

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Roger Ashworth, Transportation Manager
DATE: 14 July 2008
SUBJECT: **TRANSPORTATION REPORT**

1 MAINTENANCE CONTRACTS

Work continues on the three major maintenance contracts. Recent frosts have seen an increase in the amount of CMA being applied to the district network which to date seems to be achieving the desired result.

Recent heavy rain has seen flood damage – in particular in Golden Bay (Rameka Creek area) and in Murchison on the Maruia Saddle as per photo below.



Further to the last Engineering Services Committee meeting on 12 June 2008 and confirmation of the Waimea contract split, work is now continuing on preparation of maintenance contracts for the respective areas.

2 PROJECTS

- **Richmond Town Centre – Sundial Square**

I am sure the committee is aware that the new name for the Richmond Town Centre has been confirmed as Sundial Square.

Work is now practically complete with the commissioning of the fountain facility being undertaken in the week of 14 July 2008.

An official opening is being organised for Saturday 6 September 2008 starting at 12 noon. Invitations are being organised.

- **Salisbury Road**

Power undergrounding work is now complete and a thin asphaltic surfacing has been applied in Salisbury Road from the Champion Road roundabout through to Arbor Lea Avenue. Funding constraints in ensuing years have forced Council to delete this work category in favour of cost fluctuation increases. This situation is constantly monitored.

- **Talbot Street Speed Survey**

During the public forum at the June Engineering Services committee meeting, comment was raised by a Talbot Street resident concerning the speed survey data that had recently been collected.

The survey showed the 85th percentile to be 47.8km/h and the mean speed to be 44.3km/h. This level of compliance is recognised to be very good. Talbot Street carries on average 5226 vehicles per day. There were unfortunately a number of vehicles recorded at speeds greater than 50km/h in the speed bands of 55kph, 60, 65, 70, 75, 80kph and above. Both the 85th percentile and mean speed take these higher speeds into account. Whilst overall the number of drivers exceeding the legal speed limit is reasonably low this is still of concern. Some of these higher speeds may not be genuine and could have been triggered by both tampering of the counter tubes and signals from the tubes being misinterpreted by the counter. The counter is a mechanical device relying on a pulse of air being sent along the tube.

The speed data has been forwarded to the police for their speed compliance monitoring.

At this stage Council has no plans to take any further action except to continue to undertake speed surveys on Talbot Street every six to 12 months as has been done since 2002 and to forward this information to the police. During this time the level of compliance based on the 85th percentile has been between the 50kph and 55kph speed bands.

- **McIndoe Place**

As per Council's resolution, no stopping restrictions are being programmed for McIndoe Place. These parking restrictions along with a number of others will be publicly notified prior to Council's Traffic Control Bylaw being amended. The schedule of changes will be reported to the next ESC prior to these being advertised.

3 PASSENGER TRANSPORT

Ian Hunter from the New Zealand Transport Agency (formerly Land Transport NZ) will give a short presentation and be available to answer questions on passenger transport funding and other related issues that are now timely for Council to consider. As the

committee is aware Council has promoted \$25,000 local share for the continuation of a study recently completed by Nelson City Council.

4 REGIONAL LAND TRANSPORT STRATEGY

As part of Phil Peet's presentation on the Richmond ring-route scheme assessment Phil will also be in a position to update Council on the current situation with the Regional Land Transport Strategy.

The review of the Regional Cycling and Walking Strategy has unfortunately been delayed and was planned to be completed last month. A workshop is planned for early August with the review now being expected to be completed by late August 2008. The review will become part of the Regional Land Transport Strategy document.

5 STREETLIGHTING

Councils existing power supply agreement with Meridian Energy expires at the end of December 2008. Council practice is to tender its supply contract and work is currently underway to obtain the best pricing available for the years ahead.

6 ROAD SAFETY COORDINATOR'S REPORT

I have now been in the role of Tasman District Council road safety coordinator for just over a year. I was fortunate to take over from Kirsty Barr who was a very competent and organised coordinator and I enjoy working within the friendly and helpful team in the engineering department.

The last year has been a very steep learning curve and I get the feeling this learning will continue for some time to come as I manage different projects and as other road safety issues arise. For example the first Drive Time seminar for learner drivers and their coaches was intended to be for 15 people but by the time I started 30 people had arrived.

During the last financial year many projects have been underway. Some of these have been operating for several years now, for example the motorcycle courses and Bike Wise events. There have also been new projects, including the School Travel Plan project which started in February of this year.

Two Tasman schools have now started the School Travel Plan process. Wakefield School was the first to get underway and the school community has outlined their priorities and an action list is being put together. Brightwater School will complete the questionnaires at the start of the new term. A lot of interest has been generated from the School Travel Plan process with media coverage, relationships with different groups and organizations have been formed and templates, processes and procedures are now set in place. These two schools, and others in the district, have also been involved in the national Feet First Walk to School events and three schools have won national prizes.

As part of my role I attend a number of different meetings with a range of people – the Police, Transit, Land Transport NZ, ACC, DHB, Opus, walking and cycling advocates and community groups. One of the larger and lengthier meetings I attend is the Road Safety Action Plan meetings which help to form the basis of the projects I carry out. Other meetings include Active Transport Forum, Road Safe Nelson Bays, Walk Nelson Tasman, Bicycle Nelson Bays, Physical Activity and Nutrition Team, Positive Ageing.

6.1 Road Safety Issues

Every year Land Transport NZ puts together a Road Safety Issues report that details what has been happening in each district over the past year, and last five years.

The issues that are chosen for this report are drawn from either the most common crash types or those that appear over-represented when Tasman District is compared to similar local bodies or those with high social cost of crashes (relating to mainly high numbers of fatal and serious crashes).

The Tasman District issues do not change dramatically from year-to-year and can be quite different from national issues.

Tasman District	Nationally
Loss of control at bends	Speed
Crossing/turning	Alcohol
Vulnerable road users (pedestrians, cyclists, motorcyclists)	Failure to give way
	Restraints

Loss of control at bends

During 2003-2007, 41% of all injury crashes occurred due to loss of control at bends. Most crashes at bends (89%) were in the rural area and 54% occurred on State Highways (both rural and urban)

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle. Often when drivers lose control their vehicles can crash into roadside hazards such as ditches, banks or poles. This can result in what might have been a relatively minor event becoming something far more serious.

Crossing/turning

Between 2003 and 2007 there were 197 crossing/turning crashes at intersections and 58 crashes at driveways. The most common crash movement is a vehicle failing to give way when turning right across the traffic from a side road or driveway. The second is where a vehicle turns right across oncoming traffic.

Vulnerable road users

Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries.

Pedestrians

Between 2003 and 2007 pedestrian injuries represent 5% of all injuries and make up 6% of serious injuries. However pedestrian casualty numbers have been decreasing since 2004 and the number of total injuries in 2007 was the second lowest in any single year in the last five years.

Eighty-eight percent of the pedestrian accidents occurred on urban roads and 31% at intersections. Tasman is experiencing problems with younger people crossing the road. In the last five years 43% of casualties were under 20 years of age.

Cyclists

Cyclist injury crashes represent 6% of all injuries and 4% of deaths between 2003 and 2007. The number of cyclist casualties has been increasing since 2005 and the number of injuries in 2007 was the highest in any single year over the last five years.

Approximately 80% of cycling crashes occurred on urban roads and 54% at intersections.

Motorcyclists

Motorcyclists in the district make up 8% of all injuries and 8% of deaths over the last five years. There is an increasing trend in motorcycle crashes and the number of total motorcyclist injuries in 2007 was the highest in any single year over the last five years. Nationally motorcycling fatalities dropped from 20% of all fatalities in 1988 to just 6% in 2003. However there has been a significant increase in motorcycle registrations and this has reversed this downward trend and in 2007 motorcyclists accounted for 11% of road fatalities in New Zealand.

Seventy five percent of motorcycle crashes occurred on rural roads and 32% happened at intersections. Young motorcyclists (15–19 year olds) were the most commonly injured group (21%) between 2003 and 2007

This is a very brief overview of the Road Safety Issues report - the full report can be found on the Land Transport NZ website, or I can email a copy.

6.2 Summary of projects planned for the 2008/2009 financial year

- School Travel Plan
- Motorcycle training courses
- Drive Time seminars
- Safety belts/restraints
- Cycle promotion (including Bike Wise, cycle maintenance courses, visibility promotion)
- Young drivers
- Safe With Age courses
- Mobility scooters
- Driver Licensing (Motueka for learner drivers)
- Driver fatigue
- Intersections
- And the many other projects that come up during the year

7 RIVERS MAINTENANCE PROGRAM

TDC's Rivers maintenance Contractor, Sicon is undergoing an internal restructuring process. The outcome will be reported at the next meeting.

7.1 Motueka Stopbank Project

The investigation and preliminary design phase for the Motueka Stopbank system is complete. Detailed testing of the existing stopbanks and the underlying foundations has shown that reworking the existing bank materials and blending in new material from the existing berm land will provide a suitable bank for the future.

Managing the seepage problems remains the key issue. The most recent investigation work indicates that seepage through the underlying gravel layers is by far the most important problem. This confirms why the current stopbanks are reported to have sections of gabion basket structures under them.

Modern design techniques will require a pressure release subsoil drain along the outside toe of the stopbank. These drains will need to be led away to points where the discharge can be pumped into the river or some other controlled outfall. The inclusion of subsoil drains will utilise a type of secondary flow path system.

During construction, sections of the current stopbank may prove suitable to be incorporated into the new stopbank. Careful testing by contract supervision staff will form a key task in ensuring that the banks are appropriately compacted.

Flood modelling to minimize freeboard allowances will be enhanced by the use of recently received LIDAR aerial survey data. Confirmation of the major benefits of utilizing the Peach Island West Bank channel to take peak flows of larger events has been proven. This will allow the stopbank from Woodman's Corner to the Blue Gum Corner to be built up to 500mm lower than was expected. The stresses on this section of bank have been recognized as a weak point in the current system and this can now be minimised.

Material excavated from river land along the West Bank channel will improve the capacity of the overflow channel. This will be used to upgrade the current Peach Island banks to match design levels on the main banks. The flood overflows into this channel can be controlled by a weir at the top end.

The proposed scheme design could provide the community with projected Q100 level protection for 50-100 years ahead. A preliminary design level estimate of \$17.3 million is proposed including a contingency allowance of 30% and professional services. A Sensitivity Analysis of the preliminary design level estimate has also been carried out to test the robustness of the total estimate.

A phased construction period lasting three to 10 years is believed to cover a range of physically viable construction works. Wider project risk and loan servicing needs to be modelled to fit Council's financial management constraints.

8 TENDERS

Tenders awarded since the last meeting:

No	Contract name	No. of tenders	Successful tenderer	Amount	Highest amount	TDC estimate	Budget for this item	Comment
739	Pearse Valley Road Bridge	3	HEB Construction	\$247,264	\$329,432	\$192,300	-	Funding from several different work categories
747	Salisbury Road Smoothing	3	Fulton Hogan	\$150,871	\$166,151	\$119,008	\$106,000	Contract also includes other subsidised roading works

9 RECOMMENDATION

THAT this report be received.



Roger Ashworth
Transportation Manager