

Transportation Update

July 2022

WESTLAND
District Council | Te Kahui o Poutini



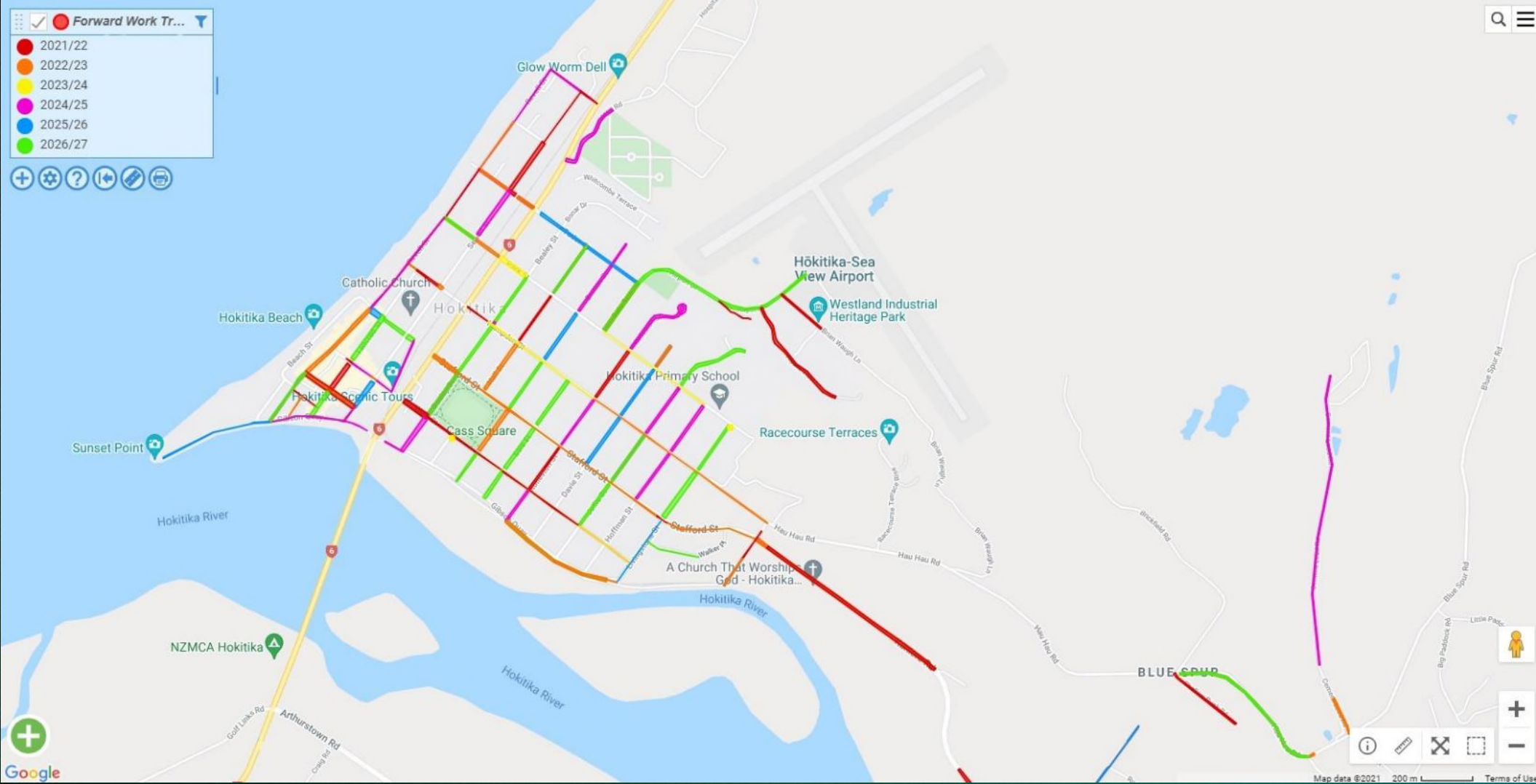
Update Topics Covered

1. 2021/22 Achievements
2. Forward Works Programming
3. Footpath Works. What's been done and what is still planned.
4. Changes in Temporary Traffic Management requirements
5. Changes in Speed Management (Speed Limits)
6. Roading Efficiency Group (REG) Update

2021/22 Achievements

- New Road Maintenance Contract Awarded
- West Coast Transport Collaboration nominated as a finalist for IPWEAA Award for “Excellence in Asset Management” (beaten in the end by “The Waka Kotahi Strategic Maintenance Investment Justification Project”)
- 1665m Footpath Maintenance/Renewals carried out
- 20km Unsealed Road Re-metalled (New running course added)
- 13.2km of sealed road resurfaced (Target 20km)
- 270m kerb and channel replaced
- 171m culvert replacements

Forward Works Programme (FWP) 2021-2027



Reseals Planned for 2022-2023

- This list shows the indicative reseal programme for this season.
- Some roads have been included from the 2021/22 season as cost increases placed considerable constraints on the last season.

Road	Start	End	Length	Width	Area
Airport ROW	0	161	161	4	644
Davie Street	610	815	205	8.4	1722
Ford Rd South	0	1799	1799	5	8995
Gibson Quay East	1031	1076	45	9.5	427.5
Grimmond Avenue	0	40	40	4	160
Kaniere Road	0	55	55	11	605
Kaniere Road	55	865	810	10	8100
Kaniere Road	3135	3793	658	7.68	5053.4
Lake Kaniere Road	7000	7190	190	5.5	1045
Lake Kaniere Road	7190	8090	900	5.5	4950
Lake Kaniere Road	8090	8460	370	5.5	2035
Oneone Road	0	2408	2408	5	12040
Poerua Valley Rd	0	3629	3629	4.8	17419
Revell Street	587	813	226	10.8	2440.8
Revell Street	813	1050	237	14	3318
Revell Street	1050	1282	232	11.9	2760.8
Second Street	0	220	220	6.5	1430
Sewell Street	1108	1341	233	13.7	3192.1
Sewell Street	1341	1585	244	13.7	3342.8
Tahutahi	0	164	164	9.89	1622
Waitaha Valley Rd	3608	7034	3426	4	13704
Weld Street	719	821	102	17.5	1785
Weld Street	821	1189	368	12.2	4489.6
Weld Street	1189	1437	248	13.8	3422.4
Fifth Street	0	220	220	5.5	1210
Fifth Street	220	341	121	4	484
Greenstone Road	0	390	390	6.9	2691
Greenstone Road	410	619	209	8.3	1734.7
Greenstone Road	619	1514	895	5.5	4922.5
			18805		115745.6

FWP for Bridges

- Mtce Contractor presently working on general bridge maintenance tasks (Cleaning, vegetation clearance, minor repairs etc)
- Contract out for Tender for supply of Professional Services & Bridge Inspections. (3 Council Collaboration to identify single supplier) Aiming to award in August/September.
- Ongoing is the Cauldron Creek bridge on Jackson River Road.
- All bridge data to be loaded into the RAMM (Road Asset Management & Maintenance) system. This will enable better financial tracking against individual bridge assets.
- Detailed FWP program to be created by new Professional Services Provider following inspection program. This will also involve Seismic evaluation of many WDC Structures.

2021/22 Footpath Achievements

Footpath Maintenance 21/22

Location	Street Name	Side	Length (m)	Note	Programme	Note2
Franz Josef	Cowan Street	Right	60	Re-level and replace chipseal	April	Completed
Franz Josef	Cowan Street	Right	51	Re-level and replace chipseal	April	Completed
Franz Josef	Cowan Street	Left	60	Re-level and replace chipseal	April	Completed
Franz Josef	Cowan Street	Left	64	Re-level and replace chipseal	April	Completed
Franz Josef	Cowan Street	Left	86	Prepare surface and reseal with G6 single coat.	April	Completed
Franz Josef	Cron Street	Left	12	Prepare surface and reseal with G6 single coat.	April	Completed
Haast	Tahutahi Road	Right	13	Very mossy, in lieu of trying moss removal	April	Completed
Haast	Opuka Place	Left	109	Treat footpath with moss and mould remover from supplier Arnold Products.	March	Completed
Haast	Opuka Place	Right	104	Treat footpath with moss and mould remover from supplier Arnold Products.	March	Completed
Hari Hari	Wanganui Flat Road	Left	51	Very mossy, not reinstated by chorus/electronet, patch as required	March	Completed
Hari Hari	Wanganui Flat Road	Right	721	Treat footpath with moss and mould remover from supplier Arnold Products.	March	Not started
Hari Hari	State Highway 6	Right	882	Treat footpath with moss and mould remover from supplier Arnold Products.	March	Not started
Hokitika	Park Street	Left	73	Cut to waste, prepare and install 100mm thick 25MPa Concrete.	April	Completed
Hokitika	Park Street	Left	13	Replace 4 vehicle crossings @ 3.25m long each	April	Completed
Hokitika	Park Street	Left	73	Kerb and Channelling, charge to drainage	April	Completed
Hokitika	Park Street	Left	114	Cut to waste, prepare and install 100mm thick 25MPa Concrete.	April	Completed
Hokitika	Park Street	Left	19.5	Replace 5 vehicle crossings @ 3.25m long each	April	Completed
Hokitika	Park Street	Left	114	Kerb and Channelling, charge to drainage	April	Completed
Hokitika	Sewell Street	Both		Install Tactile Pads at pedestrian crossing	April	Not started
Hokitika	Revell Street	Right	5	Install Concrete Vehicle Crossing at Parking lot	April	Work in Progress
Hokitika	Revell Street	Right	70	Prepare surface and reseal with G6 single coat.	April	Completed
Hokitika	NW Hoffman and Hampden crossing		0		April	Completed
Hokitika	SW Park and Rolleston crossing		0		April	Completed
Kaniere	St Albans Street	Right	174		April	Completed
Kumara	State Highway 73	Right	66	Patch section of Asphalt damaged after house fire	March	Completed
Ross	State Highway 6	Right	33	Prepare surface and reseal with G6 single coat.	April	Completed
Ross	State Highway 6	Right	23	Prepare surface and reseal with G6 single coat.	April	Completed
Ross	State Highway 6	Left	121	Must do, footpath growing grass, start with wash and then assess	March	Completed
Whataroa	Wilson Street	Right	58	Prepare surface and reseal with G6 single coat.	April	Completed
Whataroa	Roberts St	Left	99	Prepare surface and reseal with G6 single coat.	April	Completed
Hokitika	66 Hall St				April	Completed
Hokitika	Mitre-10				April	Work in progress

Footpaths, Success and Ongoing Improvement

- Staff are continuing to engage with the community for ongoing enhancements to parts of our footpath network. Blind Low Vision NZ and Local residents have continued to be helpful with feedback on what improvements we can implement to make all our communities more accessible.
- Upcoming “Better off Funding” will also be targetted for a range of pedestrian and cyclist improvements around the district.
- The following few slides provide details of some of the before and after situations from this seasons footpath program.

Footpaths, Before & After



Kaniere School

Footpaths, Before & After



Park Street

Footpaths, Before & After



Revell Street

Footpaths, Before & After



Moorhouse St

Indicative Footpath Works 2022/23

Footpath Maintenance 22/23

Renewals

ID	Location	Note	Status	Cost Status	Estimated Value
368	Hokitika	Rolleston Street reconstruction	Not Started	Schedule Rate	\$30,442.10
72	Whataroa	Wilson St reseal	Not Started	Schedule Rate	\$7,290.00
24	Whataroa	Murray St reseal	Not Started	Schedule Rate	\$14,040.00
78	Ross	Aylmer St reseal	Not Started	Schedule Rate	\$13,687.50
79	Ross	Aylmer St reseal	Not Started	Schedule Rate	\$4,725.00
569	Haast	Marks Road reconstruction	Not Started	Schedule Rate	\$16,904.16
47	Kaniere	Kaniere Rd reconstruction	Not Started	Schedule Rate	\$10,035.00
155	Hokitika	Park St HPS reconstruction	Not Started	Schedule Rate	\$15,978.81
167	Hokitika	Revell St reseal	Not Started	Schedule Rate	\$9,746.25
376	Hokitika	Tancred St reconstruction (stamped conc)	Not Started	Schedule Rate	\$21,985.96
318	Hokitika	Hall St	Not Started	Schedule Rate	\$25,368.42
322	Hokitika	Stafford St	Not Started	Schedule Rate	\$14,496.24
476	Ross	State Highway reseal? Dependant on \$\$	Not Started	Schedule Rate	\$10,125.00
481	Ross	State Highway recon? Dependant on \$\$	Not Started	Schedule Rate	\$24,911.25
				Total	\$219,735.70

Indicative Footpath Works 2022/23

Repairs & Maintenance						
ID	Location	Note	Status	Cost Status	Estimated Value	
87	Ross	Back Street Moss and Mould removal	Not Started	Schedule Rate	\$725.20	
37	Ross	Back Street Moss and Mould removal	Not Started	Schedule Rate	\$725.20	
76	Ross	Back Street Moss and Mould removal	Not Started	Schedule Rate	\$1,204.35	
28	Ross	Back Street Moss and Mould removal	Not Started	Schedule Rate	\$1,445.22	
84	Ross	Back Street Moss and Mould removal	Not Started	Schedule Rate	\$1,046.36	
33	Ross	Back Street Moss and Mould removal	Not Started	Schedule Rate	\$1,696.97	
471	Ross	SH Moss and Mould removal	Not Started	Schedule Rate	\$1,248.38	
470	Ross	SH Moss and Mould removal	Not Started	Schedule Rate	\$1,165.50	
562	Hokitika	91 Hall St Grate Crossing installation	Not Started	Schedule Rate	\$0.00	
576	Kumara	SH Moss and Mould Removal	Not Started	Schedule Rate	\$1,124.06	
46	Kanieri	Patch repair	Not Started	Schedule Rate	\$5,490.00	
421	Hokitika	Patch repair	Not Started	Schedule Rate	\$5,545.31	
422	Hokitika	Patch repair	Not Started	Schedule Rate	\$5,545.31	
9	Fox Glacier	Patch Repair	Not Started	Schedule Rate	\$13,851.00	
295	Hokitika	Davie St Cold Wash	Not Started	Schedule Rate	\$1,290.58	
423	Hokitika	Jollie St Cold Wash	Not Started	Schedule Rate	\$1,467.75	
424	Hokitika	Jollie St Cold Wash	Not Started	Schedule Rate	\$1,174.20	
190	Hokitika	Hoffman Street Cold Wash	Not Started	Schedule Rate	\$1,185.60	
550	Hokitika	Livingstone Street Cold Wash	Not Started	Schedule Rate	\$1,191.30	
366	Hokitika	Rolleston Street Cold Wash	Not Started	Schedule Rate	\$1,086.80	
265	Hokitika	Bonar Drive Cold Wash	Not Started	Schedule Rate	\$1,828.75	
271	Hokitika	Whitcombe Hill Cold Wash	Not Started	Schedule Rate	\$365.75	
272	Hokitika	Whitcombe Hill Cold Wash	Not Started	Schedule Rate	\$365.75	
268	Hokitika	Bonar Drive Cold Wash	Not Started	Schedule Rate	\$363.38	
108	Hokitika	Airport Drive Cold Wash	Not Started	Schedule Rate	\$2,805.83	
				Total	\$53,938.54	

Changes in Temporary Traffic Management rules

- Changes to Temporary Traffic Management (TTM) rules in NZ is continuing to cause a stir within the industry.
- Originally the new (and still under development) Worksafe “Road and roadside worker health and safety good practice guide” was intended to endorse the new “NZ Guide for Temporary Traffic Management”. However it is coming to light that Worksafe may have concerns over the suitability of this document so may no longer offer endorsement. This is still a developing matter.
- Many TLA’s submitted concerns during the feedback process for this new Guide. The following is some key/common concerns extracted from Submissions by the following Councils, Hamilton City, Hauraki District, Matamata Piako District, Otorohanga District, South Waikato District, Taupo District, Thames Coromandel District, Waikato District, Waipa District, Christchurch City & Dunedin City Councils.

Common Feedback Comments

1. Consultation Process

1.1. The TTM industry hasn't seen a change of this magnitude in many years. Consultation and communication from Waka Kotahi to local government has been poor, and the submission period is insufficient to address the many and valid concerns.

Waikato Region

Common Feedback Comments

2. Need for Change

1.1. Waka Kotahi have stated that they have introduced NZGTTM in response to changes in health and safety guidance on risk assessment from Worksafe, and it is our understanding that this document will replace the existing Code of Practice for Temporary Traffic Management. At this time the Agency have provided no evidence that they have undertaken a review of CoPTTM to establish that it is unfit for use as a guide for the design of temporary traffic management works or that the current CoPTTM system of training is unfit for purpose.

Question – Will Waka Kotahi provide the business case and Agency briefing to the project team for the development of NZGTTM for review by an external body?

Will the Agency confirm the suitability of the use of CoPTTM for the design of temporary traffic management systems, and if not provide a review with written details of the issues that they have identified with the document that make it unfit for use.

Common Feedback Comments

4. Consistency in Temporary Traffic Management

4.1. The new guide is more subjective; therefore it is possible that consistency of TTM will decrease.

4.2. There are concerns over how the new guide will affect the type and look of TTM around the region and country. Drivers may well see different TTM from site to site even for common road maintenance tasks like line marking or sealing, depending on the company and staff that are working on it. This may put drivers, roadworkers and the public at increased risk.

Question: How will the new guide ensure consistency in traffic management, especially for the travelling public? How will any inconsistencies be identified and addressed?

Common Feedback Comments

Our current understanding is that it will not be mandatory for local authorities to adopt or otherwise adhere to the NZGTTM, and that it will not carry legislative authority on its own. Waka Kotahi has stated in its consultation material that the NZGTTM will sit underneath the Worksafe Guide, which we acknowledge is considered best practice for health and safety obligations. While local authorities could theoretically decide to opt out of any best practice guidelines, this could present significant risk.

In order to avoid any undesirable uncertainty and the potential for conflicts to arise, and so that the NZGTTM can be considered an accepted form of best practice for temporary traffic management, the Council seeks that Waka Kotahi strive to achieve alignment between the matters addressed in the NZGTTM and the other duties and responsibilities placed on local authorities under the HSWA and LGA 1974.

Can it be clarified that compliance with the NZGTTM will satisfy the Councils' HSWA and LGA 1974 obligations?

Common Feedback Comments

We are seriously concerned that the smaller event organisers and smaller operators working within the road will be disadvantaged, more challenged to grow the in-house skills to develop comprehensive risk assessments for their work within the road. We consider that smaller operators will knowingly and/or unknowingly take unacceptable risks under the proposed model.

Christchurch City

Common Feedback Comments

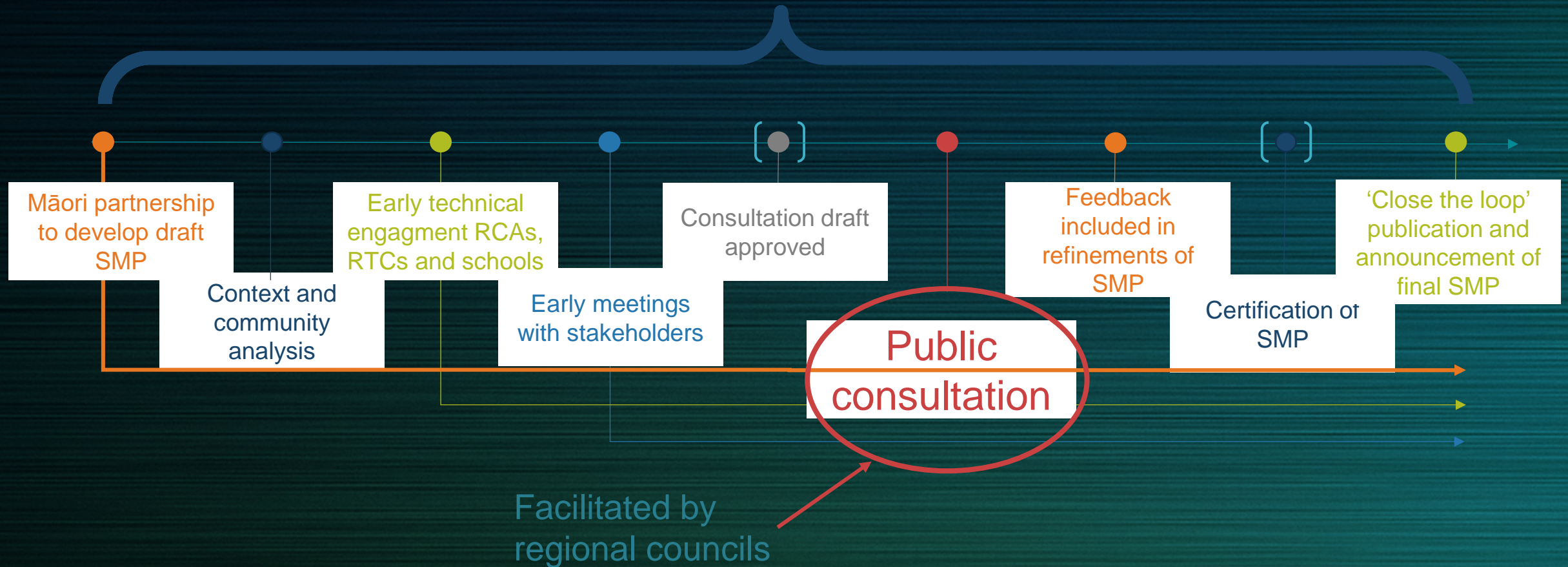
It feels like an airplane that is being designed and built while it is being flown. We don't consider that the key roles of the proposed system have been 'fleshed out' in adequate detail to date.

Dunedin City

Speed Limits & Changes to Speed Management Nationally

- Setting of Speed Limits Rule 2022 – Came into force officially on 19 May 2022
- WDC Speed Limits now migrated into new National Speed Limit Register (NSLR) February – April 2022.
- Speed Limits past Schools to be reduced to 30km/h.
- Existing Speed Bylaws will need to be revoked as all speed limits will be administered through the new rule and the NSLR.

Speed Management Plan Engagement & Development Process



What is a Speed Management Plan?

- A plan is the primary means by which proposed speed limit changes are developed, shared, and certified.
- Plans will consist of a mixture of narrative, tables and maps
- Plans must include a ten year vision and three year implementation plan, and take a whole of network approach
- Types of speed management plans
 - State Highway Speed Management Plan
 - Regional Speed Management Plan
 - Territorial Authority (local) Speed Management Plan

Roles in the Speed Management Plan process

Entity	Role
Waka Kotahi (as regulator)	<ul style="list-style-type: none">• sets timelines• provides guidance on safe and appropriate speeds and preparing a plan• convenes the speed management committee
Waka Kotahi (as RCA)	<ul style="list-style-type: none">• drafts, engages and consults on the State Highway Speed Management Plan• key early step is technical engagement with road controlling authorities to develop the draft plan
Regional transport committees	<ul style="list-style-type: none">• consolidates information from road controlling authorities into a regional speed management plan• provides a forum to address regional boundary or consistency issues
Regional councils	<ul style="list-style-type: none">• facilitates the administrative function of regional consultation for all regional speed management plans
Road controlling authorities	<ul style="list-style-type: none">• provides information to regional transport committees to enable development of a consistent regional speed management plan• can choose to independently undertake speed management planning and consultation or follow the regional process (unless notified by regional transport committees to follow the regional process)

Transitioning

Pre-interim period 2022

begins when the new Rule comes into effect and ends when an RCA migrates its data for inclusion in National Speed Limit Register (NSLR).

The 2017 Rule applies

Interim period 2022 – June 2024

begins when the Pre-interim period ends. Requires an interim SMP. Finishes with the publication of the RCA or RTC's first full speed management plan under the new rule.

First speed management plan cycle June 2024 – June 2027

SMPs can be developed as soon as the new Rule comes into force and data migrated is in NSLR, but are not required before 2024

REG Latest Developments

- Continuing to guide the industry with ongoing development and improvement in the roading sector.
- Providing advice and training in development of the next Activity Management Plan Programme Business Cases for the 2024 NLTP.
- Presently focusing on different Levels of Service (dLoS) development.

dLoS Pictorially

Transport Activity Management Plan 2021

Introduction Strategic Context Challenges Growth Current State Levels of Service Scenarios Programme Delivery Risk Financial Summary Improvement

Waikato DISTRICT COUNCIL

Scenario 1 - Rural Connectors

Scenario One Two Three Four Five

One Network Framework

Local Streets	Rural Connectors	Unsealed Roads
Main Streets	Rural Roads	Urban Connectors

Cost

Year	Capital	Maintenance	Operations	Renewals	Total
2022	\$17M	\$14M	\$10M	\$16M	\$57M
2023	\$23M	\$10M	\$10M	\$18M	\$61M
2024	\$22M	\$15M	\$10M	\$21M	\$68M
2025	\$20M	\$15M	\$10M	\$22M	\$67M
2026	\$27M	\$15M	\$11M	\$24M	\$77M
2027	\$24M	\$16M	\$11M	\$24M	\$75M
2028	\$29M	\$16M	\$16M	\$26M	\$87M
2029	\$28M	\$16M	\$12M	\$27M	\$83M
2030	\$33M	\$17M	\$12M	\$24M	\$86M

Category: Capital (Red), Maintenance (Green), Operations (Black), Renewals (Pink)


Service

LoS Name	LoS Grade	LoSS
Safe Travel	A	Exceed the DIA Mandatory target of 1 DSI saved per year
Active Travel	A	A substantial improvement in the proportion of active travel trips
Unsealed Roads	A	Roads are sealed where population density or land use demands it on least life cycle cost basis, or where dust is causing harm
Modal Shift	A	An improvement in passenger numbers to three times current
HPMV Capacity	A	Much improved connectivity for HPMV vehicles by increasing the bridge and road capacity
Connected Network	A	A significant improvement in network connectivity
Resilient Network	A	Lifeline routes and their catchment roads will remain open in a 1:100 year flood event

Risk

Strategic Risk Profile

Risk	Risk Title	Risk Score
R5	Changing land use or meeting District Plan changes is increasing traffic on our unsealed roads	6
R1	DSI numbers do not reduce	15
R7	Lack of understanding of asset condition leads to ineffective planning.	6
R4	Road condition is a contributing factor to serious harm crashes	8
R6	Structure - Design Method. Un-uniform and inconsistent requiring individual responses.	16
R2	Surface friction is not sufficient to eliminate the road surface as a cause of serious harm crashes	15
R3	Trip Hazards	4



dLoS Pictorially

Transport Activity Management Plan 2021

Introduction Strategic Context Challenges Growth Current State Levels of Service Scenarios Programme Delivery Risk Financial Summary Improvement

Waikato DISTRICT COUNCIL

Scenario 3 - Rural Connectors

Scenario One Two Three Four Five

One Network Framework

Local Streets	Rural Connectors	Unsealed Roads
Main Streets	Rural Roads	Urban Connectors

Cost

Category ● Capital ● Maintenance ● Operations ● Renewals

Service

Operational Strategic Tactical

LoS Name	LoS Grade	LoSS
Safe Travel	B	Meet the DIA Mandatory target of 1 DSI saved per year
Active Travel	B	An improvement in the proportion of active travel trips
Unsealed Roads	B	Roads are sealed where population density or land use demands it on least life cycle cost basis
Modal Shift	B	An improvement in passenger numbers to twice current level
HPMV Capacity	B	Enhanced connectivity for HPMV vehicles by increasing the bridge and road capacity
Connected Network	B	An improvement in network connectivity
Resilient Network	A	Lifeline routes and their catchment roads will remain open in a 1-100 year flood event

Risk

Strategic Risk Profile

Risk	Risk Title	Risk Score
R5	Changing land use or meeting District Plan changes is increasing traffic on our unsealed roads	9
R1	DSI numbers do not reduce	15
R7	Lack of understanding of asset condition leads to ineffective planning.	6
R4	Road condition is a contributing factor to serious harm crashes	12
R6	Structure - Design Method. Un-uniform and inconsistent requiring individual responses.	16
R2	Surface friction is not sufficient to eliminate the road surface as a cause of serious harm crashes	15
R3	Trip Hazards	12

dLoS Pictorially

Transport Activity Management Plan 2021

Introduction Strategic Context Challenges Growth Current State Levels of Service Scenarios Programme Delivery Risk Financial Summary Improvement

Scenario One Two Three Four Five

One Network Framework

Local Streets	Rural Connectors	Unsealed Roads
Main Streets	Rural Roads	Urban Connectors

Cost

Category ● Capital ● Maintenance ● Operations ● Renewals

Service Operational Strategic Tactical

LoS Name	LoS Grade	LoSS
Safe Travel	C	Not meet the DIA Mandatory target of 1 DSI saved per year
Active Travel	C	Current proportion of active travel trips maintained
Unsealed Roads	C	Maintain current length of unsealed road network
Modal Shift	C	Current passenger numbers maintained
HPMV Capacity	C	No increase in length of HPMV approved routes
Connected Network	C	Current network connectivity maintained
Resilient Network	A	Lifeline routes and their catchment roads will remain open in a 1:100 year flood event

Scenario 5 - Rural Connectors

Risk

Strategic Risk Profile

Risk	Risk Title	Risk Score
R5	Changing land use or meeting District Plan changes is increasing traffic on our unsealed roads	12
R1	DSI numbers do not reduce	20
R7	Lack of understanding of asset condition leads to ineffective planning.	6
R4	Road condition is a contributing factor to serious harm crashes	16
R6	Structure - Design Method. Un-uniform and inconsistent requiring individual responses.	16
R2	Surface friction is not sufficient to eliminate the road surface as a cause of serious harm crashes	20
R3	Trip Hazards	12

Waikato DISTRICT COUNCIL

Thank You