

# Regional Transport Committee

Approved Organisation Update: December 2020

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

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

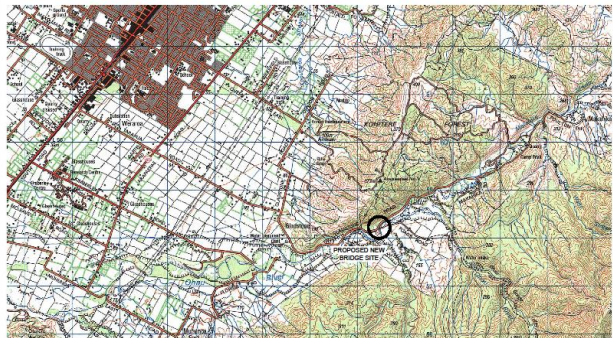
The 20/21 resurfacing program has begun, pre-reseal maintenance is near complete and have begun re-sealing. Program is on track to be completed before Christmas.

The footpath renewal program is 90% completed

The 20/21 AWPT sites have begun, over the following sites:

- Waitare Beach Road, currently in construction, Expected completion in December.
- Arawhata Road, currently in construction, expected completion in December
- Wylie Road, Koputaroa Road and Ashlea Road Rehab sites are expected to be completed early next year.

Bridge Replacement Program is to start February 2020 starting with Poads Road Bridge. Due to age there is currently a weight limit of 2000kgs, this means the bridge can't function properly for agricultural use.



LOCALITY PLAN  
NOT TO SCALE


SHEET NO.	SHEET DESCRIPTION	REVISION	DATE	DESCRIPTION	ISSUED TO
S1.1	COVER SHEET	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.2	CONSTRUCTION NOTES	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.3	BRIDGE PLAN & ELEVATION	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.4	ALIGNMENT 1 DETAILS AND FILE SETOUT	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.5	ALIGNMENT 2 DETAILS	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.6	PIERS DETAILS	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.7	LAGGING DOUBLE T BEAM	1	19.02.2020	CONSTRUCTION	EMMETTS
S1.8	HANDRAIL, NOSE, PANEL & SIGN DETAILS	1	19.02.2020	CONSTRUCTION	EMMETTS

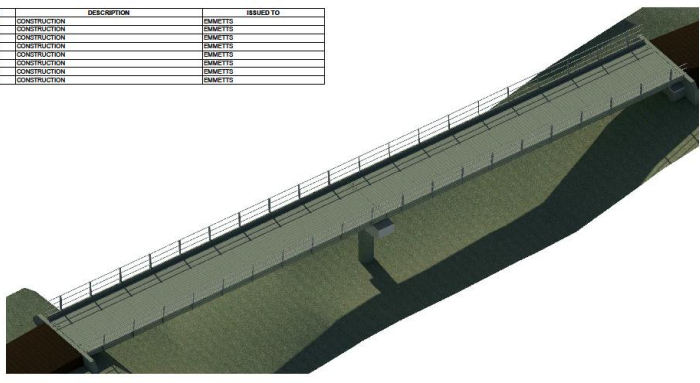
### EMMETTS CIVIL CONSTRUCTION

### OHAU RIVER REPLACEMENT BRIDGE


### POADS ROAD, LEVIN

### COVER SHEET





STATUS: CONSTRUCTION



1 CONSTRUCTION		TJO	19.02.2020
DATE	ISSUED	DATE	ISSUED
Designed	TWJ	Date	JANUARY 2020
Drawn	TJO	Job No.	9299
Checked	TWJ	Scale	1 : 1
		Sheet Size	A2
		Sheet No.	S.1
		Issue	1

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## 2. WALKING AND CYCLING

The Levin Town Spine Shared Pathway design is complete and the project is approved in principal and moving to stage 2 of KiwiRail's approval process.

Queen Street West and East Shared Pathway design is complete for East side and road works will be starting end of November 2020 and to be complete before Christmas. West side design is still being finalised.



Queen Street Improvements - Oxford Street to Salisbury Street Cycle Lanes on Queen Street Levin have been installed as part of our Road Safety Project. Finished with painted markings ready to use.



## 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 Road Works are complete, the project is on track to be complete by end of November.

### Design



### Queen Street and Exeter Street



### Road is complete



## 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 stages of water reticulation replacement and road works is complete. Finishing touches of refuge islands, footpaths and signage/road markings are left to do. Project will be complete by end of November.



## Liverpool Street Improvements – Bartholomew Road to Balmoral Street

The project scope is to improve safety of pedestrians as there is a history of pedestrian vs car incidents and this intersection is used by school children. This will include improving pedestrian crossing points, and replacement of the footpath, underground services at the same time as we plan to rehabilitate the road.

### Traffic Calming

Traffic Calming Projects are in place to help slow down traffic on roads which have been investigated/reported as dangerous from drivers speeding down. The idea is to create the appearance of a narrow road and give the effect that slower speeds are needed for traffic. Andrews Street Foxton is currently underway with roadworks as speeding cars have been reported multiple times here. Grey Street Shannon is currently being reviewed for designs as this has Shannon primary school. Tiro Tiro Road Levin South side is also being designed.

## **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 operate at normal timetables with no restrictions on capacity. Patronage is currently at approximately 75% of normal levels (comparing 1 July – 31 October 2020 with the same period in 2019). Officers continue to participate in sector discussions on the response to COVID-19 and respond to any changes.

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

As part of the transition to the Bee Card electronic ticketing system, 'simplified fares' were offered until 28 September 2020. The transition back to pre-COVID 19 fare levels was successful with full fares being charged across all services.

### **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. A Governance Group of political representatives provides oversight of the review.
- 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. The Whanganui Advisory Group is scheduled to meet on 2 December to progress.

### **Timetable changes**

- A new timetable launches in Palmerston North on 6 December to implement the requirements of the Employment Relations Amendment Act 2018. Customer feedback on the changes will be recorded with a view to potentially making timetable tweaks (within the constraints of the legislative framework) in the New Year.
- An updated timetable also launches in Whanganui on 7 December. The key focus of the new timetable is improved legibility and ease of use for customers, as well as incorporating some minor route changes.

## **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 is provided in a separate item in this agenda.

## **3. TRANSPORT PLANNING**

Work on development of the Regional Land Transport Plan (RLTP) is well underway with the most recent suite of Regional Advisory Group and Regional Transport Committee workshops held in November to develop the work programme and determine how significant activities will be prioritised within the Plan. Alongside the November workshops, work has been continuing on drafting of the supporting text and data that sits in the strategic direction.

Both the Regional Advisory Group and Regional Transport Committee have played pivotal roles in developing the strategic direction and investment/work programme 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 June 2021.

Staff have joined the Local Government Transport Special Interest Group RLTP Leads work stream, which meets fortnightly. The purpose of this group is to discuss/share information coming from government around RLTP development, and work collectively to advocate to Waka Kotahi and government around any issues or additional support required.

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 - tenders for professional services to support the development of the business case were released to market on 6 November and close on 30 November.
- Accessing Central New Zealand Governance Group meetings, with the most recent meeting held on 3 November 2020.
- Development of an updated regional cycle map – work underway

## 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 Waka Kotahi, NZ Transport Agency 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 are ongoing. Some AC sites have been programmed for next month weather permitting.

Reseals: 53km are programmed to commence in November.

**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	Oct 20	Complete
Taonui Road RP14595-15869	1274	Aug 20	Sept 20	Complete

## 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	24 Sep 20	30 Oct 20	Complete
Ashhurst Rd: Kelvin Grove & Watershed Rd Intersections	Jan 21	Mar 21	Awarded to Higgins
LED Upgrade	July 20	Jun 21	Installation ongoing. Direct Appointment for CBD
Makino-North Pedestrian Xing Upgrade	July 20	Aug-20	Complete
Rongotea School Tyne St Ped Xing	Dec 20	Jan 21	Design will be complete by Nov 20. Dates shown for anticipated construction
Severn St speed humps	Dec 20	Jan 21	Design will be complete by Nov 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 Nov 20. Dates shown for anticipated construction
Cemetery Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
Colyton Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
Valley Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
Watershed Road PW Signage upgrade	Nov 20	May 20	Awaiting Price and Programme
South St Lighting	TBC	TBC	To be Tendered
Sandon Rd Curve Improvement			TBC

**Structural component replacement:** This work provides for the renewal of components of, road bridges, retaining structures, guardrails, tunnels, stock access structures, cattle stops, footpaths on road structures, pedestrian over-bridges/underpasses.

Project	Start	Finish	Comments
Makawakawa bridge S202 handrail/kerb blocks	3 Nov 20	31 Nov 20	Underway
Makiekie Bridge S214 strengthening and deck repair	3 Nov 20	31 Nov 20	Underway
Hurst road S70A base replacement	Sept 20	Sept 20	Complete
Umitoi north S299B wing wall strengthening	Dec 20	Jan 21	Work programmed
Awahou south S5B gabions and stream re-alinement	Oct 20	Dec 20	Work programmed
Otara road S172 secure deck and renew joints	Jan 20	Feb 21	Work programmed
South Street Bridge S409B	Sept 20	Sept 20	Complete

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

Project	Start	Finish	Comments
Rongotea Road (S243A )	Feb 21	Mar 21	RMA consent approved
Rongotea Road (S241A )	Feb 21	Mar 21	RMA consent approved

**Mangaweka Bridge:**

Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. have negated a mutually agreed upon MoU for the ongoing management of the historic bridge. The draft MoU for the old Mangaweka will be presented to MDC on 17 December 2020.

Activities to be started/completed or in progress over the next month:

- Establishment onsite,
- Complete proof drilling,
- Installation of erosion and sediment controls,
- Steelwork shop drawings,
- Alternative pre-cast options design
- DOC clearance,
- Vegetation removal,
- Archaeologist investigation,
- Heritage NZ clearance, commence piling.

Construction team started the communication with the camp owner. Also, there will be further communication with the farmer in the south-east side. This to ensure construction activities will be carried out smoothly without affecting the nearby stakeholders.

**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	Nov 20	Dec 20	Work programmed
Makawakawa bridge S202, aggrading stone removal	Oct 20	Oct 21	Complete
Mangamako road S133 retaining wall replacement	Sept 21	Oct 21	Underway

## 5. OTHER PROJECTS

**Port St East Rural to Urban Upgrade:** Physical works commenced in October 2019, and Practical Completion was achieved 21 October 2020.

**Churcher St Rural to Urban Upgrade:** Design underway.

**Feilding to Palmerston North cycle way:**

- Kiwirail has approved in principle MDC's application for a Shared Pathway. Kiwirail now require the Detailed Designs and Drawings.
- A KiwiRail project manager will work closely with MDC.
- Once approved, the license agreement and grant agreements will be prepared for execution by Manawatu District Council and KiwiRail.
- Physical works Contract to construct cycleway on Council land is expected to be complete by the end of December.
- The extension of 3 box culverts is expected to be complete by the end of December.

**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 2020 / 2021 Re-Seal programme is well advanced with pre-seal repair work being completed ahead of re-sealing work. As at 20 November approximately 15% of the re-seal programme is complete including a major length of AC and chip seal surfacing. The full scope of work is scheduled for completion by the end of the third quarter of the financial year.

The annual programme of line marking is more than 50% complete and the programme of drainage and kerb and channel renewals has been issued to the concrete works panel for completion in Q2 and Q3 of the financial year.

Other routine maintenance and cyclical works are tracking to budget. This year special attention has been given to completing maintenance works in association with renewal work to optimise the investment in traffic management and deliver full corridor refurbishment.



**Figure 1. Pavement Sealing Work on Tennant Drive South of Massey University**

### **Footpaths Renewals**

In excess of 500 specific footpath renewals have been completed across the network, in line with the targeted approach to address high priority faults. The renewal programme budget of approximately \$1m will be fully expensed by the end of the 2020 year i.e. Q2.

Footpath maintenance continues to be reactive focusing on emergency & high priority footpaths faults as they arise.

A repeat condition assessment of the citywide footpath network is all but complete and will enable more accurate programming and prioritization of footpath renewal investment within the LTP process.

### **Pro-Active Vegetation Maintenance**

Following on from improved information around the number of mature private property and street trees presenting a risk to public safety, Council is progressing with targeted works. Work begins in late November in Atawhai Road to remove around 40 trees presenting the most serious risk.

## **2. CAPITAL PROGRAMME**

Most components of the Capital Upgrade programme of work for 2020-21 are currently out to tender.

Specific projects include:

- New roundabout at Monrad Street
- Pedestrian safety treatments in Ruapehu Drive
- Network and intersection speed and safety upgrades at Pioneer / Lyndhurst Street and Benmore Ave
- Intersection Upgrades at Park and Cook Street

### **Bunnythorpe/Ashhurst Road right turn bays at Kelvin Grove Road and Watershed Road**

PNCC and MDC have collaborated on the procurement and tender award of work to construct two right turn lanes on Ashhurst Road, which will significantly improve safety for right turning traffic at the two intersections.

## **3. EMERGENCY WORKS**

No emergency works undertaken to-date.

## **4. WALKING AND CYCLING**

### **College Street Transport Upgrade**

Progress continues with completing the remaining elements of the College Street Upgrade including:

- Indented parking spaces on the remainder of College Street scheduled to be completed by the end of November
- Resealing and marking of buffered cycle lanes from Fitzherbert Ave through to Maxwells Line scheduled to be completed in early 2021 under the re-seal programme.

### **Completed Works To Date**

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

- Stage 2 of Square East Streets for People – Streetscape Upgrade; and
- 500 Footpath repairs.

### **Upcoming Projects**

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

- Summerhill Drive – Buffered/Separated Cycle Lanes between Old West Road and Springdale Grove – Outcome of consultation scheduled to go to Council in December
- Featherston Street West Separated Cycleways (Botanical Road to Rangitikei Street)
- Albert Street, Buffered/Separated Cycle Lanes
- Milsons Line Cycle Lanes

## **Innovating Streets initiative**

Final detailed design and implementation of this programme of work is well advanced with the following projects close to a final decision on delivery:

- 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**

### **Fergusson Street Two Laning and Traffic Signals**

The two laning of the remaining section of Fergusson Street on the ring road is being progressed to detailed design ahead of final engagement and tendering for delivery in 2021/22. The works will include installation of new traffic signals to improve safety and access around the CBD.

### **Richardson's Line Roading Upgrades**

With an upsurge in activity and interest in the North East Industrial Zone, concept design work for an upgrade of Richardson's Line has been completed to inform LTP funding and enable commencement of detailed design for the corridor. Work will include extension of water supply and wastewater networks to service the new development planned for the area.

### **Kairanga Bunnythorpe and Ashhurst Road Bridges**

With the pending submission of the PNITI Programme Business Case to NZTA's Board in February 2021, PNCC are advanced preliminary scoping of geotechnical investigation work to support renewal and strengthening of critical bridges on the Ring Road corridor. The work will enable tender of capital works in year 1 of the RLTP should the funding be approved.

### **Palmerston North to Bunnythorpe Shared Pathway**

Work has begun on the concept design of the PNCC portion of the Feilding to Palmerston North shared path, ahead of commencement of detailed design. The project has been complicated by the recently announced Kiwirail Freight Hub which overlaps on some of the original pathway alignment. Negotiations as part of the NOR are continuing to develop an alignment and design which can be accommodated by the Freight Hub but meets the outcomes of PNCC for the project.

## **6. ROAD SAFETY**

PNCC are continuing to advance designs for the following road safety projects to be delivered late in 20/21:

- Roberts Line/Railway Road Intersection Safety Improvements
- Wood Street Pedestrian Refuge and Island
- Te Awe Awe/Albert Roundabout upgrade
- Speed Limits Bylaw review - Stage 1

**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 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 is ongoing.

Stockpiling of chip has started. 50km of reseals are programmed for this financial year. Works will commence in January 2021 and are expected to be complete by March 2021.

## 3. RENEWALS

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability. The season's planning is ongoing.

Stockpiling of chip has started. 50km of reseals are programmed for this financial year. Works will commence in January 2021 and are expected to be complete by March 2021.

### Rehabilitation

Location	Length (m)	Start	Finish	Comments
Parewanui Rd	1700	July 20	Sept 20	Complete
Tutaenui Rd	240	Nov 20	Dec 20	Pavement overlay delayed by inclement weather.
Santoft Rd (reserve project)	280	TBC	TBC	Subject to budget
Morris St (deferred to approx. 2024/25)				Awaiting the 3Waters asset management plan recommendations

## Structural Component Replacement

Road Name	Start	Finish	Comments
Turakina Valley Road 4- Colliers Bridge	Oct 20	Dec 20	Bridge abutment has moved. WSP advice required on repair solution.
Kaimatawi Road - Mcdonnell	Jan 21	Mar 21	Replace wing walls
Turakina Valley Road 3 – Culvert 106	Jan 21	Mar 21	Reinstate / protect downstream apron
Koeke Road- McCarthys	Nov 20	Mar 21	Replace Wing Wall
Aldworth Road - Aldworth No 3	Jan 21	Mar 21	Replace rusted Gabion Baskets
Mangarere Road - Mangarere	Oct 20	Mar 21	Protection/reinstatement of damage cable sheathing - WSP input required
Whangaehu Beach Road- Connors	Feb 21	Apr 21	WSP Advice required Dilapidated Multiplate Culvert. WSP advice required on repair solution.

## 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	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	The road over this section is on DOC reserve and does not have a road corridor. DOC requires the road section to be legalised to correct the historical error so that the Resource Consent can start. The legalisation documents are with DOC for signing. Construction deferred to 21/22
Network resilience work	Mar 21	Jun 21	Draining slip zones
South Makirikiri School	Feb 21	Apr 21	Active signage investigation complete. Components have been ordered and installation is programmed.
Okirae Road bluffs	Feb 21	Jun 21	Complete geotech report
Jacobsens Bridge- Rock Rip Rap	Oct 21	Jun 21	Design and consenting
LED Upgrade	July 20	Feb 21	30% Complete



## Bridges

Bridge	Start	Completion Due	Comments
Bridge Capacity Assessments	Oct 20	Mar 21	Continuing with the programme.
Bridge Inspection Unit	10 Sep 20	16 Sep 20	The inspection of 15 bridges completed.
Kuripapango (Bdy) Strengthening to HN-HO (HMPV) capacity (50:50 with HDC).	Jan 21	Mar 21	Calling Tenders in November 20

### Mangaweka Bridge

Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. have negated a mutually agreed upon MoU for the ongoing management of the historic bridge. The draft MoU for the old Mangaweka will be presented to MDC on 17 December 2020.

Activities to be started/completed or in progress over the next month:

- Establishment onsite,
- Complete proof drilling,
- Installation of erosion and sediment controls,
- Steelwork shop drawings,
- Alternative pre-cast options design
- DOC clearance,
- Vegetation removal,
- Archaeologist investigation,
- Heritage NZ clearance, commence piling.

Construction team started the communication with the camp owner. Also, there will be further communication with the farmer in the south-east side. This to ensure construction activities will be carried out smoothly without affecting the nearby stakeholders.

### Taihape – Napier Road

The Draft Report is complete and a copy has been provided to the Mayor and the CE for information. The next step is to arrange presentations to RDC and Hastings DC with an invite to Waka Kotahi to attend both presentations. It could be possible to present to RDC before Christmas subject to Council's availability. In the interim the identified improvement programme has been included in the 2021-51 Programme Business Case for Waka Kotahi's consideration.

## 5. UNSUBSIDISED CONSTRUCTION

The proposed programme for unsubsidised 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 the dust nuisance affecting 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 road. The road serves 2 houses, 2 glasshouse and 2 sheds. Sealing and finishing the kerbs would complete this road section.
- 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.
- Hereford Heights Intersection construction. The following work is required:
  - Roothing reconstruction and reshaping, including kerb and channel and footpaths
  - Watermain will require some relaying on a new alignment to connect the subdivision pipework
  - Lower the gasmain
  - Lower telcoms cables
  - The position of the 225 mm dia stormwater requires locating before completing the pavement work
  - Total construction cost is expected to be \$350,000. Awaiting detailed design, quantities, design estimate, and contract documents. The intention is to call tenders in January 2021. Construction is programmed to be carried out between February and March 2021.

**1. MAINTENANCE, OPERATIONS AND RENEWALS**

**Health and Safety – Site Safety**

For the October period, contractors have reported no serious incidents and there are no obvious H&S trends emerging in the transport teams. However a recent near miss occurred when a trainee digger operator while under direct supervision, unbalanced his machine and it tipped onto its side. There were no injuries or significant machine damage however the incident was fully investigated and learning now informing future training activity.

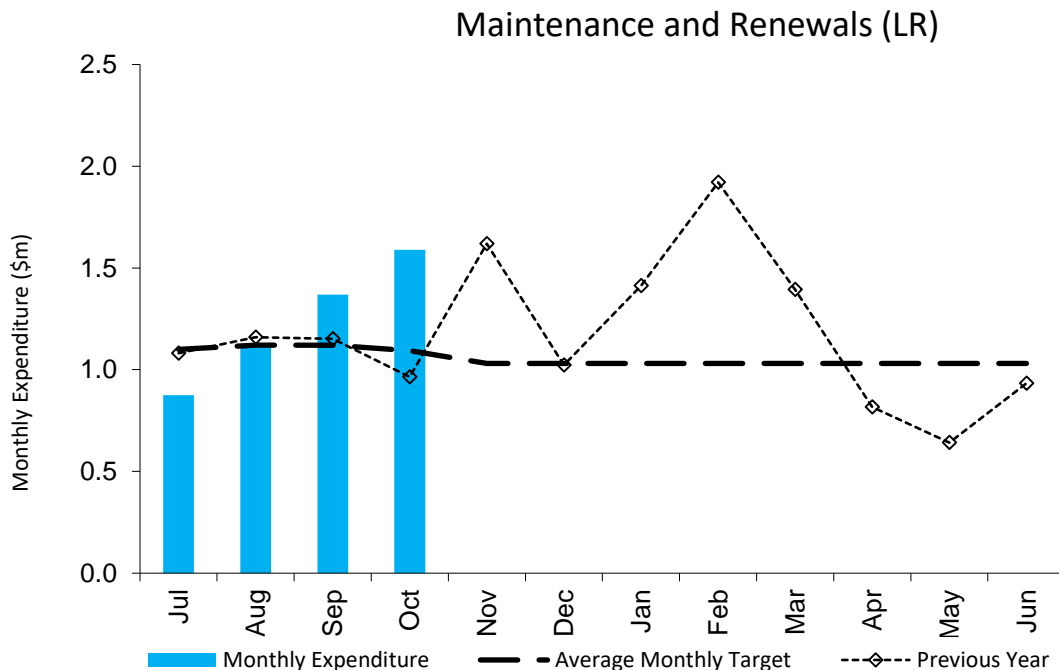
The incident highlights the increased risk when accelerating recruitment into the sector to meet increased demand for skilled operators. This demand is set to increase along with a need for increased Worksafe practices.

**Emergency Works**

There are 19 Minor Event sites to be evaluated for either construction quality or yet to be completed. These reinstatement sites are currently estimated at \$155,745. The value of reactive works in Ruapehu has trended down as a result of less than usual weather related events and we believe increased drainage maintenance in recent years. Drainage maintenance and renewal has been prioritised over the last block allocation 2019-2021 with increased levels of service from increased financial assistance.

**Financial YTD**

The total value of subsidised work claimed and approved for the month to 31 October is \$1,776,074. The Subsidised Roads maintenance and renewals programme is sitting at 37.3% expenditure at 34% of the year. The main activities undertaken this month were approved work activities such as pavement rehabilitation, bridge works, drainage maintenance, unsealed metalling and minor improvements.



## **Capital Programme**

The contractors focus on pavement rehabilitation including associated minor improvements and drainage renewal has seen spending brought forward compared to previous seasons. The pavement rehabilitation programme is benefiting from this and is currently on track. The increasing expenditure as we head into the crest of the construction season is pleasing. It is expected that the expenditure will taper down during the final April to June quarter after the pavement rehabilitation season

## **Bridge Renewal Programme**

Emmetts Civil Construction established on 21 September 2020 at the Mangaparo Rail over-bridge for the programmed replacement. Works undertaken in October were the existing bridge was removed on the 1 October 2020. Both abutment and settlement slab works were completed. The pre-cast hollow core beams were planned to be delivered on the 4th November 2020.

## **Ruapehu Public Transport Pilot Project**

Ruapehu District Council is working the Ruapehu Alpine Lifts, Horizons Regional Council and NZTA and DoC to secure public funding to complete the 2020 winter public Transport Pilot project. The business case is currently being prepared for submission to the Regional Public Transport Program to include the service in the draft RLTP 2021-2031.

If successfully funded and delivered this project will one of the first in New Zealand to demonstrate the outcomes from an All of Government (AOG) approach to solving transport access challenges implementing The New Zealand Tourism Strategy, and the application of the new Destination Management Guidelines released earlier this year.

## **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.

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

Covid-19 affected the Tararua Alliance teams' ability to complete 100% of the 19/20 seasons renewals with our field staff in lockdown for the last usable weeks of the season. That means an extra push for the 20/21 season to catch up and then remain ahead of the resurfacing team. To date that has seen an increased effort to have any prerequisite repairs completed in advance of the resurfacing work and with that work starting in December it appears the team have caught up. The other Roding activities are underway, full committed and programmed to the end of the financial year with a busy season ahead.

Planning is currently underway to minimize the effects of disruptors, such as the upcoming Te Ahu a Turanga project, to ensure they do not overly affect business as usual especially in terms of staff and materials – complicated by the recent addition of the Route 52 crown infrastructure project. Investigation and collaboration with Central Hawkes Bay into alternate aggregate sources will hopefully ease the pressure locally.

An increase in requests for High Performance Motor Vehicle and Heavy Load permits has highlighted an increasing risk with our large bridge stock (410 bridges and 115 high capacity culverts) not having been designed for the modern truck configurations. This has been putting pressure on our regulatory teams to ensure we are not putting industry or council at risk by allowing passage – our upcoming Roding AMP address the issue by increasing testing and clearly defining suitable pre-tested routes for this activity.

## **2. EMERGENCY WORKS**

Our network continues to receive a fair amount of inclement weather. The change this season has been that instead of network wide deluges it has been generally dry but with isolated and very intense weather systems. A recent example of this was 2 days of very heavy rain in Eketahuna that caused quite a bit of flooding and debris damage but 20km each side there was no damage of significance. The random and isolated nature of this makes it hard to plan proactive resilience treatments and instead leaves the team having to be reactive and instead build resilience into the repairs.

The recent east coast weather event centered on Napier affect the Tararua District as well especially in the North Eastern part towards the coast so the team are currently capturing and estimating the scale, scope and estimated cost of the damage.



### 3. ROUTE 52

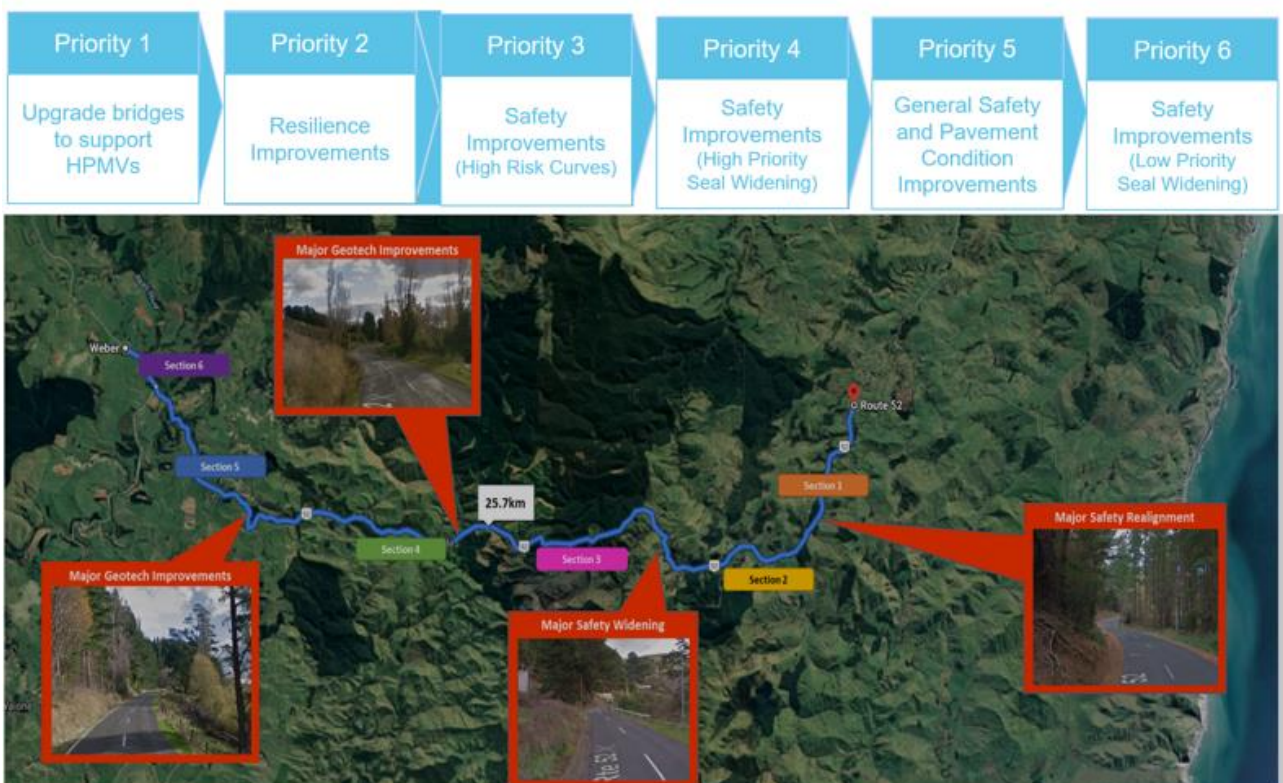
Route 52 is the backbone of the Tararua district and a key linkage between the Central Hawkes Bay and Wairarapa Districts. It is a critical link for the rural and coastal communities and a vital freight route linking forestry blocks in the Tararua District with Napier Port as well as being a key tourism route. Unfortunately it flows through geology that is quite young and volatile making it prone to resilience and safety issues plus it has a high proportion of bridges that do not meet current standards limiting high productivity movements through the network.

The Shovel-ready project of the upgrade of Route 52 (between Weber and the Central Hawkes Bay boundary) has been approved in principle by the PDU and we are in the final stages of negotiating the terms and deliverables of the contract. As a first tranche of funding, this will attempt to address the worst 25km of the 107km of route. We are anticipating negotiations to be completed by the end of the month.

The project is tasked with not only achieving the physical works but with ensuring specified social outcomes occur as well. Key social outcomes relate to providing a safe route for the community, engaging the local community – to employ and upskill, to support the local economy’s recovery from Covid-19 and to improve the environment for future generations. It will do this in part by leveraging a Project Committee which will be a forum for project relations and interactions with the Public and their representatives to ensure an ongoing consultation with the community throughout the project.

Planning for physical works has commenced with a tentative start-date set for the 7th of December (pending the signing of the contract).

With only a limited budget the project is broken into manageable discrete sections and scope prioritised as follows.



#### 4. PAHIATUA TOWN CENTRE UPGRADE

The upgrade of the Pahiatua Town Centre upgrade hit a major milestone recently with all underground works complete ensuring the 3 waters infrastructure within the project is fit for purpose and in good condition. Above ground works is well underway and the project is within the most recent estimated cost. The project itself will revitalise the town and brings in some innovative solutions such as the bio-filter garden which is designed to supplement the stormwater network by providing surge storage during heavy downpours.



Bio-filter garden and footpaths nearing completion



The project has a strong place function included in the design and aligns well with the upcoming One Network Framework aspirations of creating liveable destinations for our community.



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

An extensive number of small slips and downed vegetation dominated the rural area throughout September and into October, including the Kauarapoua, and the Whanganui River Road. Some pressure has been placed on our Environmental Maintenance budget very early in the financial year noting a wet and stormy Spring.

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 was granted at the beginning of the 2020/21 season, noting contractor progress has been very satisfactory.

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 Kauarapoua area (north of Whanganui) and Denlair Road (east of Fordell) is 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. Discussions with Forestry are ongoing.

Pre-seal repair identification and quantification has been a focus in recent months with supervisors supplementing the inspector resource. As a result, the number of people exposed to and using Pocket RAMM has increased which should help streamline further claiming and other functions.

The full roughness survey of sealed roads was carried out to determine smooth travel exposure (STE) across the network. While this was technically outside the fiscal year, the data has been recognised for last year in the REG reports due to a national extension of time being granted to allow accident data to be correctly reported. The STE results have once again dropped from previous years potentially illustrating that previous pavement funding levels were more appropriate for our aging pavement stock. Once our major bridges and this year's renewal sites were filtered from the data, the results looked more favourable but are still down on what they were from two years ago.

The Alliance has now adopted a traffic counting strategy, which so far this year has focussed on safety requests. A schedule of locations will now be generated to cover renewal sites for the 21/22 year and once the Forward Works field validation survey is complete, a programme for the remainder of the year and the next will be formulated based on the concepts and goals outlined in the strategy.

### **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.

Design on the 20/21 Rehabilitations sites is now complete with FWD data received as well as cloud data from a run with the RoadScience mobile mapper vehicle. The depth material at the Heads Rd / Beach Rd site is somewhat more than first envisaged but is our highest priority site in most need of doing, having been deferred a number of times in previous years due to the roundabout project that did not eventuate and now no longer holding up in the vicinity of the rail crossing. KiwiRail have been approached regarding the crossing but appear to have no appetite for advancing their programme

to tie in with the need of the road corridor and will likely return to this site a year or two after we have completed our works.

AC designs are proceeding with Wilson Street about to have FWD testing carried out in the areas where Loaders have completed their pavement works so that this site can be designed and completed before the cemetery circuit event takes place at the end of the calendar year. The Wilson Street site while in for 20/21 has deteriorated faster than expected and is now the priority site (behind Wilson Street) but will also require a length of kerb replacement to occur prior to the AC, the Kerb programme is to be reshuffled to accommodate this. A common theme on the AC sites is a lack of suitable deflection or strength results, which has been problematic at a number of the locations resulting in a rethink in the treatment options. The Dublin Street site is now being downgraded to heavy maintenance and the Somme Pde and Heads Rd / Bryce St sites have been deemed to be better off as chip seal and are now being designed as such.

Drainage maintenance of rural surface water channels is an area of concern and was raised in a recent NZTA audit of our area. The RoadScience Mobile Mapper vehicle has now carried out a survey along the Whanganui River and Mangamahu Valley Roads with an aim to produce drainage profile information, determining the maintenance/improvement needs along these routes. The initial focus of the mobile mapper run was in producing survey information for the RHAB sites; with the 20/21 site data now delivered the drainage profile information will be next off the ranks.

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).
- Dublin St and Victoria Avenue traffic signals are currently being upgraded using a temporary roundabout. The works are due for completion end of November.
- Traffic signals have been completed to the Te Tuaiwi Pedestrian thoroughfare across Glasgow Street adjacent to Pak'n'Save with Kiwirail undertaking their final works to synchronise for train movements.
- 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. MBIE have pledged monies through the Worker Redeployment Package towards this project on the basis it can get out to market rapidly. The project was awarded to Bullocks Group Ltd in late October 2020 and is due to begin on 16<sup>th</sup> November 2020. The duration of work is programmed to take 6 months.
- **London Street Shared Pathway (SH3).** 2 of the project involves extension of the shared pathway down to the rail reserve including retaining walls in the section immediately north of Grey Street. There have been delays in approvals and building consent due to the lockdown. The project will resume on 9th November with a hold point for Xmas and is expected to be completed early in the New Year in readiness for the new school term.
- **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 final step is to submit an application to Heritage NZ whereupon approval will see construction in the New Year.

- **Kerb and Channel/Footpath renewals.** The footpath and kerb & channel programme is continuing with work in Wilson Street to accommodate the services upgrade. Harper Street and Kings Avenue kerb and channel renewal is also underway. Asphaltic Concrete surfacing to Wilson Street is planned for early November to ensure work is clear in readiness for the Cemetery Circuit race at Xmas.

### 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 has been earmarked for February 2021 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

- 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. A tender is expected to go out to open market in late November 2020.



*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 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 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.

#### **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 4.2km section between the proposed new Upokongaro Bridge and the Aramaho 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. The bridge opening date is tentatively earmarked for early December



*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 2021/22 financial year, in order to dovetail into the Horizons construction.



*Photo: Section of new Mountains to Sea Shared Pathway just south of new bridge in Upokongaro*

## **6. GENERAL BUSINESS**

Whanganui District Council 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.

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. None of these applications were successful