

Regional Transport Committee

Approved Organisation Update: June 2021

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

The 21/22 resurfacing program has been identified, pre-reseal maintenance is underway

The 20/21 footpath renewal program is completed

The 20/21 Rehabilitation sites are almost all complete:

- Waitarere Beach Road Area Wide Pavement Treatment is complete
- Arawhata Road Area Wide Pavement Treatment is complete
- Ashlea Road Area Wide Pavement Treatment is complete
- Wylie Road is on track for completion in May

Poads Road Bridge Replacement is now complete. Due to condition, the old bridge had a weight limit of 2000kgs, this means the bridge can't function properly for agricultural use. The new bridge is rated for full class 1 loadings



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 Shared Pathway is 90% complete, this path enables much safer, accessible and more attractive active transport through one of the most significant cycling connections through Levin.

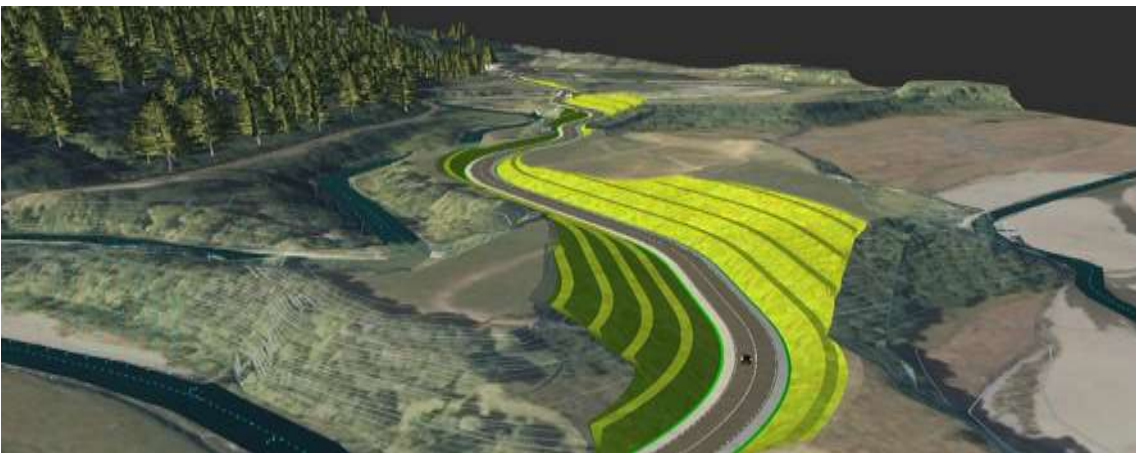


3. GLADSTONE ROAD REALIGNMENT

The Gladstone Road landslip has been relatively inactive since the last significant road closure, on December 26 2020. However this is likely to change with the worse winter weather. A geotechnical assessment of the slip was completed in April which highlighted the risks presented by the slip.



The Gladstone Road Realignment project, which will resolve the problems with this road is currently in the detailed design phase. An Early Contractor Involvement (ECI) process is being undertaken to complete the detailed design of the project and assist with the development of resource consent applications.



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

Staff and bus operators continue to respond as required to ensure necessary regulations are met. Mandatory use of face masks on public transport for both drivers and passengers at all alert levels continues. Exceptions apply for passengers of certain age groups or with health conditions. Taxi drivers for companies operating under our Total Mobility Scheme are also required to wear a face mask at all alert levels, however their passengers are not. Anecdotal reports from drivers and passengers are that compliance with mask wearing is waning.

The impact on patronage as a result of Covid-19 is still ongoing. The year to date patronage has decreased by 23.76% on last year, and 35.8% compared to 2018-19 (pre-covid). Despite the lower patronage, some areas of the network are showing signs of a slow recovery.

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.

Contracts

- 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/early 2022. 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. The Governance Group met in April 2021 to discuss network options presented by the technical group, community engagement, strategic direction, high level options, and the project timeline. The Governance Group re-confirmed its support and agreement of a network vision and set of objectives which were developed at previous meetings. Consultation is planned for July-August 2021.
- Following the introduction of new services and a new bus operating contract in Whanganui at the end of 2019, officers have assessed and made minor adjustments to the timetable, services and information to improve customer experience. The Whanganui Advisory Group has been re-established and met on 3 February 2021. Both Whanganui District Council and Horizons Regional Council have included additional funding in their Long Term Plans to further enhance the Whanganui bus services. The outcome of Long Term Plan hearings and deliberations is yet to be known.
- A mid-term review of the Feilding Around Town / Feilding to Palmerston North service was completed in 2020. A number of changes to the service were approved, with the primary change being the commencement of a Feilding only (Orbiter) service which travels around the Feilding township in addition to the Feilding to Palmerston North connector service. The Feilding Public Transport Advisory Group is working on an implementation programme, which involves seeking additional funding via the Long Term Plan process to enable the full suite of improvements to be implemented for this service. Horizons Transport Team and Manawatu District Council both submitted to the Horizons Long Term Plan requesting additional funding to enable implementation of the changes. We are awaiting the outcomes of the Long Term Plan Hearings.

Bee Card

- Full fares and concessions were reintroduced on 28 September 2020
- Cards cost \$5 with a minimum \$5 top-up
- The Auto top-up feature was successfully launched in November 2020.
- A Massey pilot ran over the summer semester, with the roll out of Bee Card to all Massey staff and students commencing on 15 February.

- With Massey coming on board in Palmerston North, the market share of the Bee Card as the chosen payment method increased from 35.67% in January 2021 to 49.15% by the end of March 2021.

Lower North Island Passenger Rail Project

Led by Greater Wellington Regional Council (GWRC) this is a collaborative project involving Horizons, Waka Kotahi NZ Transport Agency, KiwiRail and Transdev, exploring the procurement of a low/zero carbon Lower North Island commuter fleet.

This is envisaged as the future of mobility across the Greater Wellington and Manawatu regions where it will connect Wellington to the Wairarapa and the Manawatu with modern and reliable trains. These trains will replace the aging locomotive-hauled Wairarapa and Capital Connection carriages which are nearing the end of their service lives, and enable improved service capacity and frequency on both lines during both the peak and off-peak.

Development of the Detailed Business Case (DBC) is underway and it will build on the Indicative Business Case (IBC) completed in December 2019. The DBC is being underpinned by an international rolling stock market sounding (April 2021), and the development of a number of detailed investigation reports. The final DBC and funding application are expected to be completed in July 2021.

Subject to funding it is expected the new trains will go into service in 2027.

2. ROAD SAFETY

Road safety promotion campaigns and activities

Horizons Road Safety Coordinators continue to deliver road safety promotion campaigns and activities covering identified high and medium risk road safety issues.

- Driver behaviour: radio, digital and print campaigns have been undertaken across the region to refresh road users on road rules and safe driver behaviour. Senior driver refresher courses have been held in Pahiatua and Dannevirke.
- Restraints: during April and May roadside child restraint checks were carried out in collaboration with Police and Plunket in Palmerston North, Feilding, Levin, Dannevirke and Whanganui. Downers Whanganui donated child seats for at risk tamariki. A community Child Seat Checking Clinic was held at Bunnings, Palmerston North.
- Truck stop: the annual truck driver health & safety stop was undertaken in Tararua during March with support from key partners.
- A road safety impairment stop was held with key partners in Woodville targeting drivers heading away for the Easter holiday period in April.

Professional development and sector meetings

Coordinators attended the two day Safe and Sustainable Transport Association (SASTA) and Waka Kotahi led professional development in Wellington during April. The programme involved a range of road safety partners providing updates on Road to Zero initiatives and developments. The soon to be released Regional Road Safety Dashboard will provide a useful visual tool for Coordinators.

One key take out from the workshops, is the need for the sector to shift the conversation from individuals and attributing blame to instead talking more about a safe system and how this supports the outcomes we are seeking.

Sessions covered a range of road safety issues of which speed management was one. The challenge for the sector will be to shift driver attitudes from individualistic and selfish motivators to a collective and considerate societal attitude.

External road safety programme funding

The Coordinators annually oversee an External Road Safety Education Fund to contract external groups to deliver road safety programmes across the region. These programmes play a key role in supporting local community road safety initiatives. External groups are required to contribute local

share. The fund is competitive and organisations are required to apply for funds to deliver a programme. Applications are assessed against set criteria before the final allocation of funds is decided.

For the upcoming 2021-22 financial year, the application process is currently underway with applications received from 12 organisations.

3. TRANSPORT PLANNING

Regional Land Transport Plan update

Work on development of the Regional Land Transport Plan (RLTP), 2021-31 is nearing completion with hearings and deliberations now complete. 56 submissions were received on the draft RLTP.

The RLTP has been put forward for approval by the Regional Transport Committee as a separate item in this agenda.

The Regional Advisory Group and Regional Transport Committee have played pivotal roles in developing the draft RLTP being considered for approval at this meeting. Once approved by the Regional Transport Committee, the RLTP will then be lodged for approval by the Regional Council at their 22 June meeting. The RLTP must be finalised and submitted to Waka Kotahi, NZ Transport Agency by 30 June 2021.

Transport Special Interest Group

Staff continue to be actively engaged in the Local Government Transport Special Interest Group which meet quarterly.

Regional Public Transport Plan review

With the RLTP nearing completion, the Passenger Transport Committee are now embarking on a review of the Regional Public Transport Plan, as required by the Land Transport Management Act. The RPTP review is scheduled to take approximately 12 months to complete, with public consultation proposed to occur in early 2022.

Other key strategic planning projects

In addition to the RLTP, focus continues to be on supporting the advancement of the following key initiatives which will impact land transport in the region:

- Te Ahu a Tūranga: Manawatū Tararua Highway.
- Ōtaki to North of Levin Expressway (Ō2NL).
- Palmerston North Integrated Transport Initiative (Regional Freight Ring Road).
- KiwiRail Regional Freight Hub
- Capital Connection - Inter-regional Passenger Rail services between the Horizons and Greater Wellington regions
- Accessing Central New Zealand Governance Group meetings, with the most recent meeting held on 12 February 2021.

The Transport Planning team also keep a regular watch on local and central government policy changes and submit where required. Some key central and local Government policy the team are keeping a watch on are:

- The Climate Change Commission's draft advice released earlier this year. We are actively supporting the policy team in advising and supporting the submission being drafted in response to this advice
- Land Use Development proposals for Levin (Tara-Ika) – supporting the Policy team with advice as it relates to land transport and our RLTP strategic direction
- Submissions to neighbouring region's draft RLTP's.

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: awaiting NZTA sign off.

3. RENEWALS

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

Reseals:

- 53km of reseals are complete.
- 2021-22 seal designs are ongoing.
- 2021-22 Rehab designs and NPVs due June.

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
Makino-North Pedestrian Xing Upgrade	July 20	Aug-20	Complete
Cemetery Road PW Signage upgrade	Jan 21	Jan 21	Complete
Colyton Road PW Signage upgrade	Mar 21	Mar 21	Complete
PVE/Churchill Intersection Imp	Feb 21	Feb 21	Complete
Watershed Road PW Signage upgrade	Mar 21	Apr 21	Complete
Ashurst Rd: Kelvin Grove & Watershed Rd Intersections	Jan 21	Apr 21	Complete
Valley Road PW Signage upgrade	Apr 21	Apr 21	Complete
Rongotea School Tyne St Ped Xing	Apr 21	May 21	Complete
Severn St speed humps	Apr 21	May 21	Complete
Kiwitea School Footpath	Apr 21	May 21	Complete
LED Upgrade	July 20	Jun 21	87% Complete
South St Lighting	Mar 21	Apr 21	90% Complete
Church St / Grey St Intersection Crash severity mitigation	2021-22	2021-22	Design underway
Halcombe Road Seal Widening	2021-22	2021-22	Design underway

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

Project	Start	Finish	Comments
Makawakawa bridge S202 handrail/kerb blocks	3 Nov 20	Mar 21	Complete
Makiekie Bridge S214 strengthening and deck repair	3 Nov 20	31 Nov 20	Complete
Hurst road S70A base replacement	Sept 20	Sept 20	Complete
Umitoi north S299B wing wall strengthening	Jan 21	Feb 21	Complete
Awahou south S5B gabions and stream realinement	Dec 20	Jan 21	Complete
Otara road S172 secure deck and renew joints	Mar 21	Jun 21	Complete
South Street Bridge S409B	Sept 20	Sept 20	Complete
Kakariki Bridge Joint renewal	Apr 21	June 30	Work commenced
Halcombe Rd S61 underpinning	Apr 21	Apr 21	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)	May 21	Jun 21	Work commenced
Rongotea Road (S241A)	May 21	Jun 21	Work commenced

Mangaweka Bridge:

Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. have negotiated a mutually agreed upon MoU for the ongoing management of the historic bridge. The MoU has been signed by all parties.

Achievements/Activities since last status report

- Started fabricating steel beams
- Poured hammer heads for column 1
- Start pre casting hammer head – Pier 2
- Progressing the shop drawings – Bridge deck units

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

- Continue fabricating the steel girders and braces
- Install hammer heads for column 2
- Start manufacturing the pre cast deck units
- Engineering fill behind the abutments
- Part installing the Rip Rap under the bridge area

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	Feb 21	June 21	Void filling underway
Makawakawa bridge S202, aggrading stone removal	Oct 20	Oct 21	Complete
Mangamako road S133 retaining wall replacement	Jan 21	Feb 21	Complete

5. OTHER PROJECTS

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

Feilding to Palmerston North cycle way

- 50% i.e. 2.0 km of cycle way is expected to be complete by May 2021.
- Drainage maintenance and grading of shoulder for last 2.0km is ongoing.
- RMA Consent application being prepared for a cycle way bridge across the Taonui Stream
- Obtaining prices for design and build for a cycle way bridge across the Taonui Stream.

Churcher St Rural to Urban Upgrade: Awarded to Higgins, Completion due September 21.

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:

Contract Re-Tender

Council has its Road Maintenance, Renewal and Minor Capital Works contract to Fulton Hogan. The contract is for an initial period of 3 years with 2 possible 3-year extensions. The indicative value of the contract for the 4 year term is \$43million.

Re – Seal and Pavement Renewal Programmes

The 2020 / 2021 Re-Seal programme comprising sealing of 27 km of the road network was completed in Q3. Council is looking to advance pre-seal repairs for the 2021-22 sealing programme in the current financial year subject to contractor resourcing.

The pavement renewal programme has been delayed due to servicing conflicts and budgetary constraints within Council's three waters programme requiring the identification of alternative treatment location. A programme of 4 sites had been identified and designed and will now be delivered in 21/22. Several alternative pavement renewal sites have been identified for delivery this year and are currently in final design and pricing for delivery late May and June.

The annual programme of line marking for the city was completed in Q3.

Drainage and kerb and channel renewals have been delayed by contractor availability however work packages have been issued to contractors for completion by the end of Q4.

Other routine maintenance and cyclical works are tracking close if slightly behind 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.

Footpath Renewals

Renewals of selected lengths of footpath ranging from 2 to 50m in length have been completed at over 800 locations across the network. This approach is in line with the targeted approach to address high priority faults and to remedy as many faults as possible with the available budget. The renewal programme budget of approximately \$1m has been fully spent.

Footpath maintenance work continues on a reactive basis with a focus on emergency & high priority footpath faults as well lichen spraying and lip grinding to address slip, trip and fall hazards. Much of this work is considered interim until more permanent renewals can be undertaken.

2. CAPITAL PROGRAMME

Most components of the Capital Upgrade programme of work for 2020-21 are currently under construction or scheduled to commence soon. The specific projects are as follows:

2.1 Road Safety Projects

Monrad Street/Pencarrow New Roundabout

The roundabout is currently under construction and is scheduled for completion by late June early July 2021. Some challenging service relocations have added time to the programme.



Figure 1: Monrad Street/Pencarrow Street New Roundabout

Pioneer/Lyndhurst/West Safety upgrade

The project to improve road safety by restricting the straight through and right turning movements from West Street and Lyndhurst Street, has begun and is anticipated to be complete in June 2021. The project will integrate with the current Innovating Streets Separated Cycleway project on Main Street/Pioneer Highway.

Park Road/Cook Street/Esplanade Entrance Intersection Upgrade

Construction has commenced on upgrading the intersection to provide a new entranceway to the Esplanade Reserve and provide traffic signals to improve safety outcomes for vehicles and active transport users. The project is scheduled for completion in early Q1 of 21/22.



Figure 2: Park and Cook Street Intersection Upgrade

Bunnythorpe Ashhurst Road Right Turn Bays at Kelvin Grove Road and Watershed Road

The project is currently being undertaken jointly with Manawatū District Council. It is scheduled for completion by April 2021.

2.2 Active Transport Projects

Summerhill Drive Cycleway

Council approved the option for construction of separated cycle lanes with indented parking and a flush median on the top section of Summerhill Drive. The works will include installation of cycle separators to protect cyclists in what is a higher speed urban corridor. Construction of the indented parking has commenced with the installation of cycle lane infrastructure to follow. The project is expected to be completed in August 2021.

Ruapehu Drive Pedestrian Safety treatment

Construction scheduled to commence and be completed in June 2021 for a raised pedestrian/courtesy crossing.

Mulgrave Street, Ashhurst Footpath

A new footpath is currently being constructed between Hillary Crescent and Cambridge Avenue on the south side of Mulgrave Street, Ashhurst. A 200m extension to connect this path to the rest of the residential properties and commercial area will be completed in June 2021.

3. EMERGENCY WORKS

No emergency works undertaken to-date.

4. PLANNING

4.1 Walking and Cycling

Urban Cycle Master Plan

Under Council's Urban Cycle Master Plan, three projects were proposed to be delivered in 20/21. These are

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

Due to more demanding requirements from Council for stakeholder engagement and community consultation, the delivery of these projects will not occur until 2021/22 following completion of the consultation and any consequential amendments to the design.

Manawatu River Pathway (Ashhurst to City)

To complete the remaining section of the Manawatu River Pathway, easement or corridor agreements are required for four remaining property owners. Informal negotiations have been unsuccessful, and Officers will be seeking a formal Council resolution to proceed to acquire the necessary land through the Public Works Act.

Palmerston North to Bunnythorpe Shared Pathway

Planning and design work continue on the PNCC portion of the Feilding to Palmerston North shared path. The project has been complicated by the recently announced KiwiRail Freight Hub which overlaps some of the original pathway alignment. Negotiations as part of the Notice of Requirement (NOR) are continuing to develop an alignment and design which can be accommodated by the Freight Hub but still meet the outcomes of PNCC for the project.

4.2 Transport

Ferguson Street Two Laning and Traffic Signals

The two laning of the remaining section of Ferguson Street on the ring road is currently in detailed design ahead of tendering for delivery in early 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 a recent upsurge in interest in land development in the North East Industrial Zone, detailed design work for an upgrade of Richardson's Line and the northern section of Setter's Line is in progress ahead of tendering in early 2021-22. The work includes extension of water supply and wastewater networks to service the new development area.

Kairanga Bunnythorpe and Ashhurst Road Bridges

Following the recent submission of the PNITI Programme Business Case to NZTA's Board in February 2021, PNCC are advancing preliminary scoping of geotechnical investigation work to support renewal and strengthening or replacement of critical bridges on the Ring Road corridor. The work is intended to enable early and cost-effective procurement of bridging capital works in year 1 of the RLTP should the funding be approved.

In addition, PNCC are working with NZTA to develop an implementation plan for the programme which will assist with advancing some early packages of work and clarifying the type and nature of any further business case work.

Te Awe Awe / Albert Street Roundabout Upgrade

This project has been deferred due to the unexpectedly high tender prices received. Officers are currently investigating the feasibility of altering the treatment from a roundabout to traffic signals.

4.3 Road Safety

Roberts Line/Railway Road Intersection

The southern approach section of Roberts Line to this intersection is proposed to be closed at the Rail Line crossing in response to recent multiple fatalities at this intersection and ahead of a planned closure by KiwiRail as part of the freight hub development. Approval is being sought from KiwiRail, the owner of the level crossing land, and it is anticipated that the closure can be implemented early in the 2021-22 financial year.

Low Cost Low Risk

Under PNCC's low cost low risk programme, there are number of road safety projects that have been submitted to NZTA for subsidised funding for the 21-24 NLTP period. The projects put forward for 21/22 are typically based around.

- Improving safety around schools
- Walking and cycling Improvements
- Intersection safety Improvements
- Traffic calming.

Speed Limits Bylaw Review

Stage 1 of the speed limit bylaw review has been completed and the proposed new speed limit signs were installed in April 2021. The changes followed extensive consultation over the last 2 years and include speed limit reductions around Ashhurst, Tennent Drive, Milson, Bunnythorpe and Pahiatua/Aokautere.

Initial planning is being undertaken for Stage 2 of the Speed Limit Bylaw Review which will consider:

- School Speed Limits
- Lower Speed Limits for the Palmerston North CBD
- Other changes identified through stage 1 but deferred

5. INNOVATING STREETS – WAKA KOTAHI, NZ TRANSPORT AGENCY

PNCC received funding approval for five projects under NZTA's innovating streets project. The purpose of these projects is to trial temporary treatments which will create behaviour change and promote walking and cycling.

Main Street separated cycle ways between Pitt St and Botanical Rd

This project is to deliver a temporary separated cycleway on Main Street/Pioneer Highway and is aimed at encouraging more people to cycle. The design has been implemented and its performance is being monitored. Positive feedback has been received from users of the cycleway, although motorists are taking some time to adjust to altered priority at intersections and changes to the location of parking.



Figure 2: Main Street Temporary Separated Cycle Way



Figure 3: Main Street Temporary Separated Cycle Way

George Street temporary road closures.

George Street was closed to traffic over a series of four Sundays to trial the impact of pedestrianizing the street and prioritising public space over traffic movement. The space was given over to local businesses and the public to use. Due to the success of the trial, PNCC will be looking to extend the length of the trial.

Hokowhitu Village – streetscape improvements for pedestrians and cyclists.

This project will implement traffic calming on the roads outside Hokowhitu Village giving more emphasis to place rather than movement. The project is currently in the co-design phase with key stakeholders.

Ruha Street – Greenway and traffic calming treatments

This project will involve traffic calming of the street to improve the environment for pedestrians and cyclists. The project is currently in the co-design phase with key stakeholders.

Square Edge – Placemaking Improvements

Some work to modify the pavement edge is planned in the vicinity of Square Edge to improve the environment for pedestrians. The project is currently in the co-design phase with key stakeholders.

6. COMPLETED WORKS

Benmore Avenue Traffic Calming

Raised speed platforms have been installed on this road to reduce speed and improve safety. The works were completed in May 2021.

Bunnythorpe Ashhurst Road Right Turn Bays at Kelvin Grove Road and Watershed Road

The project is was jointly undertaken with Manawatu District Council. The right turn bays have been largely completed as at April 2021 with some minor fencing and reinstatement works outstanding.

Wood Street Pedestrian Safety treatment

Construction of the pedestrian refuge was completed in April 2021.

Mihaere Drive Footpath and Kea Crossing

This project comprising 580m of new footpath on the south side of the road as well as a new kea crossing is complete.

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

1. EMERGENCY WORKS

Event	Start	Finish	Comments
July-18, Turakina-3 south of Drysdale (Construction)	Mar 21	May 21	Construction is 90% complete and on programme.
Apr-18, Turakina-2 north of Macleay's, dropout (Construction)	Mar 21	May 21	Construction is 90% complete and on programme.

2. MAINTENANCE

This work provides for the routine care of sealed pavements to maintain their structural integrity and serviceability. Pre-reseal repairs for 2021-24 have commenced. An MoU with Waka Kotahi NZ Transport Agency for OW Permits are awaiting Waka Kotahi NZ Transport Agency sign off.

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.

50km of reseals have been completed.

Rehabilitation

Location	Length (m)	Start	Finish	Comments
Parewanui Rd	1700	July 20	Sept 20	Complete
Tutaenui Rd	240	Nov 20	Dec 20	Complete

Structural Component Replacement

Location	Start	Finish	Comments
Turakina Valley Road 3 – Culvert 106	Jan 21	Jan 21	Complete
Kaimatawi Road - McDonnell	Jan 21	Mar 21	Complete
Koeke Road- McCarthys	Jan 21	Mar 21	Complete
Parawanui Rd. Paulins Bridge	Mar 21	Mar 21	Scour protection
Mangarere Road - Mangarere	Nov 20	Mar 21	Design protection and reinstatement of damage cable sheathing.
Whangaehu Beach Road- Connors Bridge	Feb 21	Apr 21	Design remedial works.

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	Finish	Comments
Spooners Hill Road and Pukemapou Road – roadside obstacles.	Jul 20	Aug 20	Complete
LED Upgrade	July 20	Feb 21	Complete
South Makirikiri School Active signage	Jan 21	Jan 21	Complete
Neumans Line RP0862 – 1102	Nov 20	Dec 20	Complete
Pungatawa Rd. (RP6500-6840)	Feb 21	Mar 21	Complete
Network resilience work	Mar 21	Jun 21	Draining slip zones
Okirae Road bluffs	Feb 21	Jun 21	Final report has been delivered. The report recommends scaling loose material off the face by abseiling about once per 5 years.
Jacobsens Bridge- Rock Rip Rap	Oct 21	Jun 21	Design works and obtain RM Consent.

Bridges

Bridge	Start	Finish	Comments
Bridge Capacity Assessments	Oct 20	Apr 21	Continuing with the programme.
Inspection Unit 15 bridges	10 Sep 20	16 Sep 20	Complete
Kuripapango (Bdy) Strengthening to HN-HO (HMPV) capacity (50:50 with HDC).	Mar 21	May 21	Complete

Footpaths

Location	Start	Finish	Comments
Russell St – Footpath and minor K&C replacement	Jan 21	Feb 21	Complete
Kuku St – Footpath & K&C works	Feb 21	May 21	40% complete
Toia St – Footpath & K&C works	Mar 21	Mar 21	Consult the residents and finalise the design.

Springvale and Moawhango Bridge Decks

The results of testing and modelling currently being carried out on the Springvale and Moawhango Bridge Decks will be available by mid-June 2021. These results will confirm whether or not the route can be opened to full HPMV vehicles.

If the bridges pass the deck assessment test then the whole of the Taihape Napier Road can be opened to full HPMV traffic with the imposition of a 10km/hr speed restriction at the Moawhango Bridge.

The 10km/hr speed restriction at Moawhango Bridge is required to protect the bridges steel truss which is on the HPMV loading limit. Arrangements will be made to strengthen the truss within the next three years. The scope and disruption of the strengthening will be far less than the Kuripapango Bridge project. If any road closures were required, they are expected to be for much shorter periods with adequate notice given.

If the deck fails the assessment test, then we will need to consider the nature of any inadequacies and how these can be resolved.

Mangaweka Bridge

Rangitikei and Manawatu District Councils and Mangaweka Heritage Inc. have negotiated a mutually agreed upon MoU for the ongoing management of the historic bridge. The MoU has been signed by all parties.

- Achievements/Activities since last status report
- Started fabricating steel beams
- Poured hammer heads for column 1
- Start pre casting hammer head – Pier 2
- Progressing the shop drawings – Bridge deck units
-
- Activities to be started/completed or in progress over the next month:
- Continue fabricating the steel girders and braces
- Install hammer heads for column 2
- Start manufacturing the pre cast deck units
- Engineering fill behind the abutments
- Part installing the Rip Rap under the bridge area

5. UNSUBSIDISED CONSTRUCTION

Location	Start	Finish	Comments
Mokai Road: Sealing 250m	May 21	Jun 21	Design and build
Trevelyan Street: Sealing 100m	April 21	May 21	Complete
Edwards Street: Sealing 56m	May 21	May 21	Construction 20% complete and on programme.
Cobber Kain: Design of upgrade	Feb 21	Jun 21	Design only

1. MAINTENANCE, OPERATIONS AND RENEWALS

Health and Safety – Site Safety

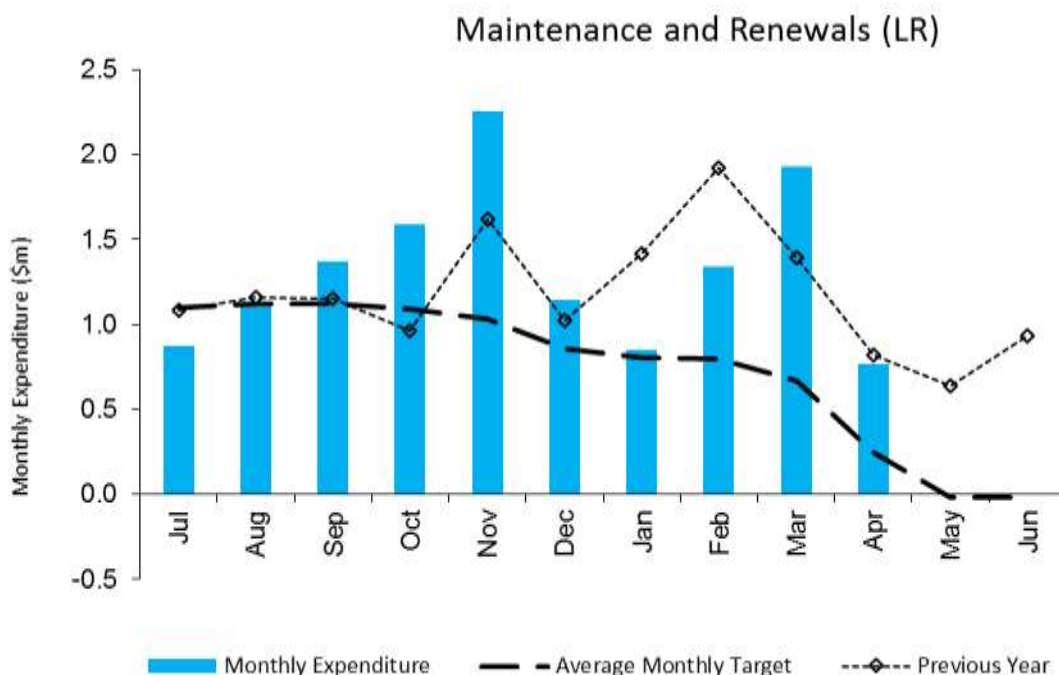
For the quarter period, contractors have reported no serious incidents and there are no obvious H&S trends emerging in the transport teams. Site Safety plans and operations have been updated to protect against Covid-19 resurgence including preparation for controls required to operate the ski areas under Alert Level 2 covid conditions.

Emergency Works and Event Reinstatement Works

There are a number of Minor Event sites throughout the District. The majority of the 211 identified sites have cones or safety fencing installed and are bunded where required. These sites are being evaluated with investigation, prioritisation, pricing and repair to be undertaken. Based on the average cost to repair similar sites in 2019/20 it is estimated that the repairs will cost around \$1.85M. Works are programmed to address all sites.

Financial YTD

The total value of subsidised work claimed and approved for the month to 30 April is \$938,787. The Subsidised Roads maintenance and renewals programme is sitting at 93.5% expenditure at 83% of the year. Expenditure is ahead due to completion of 21.3km of Reseal, 6.8km of pavement rehabilitation, Mangaparo Rail Overbridge and the one-off NZTA grant. The main activities undertaken this month were minor improvements, unsealed road metalling, environmental maintenance, pavement rehabilitation and reseals.



Capital Programme

Rimu Street seal extension in Ohakune, the contractor has progressed through April to complete the subgrade pavement for the road widening and base for the kerb and channel. The Lines Company shifted a house power box to allow for the pavement widening to commence. The kerb and channel were completed in April, this will allow for kerb and channel on both sides.

Furthermore, on Rimu Street, the contractor prepared the site for the street lights installation. The street light will be a LED light (ITALO series of luminaires) that will be reflected downward on the footpath. The site will be chip sealed with a kerb and channel on both sides and a footpath with streetlighting on one side.

Ohakune Mountain Road 13.5 km hairpin site was surfaced with AC and painted with road markings to complete the works and is ready for guard rails and signage. In April, the superpits and snow pushout areas were completed with concrete work.

Site walkovers, programmes and preparation discussions for the upcoming construction season for all the sites are well underway for the 2021/2022 construction season.

Bridge Renewal Programme

Mangaparo Road 3.78km site, bridge replacement was completed in December and in April the guard rails were installed to and from the new bridge after the site was sealed. The Large Culvert Works consent is submitted but pending Horizons clarification, and the Bridge Painting consent are currently under review with identified works to be carried out over a number of years.

GHD resource consent team are working on communications and engagement strategy for the Large Culvert Works and Bridge Painting projects for Horizons to demonstrate liaison with Iwi/Hapu.

Emmetts Civil construction established on 21st September 2020 at the Mangaparo Rail overbridge replacement and completed by the 27th November where they have disestablished on site. Mangaparo bridge was open to the public on the 15th of December 2020. Emmetts completed the approach rails on 22nd April 2021.

Emmetts have also repaired the damage handrail of Bridge 333 Tarariki Stream on Pipiriki Road on the 15th April 2021.

Ruapehu Public Transport Pilot Project

Ruapehu District Council is working with Ruapehu Alpine Lifts, Horizons Regional Council, NZTA and DoC to secure public funding to complete the 2020 winter public Transport Pilot project. The business case was completed in November and submitted as part of the first draft of the Regional Public Transport Programme 2021-2031.

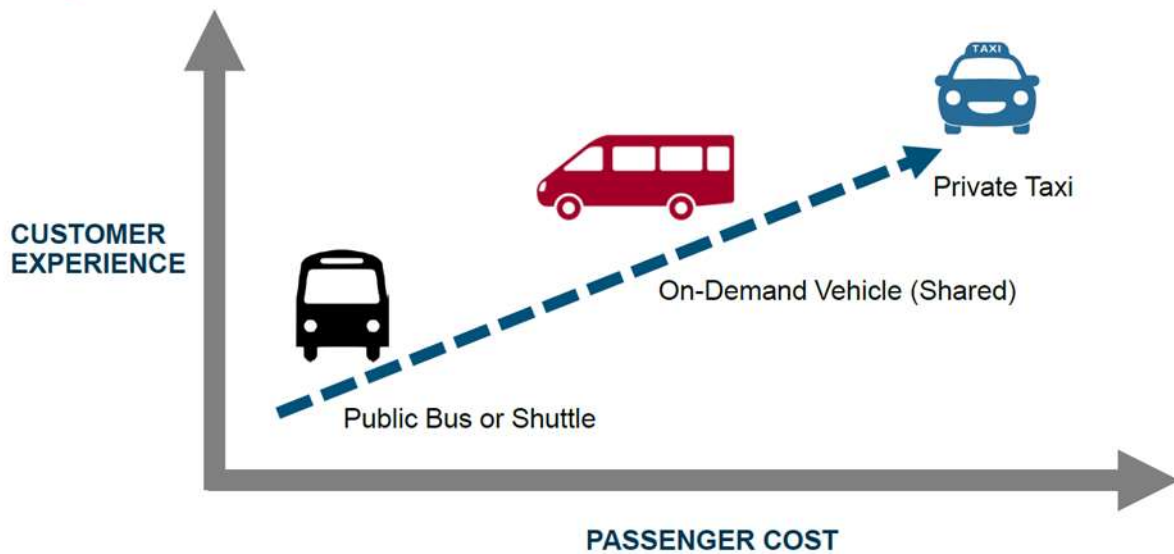
If successfully funded and delivered, this project will be one of the first in New Zealand to demonstrate the outcomes from an All of Government (AOG) approach to solving transport access challenges for tourism hot spots in New Zealand. The New Zealand Tourism Strategy, the application of the new Destination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

Transport Demand Management group made up of DoC, RAL, NZTA, Horizons and RDC met in March to discuss phased implementation of the new transport system for accessing Turoa and Whakapapa snowfields and is working towards policy changes within Tongariro National Park to enable demand pricing such as parking charges to fund public transport services.

Once funding is confirmed, transport services will be sourced using The Waka Kotahi NZTA Procurement manual. The Procurement manual is to be used for activities funded through the National Land Transport Programme and contains procurement procedures approved by the NZ Transport Agency for use by approved organisations when purchasing infrastructure, planning and advice, and public transport services.

In addition to tendering public transportation services, the proposed transport system for access to Tongariro National Park snowfields and walks includes private shuttle operations and potentially private car services or taxi services. These combined will address the access requirements within the destination and improve levels of service, begin to address social issues and carbon reduction from the light vehicle fleet, and help to sustain local business operations. The transportation system is designed to provide transportation across the range of customer experience and price via a new APP developed for Ruapehu Transport services.

How does it fit in?



2. 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. Focus for the period is speed and the onset of winter driving conditions.

3. PGF COVID-19 RESPONSE – REDEPLOYMENT AND ACCELERATION – TRANSPORT

Council was been awarded \$1,330,000 to undertake additional projects within the district with the focus being social procurement and getting additional work going at pace to increase job opportunities. As a result of the funding GHD has recruited a cadet to do the power line ID project and other similar work, the cadet commenced work at GHD on Monday 3 August and is now engaged in formal tertiary education toward an engineering diploma.

The cycleway maintenance upgrades and tree felling projects contracts are well advanced and entering the final quarter of their contract terms. MBIE officials are pleased with the program and deliverables which has employed 15 people otherwise displaced by the economic outcomes from Covid 19. This project has now been largely completed on time and within budget and is a credit to the team in delivery.

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

Update will be tabled at the meeting.

1. MAINTENANCE, OPERATIONS AND RENEWALS

Dust has been prevalent in the dry conditions of late with a number of complaints on rural roads. With the popularity of lifestyle blocks, concerns as to the ongoing maintenance of unsealed roads are likely to come to the fore in future, with numerous residents indicating a desire to take their dust complaints further on health grounds. More traffic is causing more dust particularly with prevailing westerly winds. Traditional dust control methods such as waste oil or asphalt millings mixed with diesel are not in favour with environmental advocates due to possible waterways contamination, leaving us with synthetic chemicals or seal extensions as the methods of choice. Seal extensions are not funded by NZTA and the synthetic chemicals are expensive and only provide temporary relief. It is estimated that an extension of seal to all our current unsealed roads would cost in the vicinity of \$90M. Recycled concrete has been shown to slightly lessen dust effects compared to traditional metalling material and we continue to produce as much as possible from our Balgownie yard to use in our higher dust risk areas.

Forestry demand continues to impact our ability to maintain current level of service standards. We are projecting \$400k of cost being incurred due to the additional maintenance requirement of four roads directly affected by current forestry harvest operators. An unusual step was taken in Denlair Road to leave portions of the sealed road unsealed until logging operations have ceased simply due to the significant potential cost of holding a seal intact. This is a method that may be used more often as conditions dictate, where previously very low volume rural roads are being forced to accommodate high volumes of up to 62 tonne logging truck and trailer units. Thompsons Road off Longacre Road, is another that is being considered for the same treatment noting discussions with residents. Logging is now also underway on Pukerimu Road with many truck movements predicted to turn onto SH3 which will come into conflict with residents and maize trucks on this route. Negotiations with Forestry and affected residents on logging routes are ongoing noting log prices are at an all-time high, with production curtailed elsewhere in the global market. Our original "Wall of Wood" predictions have altered drastically with many blocks who were previously predicted to wait until full maturity several years from now, deciding to go to market now.

On the 5th of March a three-person field team was undertaking an investigation into a water leak in Liverpool Street, found to be coming from an old capped artesian bore. The excavator operator accidentally cut through a 25mm medium pressure gas main which was about 300mm away from the original excavation.

This resulted in enacting a standard operating procedure with the street being closed and houses in the immediate vicinity evacuated until the leak could be repaired and the gas concentration had dispersed as a normal safety protocol. Several fire appliances, the hazardous substances unit and numerous police were deployed to cordon off the area.

One unfortunate side effect no-one could foresee was that there was a tsunami alert due to earthquakes off the east coast on that exact same day. Incorrect information posted on social media, exacerbated by the standard procedure cordons, escalated into false reports of a "gas explosion" in Whanganui caused by the country wide earthquakes, even prompting a TV1 media crew to contact Council communications team for an interview. This was a classic demonstration of the fear and confusion that can spiral out of control in the community when social media run away with incorrect information.

Heavy maintenance has been undertaken in Taupo Quay to patch fatigued areas fronting the Trafalgar Centre Mall. Work was undertaken at night to work around the mall being busy during the day over the recent school holidays.

Reaseals

All reseals were undertaken using emulsion this year, and were delivered by the Wellington based Downer reseal team. A spell of bad weather meant an extra establishment however early analysis

of Targeted Cost Estimate achievement indicates a minor improvement on last years \$/m2 rate. The Smithfield Road grader-lay asphalt has been delivered and has had a positive impact on smooth travel. This treatment will be followed up with a reseal in two years' time.

Rehabilitations

A proposed rehabilitation of Heads Road rail crossing was programmed for completion in April. Our ability to complete the deep lift asphalt layer was impacted by our supplier (Higgins) not being able to produce mix due to demands on stock material being affected by Transmission Gully requirements. This further delayed the completion of the project by another week. The pavement areas have been dissected in order to split pavement options according to risk, to be more efficient with the structural requirements and limit cost by limiting pavement and/or recycling pavement in areas designated outside heavy wear.

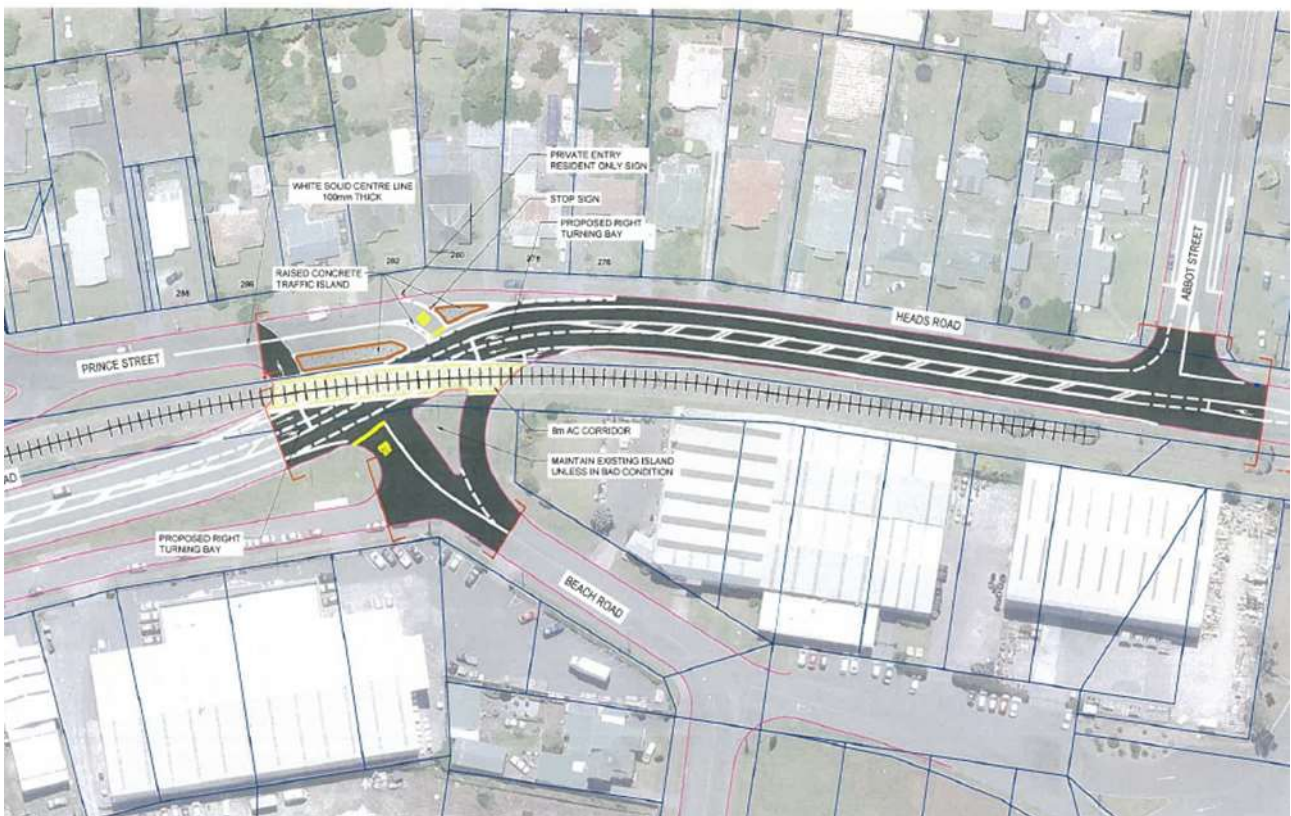
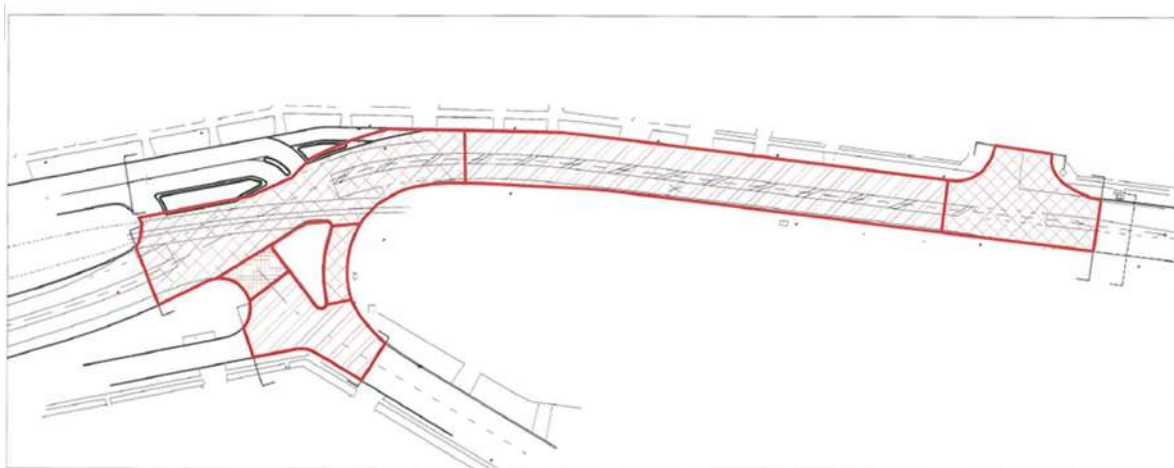


Photo: Heads Road and Beach Road Rehabilitation Site



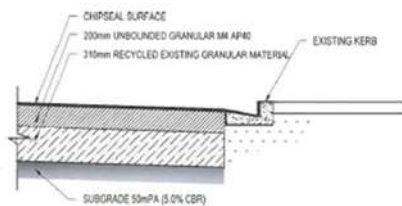
PAVEMENT TREATMENT AREAS :

- AREA 1 = 1910m² - OPTION 2a
- AREA 2 = 750m² - OPTION 2b
- AREA 3 = 1260m² - OPTION 3-HEADS RD
- AREA 4 = 105m² - OPTION 3-BEACH RD

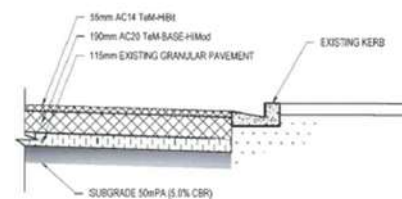
PLAN VIEW
N.T.S

Plan View: Pavement treatment areas, split according to risk and cost association.

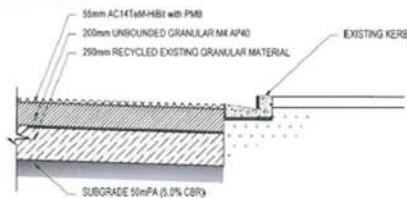
AREA 1 = 1910m² - OPTION 2a



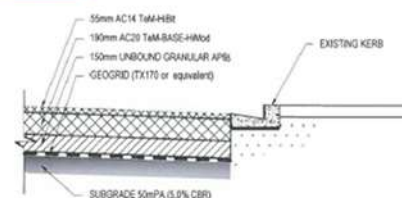
AREA 3 = 1260m² - OPTION 3-HEADS RD



AREA 2 = 750m² - OPTION 2b



AREA 4 = 105m² - OPTION 3-BEACH RD



Plan View: Option profiles of Heads and Beach Road site where areas have been ranked according to risk and cost using as much recycled material as possible to manage emissions and cost

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

Fitzherbert Avenue Extension to Mosston Road

Continuation of further sewer, water and utilities work took place in March/April with the majority of these services now complete. Trenching is about to begin for utility services including ducting for power, streetlighting, gas services and fibre optic. Roading works are set to follow including widening works along Mosston Road where Fitzherbert is proposed to intersect. Final trim to subbase to also happen in May with cutting down to water table for heavy pavement construction. Pump station materials are due on site in May with tanks installation to begin. Significant other development from private subdivisions proposed to front Fitzherbert Ave has seen a flurry of interest since work has begun with numerous consents being lodged to get housing developments underway. Construction is earmarked at this stage of the programme for August 2021 subject to weather and ongoing supply of materials and subcontractors.



Photo: Fitzherbert Avenue Construction - Heavy storm water pipes and manholes being constructed underground. Dewatering taking place.

3. EMERGENCY WORKS

Emergency Works – August 2018

Whangaehu Valley Road dropout (RP1.7km) – This fill site has been earmarked for 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

Jerusalem Emergency Works

We have an agreement with Nga Tangata Tiaki on the 2018 emergency works site in Jerusalem and have secured a resource consent from Horizons. We were given permission from NZTA to roll the subsidised funding into 2020/21 to complete this site involving a rock toe revetment and soldier pile retaining wall of a value of \$600k. A request for tender went out to the market prior to Christmas. Construction is well underway with all rock work expected to be in place by end of April. Work will then begin on the retaining wall in May to bolster the embankment and reinstate the road above. The work must be completed by 30 June 2021 or the NZTA funding will be withdrawn. Current construction timeframe is on track to meet that date.



Photo: Rock lining being completed on lower river bank, Jerusalem

4. WALKING AND CYCLING



Let's Go Programme

- Since March 2020 many schools reacted to various levels of lockdowns and restrictions. This led to disruptions of the delivery of the Let's Go/ Mā Ake cycle skills programme. However during times of lesser restrictions under Level one, 1105 students received cycle skills training since June 2020. The forecast for this financial year is 2500 students all going well.
- Engagement – Thirty one (31) schools, (26 primary and 5 secondary schools) are engaged in Let's Go/ Mā Ake.
- Skills Training – As of end of the 2020 school year, 7705 students have gone through the scooter and cycle skills programme in the last 5 years.
- Bikes in Schools to date eight (8) schools have received funding from the Bike On NZ Charitable Trust
- The contractor (Whanganui Multisport Club Ltd) delivering the Let's Go/ Mā Ake programmes in schools, is undergoing a national accreditation process to become BikeReady (National Cycle Education System – Waka Kotahi) accredited.
- The Cycle Forward programme aims to encourage people living 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 the Whanganui District Council, Arthritis NA and the Whanganui Multisport Club Ltd. The programme is a New Zealand first trial and has been funded by Waka Kotahi NZTA and ACC and a partnership relationship with Horizons Regional Council. The current three year pilot programme may be broadened out to other centres in New Zealand.



Shared Pathways – Whanganui City Link

- **London Street Shared pathway (SH3).** The London Street retaining wall was completed in February 2021. A total of 115m of tied, steel soldier and concrete precast panel wall was constructed up to 2.5m high. This enabled the 3m wide concrete shared pathway to be constructed from Fergusson Street through to the SPCA entranceway. This was the

“missing” link. A pedestrian refuge was also installed on SH3 closer to Victoria Avenue to enable safe passage to the “Te Tuaiwi” section previously constructed.



- **Whanganui East Shared Pathway.** The section of existing shellrock path between the Nile Street 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. Work is now underway and will be completed by end of May 2021.



Footpath renewals

Alma Road	Moore Ave to York St (LHS)	Commencement: May 2021	
<p>Comments:</p> <p>1.5m concrete footpath installation.</p> <p>Consultation with both WDC Water and Gasnet regarding working in with the installation of new gas and water mains. They are looking to extend both mains from Moore Ave to York St.</p> <p>Works are planned to be undertaken in May/June 21</p>			

Pitt Street	Dublin St to Copeland St (LHS)	Commencement: May 20	
<p>Comments:</p> <p>1.5m concrete footpath installation, converting from a current asphalt footpath</p> <p>Footpath has been constructed and is complete with grass strike underway.</p> <p>Works are 100% complete</p>			
Nelson Street	Dublin St to Bassett St (Both Sides)	Commencement: May 20	
<p>Comments:</p> <p>1.5m concrete footpath installation, converting from a current asphalt footpath heavily damaged by tree roots.</p>			

Kerb Renewals

Liverpool Street	Location: Halswell St to Pitt St (Both sides)	Commencement 14 th October 2019	
<p>Comments: This project is a continuation of the continual upgrade of Liverpool St designed from Halswell St to Wicksteed St, this section follows on from the previously completed blocks between Pitt St to Bell St.</p> <p>Construction has been completed.</p>			
Victoria Ave	Location: Ingestre St to Dublin St (RHS)	Commencement 27 th January 2020	
<p>Comments</p> <p>This project is a continuation of the continual upgrade of Victoria Avenue; it follows on from the opposite side of Victoria Avenue that was constructed last year.</p> <p>Construction has seen the completion of the 1st block (Ingestre St to Plymouth St), with 70% of the 2nd block (Plymouth St to Dublin St) complete.</p> <p>A new kerb alignment was installed to move away from the existing protected street trees, with grassed areas formed around the bases of the trees to minimise the amount of footpath lifting at close proximity to the tree bases. 4 small trees were removed that were not protected.</p> <p>Construction has been completed.</p>			

Plymouth Street	Location: Somme Pde to Niblett St	Commencement May 20	
Comments: A short section of Plymouth St outside the Wanganui Vet Clinic was constructed. A new kerb was installed and the existing asphalt footpath was converted to a 1.5m wide concrete footpath with grass berms. Construction complete.			
Glasgow Street Traffic Light Upgrade	Glasgow St/Victoria Ave intersection	Commencement Feb 20	
Comments: Works included new underground ducting network, minor kerb re-alignment on corners, new raised pedestrian platform including drainage and reconfiguring the pedestrian traffic island. Works have been completed.			
Mosston Road Bus Bay	Location: Mosston School	Commencement: July 20	
Comments: Design was produced for new bus bay outside the front of the Mosston School property. Works included constructing an area of shoulder widening, with new kerb and channel, footpath, drainage and road marking. The bus bay tied into existing pavement levels, with the school taking the opportunity to widen their entrance at the same time as works were being completed. Works are complete.			
Harper Street	Location: Abbot St to Duigan St (LHS)	Commencement September 20	
Comments: Works include installation of a new water main, new kerb and vehicle crossings. The existing concrete footpath was in good condition with only some isolated repairs required. 3 trees were removed to allow the new kerb line to be installed. We have moved the kerb line 500mm into the existing pavement to allow growing room for the existing trees left. Works are complete.			
Hakeke Street Library Car Park	Location: Glasgow St/Victoria Ave	Commencement: July 20	
Construction of an 11 bay car park was undertaken (including 2 disability car parks) in an existing wide grass berm area. New kerb and channel, drainage sump and sealed pavement was built to form the new car parking area to service the Community Library. Works are complete.			
Kings Ave	Location: Bignell St to Swiss Ave (LHS)	Commencement August 20	
Comments: New dish channel and 1.5m wide concrete footpath with grass berms has been constructed, replacing the existing kerb and channel and asphalt footpath. Existing kerb had vehicle crossings that had been raised with a slot channel shaped in the kerb invert line; also, some crossings had illegal steel plates to aid access. In the central area of the site, a dish channel was installed to improve break over angles allowing the slot channels to be removed. 2 trees were removed from site that had encroached into the kerb line. Works are complete.			

Wilson Street	Location: Taupo Quay to Ridgway St	Commencement August 20	
Comments: Works have been completed along with the asphalt resurfacing of the pavement.			

St Hill Street	Location: Taupo Quay to Ridgway St (RHS)	Commencement: October 20	
With the section of St Hill St from Taupo Quay to Ridgway St programmed for asphalt renewal, inspection of the kerb confirmed the need for kerb renewal. Works included 120m of new kerb and channel, 100m of new asphalt footpath 3m wide and 3 vehicle crossings. Works have been completed.			

Victoria Ave	Location: Dublin St to Liverpool St (LHS)	Commencement: November 20	
The project is part of the continuing upgrade of Victoria Ave, following the already constructed areas (Ingestre St to Dublin St) built the previous years. Works saw new kerb and channel installed on a new alignment to allow room between the new kerb and the existing trees, new asphalt footpath 1.8m, new vehicle crossings, grass berms and 1 tree removal on the intersection with Dublin St. This work was timed to include the Victoria Ave/Dublin St Traffic Light upgrade. Works are complete.			

Victoria Ave	Location: Dublin St	Commencement: November 20	
Timed to be constructed with the Victoria Ave kerb renewal, new kerb alignments, traffic islands and a raised pedestrian platform were installed. Works were completed in conjunction with Strong Electrical. Works are complete.			

Liverpool Street	Location: Bell St to Campbell St (RHS)	Commencement: February 21	
As part of the continuing upgrade of Liverpool St, new kerb 1.5m wide concrete footpaths and new vehicle crossings were constructed. Kerb returns at Campbell St were installed to aid with traffic calming. Due to budget constraints the kerb returns at the bell St intersection and the central tree pits still be installed as part of the LHS renewal works in the same block in 21/22.			

Urban Cycleway Project

Kowhai Park	New Footpath installation	Length = 780m Area = 2340m2
Programme	Start – March	Finish – April
Resources:	Concrete Crew (Downer)	
Comments: Currently being constructed with approx. 600m of 100mm thick 20mPa concrete 3m wide laid. The section leading in from Anzac Parade to the start of the stop bank is the last piece to be constructed, also some finishing of topsoil and adjoining paths needs completion. This is planned to be complete by early May 2021.		

5. FINANCIAL

TOTAL CONTRACT: (MAINTENANCE & RENEWALS)



Spend YTD	\$10,628,575	<u>Alliance Actual spend:</u>	
% Complete	78%	Maintenance & Operations	\$5,246,605
		Renewals	\$3,864,606
		Low Cost/Low Risk	\$1,039,719
		MBIE	\$113,047
		Flood Damage	\$97,821
		Other	\$266,777

EMERGENCY WORKS

Emergency Works YTD	\$97,821	This spend is in relation to the last 3 dropout sites on Whangaehu Valley Road as a result of a minor event which occurred in August 2018. This expenditure + programmed is expected to reach close to \$200k, the last of what was a \$2.4M event.
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Appendix B: Key Performance Framework

Appendix B- Key Performance Framework Results

KPI Description	Detail	Unit	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21
TMP Compliance	Total Audit Score	No.	30	41	60	58	65	35	71	39	49
	Dangerous Sites	No.	0	0	0	0	0	0	0	0	0
	Sites scoring below 30	No.	4	4	4	3	3	3	3	4	4
	Total No. Sites Audited	No.	4	4	4	4	4	4	4	4	4
KPI Description	Detail	Unit	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21
Timely Communication	Total Number of CRM Received	No.	68	55	78	62	120	118	68	69	99
	Average Completion Time	Days	9.46	6.89	7.17	4.31	4.29	7.00	4.97	4.00	2.19
	Target	Days	5	5	5	5	5	5	5	5	5
	Number completed within target	No.	42	42	51	49	93	84	45	48	76
	% Target	%	90%	90%	90%	90%	90%	90%	90%	90%	90%
	% Completed on Time	%	61.76%	76.36%	65.38%	79.03%	77.50%	71.19%	66.18%	69.57%	76.77%
	Roadway CRM's Received	No.	58	45	70	53	111	106	56	57	77
	Roadway CRM's Completed on Time	No.	36	37	46	44	86	78	39	41	61
	% Roadway CRM's Completed on Time	%	62.07%	82.22%	65.71%	83.02%	77.48%	73.58%	69.64%	71.93%	79.22%
	Footpath CRM's Received	No.	10	10	8	9	9	12	12	12	22
Footpath CRM's Completed on Time	No.	6	10	8	9	7	6	6	7	15	
% Footpath CRM's Completed on Time	%	60.00%	100.00%	100.00%	100.00%	77.78%	50.00%	50.00%	58.33%	68.18%	
KPI Description	Detail	Unit	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21
True Cost of Service Delivery - Tce vs Actual	Monthly Total TCE	\$	5739,629.38	\$1,019,425.64	\$949,527.44	\$882,818.73	\$1,299,336.40	\$1,080,942.92	\$918,124.43	\$1,306,015.90	\$1,103,528.26
	Monthly Total Actual	\$	5766,731.20	\$867,184.21	\$1,031,041.64	\$932,861.24	\$1,172,363.10	\$883,834.37	\$867,140.84	\$1,370,361.45	\$1,061,000.56
	Monthly TCE vs Actual	%	3.60%	-14.93%	8.58%	5.67%	-9.77%	-18.23%	-5.55%	4.93%	-3.85%
	Cummulative YTD TCE	\$	5739,629.38	\$1,799,055.02	\$2,708,582.46	\$3,591,401.19	\$4,890,737.59	\$5,971,680.51	\$6,889,804.94	\$8,195,820.84	\$9,299,349.10
	Cummulative YTD Actual	\$	5766,731.20	\$1,633,915.41	\$2,664,957.05	\$3,597,818.29	\$4,770,181.39	\$5,654,015.76	\$6,521,156.00	\$7,891,518.05	\$8,952,518.61
	Cummulative YTD TCE vs Actual	%	3.60%	-7.11%	-1.61%	0.18%	-2.40%	-5.32%	-5.95%	-3.71%	-3.73%
	Cummulative CTD TCE	\$	\$24,008,363	\$25,027,788	\$25,977,316	\$26,860,135	\$28,158,471	\$29,240,414	\$30,158,538	\$31,464,554	\$32,568,082
	Cummulative CTD Actual	\$	\$23,915,716	\$24,782,900	\$25,813,942	\$26,746,803	\$27,919,166	\$28,803,001	\$29,670,142	\$31,040,503	\$32,101,504
Cummulative CTD Difference	\$	\$92,647	\$244,888	\$163,374	\$113,331	\$124,305	\$137,413	\$148,397	\$164,051	\$166,578	
Cummulative CTD vs Actual	%	-0.39%	-0.98%	-0.63%	-0.42%	-0.80%	-1.50%	-1.62%	-1.33%	-1.43%	