

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Roger Ashworth, Transportation Manager
DATE: 13 June 2007
SUBJECT: **TRANSPORTATION REPORT – JUNE 2007**

1 OPERATIONS AND MAINTENANCE

The contractor is continuing to implement the agreed strategy for improvement in the areas of drainage, pavement repairs and vegetation control. The extended effort being placed on maintenance particularly in the Waimea area is realising a more satisfactory outcome.

Sustained wet weather that arrived in April contributed to the deterioration of the condition of unsealed pavements however work was quickly responded to and identified in rectifying this fault and the sealed pavements are generally in good condition.

In Golden Bay and the Murchison areas the contractor continues to operate efficiently.

All minor safety works for the 2006/2007 financial year are completed.

2 PROJECTS

Seal Extension

- Bridge Valley Stage 1 and 2 designs are complete.
- Central Road Stage 2 earthworks complete.
- Thorpe-Orinoco complete and ready for tender.

Seal Widening

- The 2006/2007 contract is now complete with sections completed in Howell Road, College Street, Teapot Valley Road and Eden Road.

2.1 Major Projects

Richmond Town Centre – subject to another report in this agenda.

McGlashen Avenue Realignment

- Construction is well under way. Completion due at the end of June.

Paton Road/Ranzau Road

- Work is underway on completing design aspects. We are currently reviewing the benefit:cost to see if there is any chance of subsidy for the reconstruction project.

- A meeting was held with the Paton Road Safety Committee on 23 May 2007 (minutes attached). You will note from the minutes all of the short-term options that were considered and the agreed action list.

It was agreed that the short-term options of increased warning signs and rumble strips would be installed within four weeks. The signs are currently in place however testing undertaken on trial rumble strips has shown that the faster you go the smoother the rumble strips are and therefore the potential to encourage speed.

We have now agreed to install two full-width speed humps at the southern end and then northern end of the switchbacks which will be fully signed and lit. The installation of these is expected in the next two-three weeks. This has been discussed with the spokesperson for the Road Safety Committee and has their agreement.

Hart Road Reconstruction

- This project is currently out to tender.

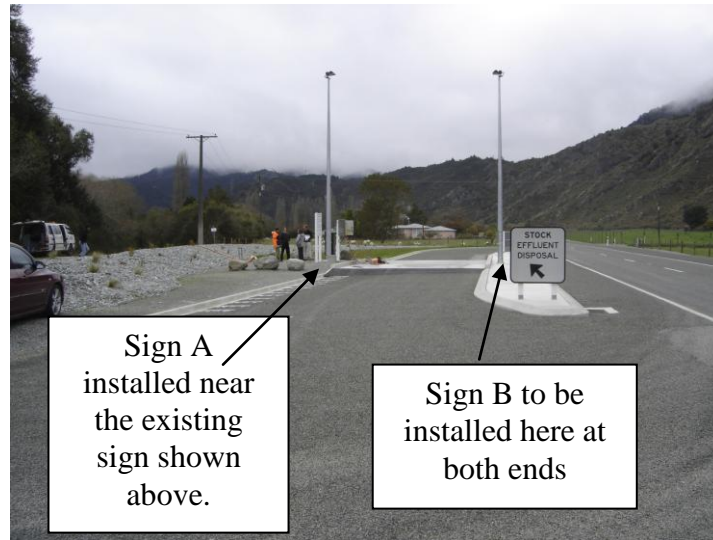
A copy of the draft 2007/2008 roading programme for major works is attached.

3 Murchison Stock Effluent Signage

The following sign is currently installed at the site beside the effluent receptor. You will note that on the sign it states: “No motorhome waste to be unloaded.....”



We are proposing to install the following signs over the next few weeks.



Sign A installed near the existing sign shown above.

Sign B to be installed here at both ends

NO DISPOSAL
of
Motorhome Waste
permitted at this site

Offenders may be fined \$1000
Transit NZ Act 1989

Nearest disposal site is situated at
Murchison (2 km)

←

At the MOBIL SERVICE STATION
Corner of Waller Street (State Highway 6) and
Fairfax Street

Sign A

This sign would either be installed below or above the existing sign. Consideration would also be given to putting additional information as to other dump site locations in both Motueka and Richmond. In terms of persons disposing of waste other than stock waste at this site, Council is reliant on Transit NZ Act 1989 Clause 51 (e) for a conviction.

No
Motorhome Waste

Sign B

This sign would be installed either above or below the existing sign or nearby on a separate post.

3 NORTH NELSON TO BRIGHTWATER CORRIDOR STUDY

The political steering group meeting to discuss stage 3 consultation is scheduled for 18 June 2007.

4 RIVERS

Lower Motueka River: Cross-sectional Area under the SH60 Bridge

A set of cross-sections from records dated 1923, 1937, 1978 and 2007 all with the same level datum show that the waterway under the Motueka Bridge has been increasing continuously over the last 84 years. The waterway is now over 100m² greater than 1923 and that this equates to almost exactly 300 mm average bed degradation over the full width during that time.

Lower Motueka River: Public Consultation Phase

The public consultation process will initially consist of a series of fortnightly articles published in the Newsline magazine going out to all ratepayers. Dry Crust is working on the script and layout of about six articles. Each edition will be added to a master story on the TDC website so that people can refer to the whole story so far at any time. The complete set of articles and other public education material will be reported to the next committee meeting.

Relocation of Gravel in Lieu of Extraction

A resource consent application is being prepared by consultants to cover the range of sites being proposed. The first site at McLean's Picnic area that was able to be managed in the dry has been completed without a special resource consent. A wider range of types of sites involving in-channel operations are planned for trials during 2007-08 and are shown on the attached map.

Status of Crack Willow on the Unwanted Organism Register

The application to grant us an exemption from having to replace all of the crack willow within 10 years is progressing. The Ministry of Agriculture and Forestry (MAF) have advised that they will not process a collective application. TDC is now providing the same information but as an individual authority.

MAF have given an interpretation of what propagation means. Trees growing anywhere that have twigs broken off by storm events and that consequently bed down and grow, constitute an offence. This tends to indicate that we need to deal with crack willow on any TDC land. Private land is the responsibility of private land owners who are also covered by the same laws.

4 RECOMMENDATION

THAT this report be received



Roger Ashworth
Transportation Manager