

STAFF REPORT

TO: Mayor and Councillors
FROM: Gary Clark, Transportation Manager
DATE: 15 June 2009
SUBJECT: **TRANSPORTATION REPORT**

1 ROAD MAINTENANCE CONTRACTS

Downer EDi Works have been awarded the contracts for 757 and 758 for the maintenance of roads within the Tasman and Waimea areas. The two new contracts replace the previous contract which covered both areas. As part of the changes to the areas some of the current works that fall in the road maintenance areas were removed and will be tendered separately over the contract period.

The new contracts (757 and 758) exclude two items of road maintenance. These two items are resurfacing and pavement rehabilitation. The new contracts will include everything else that formed part of the old contract for the two new contracts. These services include the following:

- Pavement maintenance
- Pre-reseal repairs
- Traffic signs
- Drainage
- Vegetation control
- Routine bridge maintenance (non structural)
- Road marking
- Street cleaning and sweeping
- Car park maintenance
- Footpath maintenance
- Frost and ice control
- Litter removal including emptying rubbish tins
- Emergency works

We will be carrying out surveys of our road network over the next few weeks to document the level of service of each of the above items. This will allow Council staff and our consultants to better audit the new contractor and ensure that the standard of our road network improves over the contract period.

The removal of the resurfacing and pavement rehabilitation from the contract will allow these functions to be tendered out with the expectation that competition for these works will lead to cost reductions to Council. These works will be tendered out through our normal processes and appropriate reports presented to the Tenders Committee and Council in due course.

The new contracts have a 30% performance payment included in its documentation. This allows Council to take up to 30% of Downer EDi Works payment for poor performance. The performance payment could be taken each month of non performance and is retained by Council and not refunded.

2 NETWORK BENCHMARKING (STATE OF ROADS)

As part of setting up the new road maintenance contracts 757 and 758 I have identified the need to collect data on the state of our road network. The most efficient and cost effective method of doing this will involve videoing of the network. Our consultant has gained some indications of the costs to carrying out this work. The costs range from \$30/lane-km to \$60/lane-km. Actual costs will be dependant on the quantity of network videoed as presumably there are fixed establishment costs for most suppliers.

There are a number of other issues surrounding the videoing of the network which will determine the best product for undertaking the project on our road network. The main issues relate to the quality of the videoing and the timelines.

As an example, WDM who collect the high-speed data nationally can provide video at little or no extra cost to the other data they collect (roughness, rutting, skid resistance, geometry), about \$60/lane-km, but they are not due back in this area until later in 2009 or early 2010. Accordingly we would need to reschedule this supplier to better line up with our contract start date. This may appropriate bearing in mind that they are going to be surveying our road maintenance anyway.

Other organisations provide different levels of product with less expensive options having reasonable video quality but with some delivery issues at around \$30/lane-km. Another company offers a multi-directional set of cameras (similar to Google street view but seemingly higher quality), with indicative costs (unverified) of \$50/lane-km.

There is a need to map the road network and decide what costs are reasonable for collecting the information. As a guide in the Tasman and Waimea contract areas there are:

- Arterial – 174 lane-km
- Distributor – 192 lane-km
- Collector – 580 lane-km
- Access Road – 753 lane-km
- Access Place – 362 lane-km
- Total approx 2061 lane-km.

MWH have recommended that to get a meaningful data set that would enable tracking of the network condition, a minimum of 700 lane-km would be required. The information collected would need to cover all arterial and distributor roads plus a sample of collector and access roads. This will cost in the vicinity of \$40,000 depending on supplier.

It should be noted that the videoing of the network will not necessarily pick up other key details regarding the network condition, particularly drainage and the condition of culverts, sump cleanliness and other such structures. A detailed audit of the network would be required to pick up these details. These costs will also need to come from the road budgets.

As part of reports presented to Council on the matter of the new contracts it has been agreed to carry out surveys of the road network to ensure the current state of the roads remains as good if not better than the current standards. Accordingly funds for undertaking this work will come from the road budgets and in particular the maintenance budgets.

3 SALISBURY SUSPENSION FOOT BRIDGE – AORERE – BRIDGE NO. 112302

A number of issues relating to this bridge have been reported to Council over recent months. By way of an update I have prepared the following timeline:

- December 2008 – Nelmac identified several maintenance items as part of their regular inspections under C670 Footbridge Maintenance.
- January 2009 – Bridge closed for five days after local rope expert at Ropetek saw photographs of apparent deterioration in suspension wires.
- January 2009 – Bridge reopened after site visit with Ropetek, as actual condition of suspension wires was better than what photos had shown. However signage was improved to ensure users abided by max limit of two persons on bridge at any time.
- January 2009 – MWH reported to Council on repairs required to bridge (report attached).

Subsequent to this report, further discussions have taken place with Council staff and Historic Places Trust regarding replacement (rather than repair) of the existing decayed timber towers with 'new' old timber. The Historic Places Trust has indicated that similar 'historic' timber to the existing would be required. MWH have been able to source similar timber in Southland that was removed from an old bridge structure. This timber may be suitable for the repairs to the Salisbury Bridge.

MWH are awaiting a quote from Nelmac to complete tower replacement with the 'new' old timber from Southland. Nelmac have been a little slow to respond with their quote so the total costs are not known at this stage. Other repair works, including additional sway cables, have been quoted by Nelmac at approx \$2,500 and will be completed at the same time as the tower replacement.

The footbridge maintenance budget for 2008/09 is already fully committed. When the tower price is received from Nelmac, it is expected this work will be completed early in the 2009/10 financial year.

4 HICKMOTT CAR PARK

The 2006 Ten Year Plan budgeted \$75,000 for resurfacing of the Hickmott Car park in year 3 (2008/09). A budget of \$79,258 was included in the 2008/09 for this work to be carried out. This was allowed for within our budgets for this year.

In August 2008 Council staff investigated whether Decks Reserve car park should replace Hickmott car park for resurfacing in 2008/09. It was ultimately determined that Hickmott car park would be resurfaced. This was completed in May 2009 at a cost of around \$60,000 (final cost dependant on actual cost fluctuations).

It appears there was some confusion with the latest Ten Year Plan not recognizing that Hickmott car park was to be resurfaced in 2008/09. In fact Decks Reserve car park in Motueka still requires resurfacing. The project for 'Motueka – Hickmott car park' with an estimate of \$98,000 shown in Year 2 (2010/11) in the latest Ten Year Plan should in fact say 'Motueka – Decks Reserve car park', with estimate as shown.

I have passed this information to Susan Edwards to correct the error within the Ten Year Plan.

5 DUST SUPPRESSANT TRIAL

Council staff have considered the best way to gain a meaningful trial of the different products available to suppress the dust nuisance created from passing traffic on gravel roads. There are a number of products available which include salts applied to the surface, the milling of the gravelled surface and compacting, and material such as limestone.

Due to the range of products, it is prudent to carrying out some investigation of products and their suitability for use on our gravelled roads. It is proposed to use a range of dust suppressants along with a control site to determine the effectiveness of the different products. This trial will be conducted over at least one winter and one summer. We will report back to Council after the trial with information on the various products and their performance.

6 Road Safety Coordinators Report – June 2009

• Bike Wise 2009

The long awaited Motueka Bike Wise family fun ride took place at the end of May. Over 100 cyclists, young and old, turned up for the ride. Volunteers from the Motueka Recreation Centre, Tasman District Council, Maori wardens and police helped to make this ride a success.

• Rotary Youth Driving Awareness

Work has begun on planning a major youth-focused road safety package for delivery in the 2009-10 year. This package has strong Rotary involvement and has been run elsewhere in New Zealand and Australia with positive reviews. It will involve year 11 students visiting a venue for a day and going through a number of modules including hazard detection / stopping distance demonstration / Think First (brain injury demo) / consequences – "Thirsty Thursday" / alcohol and drug education as well as information about insurance and finance. Local police, driving instructors, Rotarians, road safety coordinators and ACC are involved.

• Intersection campaign

The newspaper tabloid to highlight intersection safety and other road safety issues in the Nelson-Tasman region was distributed last week in The Nelson Mail (Tuesday 16th, Nelson and Richmond Leaders and Motueka/Golden Bay News on 18th June). This is a joint project between both councils, NZTA and ACC. In addition to this tabloid the campaign involves a radio competition, a youth focus where there will be interactive quizzes at colleges and there will be "spotters" at intersections controlled by compulsory stops and traffic signals. There will be direct mail-outs to those who do not comply with the rules.

- **Cycle/ pedestrian visibility**

There was an overwhelming response to the two media articles in regard to the visibility campaign and the limited number of vests and bike lights available to give away. Supplies were exhausted two days after the media articles were released. Further supplies have been ordered.

- **Safety map**

Twenty thousand maps have been printed as part of this joint project between NCC, ACC, NZTA and the police. The maps include roads, journey times and route-specific safety information. The map will be distributed via a range of different outlets and in conjunction with the fatigue vouchers.

- **Motorcycle training courses**

A trial motorbike/scooter training course will be held at Waimea College on Wednesday 17th June. This is a free 2-hour condensed course intended to give students a few basic safety tips and advice. Exact numbers, feedback and how to progress this to further schools will be reported at the next meeting.

- **School Travel Plans**

Students, staff and parents of Wakefield School were able to use the new Kea Crossing for the first time on 9th June 2009. This crossing has been installed as a direct result of the Wakefield School Travel Plan. There have also been kerb build outs built at the intersection of Arrow Street and Edward Street which give children a better view when crossing this road. Both these key features will enable the planned Walking School Buses to begin. Level 2 cycling courses looking at road riding skills will begin in term 3

Work has also begun with consultation at Waimea College and Waimea Intermediate School – students have the opportunity to provide feedback through a web-based survey. There has been some consultation with other community users along Salisbury Road.

7 TENDERS

The following tenders have been awarded:

No.	Contract name	No. of tenders	Successful tenderer	Amount	Highest amount	TDC estimate	Budget for this item	Comment
760	Rivers maintenance	5	Ferguson Bros.	\$2,244,467	\$3,985,753	\$2,741,255	-	Funded from both capital and operational budgets.
761	Golden Bay Paths	4	Tasman Civil	\$83,486	\$119,943	\$106,410	-	Funded from several different work categories.

8 RECOMMENDATION

THAT Council receives this report.

Gary Clark
Transportation Manager