

STAFF REPORT

TO: Chairman and Members Engineering Services Committee
FROM: Peter Thomson
REFERENCE: A503
DATE:
SUBJECT: Asset Management Report

6 ASSET MANAGEMENT REPORT

6.1 Roading

6.1.1 Road Safe Nelson Bays Meetings

Road Safe Nelson Bays (RSNB) is a well established road safety committee representing the Nelson and Tasman regions and is an incorporated society. Representatives on RSNB include AA, Nelson Car Club, Police, ACC, Health Promotion, Road Safety Coordinators (NCC/TDC), Engineers (NCC/TDC), Opus, Driving Institute, and Bicycle Nelson Bays (Richard Butler). RSNB meets to discuss a wide range of road safety issues and offers a useful avenue to progress road safety issues and deals with these in an efficient manner. It receives annual funding from road controlling authorities and Land Transport NZ and is able to offer resources to the community on application (eg it funded 'visibility flags and buckets to schools to help at school pedestrian crossings). RSNB meets monthly (first Monday of each month) from 12.00 - 1.30 pm at NCC. Up until now Cr Kempthorne has attended meetings where possible, but is no longer able to attend owing to another commitment at that time. RSNB is looking for an another Councillor from TDC to attend meetings to replace Richard. Little work other than attending meetings (and bringing relevant issues to discuss) is required. Any interested/available Councillors please advise Kirsty Barr or Roger Ashworth.

6.1.2 Transit NZ Draft Ten Year Plan

Attached is a copy of the TDC submission and the Regional Land Transport Committee submission sent to Transit NZ in response to their Draft Ten Year Plan. Submission hearings will be held on 18 April 2005.

6.1.3 Speed Limit Review

The review of speed limits in Golden Bay is almost complete, however there have been a number of requests to review further areas and these have pushed the expected completion of the work in the Bay out. Once the speed limits have all been reviewed a report will be prepared and forwarded to the Golden Bay Community Board and Engineering Services Committee for consideration.

6.1.4 Golden Bay RAPID Numbering – Road Name Changes

This work is well in hand with the consultation process well underway. To date very few submissions have been received, however this may change closer to the submission closing date. Once submissions have been closed off, then a small hearing committee will need to be set up to review submissions.

6.1.5 Roading Policy Document

This document is well underway and should be ready for review in draft form by the next Engineering Services meeting. The document will be a living document so to speak with further sections and improvements being added over time. The aim is to create a user friendly document with diagrammatic or flow diagrams of the decision process.

6.1.6 New Stock Control Bylaw

This document has been completed in draft form ready for consultation. The document varies a little from the previous document but still includes stock races, droving and grazing of stock in the road margin. The technical detail that was in the previous bylaw has now been included in the roading policy document with operational aspects of stock control being more widely covered.

6.1.7 Salisbury Road Cycle Lanes and Pedestrian Facilities

The tender for this work closed recently with the awarding of the contract pending. The work will involve painting cycle lanes with cycle symbols on both sides of Salisbury Road with the green painted lanes extending only through intersections. There is considerable cost involved in sand blasting off parts of the central flush median that will need remarking in a new position to accommodate the new lanes and parking changes. Unfortunately the resurfacing of the road is several years away otherwise this would have been the ideal time to undertake the work.

Both school pedestrian crossings are to be upgraded with new lighting, central pedestrian islands and kerb build-outs. This work will improve the safety of these crossings as they are frequently used outside school hours when there is no school patrol. The central island will further enhance the crossings by reducing the need to cross the full width of two lanes of often high traffic flow in one movement thus reducing that vulnerable exposure time.

A new pedestrian refuge is to be installed near the Florence Street shops to assist crossing. Further to this the intersection of Salisbury and William Street will receive a splinter island. Improvements to the marking of this intersection was undertaken in conjunction with the resealing works to both slow traffic down and better define the intersection as well as hopefully making it easier and safer for pedestrians to cross. The new markings are considered temporary until such time a final decision is made on a proposed roundabout and the intersection is upgraded.

6.1.8 TDC and Transit NZ Collaboration

Consultants Morrison Low and Associates have been engaged by the two road controlling authorities to undertake and complete a feasibility study into possible future collaboration models and options between TDC and Transit NZ. Three basic options have been identified for further study. These are:

- a) the status quo;
- b) collaborative approach using joint principles for maintenance contracts;
- c) collaborative approach to road network management

This feasibility report should be available as a draft for client review at the next Engineering Services Committee meeting in May 2005.

6.1.9 New Footpath Standard

Please refer to letter from Golden Bay Community Board Chairman Joe Bell of 17 February 2005 attached. Some years ago a policy was developed regarding new footpaths. Some of the requirements specified were that they should have kerb and channel for drainage, protection of pedestrians (where the footpath is close to the parking or traffic lane) and to discourage vehicles being parked on the footpath. A further requirement was for a permanent surface either of concrete or asphalt to reduce the long term maintenance.

In some situations a lower standard of footpath finish ie gravel surface may be adequate without compromising the minimum width or underlying path construction specified in the Engineering Standard.

Council will review the standard required for new footpaths on a case by case basis.

An example could be where the proposed footpath route is primarily used for recreation as opposed to say a commuter route. In some situations kerb and channel is not necessarily appropriate for the area however, the footpath should not simply become a gravel shoulder, especially in areas of high traffic speeds. Ideally there should be separation between the road and footpath and where this cannot be achieved then delineated either with a kerb or edge line in the case of a slow speed environment such as the View Road footpath in St Arnaud past the DOC Service Centre.

6.2 Water

6.2.1 Dovedale Water Scheme

In the time since the Engineering Services Committee resolved the decision to place a moratorium on new connections to the Dovedale water scheme the following has taken place:

- the access track to the scheme intake and treatment plant has been cleared
- investigation has continued into the ongoing possibility of system leakage
- the replacement of 2300 metres of pipe on the Leith/Vlaming line is set to commence
- the replacement of 1450 metres of existing galvanised pipe to Knotts and a new reservoir on Whittings property is also currently being priced

6.2.2 Hamama Water Scheme

Following the decision of the Hamama Water Committee to adopt the 100 mm diameter option, the watermain replacement project now has been given the go-ahead in conjunction with the road upgrade project. The contractor is purchasing materials and the project start date is imminent.

6.2.3 Redwood Rural Water

Work has been completed on the upgrade to the Redwood Rural Water Scheme. O'Connor Creek pump station requires some minor work to ensure the motorised valve is operating correctly. Some telemetry work and re-plumbing of the Golden Hills line remains to be completed.

6.2.4 Hydraulic Modelling – Data Capture

Tenders received for the data capture contract from Truebridge Callender Beach (Wellington) and Ayson and Partners (Blenheim) have both been rejected due to the submitted prices substantially exceeding estimated costs. The project is to be re-tendered as three separate contracts. This will allow for some flexibility and enable the three portions to be awarded to three separate contractors if necessary to secure the best overall price.

6.2.5 Wai-iti Valley Community Dam

As reported previously, over 250 hectares of the total available 300 hectares of new irrigation provided by the scheme has been applied for and firm commitments received by landowners. Council has acknowledged these applications and advised landowners that invoices will be posted out by the end of May 2005 for the initial financial contributions associated with new irrigation and payment due by 30 June 2005, subject to satisfactory project progress.

The construction project is well underway with the key trenches nearing completion and the main dam fill placement well underway. The contractor is reaching peak daily earthworks production targets and is programmed to complete bulk earthworks by the end of May 2005. The flood event on Good Friday, 25 March 2005, did not adversely affect the site and flows on site were adequately coped with, with negligible damage to the construction. However the wet period did require the site to dry out and approximately one week in productive time was lost. A good run of weather between now and June 2005 is required to see the project substantially complete for the onset of winter. A meeting of the Wai-iti Water Augmentation Committee is due to be held later in April 2005.

6.2.6 General

i) Firewells in Motueka and Takaka

The flow testing and cleaning out of all firewells in Takaka has been completed and the firewells in Motueka will be completed by the end of this month.

ii) Murchison Water Leakage Study

Monitoring on the water use in Murchison is complete. Some 40 mm diameter mains are to be replaced before the end of this financial year.

iii) Collingwood Water

A new contact tank has been installed at the Collingwood water treatment plant and is to be connected to the existing tank to allow for an extended chlorine contact period and for

extra storage. Other minor works include ongoing flushing of mains and minor adjustments to the dosing system.

iv) Eighty Eight Valley

The Eighty Eight Valley reservoir telemetry has been upgraded.

v) Pomona Road Reservoir

The Pomona Road Reservoir is complete and operational. The installation of seismic security valving remains to be installed. The fabrication of special fittings is currently underway to allow this to be connected to the current steel pipe arrangement. The Mapua booster pump station is complete.

vi) Richmond Watermains

Abandonment of some cast iron mains in Hill, Polglase, Griffin and Tuffnell Streets and Easby Park will be completed by the end of this financial year by Works Infrastructure.

Faraday Rise watermain replacement to the reservoir will be complete by the end of this month also by Works Infrastructure.

6.3 Stormwater

6.3.1 Flooding at St Arnaud

The flood event on 24 March 2005 at St Arnaud caused little damage to Council's wastewater infrastructure. The main areas of concern however were the flooding and erosion of Black Valley Stream.

The attached plan shows the approximate extent of flooding in the vicinity of the motels and wastewater pumping station. Areas marked orange highlight the area of scouring adjacent to the pumping station. Exposed from this scouring was the emergency overflow pipework. This pipework is going to be cut back and capped. The cost of this work is minor.

It should be noted that if Black Valley Stream's debris is not cleaned up by the Department of Conservation, flooding in the future will result in more scouring adjacent to the pumping station. The cost of rock protection remedial works will be very expensive.

A floodwater was able to enter the pumping station, the water level at the sewage ponds did increase. It is believed that the ponds did overflow into the wetlands and were contained. No discharge of effluent was noted from the site, nor Council's reticulation. (Plan and photograph attached).

6.3.2 Ruby Bay Stormwater

Opus International Consultants have investigated the possible options for stormwater improvements in Stafford Drive, Ruby Bay. The results of the survey investigation, hydraulic modelling, preliminary design and recommendation for the preferred option for construction in the 2005/2006 financial year, are to be presented to Council staff before the end of this month.

6.4 Wastewater

6.4.1 Pohara Stage 3

The Central Takaka Road portion is due for completion in late April 2005. Dodson Road and Park Avenue pump stations are being prepared for full commissioning. The remaining work in Motupipi will follow. The contractor is on track for an early May 2005 completion in line with the tendered project completion date.

Payment option forms continue to flow into Council following the Takaka payment options public meeting. The response is positive with a fairly even split so far of options chosen for payment.

6.4.2 Tapu Bay Pipeline

The contractor has completed work on site at Riwaka and the Tapu Bay portion has been installed. The second stage from Goodall Road to Girvin's property is underway with completion required prior to fruit harvest in adjacent properties. Fusion welding is complete and Works Infrastructure are to install the pipe using open trench methods. The Tapu Bay portion will then be connected into the existing system at the Tapu Bay pump station and then sections joined at Girvin's and Inch's properties before the system becomes fully operational.

6.4.3 Wastewater Treatment Plants

Several wastewater treatment plant operations have been reviewed and some plants have not operated well for some time and need upgrading to conform to the discharge consents.

The plants presently requiring upgrading are Murchison, Tapawera, Motueka, Takaka and Upper Takaka.

Remedial maintenance works have commenced at Motueka sewerage ponds.

6.4.4 Richmond Trunk Main

Work is progressing on this project with an expectation that tenders will be out for pricing before the end of April 2005.

6.4.5 School Wastewater Charges

The Engineering Services Committee discussed this issue at their meeting on 20 January 2005. Following the recommendation from the Committee, a letter was sent to all three schools outlining the Engineering Services Committee's resolution of the issue.

Motueka High School has responded to this letter (copy attached). Staff will set up a meeting with the schools as requested, with both the Engineering Services Committee Chair and the Engineering Manager.

6.5 Refuse

6.5.1 Kerbside Recycling

The extension of kerbside recycling into the rest of the district has been finalised with Streetsmart, recycling bins have been ordered, and delivery of bins with the new service is set to commence from early June 2005. Extensive public notification and advertising of this will be arranged.

6.6 Rivers

6.6.1 River Rating System Review

An internal review of the River Rating System is programmed for the next year. An initial assessment of the issues has shown that the problems are more complex than at first thought.

There is a need to ensure that what we do in one area is fairly transposed into all parts of the district. The solution may need to include an additional Zone being introduced.

The issue that generated this project at Tasman has now spread to include a very similar example in the Seaton Valley area at the back of Mapua. The residents allege that the problems are generated at the top of the catchments. The current policy requires that those who benefit from the system are those that are required to pay. Further work is necessary to define the wider issues.

6.6.2 Riwaka Stopbank Project

The consultants are developing a project team to begin the risk analysis process along with necessary public consultation needed to ensure that developing concepts will be acceptable to all parties. The agreed task plan requires the consultant to incorporate principles being developed in the National Flood Mitigation Protocol relating to risk management procedures in communities.

6.6.3 Motueka & Brooklyn Stopbank Project

The preliminary Phase 1 study has been completed. It is recommended that the progress of this project be held for a period of time until a clear understanding of the path and hurdles that will be evident with the Riwaka stopbank design phase have been more clearly defined. As agreed previously the Brooklyn Stream maintenance programme is being enhanced in the 2005/2006 AOMP.

6.7 Tenders

No	Contract Name	No tenders received	Successful tenderer	Amount \$	Highest Amount \$	TDC Estimate \$	Budget \$
627	Hamama/Waingaro Seal Extension ¹	2	Peter Gibbons Contractors	\$661,751	\$729,614	\$653,847	\$627,000
640	Professional Services – Ruby Bay Stormwater Improvements ²	1	Opus International Consultants	\$74,600	-	-	Total Budget
641	Professional Services – Wensley Road Watermain Upgrade ³	1	Opus International Consultants	\$69,600	-	-	Total Budget
644	Minor Safety Projects 2004/2005 ⁴	4	Sicon	\$269,148	\$362,292	\$310,708	-

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¹ Budget shortfall to be funded from minor safety works

² Part only of total project cost – negotiated contract

³ Part only of total project cost – negotiated contract

⁴ Part only of total Minor Safety Budget