

## STAFF REPORT

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

**FROM:** Gary Clark, Transportation Manager  
Report prepared by Selwyn Steedman, Transportation Network Engineer

**REFERENCE:** T606

**SUBJECT:** **New Zealand Transport Agency Technical Audit of Local Roding – Final Report – RESC-11-03-05-INF**  
Report prepared for meeting of 17 March 2011

---

### 1 PURPOSE

- 1.1. The purpose of this report is receive and accept the recommendations of the New Zealand Transport Agency audit report on the inspections carried out on the Tasman District roading network in July 2010.

### 2 BACKGROUND

- 2.1 Tasman District Council's roading maintenance programme and road network was audited by the New Zealand Transport Agency (NZTA) between 19 and 22 July 2010.
- 2.2 The report shows that our roading network and systems are delivering appropriate levels of service. The technical audit highlighted that Council is providing a cost effective network for its intended use. The view of the auditors was that Council does a very good job in managing this essential service. The Agency has made three recommendations and two suggestions for improvement.

### 3 NEW ZEALAND TRANSPORT AGENCY RECOMMENDATIONS AND SUGGESTIONS

- 3.1 Review treatment lengths held in the RAMM (Road Asset and Maintenance Management) database to ensure reliable treatment selection analysis can be undertaken. This is already underway as it is a relatively simple task.
- 3.2 Develop and implement a programme to improve rural road network drainage standards. This is already underway where Council's policy is to ensure that any section of road that is to be resealed has the road flanks trimmed and drainage improved. There are some funding issues in addressing this issue completely which will be considered in more detail as part of the Long Term Plan and Regional Land Transport Programme planning.
- 3.3 There are also separate drainage contract packages being tendered which will start closing the gap on deferred drainage work. To achieve notable outcomes over a reasonable timeframe funding will need to be maintained or even increase.

- 3.4 Continue to adopt and act on the findings of the 2009 Road Infrastructure Safety Assessment (RISA) review. This is being done however the large cost implications mean that the requirement can only be carried out when incorporated into new projects. Other items such as replacing faded signs are being carried out under the maintenance programme.
- 3.5 Implement the recommendations of our consultants 2009 RAMM Annual Report, including consideration of Technical Audit comments. The suggestion has already been implemented with all roadside structures such as supporting walls and guard rails being identified and recorded in our RAMM database. This information will highlight supporting walls that require maintenance or programming for replacement.

#### **4 RECOMMENDATION**

**THAT the New Zealand Transport Agency Technical Audit of Local Roading report, RESC-11-03-05-INF be received.**

Gary Clark  
**Transportation Manager**