

Regional Transport Committee

Approved Organisation Update: September 2020

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

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

The footpath renewal program is progressing well, with the programme expected to be complete in October.

The 20/21 AWPT sites have been confirmed, designed and programmed, with the first site; Waitarere Beach Road, currently in construction.

2. WALKING AND CYCLING

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

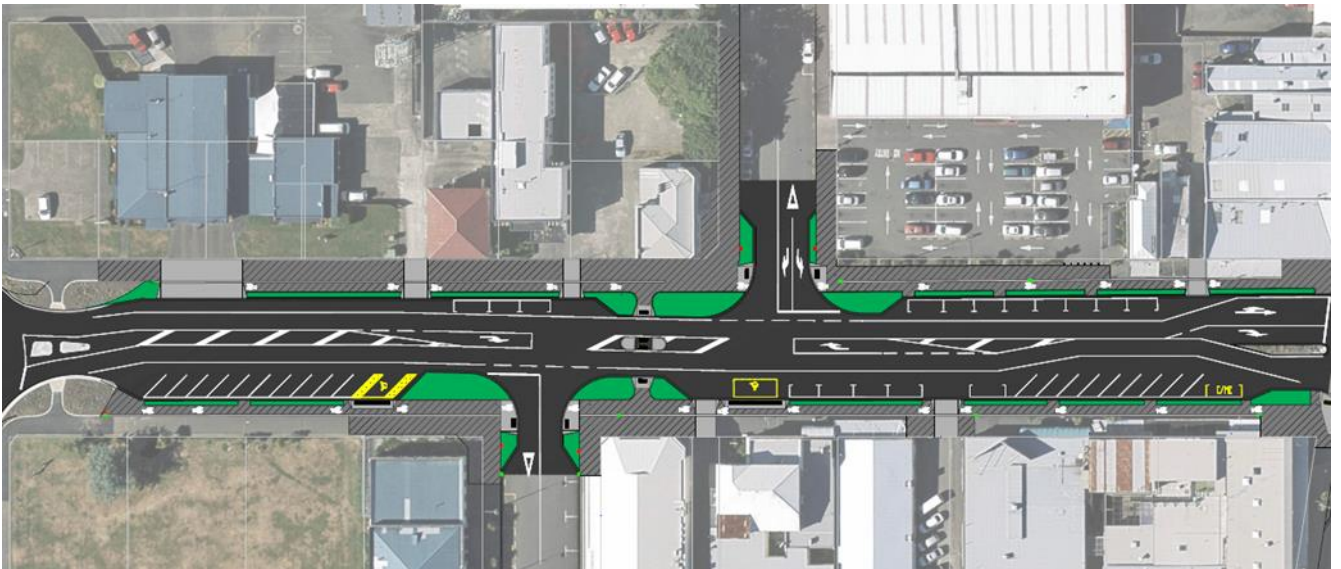
Other cycling and pedestrian improvement projects are also being deigned and programmed, including a programme to construct new footpaths in all urban areas currently without access to dedicated footpaths.

HDC have a strategy of delivering significant improvements to active transport infrastructure as part of all roading projects whenever it is feasible. Improvements to safety and accessibility for active transport users is a key design consideration for all roading projects, which results in continuous improvement over the entire network, in addition to the strategically target projects which are solely focuses on walking and cycling.

3. ROAD SAFETY

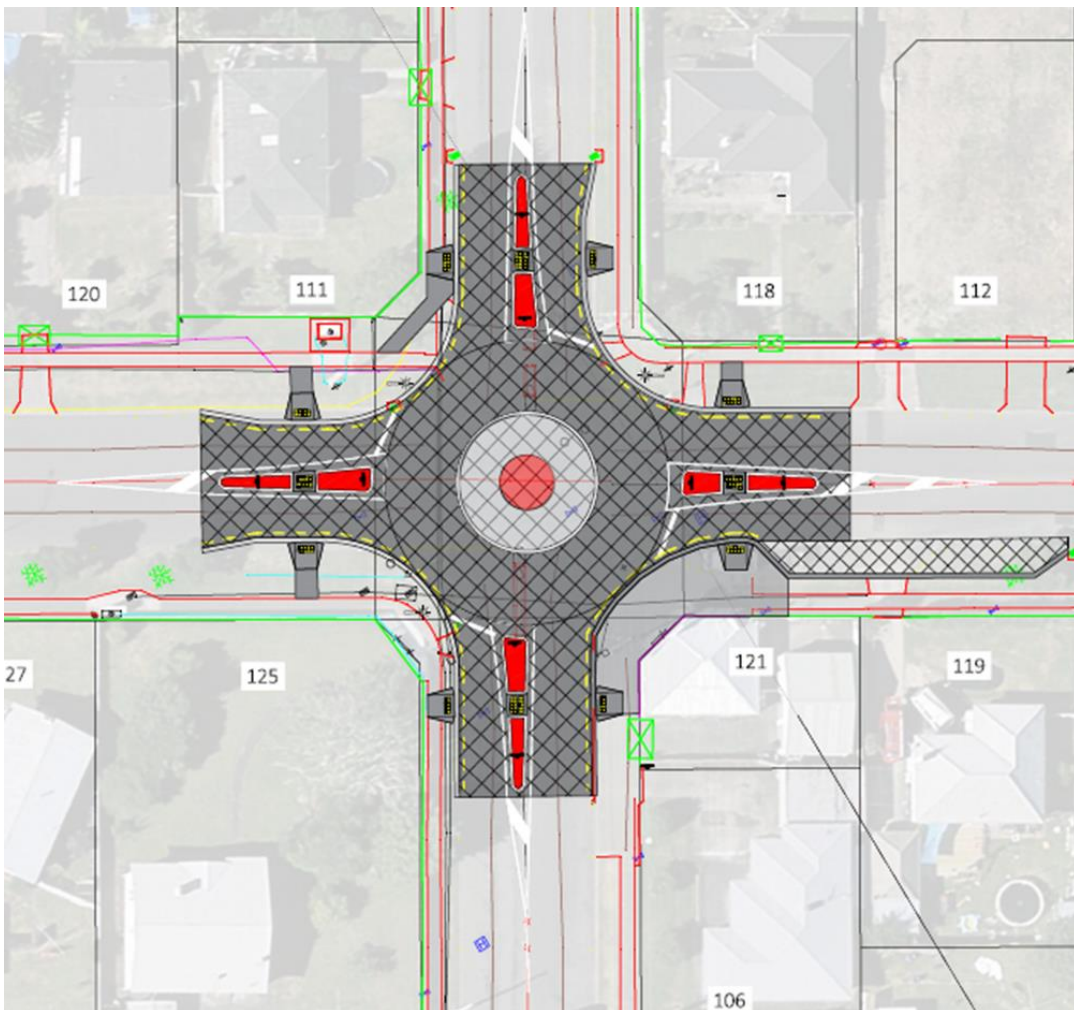
Queen Street Improvements - Oxford Street to Salisbury Street

The project scope is to improve pedestrian and cyclist accessibility within Levin's town center on Queen Street, while also rehabilitating the failing road pavement and surface and replacing water reticulation infrastructure. This project was successful in attracting funding through the Provincial Growth Fund. Currently the water reticulation pipe replacement is underway, with road works expected to begin in late August, the project will be complete by November. The budget is \$1,100,000. (\$950k from PGF)



Queen Street – Tiro Tiro Roundabout

The project scope is to improve safety of an unsafe intersection by building a new roundabout while replacing water reticulation infrastructure. This project was successful in attracting funding through the Provincial Growth Fund. The final stage of the water reticulation replacement is underway and road works will be starting shortly. The project will be completed by November. The budget is \$750,000.00 entirely funded through the PGF.



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. 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)

HDC are collaborating with Waka Kotahi in the planning, design and delivery of the Safe Network Program in the district, both on Local Roads and State Highways.

One example of this collaboration is a project to improve safety and access to community centers such as Schools and Marae. HDC has been able provide assistance by engaging with stakeholders and Iwi partners where there are strong existing connections with Council. Council is also able to provide more efficient and effective investigation and design assistance with HDC's local knowledge and in-house design capability.

1. PUBLIC TRANSPORT

Covid-19

Under alert level 1, all services returned to normal timetables. Patronage was slowly recovering to pre-lockdown levels. Prior to the recent move back to alert level 2, on 12 August 2020, patronage had returned to approximately 80% of normal levels.

Under alert level 2 all services are continuing to run per normal timetables however with physical distancing in place, which means reduced capacity on buses. Where possible additional trips are been provided, typically around peak and school times when bus loadings are at their highest. We are asking passengers to self-manage physical distancing on the buses by sitting one seat apart and remaining two metres away from others while waiting at stops. To create more physical space on services we are also asking people to travel outside peak hours if possible.

Fares remain in place during alert level 2, and while cash is being accepted, we are encouraging customers to use a Bee Card and to get it registered. This will minimise contact between drivers and customers and also assist with contact tracing. QR codes are displayed on the bus. Currently these are not the Ministry of Health (MoH) QR code, so at the moment customers need to use a general QR scanner on their phones to access. We are currently working with MoH and bus operators to move onto the MoH QR code system.

Customers are being encouraged to wear face masks on public transport, as per MoH and government guidelines and, of course, not travel on public transport if they are sick.

A plan is in place for levels of service, should the alert level change.

Regional Integrated Ticketing System (RITS)

After much planning and delays, the RITS card system (Bee Card) has been launched on all remaining services in the Horizons region (Whanganui was implemented in December 2019), excluding the Raetihi and Taihape services. All services are operating under a 'simplified fares' basis until 28 September 2020 when normal fares will resume and concessions will be loaded onto Bee Cards. The roll out of the Bee Card was hugely successful with over 4,000 trips taken on the first day. Customer reviews, thus far, have largely been positive and very few glitches have occurred.

Contracts

Service reviews:

- Palmerston North urban services review. Work commenced on scoping this review in late 2018-19. The review has been extended with a revised completion date of late 2021. A Technical Working Group has been established, with membership being officers from PNCC and Horizons. This group is in the process of developing and preparing material for a Governance Group (formerly the 'Advisory Group) meeting to be held early September.
- Following the introduction of new services and a new bus operating contract in Whanganui at the end of 2019, officers are assessing whether any minor adjustments to service levels (routes, infrastructure, customer information) are required, and when changes could be implemented.

Passenger Transport Committee

The Passenger Transport Committee was updated on the performance of contracted public transport services under Covid-19 alert levels 3 & 4 in May.

A Committee workshop was held in mid-August, which provided members with information on the following matters

- Bee Card launch

- Regional passenger rail, specifically the North Island Rail Integrated Mobility project which Waka Kotahi NZ Transport Agency has agreed to fund \$5m towards the development of a detailed business case, and procurement process and contract preparation for the rolling stock.
- Progress on the development of the Regional Land Transport Plan
- Implementation options of the Employment Relations Amendment Act rest and meal break requirements for Palmerston North bus services.

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, is provided in a separate item in this agenda. The team has also been keeping across the Road to Zero Road Safety Strategy, and regional speed management plan requirements and the potential implications of this.

In addition, staff have joined the Transport Special Interest Group (TSIG) Road safety work stream. This will ensure we remain on top of messages coming from government in this space as well as enable opportunities to engage with the sector on road safety matters.

3. TRANSPORT PLANNING

Work on development of the Regional Land Transport Plan (RLTP) is underway with workshops to formulate and direct the strategic direction undertaken in June, July and August. Both the Regional Advisory Group and Regional Transport Committee have played pivotal roles in developing a refining the strategic direction for transport in the region. Development of the RLTP is a substantial piece of work which will require further, regular input from the Committee and stakeholders prior to being adopted by 30 April 2021.

Staff have joined the TSIG RLTP Leads work stream which meets fortnightly. The purpose of this group is to discuss/share any information coming from government around RLTP development and work collectively to advocate to Waka Kotahi and government around any issues or additional support needed.

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.

MoU with NZTA for OW Permits: requested an agreed procedure from NZTA on uploading the data into HSIMS.

3. RENEWALS

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

Seal designs planning underway which includes pre-ordering the sealing chip.

Reseals: 53km are programmed this year.

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 2020-21 are;

Project	Length (m)	Start	Finish	Comments
Tangimoana Rd RP10220-11023	803	6 July 20	5 Aug 20	Complete
Taylor Rd RP2863-3059	196	8 July 20	31 July 20	Complete
Penny Rd RP1011-1433	422	20 July 20	7 Aug 20	Complete
Finnis Road RP0-2012	2012	Aug 20	Sept 20	50% Complete
Taonui Road RP14595-15869	1274	10 Aug 20	Aug 20	Complete
Lower Pakihikura Rd RP 3800 – 4200	400	Sept 20	Oct 20	
Coulters Line RP0-913	913	TBC		

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

Project	Start	Finish	Comments
Bainesse School RTBs Construction	Sept 20	Dec 20	Tender 31/07/20 – 20/08/20
Ashhurst Rd: Kelvin Grove & Watershed Rd Intersections	Oct 20	Dec 20	Design will be complete by Sept 20. Construction could start Oct 20 depending on PNCC Approval
LED Upgrade	July 20	Jun 21	Installation ongoing
Sandon Rd Curve Improvement	Oct 20	Dec 20	Design will be complete by Sept 20. Construction could start Oct 20
Makino-North Pedestrian Xing Upgrade	July 20	Aug-20	Complete
Rongotea School Tyne St Ped Xing	Nov 20	Dec 20	Design will be complete by Sept 20. Dates shown for anticipated construction
Severn St speed humps	Nov 20	Dec 20	Design will be complete by Sept 20. Dates shown for anticipated construction
Church St / Grey St Intersection Crash severity mitigation	Mar 21	May 21	Design will be complete by Dec 20. Dates shown for anticipated construction
Kiwitea School Footpath	Feb 21	Apr 21	Design will be complete by Oct 20. Dates shown for anticipated construction
Cemetery Road PW Signage upgrade	Oct 20	May 20	Design complete
Colyton Road PW Signage upgrade	Oct 20	May 20	Design complete (Colyton / Watershed Intersection included)
Valley Road PW Signage upgrade	Oct 20	May 20	Design complete
Watershed Road PW Signage upgrade	Oct 20	May 20	Design complete
South St Lighting	TBC	TBC	To be Tendered

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
Makawakawa bridge S202 handrail/kerb blocks	Aug 20	Sept 20	
Makiekie Bridge S214 strengthening and deck repair	Aug 20	Sept 20	
Hurst road S70A base replacement	Jan 21	Jan 21	
Umitoi north S299B wing wall strengthening	Dec 20	Jan 21	
Awahou south S5B gabions and stream re-alignment	Oct 20	Nov 20	
Otara road S172 secure deck and renew joints	Feb 21	Mar 21	
South Street Bridge S409B	Sept 20	Dec 20	Awaiting Fish and Game comment re trout spawning

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

Project	Start	Finish	Comments
Rongotea Road (S243A)	Nov 20	Dec 20	Awaiting RMA consent
Rongotea Road (S241A)	Feb 21	Mar 21	Awaiting RMA consent

Mangaweka Bridge:

NZTA have provided guidance on how to prepare an MoU between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. for the ongoing management of the historic bridge. Legal advice has been received on how this matter can be addressed and a draft MoU has been written. Shortly negotiations will commence between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. to craft a mutually agreed upon MoU.

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 4th May 2020 these four contractors were invited to submit tenders. Tenders closed on 24th July 2020.

NZTA's Probity Auditor: Shaun McHale (McHale Group) has been appointed to oversee the Tender Process.

Indicative Project timeframe:

Tender award: 27 August 2020

Construction: September 2020 – June 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
PVE culvert 194A void filling, clearing culvert	Oct 20	Dec 20	Clearing of gravels in culvert
Makawakawa bridge S202, aggrading stone removal	Jan 21	Jan 21	Investigation underway
Mangamako road S133 retaining wall replacement	Feb 21	Mar 21	

5. OTHER PROJECTS

Port St East Rural to Urban Upgrade: Physical works commenced in October 2019, and are expected to be complete by Sept 2020.

Feilding to Palmerston North cycle way

- Funding has been approved by NZTA.
- Design and Contract Documents complete.
- Awaiting RMA Consent from Horizons for some box culvert extensions.
- On 4th May 2020 Council applied to KiwiRail grants department for approval to construct Shared pathway on Railway land. We have not received a response.

Turners Road: Land acquisition negotiations and design are ongoing.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS:

Re - Seal programme

The 2019 / 2020 Re-Seal program was completed on time. The 2020 / 2021 program has submitted to the contractor and pre-seal repair works are scheduled to begin.

The Renewal program for the 2020 / 2021 year is currently being finalised. Both the Re-Seal and Renewal programs are currently scheduled for commencement in November 2020.

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

Footpaths Renewals

257 jobs have been completed during the period May - August. A further 186 jobs are currently assigned to contractors.

Footpath maintenance has been largely reactive and will continue to target emergency & high priority footpaths faults as they arise. There are currently 39 emergency jobs which have been assigned to contractors and will be attended to over the next month.

A repeat condition assessment of the citywide footpath network is due to be completed in September. This survey will provide more accurate data and will simplify the prioritization of investment and inform the setting of budgets within the LTP process.

Atawhai Road

On June 12, a large tree fell onto Atawhai Road. In response to the health and safety risk and the long history of trees falling onto this road section, Council has issued legal notices to property owners to remove the at risk trees. All recipients have agreed to work with Council to secure quotes for the work to be done, with Council paying for removal of trees located in the road reserve. Further discussions and negotiations are likely as the costs for tree felling will be significant. Engagement with one property owner remains outstanding pending arranging property access to undertake an on-property assessment.

2. CAPITAL PROGRAMME

The upgrade to the pedestrian and traffic control facility on James Line railway crossing was completed on 10 August 2020. The works include barrier arms and pedestrian crossing facilities. In addition to the railway infrastructure, PNCC (Palmerston North City Council) has built pedestrian refuges either side of the rail line. These refuges provide a safe crossing point for pedestrians, slow traffic on approach and enable safe pickup/drop off for school children. This safety treatment was completed on 10 August 2020.



Figure 1 James Line – Railway Crossing Safety Upgrade



Figure 2 - James Line Pedestrian Refuge

The upgrade of Stoney Creek Road to provide safer parking and school pick-up and drop-off facilities for Whakarongo School was completed and opened on 26 June 2020. The works involved moving Stoney Creek Road 20 meters north east and repurposing the existing road as a protected parking laneway which separates active traffic from pedestrian activity associated with the school. The construction cost was approximately \$1.25 million.



Figure 3 - Stoney Creek Road Safety Upgrade Project

3. EMERGENCY WORKS

Railway Road / Roberts Line

On 18 August 2020, there was a fatal crash at the intersection of Roberts Line and Railway Road. The circumstances of the crash are similar to an earlier fatal crash in 2018, where a driver on Roberts Line failed to stop at the intersection and was hit by a vehicle on Railway Road.

The intersection itself is complex. Railway Road runs parallel to the railway with a 15m separation. Roberts Line approaches Railway Road on a 45-degree angle and the rail line itself is elevated higher than Railway Road, obscuring the visibility of the road from drivers on Roberts Line. Following the 2018 crash, some enhancements to signage and intersection markings were made.

Following the most recent fatalities, PNCC are installing rumble strips, colored surfacing, and additional signage to encourage drivers to reduce their speed and improve awareness of the intersection hazards.

Currently the roads in the area are being considered for speed limit reductions as part of stage 1 of PNCC's speed limit bylaw review. Formal consultation is being undertaken on Stage 1 currently, and it is anticipated that Council will adopt any changes later this year.

Consideration will be given to close the SE arm of Roberts Line, as this change is proposed as part of Kiwirail's freight hub development at a future date. Road closure would significantly reduce the risk of future serious crashes.

4. WALKING AND CYCLING

College Street Transport Upgrade

Progress is being made despite the impact of Covid-19 with the following work completed:

- Prior to Covid-19, the section between Fitzherbert Avenue and Victoria Avenue has been resealed and remarked with buffered cycle lanes.
- Indented parking spaces at the Awapuni Village have been constructed.
- Indented parking spaces between Botanical Road and Batt Street under construction
- Resealing and marking of buffered cycle lanes from Fitzherbert Ave through to Maxwells Line is scheduled to be undertaken during the warmer months with the entire project scheduled for completion by the end of this calendar year.

Completed Works

In 19/20, PNCC have achieved the following walking and cycling improvements

- 1420m of footpaths in Longburn and Ashhurst
- Opening of stage 1 of Square East Streets for People – Streetscape Upgrade – (Opened 8 August)
- 700 Footpath repairs
- Manawatu river shared path upgrade from limestone to a concrete path for section adjacent to Dittmer Drive (1340m)
- Manawatu river shared path upgrade to asphalt between He Ara Kotahi and Fitzherbert bridge (1200m)

Upcoming Projects

A number of walking and cycling projects are in final design, development and consultation and planned for delivery in 20/21 including:

- Summerhill Drive – Buffered/Separated Cycle Lanes between Old West Road and Springdale Grove
- Featherston Street West Separated Cycleways (Botanical Road to Rangitikei Street)
- Albert Street, Buffered/Separated Cycle Lanes
- Milsons Line Cycle Lanes

Innovating Streets initiative

This NZTA programme aims to deliver ‘tactical urbanism’ pilot projects to make temporary changes to the road environment to promote behaviour change. The programme is 90% funded by NZTA, and PNCC have received approval to deliver the following projects in 20/21

- Main street separated cycle ways between Pitt St and Botanical Rd
- George Street temporary road closures for 4 Sundays leading up to Christmas. The street will be given over to local businesses (cafes, retails etc) and public.
- Hokowhitu Village – streetscape improvements for pedestrians and cyclists.
- Ruha Street – Greenway and traffic calming treatments

5. PLANNING

Park Road

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

Improvements to pedestrian and cycle infrastructure are planned for Park Road between Katene Street and Fitzherbert Avenue. Planning work is occurring in 20/21 with construction of improved pedestrian crossing points, cycle lanes and shared paths in 2021/22.

Palmerston North to Bunnythorpe

The recently announced location of the Kiwirail Freight Hub alongside Railway Road from the NEIZ towards Bunnythorpe is adjacent to the planned shared path route. Discussions are underway between PNCC and KiwiRail to develop an alignment and concept design which can be accommodated by the freight hub but meets the outcomes of PNCC for the project.

6. ROAD SAFETY

PNCC are currently finalizing designs and the procurement approach for delivery of the following road safety projects during 20/21:

- Roberts Line/Railway Road Intersection Safety Improvements
- Wood Street Pedestrian Refuge and Island
- Benmore Avenue Raised Platforms and crossing
- Pioneer/Lyndhurst West Intersection Change
- Ruapehu Street Raised Crossing
- Monrad/Pencarrow Roundabout
- Te Awe Awe/Albert Roundabout upgrade
- Bunnythorpe/Ashhurst Road right turn bays at Kelvin Grove Road and Watershed Road
- Speed Limits Bylaw review - Stage 1 and Stage 2

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

1. EMERGENCY WORKS

Event	Start	Completion Due	Comments
July-18, Turakina-3 south of Drysdale (Construction)	Jan 21	May 21	Awaiting Resource Consent approval.
Apr-18, Turakina-2 north of Macleay's, dropout (Construction)	Jan 21	Apr 21	The remedial work has been redesigned to avoid land entry. The consent was approved by HRC on 19th June 2020. Rock required for river protection has been stockpiled on site. Fill will come from Mangatipona Rd

2. MAINTENANCE

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

The season's planning including pre-ordering the sealing chip has started.

July 2020 is under Covid-19 Alert Level 1, which meant that Higgins could carry out their work largely un-restricted.

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	Finish	Comments
Parewanui Rd	1700	July 20	Oct 20	
Santoft Rd	280	Sept 20	Oct 20	
Tutaenui Rd	240	Oct 20	Nov 20	
Ruatangata Rd (reserve project)	175	TBC	TBC	

Structural Component Replacement

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
Spooners Hill Road and Pukemapou Road – roadside obstacles.	Jul 20	Aug 20	90% Complete
Ratana Rd	Apr 21	May 21	Speed cushion x 2 near the village.
Pungatawa Rd. (RP6500-6840)	Nov 20	Dec 20	Geometric improvements
Ruahine / Cage Road	Mar 21	May 21	Geometric improvements
Neumans Line RP0862 – 1102	Nov 20	Dec 20	Pipe and fill deep drain
Ruanui Rd (RP 425-1500)	TBC	TBC	This site needs to be scoped and priced. RDC talking with DOC and Horizons, WSP will be completing the Resource Consent. Construction Deferred to 21/22
Network resilience work	TBC	TBC	
South Makirikiri Road School	Feb 21	Apr 21	Investigate active signage
Okirae Road bluffs	Feb 21	Jun 21	Complete geotech report

Bridges

Bridge	Start	Completion Due	Comments
Bridge Capacity Assessments	TBC	TBC	Continuing with the programme.
Bridge Inspection Unit	TBC	TBC	Continuing with the programme.
Kuripapango (Bdy)	TBC	TBC	Construction to strengthening to HN-HO (HMPV) capacity (50:50 with HDC).

Mangaweka Bridge

NZTA have provided guidance on how to prepare an MoU between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. for the ongoing management of the historic bridge. Legal advice has been received on how this matter can be addressed and a draft MoU has been written. Negotiations, to craft a mutually agreed upon MoU, have commenced between Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc.

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 4th May 2020 these four contractors were invited to submit tenders. The deadline for submission of tenderers has been extended to 24th July 2020.

NZTA's Probity Auditor: Shaun McHale (McHale Group) has been appointed to oversee the Tender Process.

Indicative Project timeframe:

Tender award: 27 August 2020

Construction: September 2020 – June 2022

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.

July/August 2020

- Option development internal project team workshop with RDC project team to confirm types of treatments to be considered in response to identified problems.
- Development of an implementation framework and associated prioritization plan to establish short-, medium- and long-term priorities.
- WSP technical team developing detailed strategic responses for both HDC and RDC sections of the corridor (80% complete).

Forward Planning: August/September 2020

- WSP technical team developing detailed strategic responses for both HDC and RDC sections of the corridor (20% remaining).
- Workshop with relevant representatives from HDC and RDC to confirm strategic responses, proposed implementation plan and recommended outcomes.
- Finalise CMP report for Council's approval.

5. UNSUBSIDISED CONSTRUCTION

The programme for un-subsidised construction is:

- Sealing approx 250m of Mokai Road starting at RP3554, current end of seal at the bridge that had the bungy operation, to control dust for the 2 houses near the road.
- Trevelyan Street is a narrow urban unsealed that is 100m in length. It provides access for 3 houses. Sealing this road will remove the dust nuisance and the need for grading in an urban area and the associated health and safety implications of operating large machinery in an urban environment.
- Edwards Street, Bulls, has 56 metres of unsealed pavement at the end of the 140 road. The road serves 2 houses, 2 glasshouse and 2 sheds. Sealing and finishing the kerbs would complete this road.
- The scope of work to upgrading Cobber Kain requires a whole of Council commitment. The upgrade would require designing the roading layout, confirming the 3 waters pipework is in good condition and up to capacity, car parking for the Hall meets requirements, and allowing for the playground redevelopment. The work this year would cover the design for the site and confirm the budget required for construction in 2021-22.

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

For the July period, contractors have reported no incidents and there are no obvious H&S trends emerging in the transport teams.

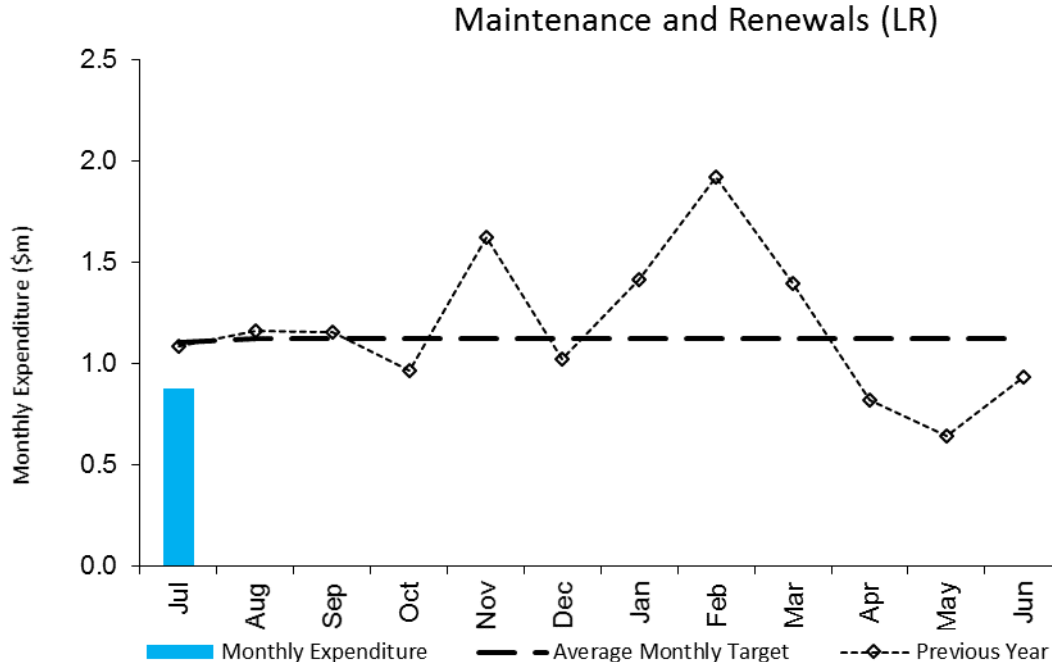
The team have however responded immediately to Covid 19 working protocols from midday Wednesday 12 August 2020 when Auckland returned to Level 3 and the rest of New Zealand returned to Level 2. GHD continued to work from the office during Level 2 with an increased focus on maintaining separation, tracking and cleanliness.

Emergency Works

Ruapehu District flood damage and emergency events over the past year have been minimal when compared with previous years. Currently there are 19 Minor Event sites to be evaluated for either construction quality or are yet to be completed. These reinstatement sites are currently estimated at \$155,745.

Financial YTD

The Subsidised Roads maintenance and renewals programme is sitting at 7.0% expenditure at 8% of the year. The main activities undertaken this month were approved work activities such as unsealed metalling, pavement rehabilitation, drainage maintenance, minor events and unsealed roads maintenance. The following graph shows the Land Transport maintenance and renewals expenditure from all contracts to 30 July 2020.



Capital Programme

The seal damage on the Ohakune Maintain Road 13.52 to 13.9 km hairpin was repaired by means of stabilising the damaged areas and resealing the site, it appears to have been damaged by a snow plough operations. The carpark channel that is to be extended over the fill and the drop chamber will be completed in the upcoming construction season. Kerb and channel, further pavement construction, seal and AC will be undertaken on the hairpin this season.

Ruapehu has a target length of 8.0 kilometres of pavement renewal with this financial year with additional resources secured to deliver all sites by 30 April 2021. Site walkovers, programmes and discussions for all the sites are well underway for the 2020/2021 construction season. Site clearing commenced on Poro O Tarao Rd 8.15 to 9.33 km, Ongarue Waimiha Rd 14.1 to 16.35 km in August and aggregate stockpiling on three other sites in preparation for the upcoming construction season.

Bridge Renewal Programme

The Large Culvert Works consent and Bridge Painting consents are currently under review with identified works to be carried out over a number of years. Emmett's Civil Construction is investigating 19 bridges for a bridge painting program. The draft 2020/21 work programme, is in place and continuously updated in the monthly report as works are completed.

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. The business case is currently being revised in preparation for submission 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.

At the time of writing this report, the project funding application to the Crown Infrastructure Partners Shovel Ready Projects fund has been referred to the Provincial Growth Fund for further consideration and no decision had been made. Private shuttles are operating when demand is sufficient over this ski season however a long term funding solution is required to support transport demand management systems for accessing Tongariro National Park.

Road Safety

The joint Road Safety Action Plan between Ruapehu District Council, New Zealand Transport Agency, Horizons Regional Council, NZ Police and road safety partners has been agreed and delivered across the Ruapehu for many years using the Safer Systems approach. Essentially, efforts have ensured alignment with National Road Safety campaigns and advertising calendars.

The current Road to Zero Action Plan is a ten year change programme however initial investment will last for three years (1 January 2020 to 31 December 2022), although delivery of some of the initial actions will continue over the term of the strategy. Progress on each of the 15 actions will be key to laying the foundations for Road to Zero's 10-year change programme.

The Ruapehu team is currently participating in a delivery model review for regional priorities aligned to the Road to Zero's 10-year change programme.

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

Road Maintenance

The workload for the road maintenance teams has been steady over the past month as they take advantage of the settled weather. A significant amount of planning has been undertaken for the months ahead, the teams have managed to make an early start on some of our activities including pre-reseal repairs, putting them ahead of the game. This early start will prove advantageous in the long term. In addition to this most of the drainage and pavement works has been completed on these sites a year in advance, there has been however a small amount of deterioration on these sites through winter, which had required some minor repairs. As spring approaches, activity across the network will increase and will include, chemical spraying, berm mowing and heavy vegetation trimming.



Road Renewals

AWPT (Area Wide Pavement Treatments) planning is has commenced and is well underway for the Reseal programme. Reseal sites are being marked out onsite to allow design work to be completed. Following this, sealing chip will be stockpiled onsite with physical works to follow in mid to late November using the new to the district unit in the photo below.



Minor improvement projects have also been completed, including some much-needed Road widening on Oxford Road & Priest Road, along with numerous shape correction projects across the district (Road Realignments).

2. EMERGENCY WORKS

With the long spell of settled weather, we have been reasonably quiet in the emergency works space. This has enabled the team to have some much-needed breathing space to re-asses the network for emergency works faults that are not associated with any particular rain event and plan how we will budget for and repair them if they pose a safety issue. It has also provided the opportunity to review our systems and processes as we strive for constant improvement should we have another weather event.

3. PAHIATUA CBD UPGRADE

The Pahiataua Upgrade continues to progress well and is now back on programme following the COVID shutdown. The above ground works are now in full swing and with some of the complex work involved here, the team are exploring options to bring more resources in to give the project a boost over the summer period. The below ground works have now met “practical completion” which is a positive milestone with some minor details to be finished off. The team continue to have some minor challenges with retailers and the disruption the upgrade may be causing. While the onsite team attempt their best to minimise the impact, they are working closely on a more thorough communications plan to help keep the retailers better informed. One initiative has seen the sealing of the footpaths completed in sections meaning that the area in front of the affected retailers is prepared and sealed in on go. This will enable the teams to move on and provide the retailers will a safe and open space to conduct business.

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 has rolled over, noting contractor progress has been very satisfactory.

This period has been dominated by Covid Alerts and preparation accordingly. Alert level 2 at present allows all maintenance, operations and renewals to open up again albeit with strict protocols in line with the Covid-19 Standard for New Zealand Construction Operations. Business efficiency within our contractors ranks remains challenging.

Preparation for possible Alert Level 3 and 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

Maintenance grading works to rural metal roads is now fully back into operation and playing catch up noting the limited activities undertaken during earlier 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 Kaurapaoa 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. An announcement from Minister Shane Jones on funding for a logging hub and de-barking plant in Marton on 18 August 2020, will alter our forward projections on logging movements currently heading to Whanganui East (Eastown Yard).

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, Whanganui deferred a number of resurfacing sites from 19/20 to free up funding. Last year's re-seal season was 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 had 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 have rolled into the 20/21 financial year.

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 resumed under level 2 and is now sealed. 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 is being trialed on our network 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 –Part of the land acquisition included a land swap for part of the now obsolete old road reserve corridor. A tender went to market on 8 August aiming to be undertaking construction in the 2020/21 year as per our LTP commitments. Closing date for the tender is 10 September 2020. MBIE have pledged monies through the Worker Redeployment Package towards this project on the basis it can get out to market rapidly.
- **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 has rolled 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 financial year, aiming for early 2021.
- **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 was recently completed. A new car parking area is almost complete on Hakeke Street fronting the Whanganui East Library.

- 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 2021. 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 has been completed to establish a hard foundation level to avoid the cost of rock toe blowing out in volume and cost. Negotiations are almost complete with Nga Tangata Tiaki on contract assistance with obtaining a resource consent to construct. The construction is programmed to take place in early 2021 noting all subsidised funds must be expended prior to 30 June 2021.

- 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

- This has proved to be a difficult period with schools reacting to Levels of lockdown and the programme has had disruption of late. Council has claimed all subsidized funds and will pay our contract provider on a catch up basis from 2019/20 disruptions as they progress through 2020/21.
 - 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 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.



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. . 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 Hakeke 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. 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 round of workshops took place 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. The framework has been delayed due to adding material for the Springvale and Mill Road Structure Plan and is now expected to be on line by September 2020.

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 still 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.