

## **STAFF REPORT**

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

**FROM:** Gary Clark, Transportation Manager

**DATE:** 27 October 2010

**SUBJECT:** **Transportation Report – RESC10-11-02**  
**Report prepared for meeting of 11 November 2010**

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### **1 MAINTENANCE OPERATIONS**

- 1.1 Weather wise it's been an interesting month with a mix of extremes; snow, wind and hot summer days.
- 1.2 A lot of work is going into forward planning with information gathering on how our network is performing.
- 1.3 The traffic count contract has been amended so that the contractor supplies more comprehensive information on traffic usage on our network. Modern traffic counting loggers have been purchased for this work. The new traffic count information will include vehicle classification counts that will enable Council to better plan for freight movements.
- 1.4 This month over 80 test pits have been dug into our roads to gather substructure information. This information validates and adds to surfacing testing such as deflection measuring that had been carried out previously. When all the information is analysed a more robust forward work programme will emerge hopefully allowing more funding applications to be approved by the New Zealand Transport Agency (NZTA).
- 1.5 This summer there will be a large amount of work carried out removing high shoulders and improving drainage on the roading network. The reason for removing high shoulders is to ensure appropriate drainage is provided to the sealed surface. If this is not done, it can lead to pavement failures and expensive remedial work. This is part of the work that Engineering Services are doing to get better value for money in terms of our maintenance. Other projects we are carrying out include a Maintenance Intervention Strategy designed to address issues with low cost treatments before they become more expensive to fix.
- 1.6 Dust suppression trials are continuing. We will be running a further two test sections on Eves Valley and Trass Valley. These tests will see the laying of 50 mm of crushed limestone over a length of 160 metres at each site. Normally the limestone should be laid during wet weather so as summer is here we will need to water the limestone when it is being placed. These sites along with the others will continue to be monitored over the summer with a report to Council with the results mid 2010.

## 2 TASMAN MAINTENANCE CONTRACT 757

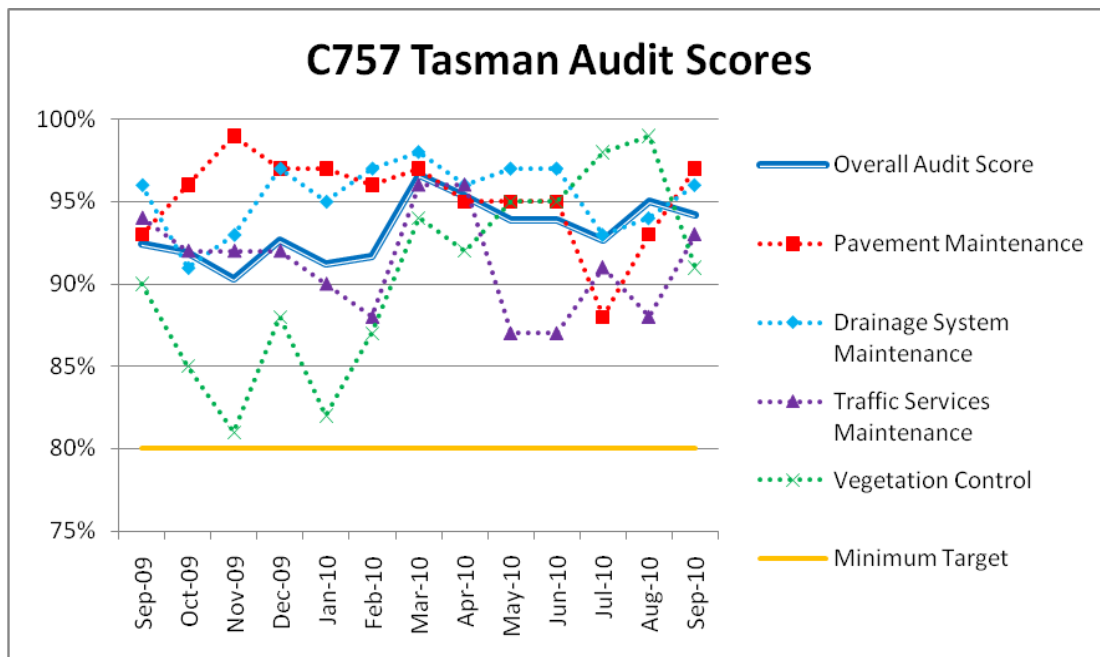
### 2.1 Works completed in September and early October include:

- Drainage improvements on Kaiteriteri-Sandy Bay Road;
- High shoulder removal at various sites;
- Moutere Highway water table clearing;
- Isolated intersection remarking;
- Culvert replacements on Brooklyn Valley Road;
- School Road (Mahana) subsoil installation;
- Malling Road culvert relaying;
- Ramping up of mowing activities district wide;
- Detailed instructions issued to contractor regarding changes to remarking requirements as part of the revised delineation policy.

### 2.2 Works programmed for October and November include:

- Final completion of 2010-2011 pre-reseal repairs;
- Identification and programming off 2011-2012 pre-reseal repairs;
- Lower Queen Street maintenance including drainage and pavement work;
- Drainage improvements on Barrington Place and at Upper Moutere Store frontage;
- New water table design and construction;
- Moutere Highway/Holdaway Road sight distance improvements;
- Redwood Cellars culvert replacement;
- Remarking of the full network (painted road markings).

### 2.3 The results of recent MWH audits of the network condition are shown in the chart.



## 3 WAIMEA MAINTENANCE CONTRACT 758

### 3.1 Work completed in September and early October includes:

- Snow clearance in St Arnaud area (see photo). This was generally well managed by all involved;
- Various pre-reseal pavement repairs including water cutting of flushed areas;
- High shoulder removal and water table construction at Motueka Valley Highway, Motueka River West Bank Roads and Peninsula Road;
- Culvert installations Tapawera-Baton Road and Wangapeka West Bank Road;
- Baton Valley clearing approximately 30 fallen trees following strong winds. Cleanup was completed just in time to allow a multi-sport event to proceed. Refer to photograph over the page;
- Starting of mowing activities, although this has been temporarily affected by a logging truck damaging one of Downer's mowers (see photo on next page);
- Mt Arthur Road maintenance completed. Positive feedback received from road users regarding this. Some new RM7 hazard markers on plastic edge-marker type posts have been installed on this road to trial their suitability and effectiveness;
- Unsealed road maintenance following the prolonged wet period during September;
- Detailed instructions have been issued to the contractor regarding changes to remarking requirements as part of the revised delineation policy.



*Korere-Tophouse Snow*



*Motueka Valley Highway Mower Crash*



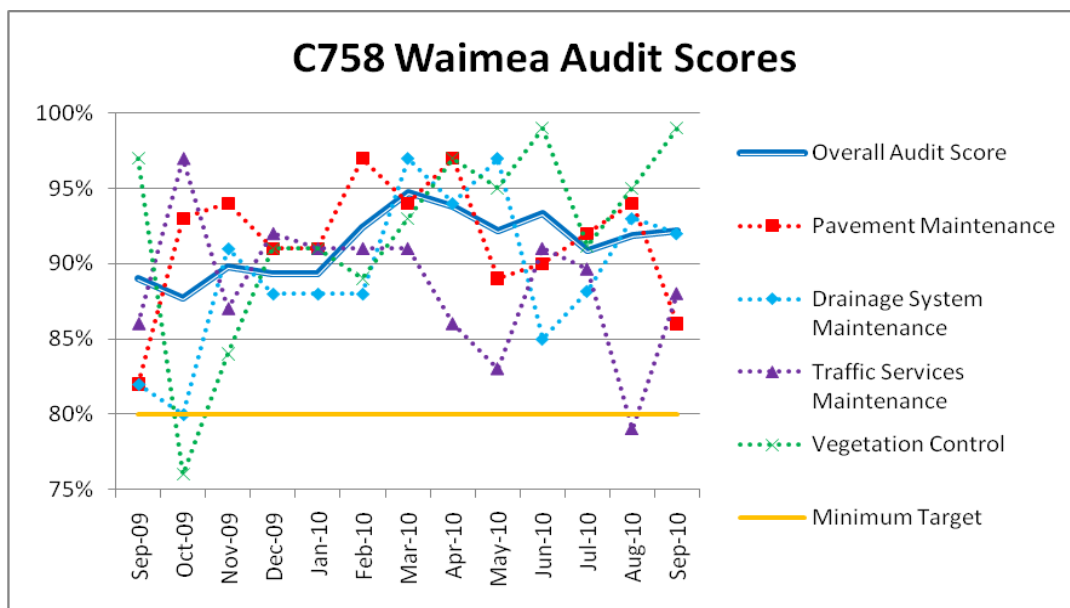
*Valley Windfall*

### 3.2 Items programmed for October and November include:

- Remarking of the full network;
- Culvert replacements on Motueka Valley Highway;
- Final completion of 2010-2011 pre-reseal repairs;
- Identification and programming off 2011-2012 pre-reseal repairs;
- New water table design and construction.

A traffic management non-conformance was issued to Downers due to a worksite on Wangapeka West Bank Road having no signs set up when visited. Downers staff involved were subject to internal disciplinary action.

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



## 4 GOLDEN BAY MAINTENANCE CONTRACT

4.1 September was the final month of Contract 625. The new maintenance contract 788, won by the incumbent Fulton Hogan, began on 1 October.

4.2 Works completed during September and early October included:

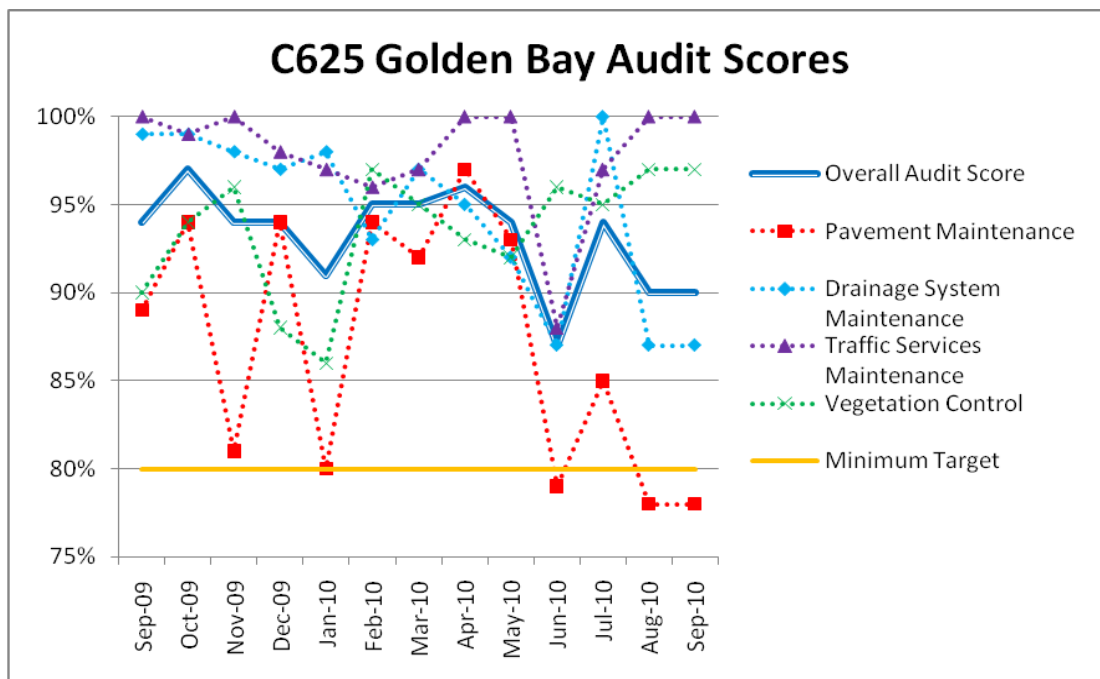
- Various slips and/or trees on Totaranui, Dry, East Takaka, Cowin, Cobb Dam, Awaroa, Collingwood Bainham, Collingwood-Puponga, Gibbs, McCallum, Plain, Wharariki, Anatoki South and Pakawau Bush Roads following heavy rain and wind;
- Flooding, scour and associated wet-weather damage required additional grading and metalling to be undertaken on a number of roads;
- Carting of aggregate for unsealed structural overlays along Cowin Road has started;
- Installation of mobility signs on Commercial Street and the Library Carpark in Takaka;
- Renaming of Prior Road;
- Tree trimming on Paton's Rock and Gibbs Road;

- Rock head wall repairs to a large culvert along Abel Tasman Drive;
- Repaired vandalised signs;
- Attended a crash along Abel Tasman Drive and provided traffic management and clean up.

#### 4.3 Items programmed for October and November include:

- AC levelling slumps on the Cobb Lower Dam Road.
- Unsealed structural overlay work on Cowin Road.
- Cobb Lower Road slip repair to continue (weather dependant).
- Pre-reseal repairs to continue.
- Various slips following heavy rain to be completed.
- Dry Road slips and slumps to start.
- Re-marking of full network to start.

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



4.5 Pavement maintenance has been affected by the unusually prolonged wet weather during September. Fulton Hogan has some work ahead of them to get the network back within specification.

## 5 MURCHISON MAINTENANCE CONTRACT 787

### 5.1 Work completed in September and early October included:

- Emergency response and cleanup to snow event in St Arnaud (see photo below).
- Fairfax Street pavement repairs
- Hinehaka Road drainage improvements
- Matakita Road culvert replacements

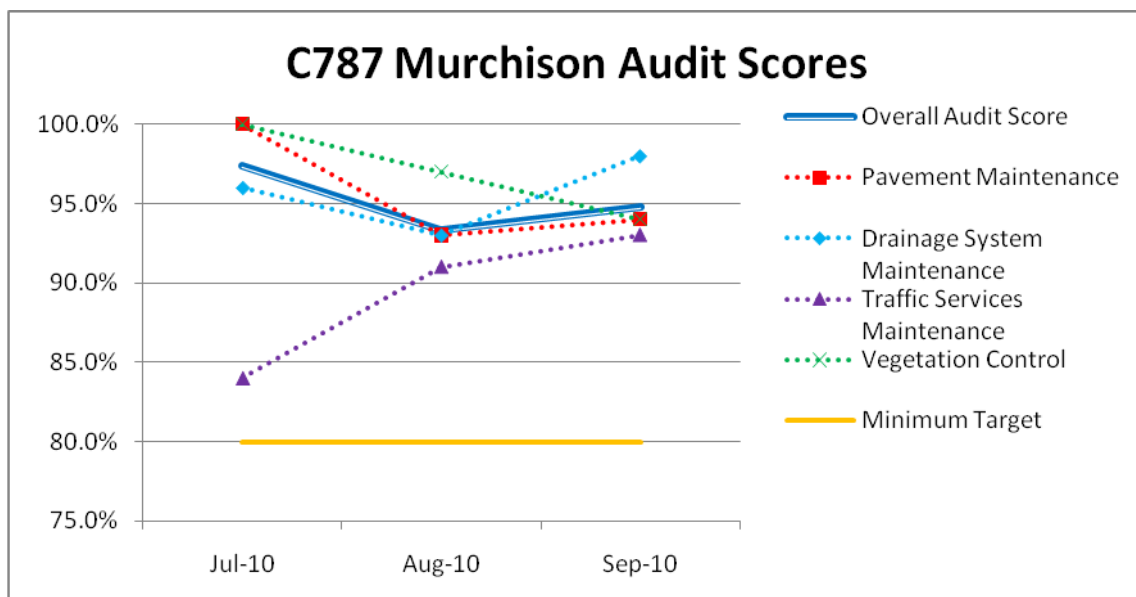


5.2 Work Programmed for October and November:

- Grey Street drainage improvements
- Matiri Valley Road drainage maintenance and improvements
- Waller Street school access crossing replacement
- Braeburn Track pavement repairs

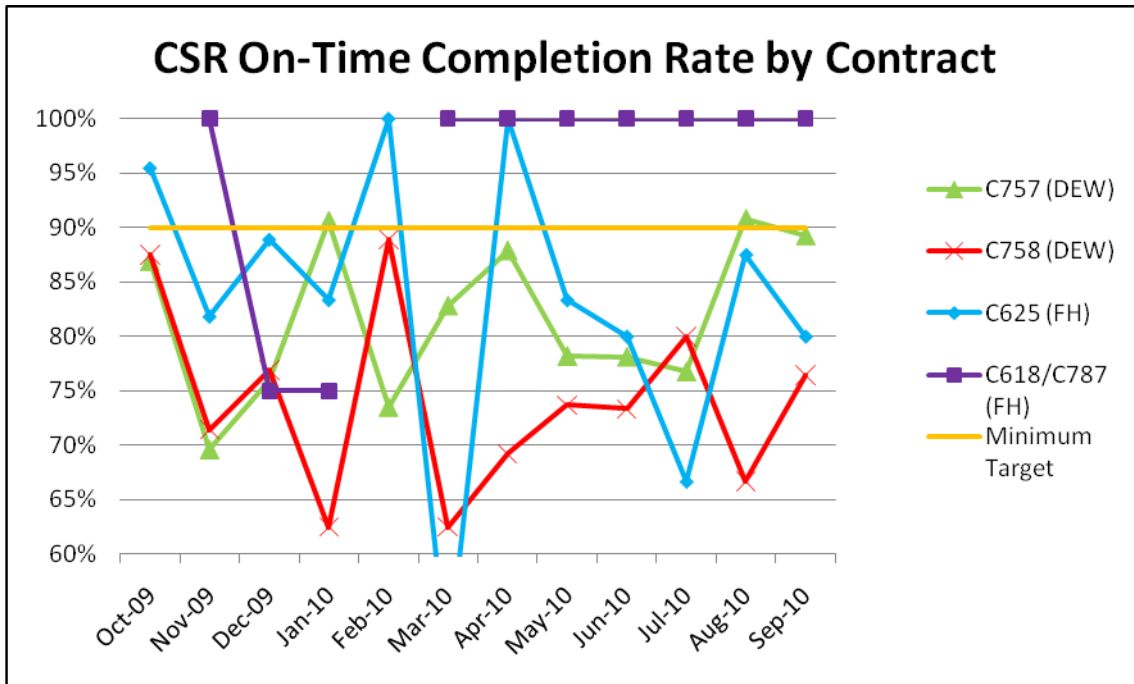
5.3 A traffic management non-conformance was issued during the month to Fulton Hogan by MWH due to a worksite in St Arnaud having no signs set up when visited.

5.4 MWH undertook a random audit of 11% of the network on 28 September 2010. The graph below summarizes the individual item scores to date.



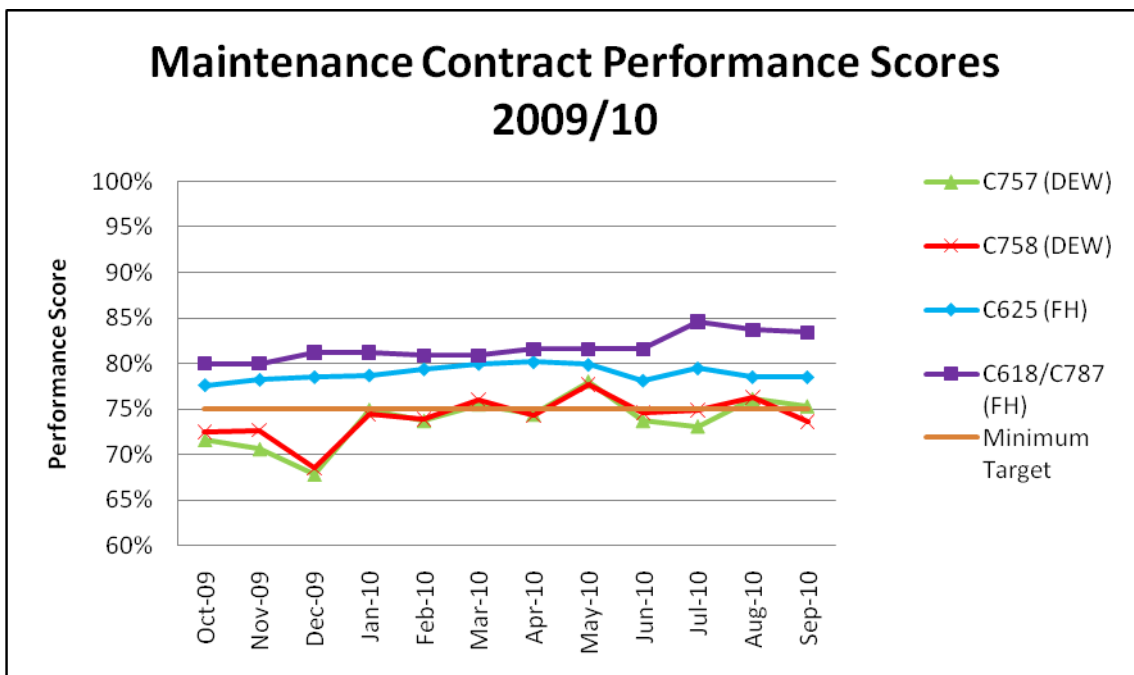
## 6 CUSTOMER SERVICE REQUESTS

6.1 Customer Service Request completion rates over the four contracts are summarised in the following graph.



## 7 PERFORMANCE SCORES

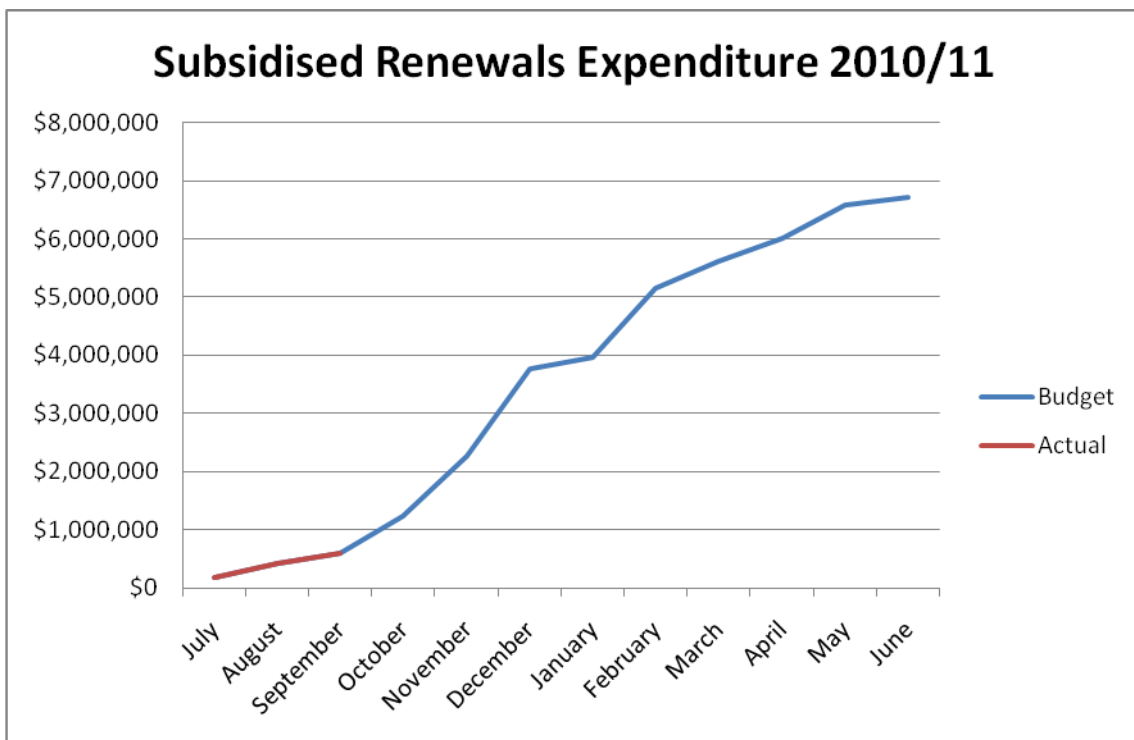
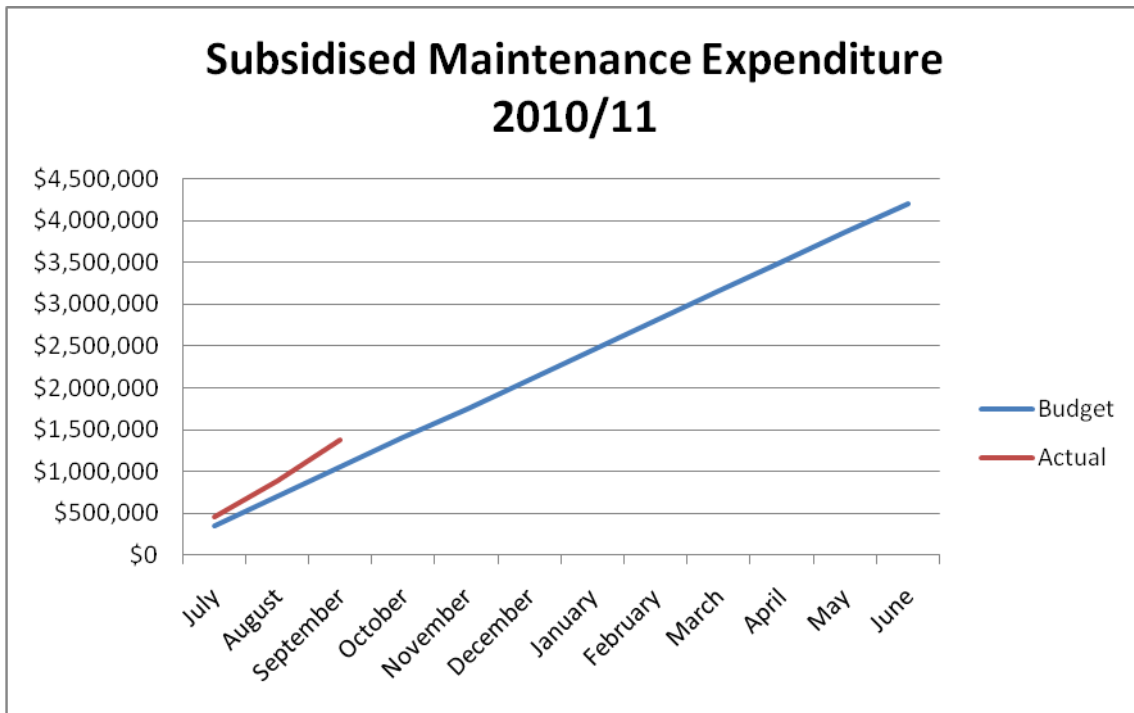
7.1 Based on MWH audits of the Contractor's maintenance work, systems and overall contract delivery, the following graph tracks the Performance Score Summary over the four contract areas.





## 8 FINANCIAL

8.1 The following graphs show the estimated expenditure profiles, and expenditure to date, for the subsidised maintenance and renewals budgets.



8.2 The total approved subsidised budget for 2010/2011 is \$11,883,765, including the \$461,760 brought forward from 2009/2010.

## **9 TAKAKA AERODROME**

- 9.1 A strategic report is being developed for this aerodrome. This report will set a forward plan for this asset which provides for tourism, emergency access and the general community. The wider community will be consulted and their feedback and the report will form a request for funding in the review of the Ten Year Plan.

## **10 COASTAL STRUCTURES**

- 10.1 The collection and update of data regarding our coastal structures is almost complete. This exercise has shown that many of the Council-owned structures are in poor condition and need repair or replacement. However there is inadequate budget for all of this work. Prices are currently being sought for the urgent work so that adequate funding can be provided for in the 2011/2012 budgets.
- 10.2 Navigation lighting systems - Collingwood lead lights are in the wrong position and require moving but as the poles are in a bad state of repair they will need to be replaced.
- 10.3 Mapua lead lights which are on private property and the power lines crossing over two other private properties are in a poor state of repair and will require costly upgrade shortly. Alternative methods are being investigated such as solar power. Also at Mapua, the navigation lights on the wharf are in very poor condition with the poles requiring replacement.

### **10.4 Boat Ramps**

- 10.5 Council has a number of concrete and gravel boat ramps with the conditions of them varying from very good to extremely poor. Again inadequate budgets have been allowed for full maintenance so future funding issues need to be addressed. Some consideration should also be given to rationalising the need for some of these assets.
- 10.6 Murchison has a boat ramp into the Buller River which is in a very poor state and needs to be removed. A letter has been sent to the Murchison & Districts Community Board informing them that it is to be removed and staff are currently working with the jet boat club to get voluntary labour and plant to construct a new concrete ramp.
- 10.7 The replacement of the damaged pontoon at Mapua is being priced however the time line for completion will depend on the consent process. At this stage it appears construction is unlikely to be completed prior to Christmas.
- 10.8 As part of this project we are investigating the opportunity to extend the Mapua wharf area to provide a walk around and outdoor seating area. The resource consent that is being sought for the pontoon will include the extension. This will allow cost savings and future planning for the new works if funds permit at a later date.

## **11 PROJECTS**

### **11.1 Central Richmond project**

11.2 The project team continue to receive public feedback about how they visualise Richmond in the future. This “wish list” has been prioritised and will eventually be used at the urban design stage of this important project. A land use map for Richmond has been developed and has been built in as a layer on the GIS system. This can now be replicated with all the other urban areas within the district.

11.3 Within the transportation team, funds have been set aside to upgrade some of the street furniture along Queen Street as part of the Annual Plan budget. Whilst the bulk of funding for the revitalisation of the CBD is programmed for 2016, it was felt important to use available budget to start the process of creating a visual impact so that the residents, business owners and landlords of Richmond are able to see that this is an ongoing project. A schedule has been developed showing the number of street benches and bins to be replaced and where they are to be located. It is noted that all these assets will be transferable as and when a full upgrade takes place. It is hoped that the installation of these bins and seats will take place in the New Year.

11.4 A project timeline is being developed at present and will be presented to Council in the near future. As this project is cross departmental, it is recommended that future reports will go to the full Council meetings with the Transportation Manager presenting these to Council.

### **11.5 Gladstone Road Undergrounding**

11.6 This project was identified in Council's Ten Year Plan for removal of all over-head services from Gladstone Road and extends for a short way along State Highway 60 and Bateup Road from the Three Brothers Roundabout. The work was extended to include a short section on Main Road Hope (SH6).

11.7 The project is being managed by Network Tasman and involves undergrounding power and telecommunications and installing fibre as well as new street lighting. Council's contribution is estimated at \$260,000 towards the \$1.7 million project. The contributors to the work are Network Tasman, Tasman District Council, Telecom and NZTA.

11.8 The contractor has been reinstating the footpath when sections are completed. Council is taking the opportunity to coordinate some footpath repairs and overlays as part of this project.

11.9 There have been few issues but the project is a difficult one particularly with all of the existing services that intersect the work. One comment worth mentioning regards traffic management and the numbers of mobility scooters around the Waimea Village.

11.10 The work is on track for completing before Christmas 2010.

### **11.11 Footpath Rehabilitation**

11.12 A contract was let to Oldfields Ltd last financial year to resurface and rehabilitate footpaths in the district for the 2009/2010 and 2010/2011 financial years. For the current financial year two sites are programmed to be resurfaced at a budgeted cost of \$52,000. The first site is Main Road Hope on the south side between White Road and Ranzau Road. The second site is Gladstone Road where several short sections will be resurfaced in conjunction with the undergrounding works. Both sites are programmed to be completed by Christmas 2010.

### **11.13 New Footpaths & Pram Crossings**

11.14 This work is presently underway to investigate and plan the new paths including identifying issues with the pram crossings. This work is programmed to be tendered in mid-November 2010.

### **11.15 Queen Street/Salisbury Road Intersection Upgrade**

11.16 This intersection is being investigated for upgrading with traffic lights which is in line with the recommendations of the ring-route concept and report completed several years ago identifying which intersections within the ring route will require upgrading due to the anticipated issues with queuing. The report on this upgrade is due in early December 2010.

### **11.17 Disabled Parking**

11.18 A number of existing disabled car parking spaces throughout the District are being upgraded to meet current standards. Historically car parking spaces were allocated for disabled users to the same standards as general parks. Relatively recently standards have been improved to meet disabled users needs. For Tasman District there are a large number of older parks that need to be made wider. As well as improvements to the width of the parks, signage will also be improved to reflect Council's Bylaw requirement for disabled drivers to display a mobility card. The spaces will also be further highlighted with the disabled pavement symbol being highlighted on a blue background. Nationally blue has been adopted to highlight disabled spaces reinforcing the reserved use for the mobility impaired.

### **11.19 Stringer Road**

11.20 Stringer Road reconstruction involves minor easing of the curves, widening and sealing of the existing unsealed road from the State Highway for 1.76km. This project was identified in Council's Ten Year Plan to be constructed over two years. The contractors, Tasman Construction and Dusty Diggers started work on site last financial year however they have been unable to work through winter due to the wetter than expected ground conditions. The project is now back underway with Separable Portions 2 and 3 now having been issued to proceed. Portion 2 requires the continuation of forming of the new road alignment and pavement including sealing from displacement 700m to the road end at 1.76km. Portion 3 requires seal widening of the State Highway at Stringer Road intersection to allow a right-turn bay to be installed and additional seal width for left turning traffic. As part of this work the existing guard-rail is to be moved back and extended. Also street lighting at the

intersection will also be installed. The overall project is forecast to be complete by April 2011 at a total cost of \$1.63M.

### **11.21 Orion Street Seal Extension**

11.22 Orion Street in Collingwood will have the seal extended from the Washington Street end for a distance of approximately 300m. The main driver behind this seal extension is the development by Health Post who, as part of their consent, will make a contribution to undertake the sealing work. The work is programmed to be completed this summer before school goes back in early February 2011. There are also some benefits to the local school which suffers from some dust problems.

### **11.23 Traffic Counting**

11.24 Council uses a local husband and wife team to collect and report on traffic volumes in the District. This contract was awarded using standard competitive pricing procedures. They use rubber tubes placed across the road that send a pulse of air when a tyre passes over them to an electronic counting box. For cycle counting manual observation is typically used.

11.25 The Council's traffic counting policy requires that each road within the network is counted no less than once in every five year period. There are a number of sections of roads in the network that are counted more frequently due to the high number of vehicles, road hierarchy, changing traffic composition or development. The more frequent count sites are typically used to assist with asset management and identify district trends.

11.26 Below is a table summarising the total number of traffic counts undertaken each year. The compulsory count sites are specified by Council. The discretionary sites are programmed by the contractor to ensure the "all roads within five years" target is met in the most efficient manner.

	<b>Ordinary Vehicle Count</b>	<b>Axle Classification</b>	<b>Speed Count</b>
Compulsory Counts	72	80	6
Discretionary Counts	261	67	0

11.27 The ordinary vehicle count only records the total number of vehicles passing the count site. The axle classification count classifies the number of vehicles into categories based on their axle configuration, for example car, three axle truck, B-train. It also gives a total number of vehicles passing. The speed count measures speeds and assigns a speed range for the vehicle usually in ranges of 10 km/h. The speed count also gives a total number of vehicles passing. Twice yearly cycle counting on Salisbury Road is also undertaken. Upon request from Council the Contractor from time to time will undertake special counts which may be required for investigation, planning and design.

### **11.28 Motupipi School – Active School Signs**

11.29 In July of this year, two Active School Warning Signs were installed outside Motupipi School on Abel Tasman Drive. Speed surveys were completed both before and after installation to measure the signs effectiveness.

11.30 Abel Tasman Drive has a speed limit of 70km/hr outside Motupipi School. Approximately 350m further towards Pohara, the speed limit changes from 70km/hr to 80km/hr. This speed limit was reduced from 100km/hr on 1 April 2010.

11.31 The signs are switched on by the school between 8.30am–9.00am and 3.00pm–3.30pm Monday to Friday. The active signs flash if a vehicle is travelling greater than 70km/hr. Speed surveys have to date recorded speeds with the warning signs being in this mode. The results of these speed survey shows a reduction in the numbers of drivers exceeding the speed limit, however it is still too early to say how effective these signs will be in keeping speeds down during those critical times. At this stage it is planned to continue to survey speeds on a frequent basis. It is also planned to change the warning signs mode over to flash constantly for the 30 minute period before and after school and hence repeat the speed surveys. It may be that in future these signs can be used at other local sites on a rotational basis.



*Active School Warning Sign outside Motupipi School*

## **12 ROAD SAFETY COORDINATION**

### **12.1 Motorbikes**

12.2 A Top of the South two year Motorbike Plan has been implemented. This plan was led by the Road Safety Coordinator at Tasman District Council and ACC, but also involved the Police, Marlborough District Council, NZTA and Nelson City Council. The plan covers different areas of education and enforcement.

12.3 One major focus of the plan is the organisation and running of training courses. A tender process was carried out in order to contract a motorbike trainer to manage training, up-skilling and refresher courses across the Top of the South. Roadsafe Motorcycle Riding Techniques Limited won the contract and will provide training

across the three areas. These courses will be aimed at different types of motorbike riders, from college students, commuter riders, weekend riders and returnee riders. All ages and abilities of riders will be accounted for with off-road and on-road courses.

- 12.4 Another part to the plan is the formation of a motorbike advocacy/user group. This will initially be led by the Road Safety Coordinator and include representatives from local motorbike groups, retailers and riders and all councils, ACC, NZ Police and NZTA. The group will be presented with local crash statistics, and asked for feedback on the Top of the South Motorbike Plan, possible new billboard images and a possible new resource for motorbike riders. It is also intended that this group will provide and facilitate good two-way communication between all parties and eventually be managed by local motorbike riders.
- 12.5 Multimedia campaigns will be developed aimed at both motorcycle riders and other road users. Riders will be made aware of where and why riders are crashing, appropriate safety gear and training. All other road users will be encouraged to take that second look for motorcyclists on the road, especially at intersections.
- 12.6 The plan has been shared with other road safety coordinators in New Zealand, ACC and NZTA and has received very good feedback from those working towards reducing the number of crashes involving motorbikes. After a presentation to a different organisation in the Greater Wellington Region the plan has been used as a basis to develop one for their area.

### **12.7 Child restraints**

- 12.8 After direct contact with all schools and early learning centres in the District there have been numerous bookings for Buckle Bear and Booster Rooster. These learning “tools” are aimed at children, parents/caregivers and staff to encourage and educate on correct restraint use and the increased length of time children are in booster seats. Positive feedback has been received after all visits and more are planned for the rest of the term.
- 12.9 A child restraint check-point has been arranged for Motueka for 17 November. This check-point will involve Council staff and Plunket and Police. All cars with child restraints will be stopped and checked. Those who have child restraints that do not comply will be given help, information and contacts on how they can fix their restraints if the issue cannot be fixed on site. Further checks will be organised after the one in Motueka. Motueka was chosen as the first location because during the last check-points that were run it was found that most non-complying restraints were found in the Motueka area.

### **12.10 Bike Wise 2011**

- 12.11 Planning has started for a Family Fun Ride for Takaka on Sunday 20 February 2011. This year the ride will start from Central Takaka School at 1.00pm and the half-way point is intended to be at the East Takaka Domain. At the Domain there will be prize-giving for best dressed bike and best dressed helmet with both prizes provided by Bike Wise. There will also be stalls and other activities that will act as fundraisers for local schools and community groups.

12.12 Go by Bike breakfasts will again take place in February during Bike Wise (on Wednesday 16 February 2011). Breakfasts will be held in Richmond, Motueka and Takaka to encourage cycling.

### **12.13 Summer safety campaign for the Top of the South**

12.14 The Top of the South summer safety campaign will be repeated this year. This campaign will involve Tasman District and Nelson City Council, NZTA, Police and ACC and will involve roadside billboards, posters and advertising material in bars, along with cinema and radio advertising.

12.15 The advertising material, which was developed last year, has images of local emergency services people, tow trucks, taxis and an undertaker asking drivers to choose the way they wish to travel home. Local groups that were involved last year, including pubs and local advocacy groups were supportive and were keen to run the campaign again to drive home the responsibility message around alcohol and about choosing your ride home carefully.

12.16 The message will also be spread via the Lions Club in Wellington who will engage with drivers waiting to get on the ferry to Picton. Most of these drivers will pass through the Tasman District so this Club is being used to distribute this road safety message and also targeted messages to motorbike riders, trucks, vehicles towing vehicles and, when appropriate, safe winter driving messages.

### **12.17 Stopping Distances demonstrations**

12.18 Most schools have now signed up to take part in the Stopping Distances demonstration campaign to be run in 2011. There will be demonstrations across the District so all schools will have the opportunity to attend without the need to travel too far. There will be extensive promotion and advertising before the demonstrations as some roads will need to be closed and traffic management will need to be carefully planned at each different location. This traffic management side of the project has been partly sponsored by Fulton Hogan who were very keen to get involved.

### **12.19 Rotary Youth Driver Awareness (RYDA) campaign**

12.20 The RYDA campaign was run for the first time in March 2010 and was attended by most Year 11 students across the District. Each school spent a whole day at the A&P Showgrounds and students attended six different sessions – Safe Partying; It's your choice and Consequences; Hazard awareness and Defensive driving; Budgeting and Insurance advice; Stopping distance demonstration.

12.21 Planning is underway with the Police, ACC, local Rotary Clubs, NCC, the Brain Injury Trust and local driving instructors to run this campaign involving all Year 11 students. Tasman District Schools will be hosted at a location in Motueka instead of the A&P Showgrounds to cut down travel time for the rural colleges.

### **12.22 Accessibility for All**

12.23 The next meeting of the Accessibility for All Forum is being held on 5 November. The guest speaker from the Association of Blind Citizens is giving a presentation



called "The Great Barrier Brief". This recently published document looks at the Total Mobility Scheme across New Zealand. It also looks at getting access to computers for blind or partially sighted people. Forum members are also putting together a comprehensive list of locations where wheelchairs are available for hire or to loan by businesses and retailers throughout the district. The group has also put in a submission on Nelson City Council's Social Wellbeing Policy which has a separate section devoted to accessibility.

12.24 It is planned to have a Council workshop where we hope to get some mobility scooters and other props to demonstrate to Councillors the issues that face this section of our community.

## **12.25 Travel Plans**

12.26 The Salisbury Road Schools Cluster Travel Plan is nearing completion and will be launched before the end of term. The actions detailed in the plan are predominantly education based and can be worked on immediately through Council, the Police and the schools. Part of the plan, mainly the engineering section will have to be put on hold and await further investigation as the situation will alter along Salisbury Road with the proposed traffic management measures at the new entrance to Waimea College.

12.27 As a travel plan is an active document, the working party was happy to accept that changes would be made once the impact of changes were realised. Parts of the desired changes are for a drop-off zone on the western side of Salisbury Road and the schools are involved in petitioning Ministry of Education. Again, this would be dependent on how well the new entrance at Waimea College operates.

12.28 Other factors that were also considered in the Plan are the development of the Maori immersion school to be located on the Salisbury School site, plus the new dental clinic and the Matai special unit being built on the Henley and Waimea Intermediate site.

12.29 Other travel plans continue to be monitored and ongoing support given to schools as and when required.

## **13 RIVERS**

### **13.1 General**

13.2 There has been a reorganisation of work programmes to ensure that the Annual Operations and Maintenance Programme will be achieved and that the expectations laid down in the Activity Management Plan can also be met has been completed. There are no major implications to the financial budget for 2010-2011 with all work expected to be completed with allocated funding.

### **13.3 Crack Willow Management**

13.4 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 off the stream from stock to ensure that the mixed native and bitter willow planting areas are successful.

13.5 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.

13.6 The current demand from landowners for River Z funds exceeds the budget that is set aside in this activity area. We are working through prioritising this demand. However it is prudent to look at funding streams for this work in the preparation of the Annual Plan for 2011/2012. It should be noted that some of this funding was used for the Tapawera flood event which restricted the availability of funding for other works.

### **13.7 Motueka Flood Control Project**

13.8 A second edition of Newline is being prepared as an information and public consultation document to explain the recent on-site soil testing and geotechnical evaluation works.

13.9 A multi-criteria assessment involving a range of possible options for redeveloping the Motueka River flood control system is underway. This work is focusing on the required four community well-beings, cultural, environmental, social and economic issues. Experts and evaluators were asked to inform and rate various aspects of the project to provide the project with necessary direction.

13.10 MWH will now consolidate the data and apply the information to the range of options that will be included in a report for Council.

### **13.11 Tapawera Flood Event, Twin Bridges**

13.12 Catchment restoration works for affected landowners 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 land owners 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.

### **13.13 Rivers Global Consent**

13.14 The current global consent that allows Tasman District Council to carry out a range of river works will expire 30 June 2011. An application for a new consent is being prepared with the objective of lodgement by 30 November 2010. The application needs to be lodged at least six months before the old one expires. This is to cover the event of the process taking longer than six months to complete so that we can then continue to operate under the current consent until a new one is granted.

13.15 The application is well advanced and we do not foresee any reason for not making the 30 November 2010 deadline.

- 13.16 A range of issues have been raised by interested parties during the life of the current Rivers Management global consent. Pre-lodgement meetings are being held with key groups to ensure that their concerns are being documented. The application also takes into consideration the implications of the proposed TRMP Part IV Rivers and Lakes which is also being processed at present.
- 13.17 The application will cover all rivers in the Tasman District including the Buller River that is not currently covered in a comprehensive manner. The conservation orders on the Motueka and Buller Rivers will be considered in the submissions. The current global consent does not permit any work in any waterway. The new application will seek to clarify the boundaries of this restriction as clearly there are times when work in the flowing channel is needed for standard maintenance operations such as rock protection works and channel management.
- 13.18 The implications of managing the riparian vegetation works relating to Crack Willow removal are an issue for some groups. This needs to be developed so that the objectives of the Rivers Activity Management Plan can be achieved in an environmentally acceptable manner that can be audited over coming years.

## **14 RECOMMENDATION**

- 14.1 THAT the Transportation Report, RESC-11-11-02 be received by the Engineering Services Committee.**

Gary Clark  
**Transportation Manager**