

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

1. MAINTENANCE, OPERATIONS AND RENEWALS

This season's resurfacing and rehabilitation works have been completed for the 2020/21 financial year. Non-traditional treatment techniques have been trialled across the two programmes with a view to identifying and trialling ways to improve value for money outcomes to our community.

Emulsion based resurfacing treatments are been trialled on some sites. The performance of these sites will be monitored closely. If successful, this approach may be used more widely over the coming years.

As part of the pavement rehabilitation programme, profiling machines (as pictured below) have been used on some sites to remove thick layers of chipseal which have become unstable, causing flushing and rutting. New material was then built into the existing pavement to rehabilitate the road. Options are being assessed for the reuse of the waste surfacing material removed, including on gravel roads to potentially add strength and alleviate dust concerns.



Maintenance and operations activities have progressed well. Network condition and customer complaint levels remain reasonably static, providing confidence in cyclic and planned maintenance teams activities.

With the end to 2018-21 NLTP approaching focus has been on ensuring works are all complete and accounted for and that planning for the next 3 year block is well underway. Plans are underway to implement new strategies outlined in the Roding AMP. A key focus is increasing preventive maintenance such as crack sealing, addressing minor road defects before they deteriorate and require more expensive fixes. Council's alliance model provides the flexibility in changing intervention

strategies and treatment selection without the need for contractual changes – an agile approach enabling “best for network” decision making.

2. LOW COST LOW RISK & EMERGENCY WORKS

The Low Cost Low Risk programme this year has comprised mostly of geometric improvements to the road network to improve safety. Often this is done often in conjunction with rehabilitation works to minimise cost and has achieved some great results for the user experience and safety of their journeys. The example in the photo below is the result of “T-ing” up an awkward and unsafe intersection while improving the approach to a bridge.



Projects identified for the next three years include rural intersection lighting on high classification roads, school speed zone improvements, high risk urban intersection improvements, walking and cycling network assessment and out of context curve assessments. This focus is on both our community’s needs and aligning to central government’s objectives around vision zero.

Emergency work repairs continue following storm events in 2020. Remaining sites are complex requiring engineering design which are progressing. Due to a change in Waka Kotahi assessment methodology a large amount of damage caused during the last event had to be excluded from the emergency works funding application. These sites now require regular monitoring to manage risk to the public.

3. PAHIATUA MAIN STREET UPGRADE

The Pahiatua Main Street upgrade project is nearing completion. The majority of the works has been finished with some final touches remaining. The project team expect physical works to be fully complete by the end of the financial year with just disestablishment remaining in July.

Project progress ensured the Dawn Service could go ahead on ANZAC day as planned on the newly completed section of the upgrade.



4. HUARAHİ TUHONO - WEBER TO WIMBLEDON (ROUTE 52 UPGRADE)

Delivery of the upgrade has begun on the first section of the site while detailed designs are being developed for other sections. The final scope of the project is subject to change, depending on results from bridge strength assessments and geotechnical testing. Initial bridge analysis suggests minimal investment in structural strengthening will be required which is positive, potentially enabling increased investment in safety and resilience improvements to the route.



5. 2021-24 NLTP

Council eagerly await confirmation of the 2021-24 National Land Transport Programme and associated investment levels. Very positive feedback has been provided following the assessment of the Roding AMP and its associated justification for investment levels. There is nervousness, however, about the ongoing delays in confirmation and potential for reduced approved investment levels. Largely a needs-based programme, reduced funding will result in reduced service levels and/or deferred investment that could take several years to catch up on.