

Regional Transport Committee

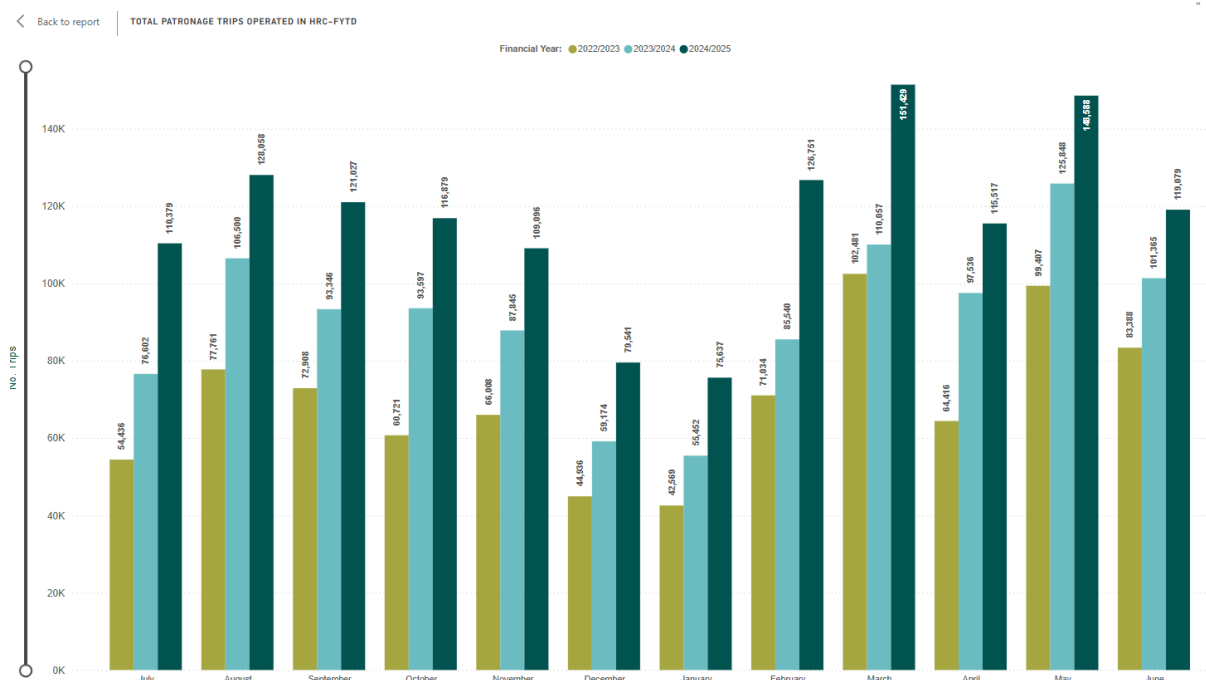
Approved Organisation Update

ORGANISATION NAME: Horizons Regional Council
RTC REPRESENTATIVES: Cr Rachel Keedwell, Cr Sam Ferguson

1. PUBLIC TRANSPORT

Public Transport Patronage

Patronage on Horizons public transport continued to grow in the 2024/25 financial year compared to the previous year. This has been driven by the new service in Palmerston North that commenced in March 2024. The following figure shows patronage over the previous four-year period. Overall patronage across the region increased 29% year on year (1,404,981 trips in 2024/25 vs 1,092,862 trips in 2023/24).

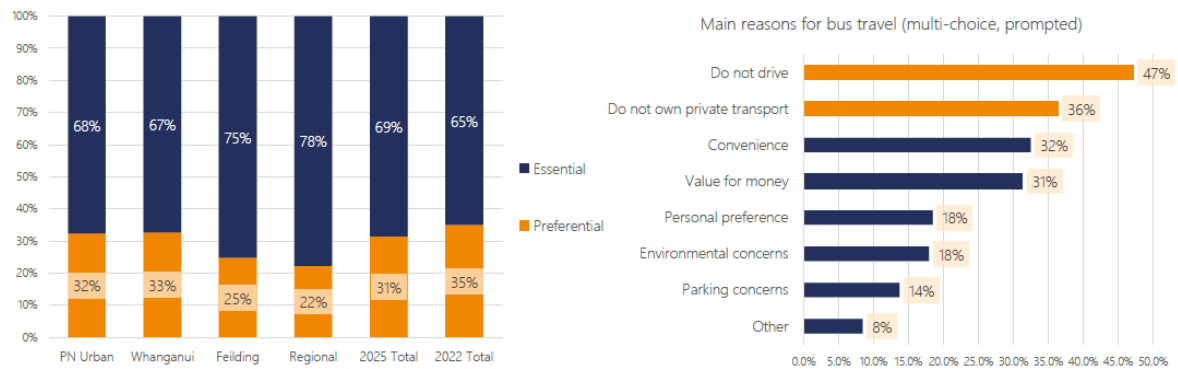


Public Transport Customer Satisfaction Survey

Horizons recently undertook their Public Transport Passenger Survey required by NZTA to be undertaken every two years. This measures satisfaction in a number of areas relating to public transport delivered across our region. Overall satisfaction remained high. The following figures are some snips from the recent report. There do remain areas for improvement which will help inform the upcoming work programme and activities.

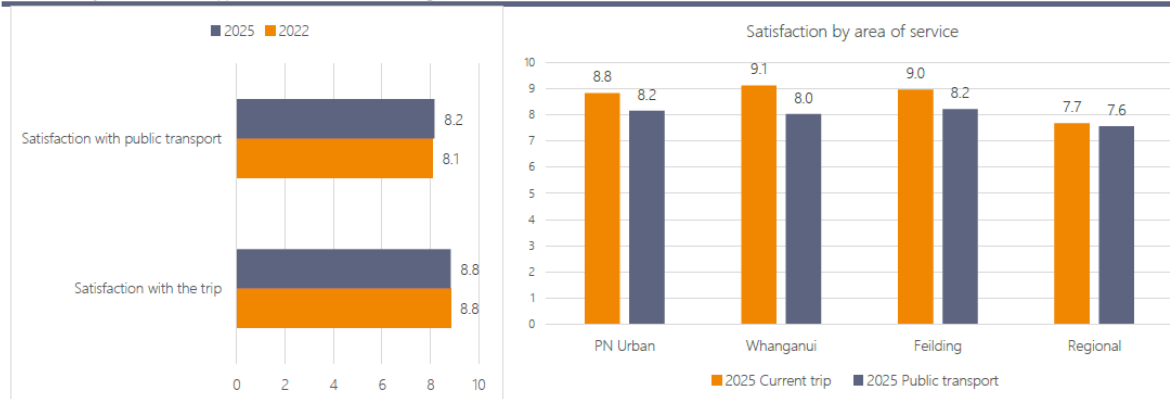
REASON FOR TRAVEL

All respondents were asked: "Overall, what is your main reason(s) for using public transport?"



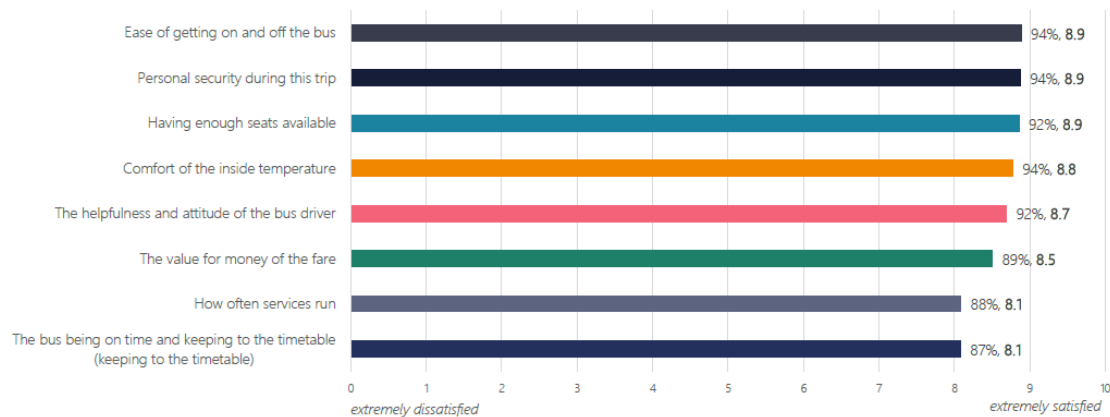
OVERALL SATISFACTION

All respondents were asked about their satisfaction with the trip and public transport system overall. Responses were collected on a scale from 0 ('extremely dissatisfied') to 10 ('extremely satisfied'). 'Not applicable' excluded from average scores.



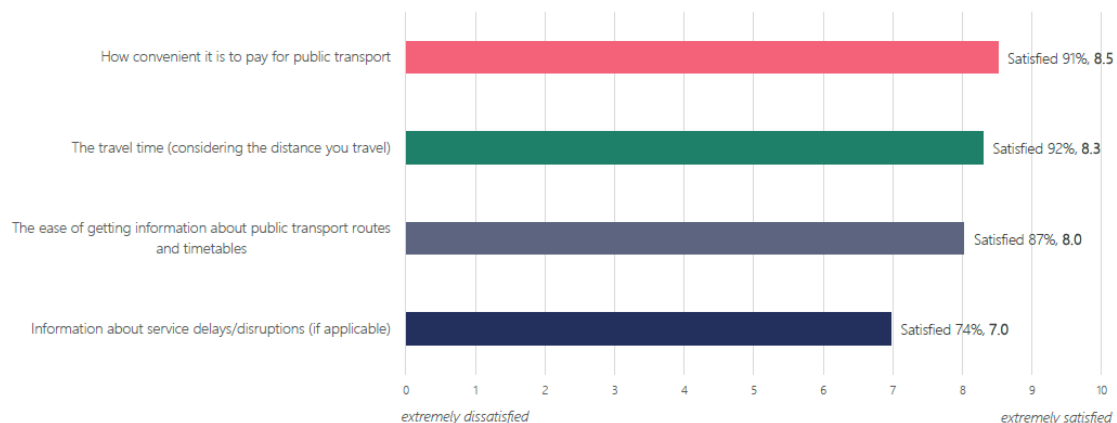
CURRENT BUS TRIP OVERVIEW

All respondents were asked to rate their experience of 8 service features for their current bus trip. Responses were collected on a scale from 0 ('extremely dissatisfied') to 10 ('extremely satisfied'). 'Not applicable' excluded from average scores.



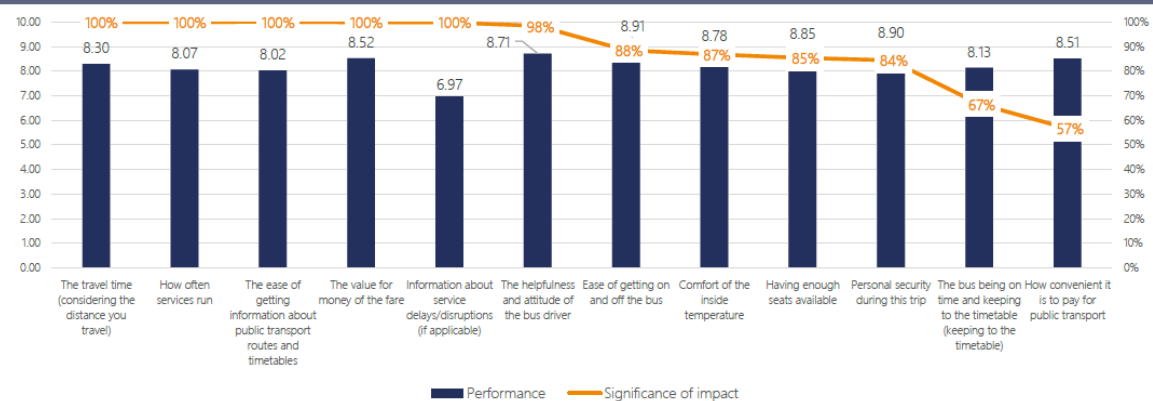
PUBLIC TRANSPORT SYSTEM OVERVIEW

All respondents were asked to rate their experience of public transport in this region over the last three months. Responses were collected on a scale from 0 ('extremely dissatisfied') to 10 ('extremely satisfied'). 'Not applicable' excluded from average scores.



PRIORITY ASSESSMENT

The chart below presents the results of a regression analysis used to determine which service features influenced overall satisfaction with public transport.



Other updates

Whanganui bus network

Earlier this year we asked the community for their thoughts on improved bus network designs for Whanganui. We're currently back out for phase two of the consultation, asking people if they think we've got the network design right, and to hear thoughts on the new bus stop locations. Phase two of the consultation runs through to 8 September, with the community encouraged to provide their feedback via the Horizons haveyoursay website.

Ashhurst school bus services

Horizons Council declined to provide public transport services in place of Ministry of Education for students travelling from Ashhurst to schools in Palmerston North. Council directed officers to work with Ministry officials on the potential options. Horizons officers continue to work with Ministry officials on an aligned way forward for providing bus transport for potentially impacts students.

Passenger Rail

Lower North Island Passenger Rail Project

Lower North Island Rail Integrated Rail Mobility is a major programme being delivered by Greater Wellington Regional Council in Partnership with Horizons Regional Council, KiwiRail, Waka Kotahi and Ministry of Transport. The LNIRIM Programme plans to revitalise and modernise the regional passenger rail services in the Lower North Island. A Detailed Business Case (DBC) was approved in May 2023 for the procurement of 18 four car tri-mode trains and the infrastructure required for the new trains and timetable.

The scope of the LNIRIM programme includes:

- Procurement of 18 x 4 car trains.
- Upgrades to railway stations serviced by the new trains – Palmerston North, Shannon, Levin, Otaki.
- Upgrades to railway network infrastructure to support an increased timetable.
- New timetable delivering four return trips each weekday Palmerston North – Wellington and two return trips on Saturday and Sunday.
- Cheaper fares compared to the current Capital Connection service. Fares between Palmerston North and Wellington are estimated to be \$23 / trip (current dollars). Off-peak fares are currently 30% cheaper.
- Improved management oversight and service.
- Significant social, economic and environmental benefits as outlined in the business case.
- Construction of a new depot to maintain the new trains.
- 35-year maintenance contract with train supplier.

Key Messages for the LNIRIM programme:

- The programme to deliver improved passenger rail services on the Manawatū Line and Wairarapa Line is progressing well; with contract award expected to occur in September 2025.
- It is expected that the new trains will double peak-time services between Palmerston North and Wellington on the Manawatū line and between Masterton and Wellington on the Wairarapa Line.
- We are expecting the new trains to enter service in 2029, and improvements to service to commence in 2030.

2. ROAD SAFETY

Horizons Road Safety Coordinators continued to work through-out the 2023-24 year on promotion and education activities across identified issues. An end of year report is provided as part of this RTC agenda.

3. TRANSPORT PLANNING

Horizons officers are preparing for the review and update of the Regional Land Transport Plan. The process, which has already commenced, will run through to June 2027. Horizons transport team have been meeting with transport and roading representatives from all our territorial authorities and NZ Transport Agency Waka Kotahi to understand their current and future challenges and opportunities on their transport networks.

Separate items on RTC this agenda cover off relevant transport planning matters.

4. PLANNING / FINANCIAL (2024-2027 NLTP)

| 2024-2025 | | | | |
|-------------------------------|------------------|------------------------------|-------------------|---|
| Category | Funding approved | Expenditure* (2024/25 FY) | On track (Y/N) | Comments / Risks to programme delivery |
| Public Transport Services | \$11,648,738* | \$11,031,601 | Y | On track |
| Palmerston North bus services | \$6,850,000 | \$6,850,000 | Y | On track |
| Safety | \$324,000 | \$324,000 | Y | On track |

| | | | | |
|---------------------------|-----------|-----------|---|--|
| Transport Planning | \$330,000 | \$279,076 | Y | On track. Activities relating to RLTP & RTP. |
|---------------------------|-----------|-----------|---|--|

* Expenditure to end of June 2025

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| ORGANISATION NAME: Horowhenua District Council |
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| RTC REPRESENTATIVE: Mayor Bernie Wanden |
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Note: A report was not received from Horowhenua District Council in time to be included in the agenda.

A verbal report may be provided.

ORGANISATION NAME: Manawatu District Council

RTC REPRESENTATIVE: Mayor Helen Worboys

1. MAINTENANCE, OPERATIONS AND RENEWALS

Resurfacing program

Reseals (41 km) are programmed, 100% complete

Footpath renewal program

None for 2024-27

Rehabilitation sites

| Project | Length (km) | Start | Finish | Comments |
|----------------------|-------------|--------|--------|----------|
| Stewart Rd 1400-2460 | 1.060 | Jul 24 | Aug 24 | Complete |

Resilience programme

Crown Resilience Programme Funding has been approved for the 2024/25, 2025/26 and 2026/27 financial years.

| Project | Start | Finish | Comments |
|--|--------|--------|----------|
| Pohangina Valley East Rd 14.386 Scour Protection. This project is Crown funded at a 76% FAR. | Nov 24 | Nov 24 | Complete |
| Pohangina Valley East Rd 25.500 Scour Protection. This project is Crown funded at a 76% FAR. | Nov 24 | Dec 24 | Complete |

2. EMERGENCY WORKS

| Project | Start | Finish | Comments |
|------------------------------|--------|--------|-----------------------------------|
| Churchill Bridge Replacement | Jan 25 | Oct 25 | Construction underway |
| Makikie Bridge Replacement | Oct 25 | Apr 26 | Contract awarded |
| Terrace Rd RP2.23km. | Feb 25 | Jun 25 | Retreat complete |
| PVE RP 10.4 Retaining Wall | Feb 25 | Mar 25 | Complete |
| Pararorangi Bridge | TBC | TBC | Investigation and design underway |

3. CAPITAL PROGRAMME

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 |
|---|---------|---------|----------------------|
| Otara Bridge: Replace 22 central hangers | July 24 | Aug 24 | Complete |
| S75 Junction Rd. Investigation | July 24 | July 24 | Complete |
| Londons Ford Handrail Replacement | Jan 25 | Jan 25 | Complete |
| Principal Inspections | Jan 25 | Jun 25 | Ongoing |
| S414 Rangiotu Rd. Investigation | Jan 25 | Jun 25 | Ongoing |
| S132 Mangamako. Clean repaint | Feb 25 | Feb 25 | Complete |
| Coulters Line. Clean repaint | Feb 25 | Feb 25 | Complete |
| S64 Halcombe Rd. Clean repaint | Feb 25 | Jun 25 | Complete |
| Awahuri S6A Drain creek and fill behind retaining walls once degradation assessed | Feb 25 | Apr 25 | Complete |
| S6A Awahuri Rd. Repair abutments | Feb 25 | Apr 25 | Complete |
| S 170 Apiti Road | Apr 25 | Jun 25 | Ongoing |
| S151 Mangoira. Clean repaint | Apr 25 | Jun 25 | Complete |
| S259 Speedy Rd. Clean repaint | TBC | TBC | No longer proceeding |

4. SAFETY IMPROVEMENTS

None for 2024-27

5. WALKING AND CYCLING

| Project | Start | Finish | Comments |
|-----------------------------------|--------|--------|----------|
| New Footpath: Banks Road Rongotea | Feb 25 | Apr 25 | Complete |

6. PLANNING / FINANCIAL (2024-27 NLTP)

| Category | Funding amount approved | Amount spent to date | On track (Y/N) | Risks to programme delivery |
|----------------------------------|-------------------------|----------------------|----------------|-----------------------------|
| Emergency Works | \$7,904,667 | \$4,999,194 | Y | L |
| Maintenance | \$6,501,080 | \$5,833,271 | Y | L |
| Renewals | \$6,176,215 | \$6,564,440 | Y | L |
| Walking and cycling improvements | \$0 | \$0 | NA | NA |
| Local road improvements | \$252,240 | \$224,341 | Y | L |

APPROVED ORGANISATION UPDATE:

ORGANISATION NAME: [Palmerston North City Council](#)

RTC REPRESENTATIVE: Mayor Grant Smith

For the period up to 31 July 2025

MAINTENANCE, OPERATIONS AND RENEWALS

Sealed Pavement Maintenance

This work programme continued with planning underway for the surfacing programme for the upcoming summer surfacing season, including the associated pre-seal repair works. Extensive repair works were carried out on many of the city's main arterial roads, including Fitzherbert Avenue, Botanical Road, Pioneer Highway, Tremaine Avenue and Ruahine Street. In general, considering the high traffic volumes on these roads, this work was completed with minimal disruptions.

Routine Drainage Maintenance

Our routine drainage maintenance programme continued, with heavy leaf fall clearance being a key task during this period.

Resurfacing Programme

The recently resurfaced sites have settled well. The chip sealing and asphalt resurfacing programme for the upcoming summer sealing period is currently being confirmed.

Footpath Renewal Programme

The footpath renewal programme has been completed. An increasing issue throughout our city is tree root disturbance to footpaths.

Pavement Rehabilitation Programme

This programme has been completed, with Railway Road being one of the key projects. The programme is now being planned for the upcoming summer construction season.

CAPITAL PROGRAMME

Custom Street, Ashurst

Stage two of the Custom Street upgrade has been completed, except for a few minor outstanding items.

Amberley Avenue Bridge

Amberley Avenue bridge project has been completed and opened to traffic. This has reinstated connectivity to this part of the transport network, and reduced travel times for users in this area.

Mihaere Drive Rail Overbridge Improvement

Mihaere Drive rail overbridge improvement has been completed and opened. This upgrade enables heavy vehicles to safely use this bridge without needing to divert through surrounding streets.

Stoney Creek Road (SH3 to Kelvin Grove Road)

Design work is ongoing for the upgrade of Stoney Creek Road. This upgrade will involve widening the road making the route safer for users. As part of the project, a new water trunk main will be installed to service the new bore station on Stoney Creek Road.

Kelvin Grove Road – 5 Dips

Design work has been completed for the upgrade of Kelvin Grove Road, between Stoney Creek Road and Henaghans Road. The purpose of the project is to improve safety by raising the dips (low points) and lowering the tops (high points) along this section, while also enhancing property entrances and overall site visibility.

WALKING, CYCLING AND PUBLIC TRANSPORT

Public Transport

Investigation and prioritisation of bus shelter locations for construction in the 2025/26 financial year is underway, in collaboration with Horizons.

STRATEGIC TRANSPORT PLANNING

Manawatu Regional Freight Ring Road (PNITI)

Following an open tender process, PNCC appointed GHD as the lead consultant on the business case. GHD is supported by Arc Advisory, Mobility Lab and Alta.

Project commenced on 1 July 2025 and at the time of writing, the project team are working through the Strategic Case section of the business case.

On 12 August officers from PNCC, Horizons, MDC and NZTA participated in a technical workshop to help refine the project scope. This involved identifying possible form and functions of various sections of the Manawatu Regional Freight Ring Road.

Speed Limits

PNCC is currently preparing a speed management plan for its schools and two intersection speed zones (ISZ). We are looking to consult on a draft plan in November and December.

We are looking to align as much as possible with consultation being undertaken by NZTA and MDC, due to shared jurisdictions in the vicinity of the two ISZ.

APPROVED ORGANISATION UPDATE: TEMPLATE (2024/25)

ORGANISATION NAME: Rangitikei District Council

RTC REPRESENTATIVE: Mayor Andy Watson

1. MAINTENANCE, OPERATIONS AND RENEWALS

BAU for Q4

Resurfacing program

35.2 km of chip seal resurfacing has been completed, 7.4 km deferred due to delays, these sites are in the north of the district where colder temperatures shorten the resurfacing season.

Footpath renewal program

Limited by budget, one project completed on Broadway in Marton project completed.

Rehabilitation sites

| Location | Start | Finish | Comments |
|--|--------|--------|---|
| Pukepapa Rd RP3280-4700 | Oct 24 | Mar 24 | Overlay Complete |
| Mangatapona Rd / Turakina Valley 2 Rd Intersection | Jan 25 | Jan 25 | Overlay, widening intersection Complete |

2. EMERGENCY WORKS

| Location | Start | Finish | Comments |
|--|--------|--------|---|
| Kurapapango Bridge (boundary bridge with Hastings DC) Cyclone Gabrielle | May 25 | Jun 25 | Structural repairs (managed by Hastings DC) - Complete |

3. CAPITAL PROGRAMME

Road improvements

Approved NLTP funding to complete in progress work only. We are to reassess Subsidised LCLR programme (not approved), any significant issues to be put to council for consideration for unsubsidised funding of projects.

| Location | Start | Finish | Comments |
|--|--------|--------|-----------------------------------|
| Turakina Valley Rd 3 | Sep 23 | Nov 24 | Complete |
| Moawhango Valley Rd RP10.751-10.764 | Dec 24 | May 25 | New Guardrail – deferred to 25/26 |
| Waikakahi Rd RP0.278-0.310 | Dec 24 | May 25 | Bridge guardrail - Cancelled |

Funding approved for 24-27 School Signage upgrades (10 remaining schools to do).

Resilience programme (Crown Resilience Funding)

| Location | Start | Finish | Comments |
|-------------------------------|--------|--------|--|
| Taihape Napier Rd 1 RP3.400 | Jan 25 | Feb 25 | Dropout Repair (retaining wall) - Complete |
| Toe Toe Rd RP0.400 | Mar 25 | Jun 26 | Drainage Improvements – Partially complete, 2 nd phase in 25/26 |
| Brandon Hall Rd Bridge | Feb 25 | Mar 25 | Rock Armour - Complete |
| Turakina Valley Rd 3 RP27.340 | Feb 25 | Mar 25 | Drainage Improvements - Complete |
| Mokai Rd RP4.85 | Dec 25 | Apr 26 | Subsidence of vulnerable section of road, Phase 1 complete, second phase 25/26 |

Targeted Low Cost Low Risk Programme

Funding application for the Targeted Low Cost Low Risk work category was submitted in February 2025, projects are summarised below.

| Location | Start | Finish | Comments |
|-------------------|--------------|--------------|---|
| Waiaruhe Road | 7300 | 7700 | Slope Removal & Drainage Improvements Spooners Hill Road Seal Repair. Excavate the toe of the slope in a controlled limited manner, install new drainage system and reinstate road to two lanes (currently restricted to one lane) Approved, work to proceed late 2025 |
| Murimotu Road | 3100 5700 | 3150 5700 | Road Under Slip Repairs to Logging Route RP3.100 - retreat 2.5m to reinstate 6m carriageway width. RP5.700 - Rock placement at bottom of dropout and then fill above to reinstate the road width. Approved construction over 25/26 and 26/27 |
| Mokai Road | 4850 | 4900 | Retreat away from subsidence. Retreat away from subsidence for a length of 70m and cut about 8m high with slope batter at 80 degrees. Approved, phase 1 complete, phase 2 to be completed in 25/26 |
| Kaimatawi Road * | 2000 | 2100 | Drainage Improvements & Road Reconstruction. Construct cut off drains, reprofile hill below and about road, construct French Drains and reconstruct road. Not approved, to be done under 25/26 MOR programme |
| Parewanui Road ** | 3800 | 4150 | Corner Removal & Shoulder Widening. Remove multiple blind corners and widen the shoulders. Not approved - deferred |

| | | | |
|---|----------------|----------------|--|
| Taihape - Napier Road 1 seal repair *** | 0 | 23244 | Repairing cracked, rutted and potholed pavement following impact of road use change affecting resilience of SH5 detour route Not approved |
| Taihape - Napier Road 2 *** | 0 | 35606 | Repairing cracked, rutted and potholed pavement following impact of road use change affecting resilience of SH5 detour route Not approved |
| Taihape - Napier Road 2 *** | 16863 | 19170 | Replace section of pavement to improve thermal stability and skid resistance Not approved |
| Taihape-Napier Road 2 ** | 31580 31966 | 31746 32098 | Gradient Treatments on the Gentle Annie. Replace section of pavement to better handle heavy vehicle loads and improve skid resistance. Not approved |
| Te Moehau Road (Taihape Napier route)** | 0 | 8476 | Curve Improvements and Road Widening Widen narrow sections of road, improve geometry of corners and install barriers. Not approved |

Structural Component Replacements.

| Location | Start | Finish | Comments |
|---------------------------|--------|--------|--|
| Brandon Hall Rd Bridge | Jan 25 | Apr 25 | Protective coating – Complete |
| Waimutu Rd Retaining Wall | May 25 | Jun 25 | Dropout repair - Complete |
| Turakina Valley Rd 1 | Jun 25 | Jun 25 | Headwall repair, protection - Complete |

4. SAFETY IMPROVEMENTS

No Funding

5. WALKING AND CYCLING (AND PUBLIC TRANSPORT)

No funding

6. SIGNIFICANT PROJECT UPDATE

Our 2025-2028 Road Maintenance and Renewal Contract was awarded to Downer New Zealand Ltd, the contract start date is 1 July 2025.

7. PLANNING / FINANCIAL (2024-27 NLTP) Q4

| Category | Funding amount approved | Amount spent to date | On track (Y/N) | Risks to programme delivery |
|-------------------------|-------------------------|----------------------|----------------|-----------------------------|
| Maintenance Local Roads | \$8,924,336 | \$8,245,922 | Y | L |
| Renewal | \$5,978,497 | \$5,723,741 | Y | L |

| | | | | |
|----------------------------|-----------|-----------|---|---|
| Local road improvements | \$640,878 | \$545,147 | Y | L |
| Crown Resilience Programme | \$566,000 | \$508,165 | Y | L |
| Targeted Fund | \$230,000 | \$59,903 | | |
| Emergency Works | \$338,747 | \$327,868 | Y | L |

ORGANISATION NAME: Ruapehu District Council

RTC REPRESENTATIVE: Mayor Weston Kirton

1. MAINTENANCE, OPERATIONS AND RENEWALS

RDC Global Resource Consent Applications – Large Culverts and Bridge Painting

Two applications have been lodged with Horizons, the additional information requests have been worked through. The cultural impact assessment for the large culverts and bridge painting consent has been received and is undergoing evaluation with regards to the best approach for implementation.

Mangateitei Road Rail Overbridge Replacement

Negotiations are continuing with KiwiRail. This bridge replacement has been budgeted within the LTP to be delivered within the 2025/26 financial year. Negotiations are ongoing with KiwiRail.

Resurfacing Program

A decision was made towards the end of the 24/25 season to move the Golf Road roundabout to the rehabilitation program. The reseals sites are being considered with the final selection not being determined. It is intended that there will be approximately 20 – 25 km of reseals actioned.

Rehabilitation sites – 3.7 km

The new Sealed Pavement Rehabilitation contractor, Jilesen Contracting Ltd have commenced work on Ohura Road, Matiere, with works proceeding on schedule. Once these works have completed work on Taringamoutu Road, Taringamoutu will commence.

Four sites have been selected for rehabilitation within the 25/26 FY, with design works having commenced. Okahukura Saddle Road 2.1km, Goldfinch Street 420m, Golf Road round about 140m and Dreadnaught Road 630 meters.

2. EMERGENCY WORKS AND MINOR EVENTS

There are currently three emergency works programmes, all of which are due to weather events. The August / September 2024 event is approximately halfway through the reinstatement / repair programme. The June 2025 event has been scoped and is with NZTA for review as part of the funding approval process, this event has been estimated at \$2.2 million. The July 2025 event is within the scoping process with a provisional, high-level estimate for repairs being 3–5 million.

There has been no expenditure for minor events for the 25/26 FY.

3. SAFETY IMPROVEMENTS

Traffic management devices (signs and road markings) around schools continue to be reviewed on a case-by-case basis, with progress being made towards the implementation of static variable speed signs.

4. SIGNIFICANT PROJECT UPDATE

There are no significant projects currently being undertaken.

5. PLANNING / FINANCIAL (2024-27 NLTP)

| Category | Funding amount approved (24/27) | Funding amount approved (25/26) | Amount spent to date (24/27) | On track (Y/N) | Risks to programme delivery |
|---|--|--|-------------------------------------|-----------------------|--|
| Local Road Pothole Prevention | 33,534,000 | 11,178,000 | 7,413,678 | Y | Weather events, increased forestry activity |
| Local Road Operations | 21,104,000 | 7,278,573 | 4,414,704 | Y | Weather events, increased forestry activity. |
| Local Road Improvements – Bridge & Structural Renewals | 1,477,000 | 0 | 742 | N | Bridge renewals are delayed due to the permission process. |
| Total | 56,115,000 | 16,168,913 | 11,829,124 | | |

ORGANISATION NAME: Tararua District Council

RTC REPRESENTATIVE: Mayor Tracey Collis

EXECUTIVE SUMMARY

Cyclone Gabrielle 2025/26 Enhanced Subsidy

NZTA approved continuation of the bespoke Funding Assistance Rate (FAR) subsidy of 97.5% to fund the remaining Cyclone Gabrielle emergency works to be completed in 2025/26. This is significant for the Tararua district as the savings for the Tararua District Council is potentially up to \$500,000 with the additional 4.5% enhanced FAR. The remaining Cyclone Gabrielle work will be completed over the 2025/26 financial year with majority of the physical works planned to be completed in the summer period.

Te Ahu a Turanga: Manawatu Tararua Highway Recreational Paths Fund

NZTA, through the Te Ahu a Turanga project, approved \$250,000 of the \$290,000 for the funding application Tararua District Council submitted through Te Ahu a Turanga: Manawātū Tararua Highway Recreational Paths Fund. The funding would enable the first stage of a cycleway from the Woodville roundabout to the old Woodville cemetery to be constructed, as part of revocation works.

Targeted Fund for Resilience

NZTA approved the funding application submitted for \$3,100,000 for Targeted Fund for Resilience projects in the Tararua district. This funding will go towards the type of work on the network as listed below:

- improving existing infrastructure issues that can lead to extensive emergency works repairs.
- improving the resilience of our existing culvert infrastructure
- improving roadside drainage
- land stability slope improvement

This funding also includes resilience measures for Coast Road, Beach Hill. Beach Hill above the settlement of Ākitio is vulnerable to mass land movements. As only one of two access roads in and out of the isolated community, this road is important to protect, as was demonstrated in Cyclone Gabrielle, when portions of both Coast Road, and River Road were washed out. Beach Hill became a critical access route for the communities and farms between the washout on Coast Road and Ākitio.

Local roads hand back following the opening of the new highway

As of 1 July, the responsibility for the management and maintenance of the detour routes has returned to Tararua District Council. With traffic volumes having now decreased on these roads, the Tararua Alliance have undertaken a detailed inspection with Inspectors walking the majority of the routes updating the fault data. These updates enable informed decisions to be

made regarding what sections of pavement need to be fully rebuilt, and what sections can be treated through lower cost interventions (i.e. surface cracking).

The Tararua Alliance design team is now reviewing the fault data to determine the repair requirements. Routine patrols have recommenced, and minor maintenance is being undertaken as required.

Select repairs will be undertaken on the worst faults and to achieve operational efficiencies, we are anticipating the bulk of the work to happen after the Christmas/New Year holiday period. We plan to undertake the repairs under full road closure conditions to reduce the cost.

NZTA and Tararua District Council are continuing to work on formalising an agreement which is to terminate previous agreements for NZTA to maintain the local roads while they were detour routes for SH3. It will also confirm programme that will be funded by NZTA to repair faults on the detour routes caused by the increased traffic volumes.

State-Highway 3 revocation

In July, the Tararua Alliance submitted a concept plan for improvements at the Ballance Bridge/SH3 intersection. These improvements would see the intersection upgraded to improve sight-visibility across the bridge, as well as to improve safety by narrowing the road formation leading towards Ferry Reserve. No further update has been provided by NZTA for the revocation of the Gorge itself.

MAINTENANCE & OPERATIONS

Maintenance Delivery Overview

As the 2025/26 financial year has arrived, the Tararua Alliance team have started the pre-reseal repairs for the 2025/26 reseal programme such high shoulder and watertabling. As soon as the weather allows, pavement pre-reseal repairs will commence to ensure there are no delays to the reseal programme. The 2025/26 reseal programme is 90km or approximately 500,000m² and is planned to begin in November.

Due to the time of year, unsealed road maintenance metalling and grading is a priority on the network to keep the unsealed roads to a suitable standard and combat the wet weather. As we have noticed a spike in customer requests on the unsealed road network, the Tararua Alliance are reviewing the unsealed road maintenance strategy to identify more proactive and preventative maintenance options to slow down the deterioration of unsealed roads as well as unnecessary maintenance costs.

Rehabilitation sites

The 2024/25 rehabilitation programme consisting of 2.8km of rehabilitation sites were successfully completed. Similar to the reseal programme there is a significant increase going into 2025/26 as the 2025/26 programme currently has 5.5kms as shown in the table below. This table also shows the phase/status of each site. The programme is subject to change as the designs and prices are finalised and compared to the budget.

25-26 AWPTs

| Item | | Length (m) | Phase |
|--|---|------------|------------------|
| > Oringi Rd RP 2.869-3.208 35 | ⊕ | 339 | Pre-Construction |
| > Oringi Road RP 1.867 - 2290 12 | ⊕ | 423 | Design |
| > Maharahara Rd RP 3.515-3.989 29 | ⊕ | 474 | Pre-Construction |
| > Laws Rd RP 6.399-6.757 24 | ⊕ | 418 | Design |
| > Top Grass Rd RP 15.785-16.183 24 | ⊕ | 398 | Design |
| > Top Grass Rd RP 16.419-16.993 24 | ⊕ | 574 | Design |
| > Weber Rd RP 18.335-18.802 29 | ⊕ | 467 | Design |
| > Norsewood-Ormondville Rd RP 5560-5931 29 | ⊕ | 371 | Design |
| > Matamau Ormondville Rd RP 7.843-8.194 24 | ⊕ | 351 | Design |
| > Takapau Ormondville Rd RP 5.241-5.724 24 | ⊕ | 483 | Design |
| > Takapau Ormondville Rd RP 4.455-4.978 24 | ⊕ | 532 | Design |
| > Route 52-109 RP 10.570-11.275 7 | ⊕ | 705 | Design |

EMERGENCY WORKS UPDATE

2025/26 FY - Emergency Works Forecast Expenditure

Now that we are in the final year of working through the Cyclone Gabrielle recovery work along with outstanding work from other events, below is the current approved budget for FY26 and what was used in July.

| | |
|--|----------------|
| Total Approved Emergency Works Funding (FY26) (NZTA Work Category 141) | \$8,531,213.00 |
| FY26 Spend to Date (end of July 2025) | \$859,113.00 |
| Expenditure in July 2025 | \$859,113.00 |

High complexity emergency works update

The Taranua district is now in the final year of completing the Cyclone Gabrielle emergency works with 16 High Complexity sites remaining. Construction has commenced on a bridge on Otanga Road, north of Dannevirke, which is the last remaining closed road from the cyclone and is planned to open in late August.

Otanga Road Bridge

Construction activities at Otanga Bridge Road are progressing well. The bridge and guardrail structure were completed in June with the key focus now on stabilising the eastern slope. The team is currently placing a substantial fill—estimated at over 350 cubic metres—to restore a 3-metre vertical drop caused by earlier weather-related damage. This work forms a critical part of the overall road rehabilitation effort. Following completion of the eastern fill, further earth bunding and road widening will be undertaken along the western side of the road. These measures are aimed at improving long-term road safety and resilience, particularly in response to the challenging terrain and previous damage. Regular inspections and monitoring are being carried out to ensure construction quality and slope stability throughout the process. We are working towards opening the road to the public in late August.



River Road, Akitio, RP 20km Wakawahine

Construction of the 32-metre timber tie-back retaining wall on Coast Road RP 8.5km is now completed. The supply partner that worked with Tararua District Council and the Tararua Alliance nominated this project for an award the Concrete NZ conference in the Excellence in Concrete Innovation category and were the winners. The judges selected this innovation as the winner as it is “a groundbreaking concrete innovation addressing a real-world infrastructure challenge with strength, simplicity and ingenuity. The modular interlocking concrete units – designed for rapid installation and long-term durability – restored a storm-damaged rural lifeline while enhancing ecological outcomes and respecting iwi values. It is a homegrown solution, born from coastal adversity and hands-on experimentation, exemplifies the creative potential of concrete when paired with practical insight and community collaboration. A transformative project with national relevance and future-facing impact”.



APPROVED ORGANISATION UPDATE: TEMPLATE (2022/23)

ORGANISATION NAME: Whanganui District Council

RTC REPRESENTATIVE: Mayor Andrew Tripe

1. MAINTENANCE, OPERATIONS AND RENEWALS

<AO to include description / overview of key maintenance, operations and renewals occurring over the reporting period>

Resurfacing program

Preliminary planning is underway to finalise the reseal programme for the year ahead. Chip seal resurfacing is currently estimated to cost \$2.0 million with \$577k allocated for Asphaltic Concrete. Current planning aims to deliver the bulk of the programme before the end of the year, subject to weather being suitable.

Rehabilitation sites

Rehabilitation of the road pavement and surface across various sites is planned at a cost of \$1.34m. Sites have yet to be finalised but preliminary planning is for an urban section of Wilson Street to coincide with traffic signal upgrades at two intersections along its length.

Footpath renewal program

Council's footpath renewal budget was fully expended in 2024/25 and there is no renewal work planned this year. All planned footpath renewals have been deferred. Council recently decided to approve a \$300k non-subsidised budget to fund essential (Priority 4 or above) maintenance repairs over the coming year. This is to offset the impacts of a significant reduction in NZTA funding for essential footpath maintenance and renewals.

Resilience programme

Construction is complete on a new retaining wall at a dropout on Kauangaroa Road, east of Fordell. This road is a more significant route that leads to the Mangamahu area and then continues to connect to the Rangitikei District. The wall allowed the road carriageway to be restored to its original width. The wall is constructed from driven railway iron poles and timber rails with drilled tie-backs under the road.



Road improvements

No funded projects in current approved budgets. A recent funding decision by NZTA for targeted funding will allow two sets of traffic signals to be renewed on Wilson Street. The renewal is necessary as the signal control system is now obsolete and no longer serviceable as parts are not available. Work is currently in the design stage. Additionally, a small sum was allocated for resilience improvements to culverts along River Road.

Unsubsidised improvements

Nil

2. EMERGENCY WORKS (delete if none)

Replacement is progressing of Culvert 49 on Kauarapaoa Road. This work dates from a cyclone event in 2022 where an existing culvert was destroyed by forestry slash washed down from nearby hill country. The road has been diverted over a temporary culvert for three years while design, consultation and consenting processes were completed. The budget was insufficient and is subject of a cost scope adjustment being considered by NZTA. Total project cost of about \$3.2-\$3.3 million is expected.

The new design allows for a new culvert and concreted road surface that is capable of acting as an overland flow path in a major event. A debris screen has been installed in the stream channel upstream of the new culvert to reduce the potential for slash to affect the new structure. The new culvert is now in place and backfilling has now commenced. The work however will not be fully completed till late 2025. The work site has been inundated several times over winter due to high river levels on the Whanganui River. The debris catcher has had to be cleared twice due to slash accumulating following rainfall events.

3. CAPITAL PROGRAMME

There have been two significant issues with regards delivery of Council's capital programme.

The Wakefield Street Overbridge remains closed to vehicular traffic and that situation is likely to remain until it can be replaced. Early-stage discussions have been held with NZTA and further investigation is being progressed. The closure has resulted in significant inconvenience for local residents. Council recently approved a capital budget for the bridge replacement and a variation to the approved NLTP will be sought through the Horizons Regional Transport Committee. If approved a funding application will be submitted to NZTA to allow for construction to proceed.

The Aramoho Rail Bridge has a footpath link that is deteriorating badly. Options to repair the path surface and safety railings are being explored, if these are not feasible the pathway may have to be closed to pedestrians and cyclists. A Point of Entry business case for replacement of the bridge is currently being reviewed by NZTA.

4. SAFETY IMPROVEMENTS

There is no significant expenditure planned in this activity as there is little by way of approved funding. A funding case is being prepared for implementation of school speed limits, the initial cost estimate is \$730k over two years, subject to final Council decisions. Spatial plans have been prepared for submission to NZTA for formal approval later this year.

5. WALKING AND CYCLING

There is no significant planned activity over the current three-year planning window. Safety audits on recent work completed during the 2021-24 funding envelope is now complete and is being reviewed. Any faults found will be addressed as funding permits.

6. SIGNIFICANT PROJECT UPDATE

<Update on progress of any projects listed as a significant activity in the RLTP. Other projects of significance to the district but not listed as a significant activity in the RLTP can also be included here>Nil

7. PLANNING / FINANCIAL (2024-27 NLTP)

End of year figures for financial year 2024/25 are shown below. An over-spend has resulted in some funds being brought forward from year 2 of the approved programme. The over-spend has been attributed to cost escalation and the effects of reduced funding in some activity areas. Management decisions were made to continue with some committed renewal programmes even though funding had been reduced for some components. Year 2 budgets will accordingly need to be reduced to balance the programme.

| Category | Funding amount approved | Amount spent to 30 June 2025 | On track (Y/N) |
|--|-------------------------|------------------------------|----------------|
| Structures Maintenance | 323,879 | 335,670 | Y |
| Environmental maintenance | 1,882,290 | 1,702,529 | Y |
| Network Service Maintenance | 951,719 | 907,821 | Y |
| Network Operations | 145,831 | 150,930 | Y |
| Rail Level Crossing Maint. | 73,179 | 67,333 | Y |
| Minor events | 34,151 | 46,550 | Y |
| Network and Asset Management | 972,540 | 1,017,079 | Y |
| Structures component replacement | 101,298 | 205,550 | Y |
| Environmental renewals | 0 | 0 | Y |
| Traffic Service renewals | 802,805 | 854,773 | Y |
| Total Local Road Operations | 5,287,692 | 5,287,695 | Y |
| Sealed Pavement Maintenance | 2,638,239 | 2,654,747 | Y |
| Unsealed Pavement Maintenance | 741,979 | 788,018 | Y |
| Routine Drainage Maintenance | 1,071,947 | 1,869,887 | Y |
| Unsealed Road Metalling | 407,329 | 551,835 | Y |
| Sealed Road Resurfacing | 3,597,925 | 3,441,759 | Y |
| Drainage Renewals | 775,407 | 725,517 | Y |
| Sealed Road Pavement Rehabilitation | 1,709,080 | 1,589,263 | Y |
| Total Road Pothole Protection | 10,941,906 | 11,621,026 | Y |
| Cycle path Maintenance | 28,732 | 28,732 | Y |
| Footpath Maintenance | 396,659 | 396,659 | Y |
| Cycle Path Renewal | 0 | 0 | Y |
| Footpath Renewal | 449,802 | 449,802 | Y |
| Total Walking and Cycling | 875,193 | 875,193 | Y |
| Bridge and Structure Renewals | 83,118 | 83,118 | Y |
| Total Local Road Improvements | 83,118 | 83,118 | Y |
| Grand Total | 17,187,909 | 17,867,032 | Y |