

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Gary Clark, Transportation Manager
DATE: 30 November 2009
SUBJECT: **TRANSPORTATION REPORT - NOVEMBER**

1 ROAD MAINTENANCE CONTRACTS

Maintenance

Downer EDi Works have made some organisational structure and staffing changes to improve their contract management including client service requests. They are still recruiting staff and have employed a new supervisor for the Tasman contract who will start in the new year. It is expected that these changes will address some of the performance issues encountered so far in the contract.

Network audits for November show 90-95% compliance with operational performance measures. Vegetation control and detritus scored relatively low but pavement and drainage maintenance scored well.

Fulton Hogan and Downer EDi Works are trying to keep up with vegetation control requirements by adding more mowers to the network but they are still behind. Some mechanical breakdowns have not helped.

Planning is underway for pre-reseal repairs for the 2009/2010 reseal sites with repairs due for completion by 31 March 2010.

Rehabilitation and Reseals

With the summer fast approaching several contracts have recently been approved including the pavement rehabilitation and resealing works.

The pavement rehabilitation contractors (Tasman Civil) are currently working though the sites and carrying out the pavement design for the improvement works. Tasman Civil are considering hiring a large pavement machine which will see a more integrated project being undertaken. There have been some minor adjustments to the programme as a result of some issues with the sections selected. There are also some associated improvements to be carried out which include sight distance and a small section of kerb and channel.

I note that there were several rehabilitation sites last year that had significant problems with surface break up and chip loss. Fulton Hogan are currently undertaking additional work, at their cost, to make good these defects. This work is programmed to be completed by Christmas.

The reseal sites have been selected and are expected to be completed before the end of February 2010. Some will be completed before Christmas with no work planned on the busy roads over the important holiday period. The sites that have been selected for resealing are included in an appendix at the end of this report.

Staff Observations

Selwyn Steedman our new Transportation Network Engineer is responsible for the maintenance contracts and ensuring our roads are maintained to an appropriate level of service at a reasonable cost. He has taken the opportunity to travel as much of the road network as he can and has done a great job in getting out to some very far flung places in the District. Below is a short summary of his progress to date.

Selwyn's travels over the network this month focused more on Golden Bay area than any other area. He found that the gravel network is been well maintained with near to no potholes or corrugations. This could change as the gravels dry out during summer.

Many roads are light on gravel depth and require spot gravelling as a stop-gap measure. On some of the lighter trafficked roads spot gravelling may be a better way of maintaining them than full maintenance runs.

Selwyn attended all four maintenance contract meetings and is endeavouring to bring about a team atmosphere at such meetings as opposed to, a confrontational approach that has previously existed.

He also attended a contractual maintenance inspection (road performance audit) between MWH and Downer EDi Works this month. Although the inspection is based on negative marking the fairness of the inspection is giving a fair indication of the contractor's performance.

The contractor's short-fall on this inspection was that his spraying subcontractor has sprayed weeds that they could see but had not sprayed the full length of the kerb line and the non-sprayed areas had since shown some growth. This is being addressed to ensure a better spraying regime is followed.

Other issues that Selwyn saw as he travelled the network included:

- **Intersection signage.**

There needs to be a clean up of signage as there are far too many signs at intersections. The signage policy should not allow private establishment signs. There is a need to address this matter to ensure a consistent approach across the road network and for areas of particular interest.

There are a number of privately installed signs on road reserve, ie, Children, slow down and crude speed signs. These should be removed over time and, if appropriate, regulatory sign installed.

- **Extent of network**

Selwyn has continued to push down to ends of the network when out and about. He considers that with time, rationalisation of the network length will need to be carried out. To this end a letter has been sent to gain legal advice for clarification on what may be done to provide an acceptable cost to all ratepayers without unduly affecting the level of service.

This is a big issue for the District with many roads on the outer edges of our road network being used by very few road users and providing access to sometimes one property. The

costs associated with maintaining these roads for the use of one individual is hard to justify.

- **Unsealed entranceways**

There are many entranceways that are spilling gravel on to sealed pavements. There is a need to better manage this issue as it can create significant safety issues and long term maintenance considerations. In the first instance there is a need to have entranceways sealed as part of subdivision approvals to make sure each one is correctly constructed. The harder bit is to get entranceways incorporated into the building permit system. This would require the accessway to be accessed and conditions imposed as part of the building permit.

There will be a continuing issue of existing vehicle crossings and gravel tracking that occurs with these. Over time it is hoped to address these as part of improvements to the individual properties and our maintenance contracts.

2 DUST TRIALS

Dust trials are being carried out on Eves Valley Road with the products being applied to the road on 26/27 November 2009. As previously reported, there are two different products being trialled. There will be two sections of 800 metres with the middle section of Eves Valley Road having no treatment. This section will be used as the control.

The first section has been applied with RT20. The road has been cut and the material sprayed into the wind-rowed material then spread out again then rolled. This product is supposed to create a constructed pavement that has some strength and dust control for more than one dry season. The product performs well in Australia however our wetter climate may give poorer results.

The second section was applied with D20. This product is sprayed directly on the surface of the road and we expect that this will not last more than one season.

These trials will be monitored over the coming months. The purpose is to provide ratepayers with an alternative to spraying oil on the roads which is now becoming less environmentally acceptable. Once the trials are completed, the information will be passed on to the community to give them an alternative to oil. The costs for applying this product on the road in the future will still be met by the landowners concerned.

3 WORKS PROGRAMME

The summer construction season has started in earnest with several projects underway and several being advertised. The following are some of the larger projects that are currently underway.

- **Takaka Car Park**

The new stormwater main presently under construction is due for completion this week however there will be a short section to complete once the electricity box has been shifted in approximately three weeks time. Preparation for the new kerb and channel has been completed with the kerbs to be poured this week weather permitting. The contractor has fallen slightly behind programme but they believe they will be able to pull the work back on track.

- **CBD Footpath Cleaning**

This work has recently been put out to selected tenderers and involves cleaning various areas of footpath in the Richmond, Motueka and Takaka central business districts. The work is to be completed before Christmas.

- **Eighty Eight Valley Road Seal Extension**

This work is currently out for tender and closes on Wednesday 9 December 2009. The work is split into two packages with package one extending from Wai-iti Valley Road back 1.3 kms towards the dam site where as the second portion extends 1.6 kms from the end of existing seal near Quail Valley Road past the dam site. The second package of work will only proceed should tender prices come in lower than expected and this work can be afforded, and depending on the progress of other projects also requiring funding this financial year.

- **Pohara Seawall**

The final design in terms of road and shared path layout is being finalised for consultation with interested parties including the Golden Bay Community Board. The work will need to be completed between 1 April and 30 June 2010 to comply with the consent conditions and will be tendered in the new year.

- **Richmond Ring Route Signage**

Signs have been designed and orders placed for signs that are entirely in road reserve. There are a number of signs that due to their size may overhang private property. Approval from landowners is presently being sought for these signs.

- **Talbot/Salisbury Intersection**

A review of the current layout for the approach lanes on Talbot Street to the intersection is being undertaken to confirm the extent of parking that can be provided on the southern side close to the car yard site.

4 MINOR ROAD IMPROVEMENTS

- District delineations on various Distributor and Collector routes underway involving edge lines, edge marker posts and other improvements.
- Motueka Valley Highway shoulder widening at Peninsula Bridge is in the process of being finished. Due to the value of the work selected quotes are to be requested from a number of local roading contractors.
- Guard railing design underway for Motupiko River Bridge 1 on Korere Tophouse Road at Route Position 30km is underway to replace concrete sides.
- Old Wharf Road Motueka - lighting upgrade is completed.
- The shared use path proposed for construction along the southern side of Waimea West Road between Malthouse Crescent and the Wai-iti River is in the process of being designed and is to be packaged up with work proposed at the intersection of Waimea West and Palmer Roads involving seal widening including the relocation of a utility pole.

- **Gladstone Rd Undergrounding**

Network Tasman are working through lay positions for undergrounding.

- **D'Arcy Street**

Reinstatement of D'Arcy Street is now complete along with the installation of new pram crossings including several others on nearby streets that didn't previously have them.

- **Totaranui/Pupu Pupu Springs Roads Slip Repairs**

This work has recently been put out to tender for the repairs to several slip sites on Totaranui and Pupu Pupu Springs Roads. The contract will also include repair work to the Ligar Bay slip on Abel Tasman Drive.

- **Murchison Carpark Resurfacing**

This work is now complete.

- **Murchison Footpath**

The footpath is designed which includes various culvert extensions. It is hoped the work can be undertaken.

5 EMERGENCY WORKS

Engineering staff have submitted an emergency works claim to NZTA for various roading works within the District. The recent wet weather events along with the generally wet spring have resulted in several drops-outs and some important roads that have some instability about them. The emergency claim also seeks compensation for response work that has occurred as part of the recent severe weather events the region has experienced.

The funding of emergency works is required to meet certain criteria which include the loss of a traffic lane. Most of the works within our District have not met this criteria and the committee may recall my discussion about moving some of the emergency funding to associated improvements to address this matter.

We have submitted a claim for funding for emergency works which has included some of these areas which don't strictly meet the NZTA provisions but do constitute a significant risk to communities if not carried out before they move any further. NZTA have looked favourably on these areas as they also see the significant risk that could occur should these areas of instability slip away. The claim also included works already carried out as part of the storm events have happened so far this year.

The sites that have been approved for funding by NZTA are below.

Table 1: Request Summary

Site	Intended Solution	Cost
August Day Works	Completed day works	\$85,000
Matiri Valley	Carriageway realignment	\$90,000
Wairoa Valley	Retaining Structure	\$260,000
Cobb Valley	Retaining Structure	\$75,000
Turners Bluff	Carriageway realignment	\$300,000
Aniseed Valley	Refer November 08 request	
Total Emergency Works Requested		\$810,000

The approval is for \$810,000 which exceeds our \$700,000 budget for this activity code. Some of the planned works such as Wairoa Valley have yet to be designed. The worst-case scenario with regard to engineer's estimates has been provided to NZTA with possible reductions likely. Accordingly while this exceeds our current allocation, I am expecting the identified projects will come in cheaper as a result of design and tender price savings.

You will note that one of the sites includes the Riwaka–Kaiteriteri Road. This project is the Turners Bluff proposal where I have previously reported on the instability of this section of road and provided a preliminary design for addressing this matter.

There are two particular projects that need urgent work which include Aniseed Valley Road and Matiri Valley Road. Both of these sites have the potential to isolate communities. The Aniseed Valley Road site is currently moving on a regular basis with movement monitored on a daily basis. The Matiri Valley Road is an active slip that is currently being managed to ensure the community has safe access.

6 RIVERS

The rivers maintenance budget is currently tracking to meet six-monthly targets.

Annual weed/brush spraying is underway. The recent wet months have meant that stopbank grass cutting has been held up.

Scheduling for the 2010-11 Rivers AOMP is underway. For the first time this is being led by the consultant and also involves electronic data logging gear. The target for completion is February 2010.

The new contract requires all land entry across private property to be recorded with land entry agreements. There is some resistance by landowners to sign the forms.

Rivers staff are involved with forward planning to reduce the percentage of crack willow being burnt. There will be a ban from May to July in rural areas to match the requirements of urban rules.

The development of the CONFIRM database for processing monthly achievement and managing of two monthly forward programs is promoting close co-operation with the contractors, consultants and Council accounting staff.

7 CARPOOLING

Council is currently upgrading its website to provide a more user friendly internet service. As part of the upgrade it is planned to include a car pooling page to assist our residents and ratepayers to gain rides across the district. There is currently a very good system that operates in Golden Bay providing an important service for this community. There are other systems already in place throughout New Zealand. Until Council has its new website set up we will use a system already established and well used across the country.

Council will initially use the Jayride website to provide for car pooling in the district and this will be linked to the Tasman District Council website. Jayride is a very easy website to use and holds current rides.

There will be an article in Newline on 4 December 2009. At the same time there will be wider publication using other local community newsletters, posters, flyers and through a range of local community groups and people.

8 A4A (ACCESSIBILITY FOR ALL)

As a result of Council's participation in helping to assist the community to set up the A4A forum, management of the current the Active Transport Forum will shift to Nelson City Council. The previous arrangement was Nelson City Council assisted in running the Total Mobility Group which included the accessibility issues for both districts. Included in the Total Mobility group was the Total Mobility Scheme. The Total Mobility Scheme is a Government-assisted scheme to enable the transport disadvantaged access to the community through subsidised taxi travel. Nelson City Council passed a resolution to disband the Total Mobility group and only continue to support the Total Mobility Scheme for the two districts.

Tasman District Council was responsible for running the Active Transport Forum. This group was responsible for encouraging car users to find more active transport alternatives across both Tasman District and Nelson City. Nelson has a keen interest in managing this group as the issues relating to active transport are more appropriate for their Council.

Equally the issues relating to accessibility are more of an issue to Tasman District. With Nelson City not supporting the accessibility issues that relate to the region, it was considered important that this matter was addressed. Accordingly Engineering staff saw the impending gap in this aspect for the community and decided to set up A4A. It should be noted that our Council is still part of the Active Transport Forum which will now be run from Nelson.

The A4A consultation period is now over, with a good response to the first meeting held and excellent feedback on how this new forum should function. These will provide the basis for setting up the terms of reference which will be sent out to key stakeholders before the end of the year. The next meeting will take place in early February 2010.

Sarah Downs attended a Barrier Free seminar in Christchurch. She will be taking some assessments which will allow her to audit buildings and access routes as 'barrier free'.

9 TOTAL MOBILITY SCHEME

We are now receiving cost breakdowns for the Total Mobility Scheme which is managed by Nelson City on our behalf. Tasman's share of journeys for the September 2009 period accounted for 24.2% of the journeys within our district. There was about another 7.7% of journeys which crossed the boundary between Tasman District Council and Nelson City Council (with 75% of that 7.7% originating in Nelson). Our funding is based on a 25% share of the journeys being made.

We are still going through the detail on these costings with the view to gaining a better understanding of where the costs lie. This will take some time as the information gathered includes all trips. We need to check carefully to see the value of those journeys and how this is proportioned across the region. A first look indicates that most of the Tasman District journeys are short and local. There is one exception of a client based in Brightwater who receives the full \$10 subsidy for all of their journeys.

It won't really be fair to fully appraise our 'value for money' until this total breakdown has been done but at first glance, the funding breakdown does seem to be fair at this stage.

10 ROAD SAFETY COORDINATION

The following material provides details on the tasks that our Road Safety Coordinator and School Travel Planner have been doing since the last meeting. The key issue for these activity areas is the declining budget to carry out the programme as a result of NZTA cutting funding streams. The safety programme is an important part of providing safety to the community and ways to ensure we continue to provide this important service are being explored.

Motorcycle training courses

Four more courses were held in October and November. There was a range of rider age, ability, experience and types of bikes on each of the courses. There have also been an increasing number of young riders on scooters attending the last courses. During these latest courses an increasing amount of time has been spent on basic maintenance of bikes which has led to an improvement in bike handling skills. This has been most prominent with the young scooter riders. As with previous courses all the feedback has been very positive and encouraging.

Railway Reserve Opening

The official opening of the newly sealed Railway Reserve cycleway will be held on 4 December 2009. Local school and kindergarten students have been invited to attend with their decorated bikes to help cut the ribbon and celebrate this new asset for the District.

School Travel Plans

Brightwater School's travel plan was launched in October. The older students are receiving cycle training next week to bring them up to a competent level for cycling independently. There is also investigation work taking place at Brightwater Motors to look at engineering solutions to the footpath which crosses over the front of the garage.

Lower Moutere's cycle trains will commence on 7 December 2009. They will start at the Riverside community and at the intersection of King Edward Street and Queen Victoria Street in Motueka and travel along the shared path.

Work is continuing with the schools along Salisbury Road. A walking school map is being developed to show safe routes to school and drop off zones. This will involve a combined effort between three of the schools. Cycling lessons and road safety lessons have been booked at St Paul's School for Term 1 next year. Sarah Downs attended the annual Henley School Walkabout which was very successful.

Walking School buses are still working well at Wakefield School and those students who have walked regularly will be recognised for their efforts at the end of term celebration assembly.

11 BLACK SPOT FIELD INVESTIGATIONS

Twelve black spot sites have been investigated with some minor traffic measures to be implemented to address the issues identified by the team. The sites have been gathered from the NZTA crash database which highlights the locations where most of accidents occur. The sites listed below are the identified sites for remedial action.

- Salisbury Road/William Street intersection;
- Salisbury Road – 80 metres south of D'Arcy Street;

- Salisbury Road – in the vicinity of D’Arcy Street;
- River Terrace Road/Mount Heslington Road;
- Moutere Highway/Kelling Road;
- Moutere Highway in the vicinity of Flaxmore Road;
- Moutere Highway/Edwards Road;
- Waiwhero Road/Edwards Road;
- Umukuri Road – west of SH60; and
- Umukuri Road/Swamp Road.

The investigations showed a number of issues at the sites identified which included poor visibility, road markings, and signage. These changes have been programmed into the future works to be completed as soon as budgets allow.

12 TENDERS

One tender has been awarded since the last meeting:

No.	Contract name	No. of tenders	Successful tenderer	Amount	Highest amount	TDC estimate	Budget for this item	Comment
775	Takaka Library Car park Stage 2	2	Oldfields	\$214,454	\$268,430	\$285,084	\$274,000	Budget includes some funding from the stormwater account

11 RECOMMENDATION

THAT this report be received.

Gary Clark
Transportation Manager

Road Name	Location	Start (m)	End (m)	Length (m)	Width (m)
ANGUS PLACE	Wakefield	0	95	95	5.5
ANGUS PLACE	Wakefield	95	112	17	8.0
ANISEED VALLEY ROAD	Hope	7,400	8,309	909	6.4
APPLE VALLEY ROAD EAST	Coastal	0	428	428	5.0
ANDERSON ROAD	Riwaka	0	638	638	5.7
ATKINS STREET	Motueka	0	411	411	7.2
BARTLETT ROAD	Appleby	1,520	1,575	55	6.2
BARTLETT ROAD	Appleby	1,575	2,550	975	6.5
BATEUP ROAD	Richmond	0	488	488	7.3
BATEUP ROAD	Richmond	488	812	324	7.3
BLACKBIRD VALLEY ROAD	Neudorf	0	1,721	1,721	6.0
BLAIR TERRACE	Richmond	0	490	490	7.3
BRONTE ROAD EAST	Coastal	0	1,324	1,324	varies
CEDERMAN DRIVE	Kaiteriteri	271	337	66	7.5
CEMETERY ROAD [MOTUEKA]	Motueka	0	86	86	4.2
CEMETERY ROAD [MOTUEKA]	Motueka	110	420	310	4.2
CENTRAL ROAD	Moutere	996	3,564	2,568	5.5
CHAMPION ROAD	Richmond	0	839	839	9.4
CHAYTOR ROAD	Mapua	0	695	695	6.5
CHEYNE WALK	Richmond	0	76	76	6.8
CITRUS GROVE	Mapua	0	75	75	5.1
CITRUS GROVE	Mapua	75	98	23	5.1
COLLEGE STREET	Motueka	0	324	324	9.0
EDWARDS ROAD	Lower Moutere	0	50	50	6.0
FACTORY ROAD	Brightwater	0	320	320	6.7
GOODALL PLACE	Kaiteriteri	0	64	64	10.4
GREENVINE LANE	Brightwater	0	545	545	4.7
GRIFFIN STREET	Richmond	0	271	271	7.4
HIGH STREET SOUTH	Motueka	0	723	723	6.8
HORTON ROAD	Tasman	430	1,483	1,053	6.5
IWA STREET	Mapua	136	462	462	3.2
KAITERITERI-SANDY BAY ROAD	Kaiteriteri	3,203	4,117	914	6.0
KELLING ROAD	Upper Moutere	0	1,360	1,360	6.1
KELLING ROAD	Upper Moutere	1,360	1,410	50	6.5

Road Name	Location	Start (m)	End (m)	Length (m)	Width (m)
KERR HILL ROAD	Golden Downs	11,240	12,530	1,290	7.5
KINA BEACH ROAD	Tasman	1,290	2,090	800	5.0
KORERE TOPHOUSE ROAD	Tophouse	18,464	20,292	1,828	7.0
LANSDOWNE ROAD	Appleby	30	50	20	6.1
LANSDOWNE ROAD	Appleby	50	1,489	1,439	8.3
LEDGER AVENUE	Motueka	0	324	324	8.2
LEE VALLEY ROAD	Brightwater	1,850	2,850	1,000	6.5
LEE VALLEY ROAD	Brightwater	2,850	3,150	300	7.1
LIVINGSTON ROAD	Waimea West	675	805	130	4.5
LOWER QUEEN STREET	Richmond	0	143	143	11.2
MARRIAGES ROAD	Tasman	0	230	230	5.0
MOTUEKA RIVER WEST BANK ROAD	Ngatimoti	15,520	16,000	480	6.5
MOTUEKA RIVER WEST BANK ROAD	Pokororo	20,170	21,910	1,740	5.0
MOTUEKA VALLEY HIGHWAY	Pangatotara	6,628	7,455	827	6.5
MOTUEKA VALLEY HIGHWAY	Stanley Brook	36,298	38,040	1,742	6.4
MOTUEKA VALLEY HIGHWAY	Stanley Brook	38,040	38,647	607	6.4
MOUNT HESLINGTON ROAD	Brightwater	0	1,626	1,626	5.8
MOUTERE HIGHWAY	Appleby	0	710	710	7.7
MOUTERE HIGHWAY	Moutere	10,210	10,585	375	7.5
MOUTERE HIGHWAY	Moutere	10,585	11,168	583	7.6
NEUDORF ROAD	Neudorf	0	650	650	6.6
NEUDORF ROAD	Neudorf	3,422	3,990	568	6.0
NEWMAN AVENUE	Brightwater	0	406	406	9.3
OLD COACH ROAD	Bronte	9,440	10,240	800	6.7
OLD MILL ROAD	Riwaka	0	658	658	5.2
PAH STREET	Motueka	335	720	385	12.5
PAH STREET	Motueka	720	880	160	9.0
PIGEON VALLEY ROAD	Wakefield	365	700	335	6.4
PIGEON VALLEY ROAD	Wakefield	700	1,042	342	6.6
POOLE STREET	Motueka	434	742	308	6.6
QUEEN VICTORIA STREET	Motueka	0	800	800	6.6
RANZAU ROAD	Hope	1,601	1,670	69	5.5
RIVER TERRACE ROAD	Brightwater	60	295	235	6.5
RIVER TERRACE ROAD	Brightwater	295	760	465	6.5
RIWAKA-SANDY BAY ROAD	Riwaka	2,830	2,900	70	6.1
RIWAKA-SANDY BAY ROAD	Riwaka	5,244	7,048	1,804	7.3
SANDERLANE DRIVE	Motueka	69	416	347	8.1
SELBOURNE AVENUE	Richmond	0	210	210	9.3

Road Name	Location	Start (m)	End (m)	Length (m)	Width (m)
SELWYN STREET [MOTUEKA]	Motueka	0	85	85	8.4
SELWYN STREET [MOTUEKA]	Motueka	85	105	20	11.0
STAPLES STREET	Motueka	0	771	771	5.8
TADMOR-GLENHOPE ROAD	Tapawera	2,760	3,755	995	6.3
TAPAWERA BATON ROAD	Tapawera	7,220	7,480	260	5.5
TEAPOT VALLEY ROAD	Waimea West	0	2,116	2,116	6.5
TELENIUS ROAD	Brightwater	0	543	543	7.3
TOTARA PARK AVENUE	Motueka	0	134	134	8.6
TOTARA PARK AVENUE	Motueka	134	251	117	8.6
TOTARA PARK AVENUE	Motueka	251	408	157	7.1
TRINITY LANE	Richmond	0	56	56	3.6
TUI CLOSE	Motueka	0	50	50	6.5
TUI CLOSE	Motueka	50	65	15	9.0
WAIMEA WEST ROAD	Brightwater	2,347	3,685	1,338	6.4
WAIROA GORGE ROAD	Wakefield	7,404	7,819	415	4.5
WAIWHERO ROAD	Moutere	9,253	10,139	886	5.9
WEKA ROAD	Tasman	0	243	243	4.9
WEKA ROAD	Tasman	243	980	737	4.4
WEKA ROAD	Tasman	980	1,730	750	4.4
WENSLEY ROAD	Richmond	1,121	1,190	69	8.0
WENSLEY ROAD	Richmond	1,190	1,640	450	10.6