction Operations. This period was incredibly puzzling for our contractors in relation to efficiency. Alert level 2 has relaxed a number of those restrictions however business efficiency remains challenging.

Projections to end of current financial year indicate a shortfall in expenditure of \$400k which will rollover to the 2020/21 financial year (year 3 of 3 year financial block allocation), noting a loss of several weeks of prime construction season through late May and April.

Maintenance grading works to rural metal roads is now fully back into operation and playing catch up noting the limited activities undertake during lockdown. Unsealed road maintenance to maintain a reasonable level of service continues to be challenging with the impact of logging activities which have now resumed following the end of lockdown. The Kauarapaoa area (north of Whanganui) is again taking substantial punishment from logging operations. It has been noted however that Covid-19 has affected certainty in the long term market. The projections are very unclear as to the ratio of medium term harvesting versus carbon sync which will have a drastic effect either way on our future roading investment.

### **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). Unfortunately the lockdown prevented that package of sealed pavement repairs from going ahead so these monies will roll into the 20/21 financial year. Grader lay asphalt was recently completed in

Halswell Street and Bell Street.

Reseals were completed 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. This project was forced to shut down during the lockdown and numerous complaints were fielded by the community due to dust issues noting the warm dry spell. The project has resumed under level 2 and will be sealed in late May. There are cost implications on this project due to inefficiencies caused by lockdown.

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. Within our next Activity Management Plan we have referenced a document produced by the World Bank "Integrating Climate Change into Road Asset Management". A mobile 3D mapping vehicle will be trialed on our network next month to profile our drainage assets to collect data for resilience programming.

The Whanganui Alliance is progressing a trial to better understand the effectiveness of different pavements, stabilisation products and recycled crushed concrete for use in its rural network. Initial trials indicate that recycled and crushed concrete gives better dust control than the conventional products we source.

## 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. Wider detailed design has commenced aiming to be undertaking construction in the 2020/21 year as per our LTP commitments. MBIE have pledged monies through the Worker Redeployment Package towards this project on the basis it can get out to market rapidly.
- Mill Road heavy industrial link road was completed immediately prior to Alert level 4 lockdown. This seal extension through to Manuka Street is the first phase of the Mill Road Structure Plan for industrial development.
- **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. The lockdown has delayed consent on this project and the work will roll into Year 3 of our current block allocation. Work is programmed for late 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. However the project has been delayed due to Horizons investigating the vehicle entranceways to Kowhai Park for stopbank levels.

- **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 was completed immediately prior to level 4 lockdown with extreme haste noting it was adjacent to all 3 Whanganui supermarkets. This intersection has been plagued with problems from obsolete equipment. The upgrade will assist vulnerable users and allow better tweaking efficiency to this extremely busy intersection. A temporary roundabout was be in place for most of the duration of the works and extensive consultation process took place 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 due to consent requirements and iwi consultation. 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.
- Kauarapaoa Road 15.8 kilometres (RP 15.8) – The in-bend (west side) of this narrow carriageway section slumped away near the adjacent creek. The east side is flanked by steep papa cliffs limiting the usual retreat repair. Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair.



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

#### **4. ROAD SAFETY**

Council recently completed the signalised upgrade of Victoria Avenue and Ingestre Street intersection. Council also has advanced design underway to upgrade the 2 signalised intersections through upper Victoria Avenue being Guyton Street, and Dublin Street. These are our busiest intersections and have the highest crash rates for signalised intersections in the city.

Of significant note during the lockdown period there were many complaints of speeding drivers noting heavily reduced traffic volumes.

#### **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: 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 2020/21 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.

### **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 feeding into the 3 year block allocation for 2021-24 draft programme to the Activity Management Plan.

### **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 Upokongaro Bridge and the Aramoho Cemetery has been sealed. The Upokongaro bridge was launched just before Alert level 4 lockdown. Final preparations are being undertaken to proceed towards commissioning the bridge for public use. This will allow the missing link in the Mountains to Sea route to become fully utilised.



*Photo: Launching of the Upokongaro Cycle bridge across the Whanganui River*

- 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.

Four roading related “shovel ready” project applications were made by Whanganui District Council to the Infrastructure Commission, notably including renewal of the Dublin Street bridge. We are waiting on advice of approval or any deferrals to the Provincial Development Unit.

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 took place on Friday, 14 February to gather collective feedback on the two options shortlisted for a multi criteria assessment. A paper was 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.