

## STAFF REPORT

**TO:** Chair and Members, Engineering Services Committee

**FROM:** Transportation Manager, Gary Clark

**DATE:** 22 September 2010

**SUBJECT:** **Transportation Report July – RESC-10-09-02**  
Report prepared for meeting of 30 September 2010

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### 1 INTRODUCTION

1.1 This report provides information on the various transportation activities.

### 2 PROJECTS

2.1 This section covers the wider projects that are within transportation which sit across the various departments of Council.

#### 2.2 *Richmond Town Centre Project*

The first stage of public consultation on this project has been conducted through a display in the Mall, which took place over two days “manned” by members of the project team. The display has since been up in the foyer at the Richmond office and at the library.

2.3 There have been numerous articles in the local press and Newsline the Mag asking for input from residents, businesses and landlords. There has been a large and positive response to this consultation process from local residents. The findings show that the majority of respondents are keen for some change to central Richmond to make it a more vibrant place.

2.4 The Central Richmond project team met with landowners and tenants of the retail areas in Richmond. There was a good turnout of interested business people with some very good discussions about the current issues and what changes might be considered.

2.5 The main issues related to parking controls, enforcement and the tired nature of the current street environment. The positives related to the excellent work with Sundial Square, a need to modernise Queen Street and a strong view on building on the Mall to encourage visitors to experience the other retail areas.

2.6 There was concern over street signage and the gateways into Richmond. There was a strong feeling that the Pak ‘n’ Save wall and rubbish was not a good image for this entrance to Richmond.

2.7 We have started getting some advice from a well qualified and experienced Urban Designer based in Wellington. A brief is being prepared to best set the project and find a way to go forward with the different elements to proceed. It has become quite

apparent that one of the major requirements to encourage vitality and vibrancy of the central area is to change the Resource Management Plan and road environment.

## **2.8 Accessibility for All**

The membership of this group is increasing. We had a very positive forum in August, where BJ Clark (from CCS Disability Action) gave an excellent presentation on accessibility and how we can change the world. As a result of this, it was thought a positive idea to congratulate shops and businesses who did provide good accessible facilities through letters from the group and in Newsline the Mag.

2.9 A directory on where wheelchairs are located throughout the district was thought appropriate. These wheelchairs will be available for public use. Work is being done to provide this list, which would then be housed in Council offices, doctor's surgeries and with CCS Disability Action.

2.10 Further clarification is required on parking limit times as the figures that came from the last Council meeting, don't necessarily fit in with national standards.

2.11 The blue painting in accessibility parks has become part of the car park maintenance programme.

## **2.12 School Travel Plans**

A second meeting of the Salisbury cluster School Travel Plan group was held on Tuesday 21 September 2010. In this meeting, the agreed issues from the previous meeting were discussed and an action plan was developed. This travel plan will hopefully be launched towards the end of term four.

2.13 A road safety programme has been delivered to St Paul's School. A need for adults/parents to upskill their cycling levels has been identified. It is the parents who find the traffic levels difficult and therefore stopping children from travelling to school actively.

## **2.14 Carpooling**

Promotion around carpooling was carried out through local media mid-November 2009. The promotion encouraged users to sign up to the Jayride website which was an already established website.

2.15 After this promotion there was a 170% increase in the number of users in Tasman region for the month of November 2009 when compared to the previous month.

2.16 There was coverage in all local media – Newsline the Mag, Richmond Leader, Waimea Weekly and Wakefield Village News. The website providers also mentioned the work that had been carried out in Tasman when they were interviewed by the NZ Herald. Interestingly a new member "Jayflight", a local charter flight company, promoted their local business on the website. They provide services that fly to Paekakariki, Golden Bay, West Coast and beyond.

2.17 Interest has lessened over the winter months, but this has happened in other areas around New Zealand. The new Council website shows what current rides are available in the Tasman District and also provides a link to the Jayride website.

2.18 Prior to the next promotion the website providers have offered to take a "baseline" measurement and then survey the results again after the promotion. This will allow Council to gather accurate figures of ride listings, visitors, page views and other statistics.

### **2.19 Stringer Road Upgrade**

The Stringer Road upgrade is progressing slowly at the moment due to the amount of wet weather recently experienced in the district. The weather has created significant problems with a cycle of preparation work being carried out then needing to be redone as part of the rain events.

2.20 This project is still expected to be completed by April 2011 with the new intersection treatment with State Highway 60 recently approved by the New Zealand Transport Agency for construction.

### **2.21 Dust Trials**

We have put various products on top of Eves Valley Road to test the claims made by suppliers relating to the suppression of dust particularly during the summer months. Several test sections were treated and a control section was also maintained to compare effectiveness.

2.22 The spray on product initially provided some dust relief however this was very short lived and didn't offer much protection after about three weeks. The milled in product did provide some relief but at about half that out the spray on product. This product will continue to be monitored over this summer to see if there are any longer term benefits. Our initial view is that any benefits will be limited and the cost of the product does not provide value for money in treating the problem

2.23 We have recently carried out an unsealed pavement rehabilitation trial with a new treatment to allow a compacted wearing course. It is hoped that this wearing course will suppress dust over summer. This will be reviewed over the summer months and reported back in due course.

2.24 We are also about to trial a limestone product on Eves Valley Road to test the performance of this material for suppressing dust. We are currently waiting for the weather to settle down before placing this material.

## **3 ROADING**

### **3.1 Operations and Maintenance**

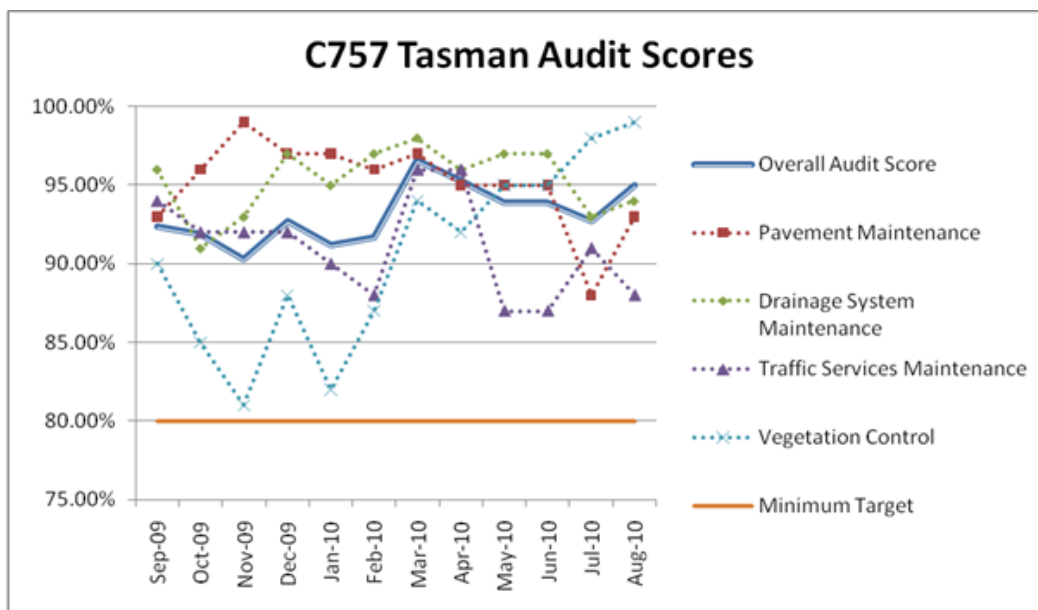
At the time of writing, the potential effects of the Canterbury earthquake on material supply chains, as well as plant and labour, for local projects are being assessed with relevant contractors. Contingency plans to deal with these effects are being developed.

### **3.2 Tasman Maintenance Contract 757**

Items completed in July and August include:

- Replacement of culvert 47 on the Moutere Highway;
- Various footpath repairs in Motueka and Richmond;
- Isolated intersection remarking;
- Hewetson Road and Eves Valley Road structural overlays and drainage improvements;

- Culvert replacements on Brooklyn Valley Road and Williams Road;
  - Frost patrols and ice gritting.
- 3.3 Items underway and/or programmed for completion in September include:
- Drainage improvements on Kaiteriteri-Sandy Bay Road, Barrington Place and at the Upper Moutere Store frontage;
  - Water table cleaning;
  - High shoulder removal;
  - Commencement of pre-reseal pavement repairs;
  - Vegetation removal for sight distance improvements.
- 3.4 It has been noted that Downer's resource levels have improved during this reporting period. The results of recent MWH audits of the network condition are shown in the chart below.



### 3.5 **Waimea Maintenance Contract 758**

Items completed during July and August include:

- Church Valley rock protection and retaining of bank (see photograph below);
- Drain cleaning and slip clearing on Motueka River West Bank Road (see photograph below);
- Frost gritting and application of CMA (de-icing agent). Some sites that had CMA applied were the subject of requests from members of the public for gritting, which shows there is not widespread understanding of the CMA method of ice control;
- High shoulder removal at various sites (Motueka Valley Highway, Korere-Tophouse Road, Motueka River West Bank Road);
- Slip cleanup on Lee Valley Road. Approximately 1,000m<sup>3</sup> of slip material was removed.



*Church Valley Road Rock Placement*

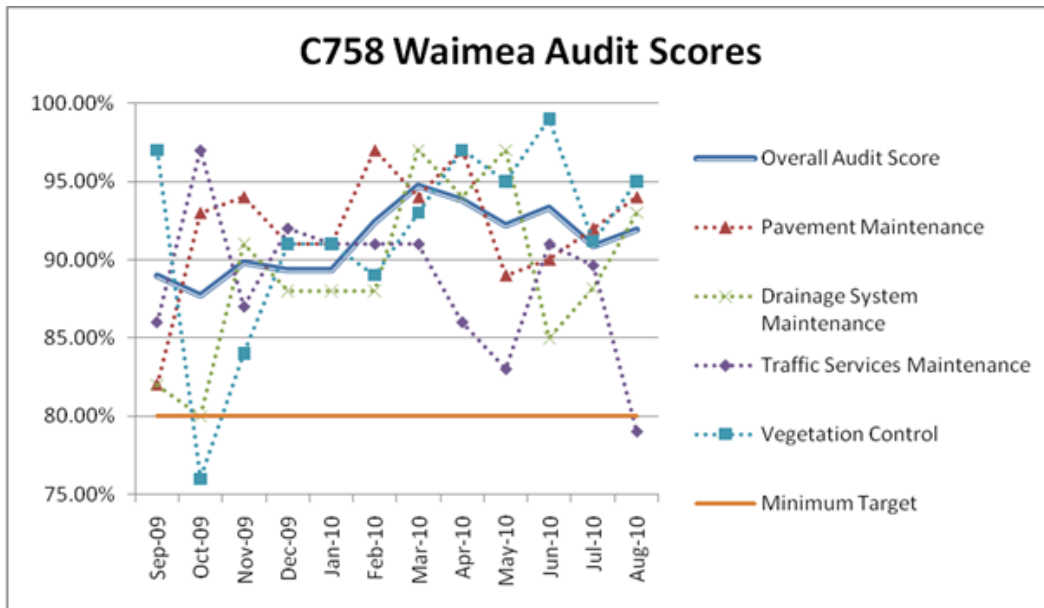


*Motueka River West Bank Road Drain Cleaning*

3.6 Items programmed for September include:

- Culvert and drainage repairs Motueka Valley Highway and Hinetai Road;
- High shoulder removal – Pigeon Valley Road, Rainy River Road, Wai-iti Valley Road;
- Finalise 2011/12 pre-reseal repair programme.

3.7 The results of recent MWH audits of the network condition are shown in the chart below.



3.8 Dirty signs and edge marker posts have reduced the August score for traffic services maintenance.

### 3.9 Golden Bay Maintenance Contract 625

The tender evaluation for the new Golden Bay Roding Maintenance Contract has proceeded carefully, with the process complicated by submitted non-price attribute information for one tender, and subsequently the submitted price of another tender.

3.10 Fulton Hogan were awarded the contract for the maintenance of the Golden Bay area which includes the local roads and state highway.

3.11 Items completed during July included:

- Completion of Aorere Bridge guardrail improvements with the seal repairs being completed by contractor.
- Crack filled sealed surface on Rocklands Road.
- CMA application and frost gritting on ice prone sites over the network.
- Water cutting at various sites to improve skid resistance and mitigate bleeding.
- Large sized culvert replacement on East Takaka Road due to butt-jointed pipes separating.
- Installation of new signs along Abel Tasman Drive and some side roads.
- Repair and replacement of some culverts along the Collingwood Bainham Road.

3.12 Items completed during August included:

- Response and repair work following heavy rain and surface flooding on 13 and 23 August 2010.
- Tomo repair to gravel road surface on Anatori River South and Canaan Road.
- Re-rocking seawall along Beach Road.
- Clearing of slips and trees along Cobb Dam Lower Road.
- Culvert upgrades at various locations throughout the network.
- Signs replacement due to damage or vandalism at various locations throughout the network.
- Footpath repairs along Motupipi Street.
- Clearing of a large number of slips on Totaranui Road following rain events.

- Pre-reseal repairs have been started.
- Prep and sealing gravel shoulders to improve width and safety at various locations.

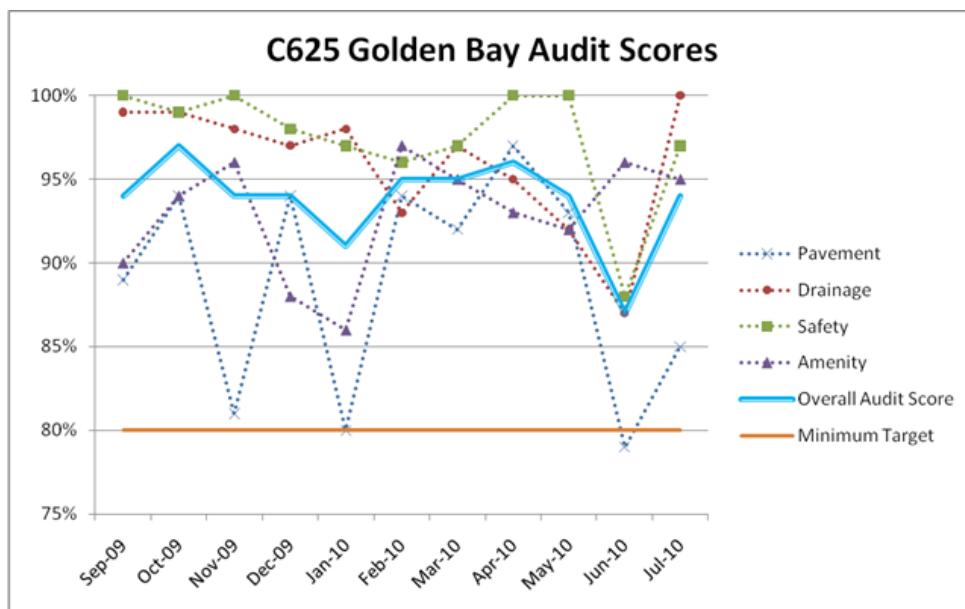
3.13 Items programmed for September include:

- Continued unsealed structural overlay work will be carried out along Cowin Road.
- Cobb Lower Road slip repair may be continued (weather dependent).
- Continued work on pre-reseal repairs.
- Continued clean-ups following heavy rain events.

3.14 Other Items:

- Stormwater culvert completed on Pohara Valley Road as part of the Utilities programme.
- Test pitting for services along the new fire fighting reticulation route is to be undertaken.

3.15 The results of recent MWH audits of the network condition are shown in the chart below.



**3.16 Murchison Maintenance Contract 787**

July was the first month of the new maintenance contract. With Fulton Hogan again being the contractor the transition was smooth as expected. The most notable change from the previous contract is the introduction of RAMM Contractor. Fulton Hogan have been proactive in using the RAMM system and quickly raising any issues.

3.17 Unsealed roads throughout the network are in good condition considering the time of year, with very few potholes, soft spots or rutting.

3.18 Work Completed in July and August:

- Matakita Road drainage maintenance and culvert replacements;
- 2010/11 Pre-reseal repairs;
- Maruia Saddle Road slip response on 16 August (see photographs). A MWH Geotechnical Engineer is assessing the risk and repair options at present.



*Maruia Saddle Road following slip on 16 August*



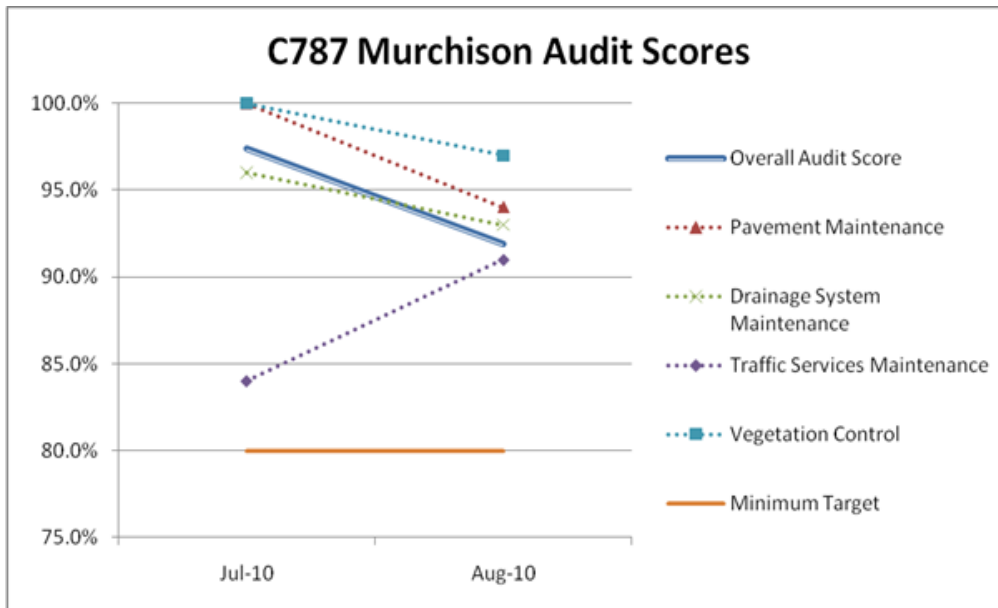
*Maruia Saddle Road initial slip response was to bund off face and trim inside of bank to gain width*

3.19 Work programmed for September:

- Hinehaka Road drainage maintenance and shoulder maintenance;
- Matiri Valley Road drainage maintenance.

3.20 The results of MWH audits of the network condition for the previous two-month period are shown in the chart below. Only these two months have been included as a different audit system was used previously.

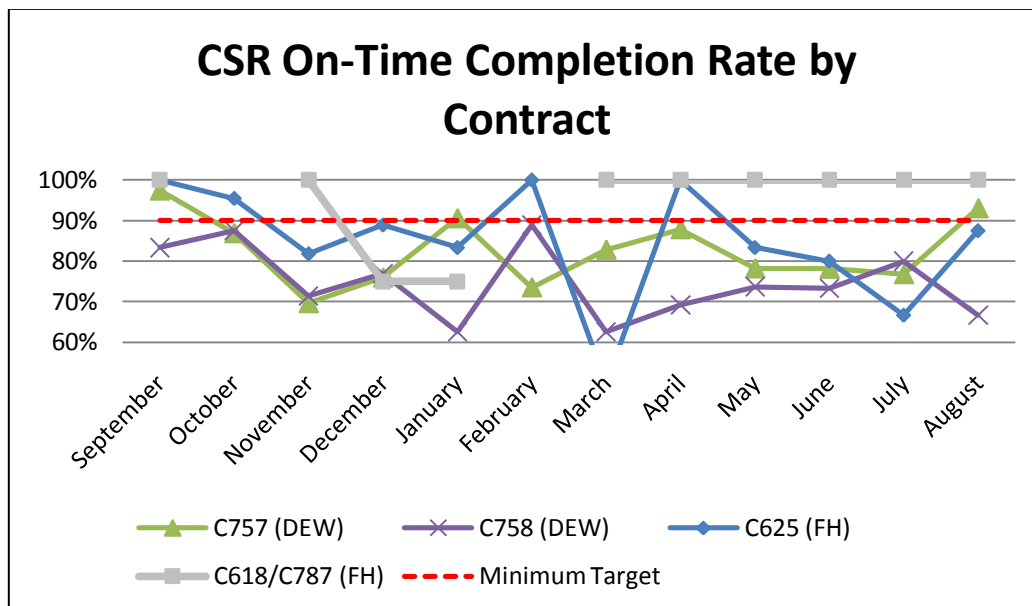




### 3.21 Summary of Network Performance

#### 3.22 Customer Service Requests

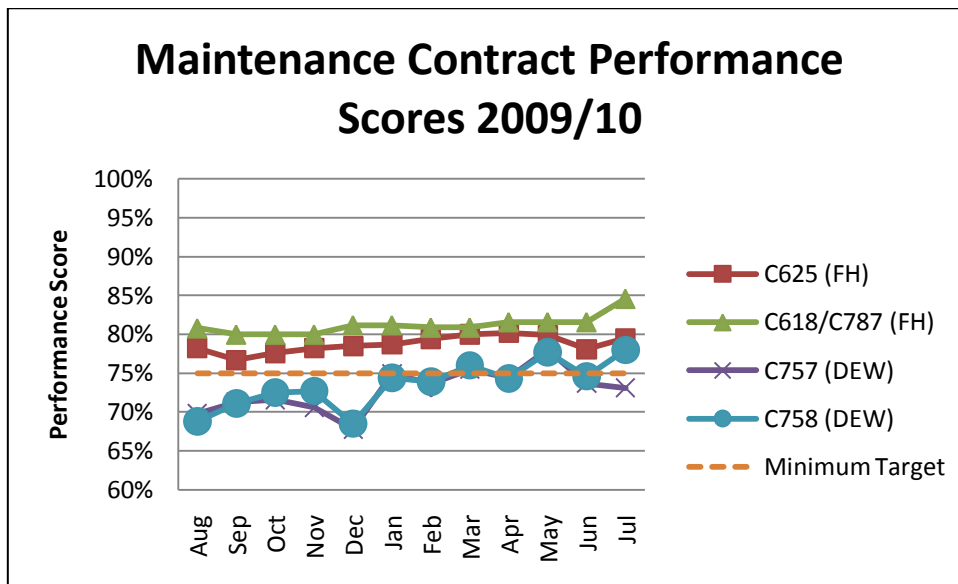
Customer Service Request (CSR) completion rates over the four contracts are summarised in the following graph.



3.23 Downer’s CSR on-time completion was 93% in the Tasman area in August, an excellent result and reflects the extra emphasis on this issue. Improvement is still needed in the Waimea area. Fulton Hogan in Golden Bay just missed the minimum 90% target.

#### 3.24 Performance Scores

Based on MWH audits of the Contractor’s maintenance work, systems and overall contract delivery, the following graph tracks the Performance Score Summary over the four contract areas. At the time of writing the report scores for August 2010 had not been compiled.



3.25 Contract 757 Waimea - Performance score for July has not met the minimum target of 75% due to issues with timeliness of some maintenance work, including pre-reseal shoulder and drainage work not being completed by the end of July.

3.26 Contract 787 Murchison - Performance score for July has increased primarily due to a high network audit score reflecting the good condition of the network.

## 4 FINANCIAL

4.1 Actual expenditure in 2009/2010 for subsidised maintenance, operations and renewals of local roads was \$461,760 less than the approved budget of \$10,774,570. This funding has been brought forward into the 2010/2011 year (year 2 of the three-year block funding allocation). A separate report is included in this agenda

4.2 The total approved subsidised budget for 2010/2011 is \$11,883,765, including the \$461,760 brought forward from 2009/2010. This budget will allow some key items of work to be undertaken this year including:

- Delineation improvements and rationalisation as detailed in the revised delineation policy. This will be incorporated in the network-wide remark.
- Drainage improvements, particularly water table construction, to provide better drainage on rural roads.
- Heavy pavement maintenance at sites that have failed to meet economic criteria for rehabilitation.

4.3 Consideration could also be given to using a portion of the additional funds on the following:

- Continuation of unsealed structural overlays at sites on unsealed roads that are identified as being below-strength and at risk particularly from logging operations.
- Conversion of Mercury Vapour Streetlights to less polluting and more efficient luminaire types.

## 5 STREET LIGHTING

- 5.1 Powertech continues to perform well overall. In August there were no late CSRs and the number of CSRs received has dropped.
- 5.2 An adjustment to their lump sum per month rates will need to be made following the opening of the Ruby Bay Bypass to compensate for the takeover of the street lighting assets on Mapua Drive, Stafford Drive and Aporo Road.
- 5.3 The New Zealand Transport Agency has also taken over responsibility of operating and maintaining their street light infrastructure. Previously the Council arranged the maintenance and managed the street lights on behalf of the Agency.
- 5.4 Powertech has formally accepted the contract extension to the end of June 2011.

## **6 ROAD SAFETY**

- 6.1 As reported at the last committee meeting the New Zealand Transport Agency has approved all our planned projects within the Road Safety Activity Area. A previous report indicated that there was likely to be a shortfall in this activity area as a result of funding restrictions by the Agency.
- 6.2 All the projects that were identified in the previous report have had funding confirmed within the budgets set aside for this activity and accordingly there is no shortfall or additional funding needed.

## **7 RIVERS**

### **7.1 Rivers Maintenance**

The reorganisation of work programmes to ensure that the AOMP will be achieved and that the expectations laid down in the AMP can also be met has been completed. There are no major implications to the financial budget for 2010-11.

### **7.2 Crack Willow Management**

River Z funding supported by several landowners in the north branch of the Riwaka River has combined to remove a large percentage of the crack willow in that area. Winter replanting is well underway with some landowners putting in the effort to fence the stream off from stock to ensure that the mixed native and bitter willow planting areas are successful.

- 7.3 The remainder of this section of the upper Riwaka River will be targeted for next year. The middle section of the Riwaka cannot be progressed as landowners are not prepared to enter into River Z cost-sharing agreements.

### **7.4 Tapawera-Baton Road, Twin Bridges**

Catchment restoration works for Mr and Mrs Palmer, Mr James and Mr and Mrs Hall is underway. This will complete a package of works needed as a result of the May 2010 storm event. Extensive soil conservation planting and the reinstatement of an historical overflow channel is being achieved as a result of the removal of a large amount of logging debris that had been temporarily stockpiled after the event. This work is covered in part by limited landowner River Z subsidy input. Some landowners have declined to assist and work adjacent to their properties is of a more limited nature. The use of the Rivers Global Consent has not had to be extended to accommodate the works.

### **7.5 *Motueka Flood Control Project***

The Motueka Flood Control project is progressing well with a major milestone being completed in mid-September when a team of experts and evaluators held a two day workshop to discuss the options.

- 7.6 The workshop discussed in detail the selected options and ranked the various pre-selected parameters which included affected parties, local issues, district issues, river impacts, cultural considerations and sustainability. The material from the workshop will be used to develop the final options and a report to the Committee will be provided in November 2010 with the short-listed options developed for formal public consultation.
- 7.7 Newsletter no. 2 is almost complete and will provide details on the river modelling and the impacts of the different events. This newsletter will also discuss the area of greatest risk relating to the stability of the banks in a long flooding event.

## **8 AERODROMES**

### **8.1 *Takaka Aerodrome***

As with the Mapua Wharf area there needs to be resources committed to strategic planning and additional forward programmes on the future of this important community and district asset. There are no current capital improvement plans for the aerodrome development programmes for the structures or runways.

- 8.2 One of the current operators is expanding their operation which will include the construction of a new hangar, taxiway and associated infrastructure. Along with these improvements the operator is upgrading the service they provide which will include an eight-seater aircraft.
- 8.3 It should be noted that the operator has recently spent \$20,000 installing navigation systems to allow greater reliability for landing in adverse weather. This has improved the aerodrome facilities and is now an aerodrome asset.
- 8.4 One of the issues is the need for the cross-wind runway to be sealed and lengthened by 60 metres to accommodate tourist needs during the summer. The cross-winds occur at the busy times for the visitors to the area.
- 8.5 I have asked the Takaka Aerodrome Management Committee to provide a list of the improvements they would like to see over the next 30 years to make this important asset part of the overall transport network for the Golden Bay. This information along with other material collated will be used to develop a strategic plan for the aerodrome. As with the Mapua Wharf Precinct Strategic Plan, the plan developed for Takaka Aerodrome will be prepared for the review of the Ten Year Plan for discussion and consultation.

## **9 COASTAL STRUCTURES**

### **9.1 *Old Mill Walkway***

An official opening involving the community and the local school is planned for 24 September 2010.

9.2 There have been some minor issues with water ponding on the walkway surface. The surface where the path is located needed to be compacted so when waves overtop the rock wall they don't do too much damage to the structure from behind. Unfortunately due to this compaction water is ponding in some locations. The contractor has been asked to do some remedial work to address this matter.

**9.3 Mapua Wharf Precinct**

Engineering Services have been involved in trying to sort some of the issues relating to the Waterfront Park and its interaction with various services including the wastewater pumping station and future connections with the wharf area.

9.4 I have identified a need to develop a strategic plan for the area to ensure that the wharf area is developed in a way that provides a strong linkage between the space between the Waterfront Park, Aranui Road and boat ramp area. The community has highlighted concerns about pedestrians, boat ramp users and future park users and how this space is going to function.

9.5 There are a number of matters that need investigation and discussion with the community to develop a plan that provides a space that is unique to the district. This space has the potential to be a special place for visitors to the area and build on the current popularity this location offers. The current issues relate to the lack of parking, poor pedestrian amenity in the area of the wharf, safety issues relating to boat ramp users and the lack of a future vision for this whole area.

9.6 Accordingly we are looking at setting up a group to look at all the issues and develop a strategic plan for this important space. This will enable work to be done on development plans and information prepared for the next review of the Ten Year Plan.

9.7 The Mapua pontoon replacement design has been completed and prices will be sought shortly with construction to be completed prior to Christmas.

**9.8 Navigation Aids**

Navigation lights at nearly all our ports need urgent maintenance and there is a need for these works to be carried out immediately. There will be a request for funding to be made in next year's budgets to investigate other needs in this activity area.

**10 TENDERS**

No.	Contract name	No. of tenders	Successful tenderer	Amount	Highest amount	TDC estimate	Budget for this item	Comment
788/6 07T	Golden Bay Roothing Maintenance	3	Fulton Hogan	\$9,769,789	\$11,438,707	\$11,164,553	-	Contract includes state highways and is part only of total roading budget.

**11 RECOMMENDATION**

**11.1 THAT the Transportation Report, RESC10-09-02 be received by the Engineering Services Committee.**

Gary Clark  
**Transportation Manager**