

# STAFF REPORT

**TO:** Chairman and Members, Engineering Services Committee  
**FROM:** Roger Ashworth, Transportation Manager  
**REFERENCE:** R860  
**DATE:** 12 July 2006  
**SUBJECT:** **ASSET MANAGEMENT REPORT - ROADING**

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## 1 GENERAL MAINTENANCE

Within the three contract maintenance areas, work has generally progressed well to the end of the financial year. There has been a noted improvement in vegetation control in the Golden Bay and all reseal work throughout the District has been completed.

The application of CMA (calcium magnesium acetate) has been used within the District for the first time. Due to the heavy frosts this winter, a number of sites within the District that don't usually appear have required gritting.

### **Wensley Road**

The Wensley Road upgrading project is complete. In general the project has progressed well and provided a major improvement.

### **Ligar Bay**

Likewise the Ligar Bay upgrading is complete (Stage 1).

### **Dorset Street**

The area-wide pavement work in Dorset Street has been completed.

### **White Road**

The major drainage control and area-wide pavement treatment undertaken in White Road is complete apart from the final seal coat which will now be held over until more suitable weather conditions are available.

### **Winter Road Maintenance**

During the recent prolonged cold spell the maintenance contractor has been fully committed to daily monitoring of road conditions. Frost gritting has been carried out as required and CMA has been applied on the worst areas to further reduce the risk to motorists. The cold weather has also had an adverse effect on some parts of the unsealed network where it has not been practicable to grade roads that are frozen on the surface. The contractor has had to rely on extra pothole filling until grading can be carried out. The contractor has been asked to look for and respond to any signs of long term damage to roads as a result of the frozen pavement layers.

## **2 2006/07 MINOR SAFETY PROGRAMME**

The Minor Safety Programme for this financial year has been finalised and includes various sites identified through both crash reports and network inspections. Some of the sites to name a few, include 88 Valley Road at Hunt Terrace, Lighting upgrades and new pedestrian facilities in Richmond, Riwaka Kaiteriteri Road and Jones Road curve easing, Stock underpasses on Matakītaki Road Murchison and Rototai Rd Takaka and installation of curve warning signs on a number of curves in the district.

## **3 ROADING HIERARCHY REVIEW**

A review of Council's roading hierarchy, which was well over due, has recently been completed with the next stage involving consultation. Prior to this review, there were a number of roads with classifications that were out of step with both current and potential land development.

## **4 SPEED LIMIT REVIEWS**

Currently the speed limit changes proposed for Motueka, Riwaka, Marahau and Mapua areas are out for public consultation.

Shortly, a review of speed limits in the eastern side of Waimea Ward including Richmond and Murchison/Lakes Wards will start.

The speed limit on Lord Rutherford Road South is to be further reviewed along with other options to improve the safety of this route including signage at Telenius Bridge.

## **5 WALKWAYS**

The resurfacing of the walkways between Hill Street and Hunter Avenue Richmond and McPherson Way in Wakefield, has recently been completed.

Lighting was also considered with upgrades being undertaken to several walkways. In the case of the Hill Street to Hunter Ave walkway, ducts were laid for future lighting.

The construction of a new shared path between Somerville Lane and Bryant Road Brightwater, on Council reserve land has also recently been completed. Fencing between the walkway and neighbouring properties is presently being arranged.

## **6 RICHMOND CBD FOOTPATHS CLEANING**

A high pressured chemical wash was recently undertaken to the asphalt areas of the footpaths in Richmond. These areas will now be monitored to determine if any further regular washing will be necessary between now and the upgrade of the town centre. This work was in addition to earlier cleaning of brick paved areas undertaken to the CBD areas in Motueka and Takaka.

## **7 RICHMOND TOWN CENTRE**

The Richmond Town Centre design has been completed. We are currently reviewing the estimates associated with the work and these will form part of a presentation to the next Engineering Services Committee meeting.

The scope of the work to date has involved an element of detailed design for:

- i) The area along the length of Queen Street from the main Mall car park entrance to the entrance to the Public Library, and
- ii) The area running the length of Croucher Street from Queen Street through to McGlashen Avenue.

The overarching concepts proposed that had been maintained throughout the design process are:

- i) Compact (urban) form;
- ii) Develop network of connections;
- iii) Increased portability;
- iv) Enhanced pedestrian experience;
- v) Clarity of pedestrian routes;
- vi) Enhanced local identity; and
- vii) A memorable atmosphere (Planner speak).

The key design principles were:

- i) Focus – the creation of a readily identifiable civic space as the new “Heart of Richmond”;
- ii) Accessibility – a town centre that provides for largely unrestricted pedestrian movement;
- iii) Activity – flexible spaces available to accommodate a wide range of activities;
- iv) Connectivity – the connections between Croucher Street and Queen Street and the adjoining alleys and lanes.
- v) Safety.

These are some of the key design principles that will be discussed more fully at the next meeting. Obviously the design and estimates will include the upgrading of infrastructure to future-proof the new development. This work is currently programmed for the 2007/2008 financial year.

## **8 McGLASHEN AVENUE**

Transit New Zealand will report their latest option for the McGlashen Avenue, Queen Street and Oxford Street intersection treatments to Council on 13 July 2006. From Council’s perspective work is still in progress on acquiring land at the Croucher

Street/McGlashen Street intersection in the hope that this will be concluded by the end of this calendar year.

## **9 RIVERS**

### **TRMP Section Pt IV: Rivers & Lakes**

The draft TRMP "Section Pt 4 Policies" prepared to date indicate a change of RMA driven policy that may affect sections of the Global Consent when it is next reviewed. Specific references continue to be generated for each workshop to note which draft Policy Statements may affect river works.

### **Sustainable Gravel Limits**

The statement of sustainable limit for gravel extraction along most of the main rivers is currently under consideration by the RMP Committee. Environment & Planning Committee Councillors have been discussing the effect that gravel will need to be relocated within the channel to meet river maintenance and management objectives. There may be cost implications to this outcome.

### **Motueka-Riwaka Stopbank Review Projects**

#### **Riwaka Stopbank**

The Public Consultation brochure is out in the community of interest. A questionnaire attached to the information brochure was due back to TDC by 14 July 06. About 200 ratepayers and other interested groups were canvassed. One meeting of landowners close to the river banks was held at Inglis Horticulture and produced a lively discussion. Results of the mail-out will be reported to the next meeting.

#### **Motueka Stopbank review**

MWH have completed a walkover survey and geotech investigations of the existing stopbank and are currently working on the report on their findings. An initial flow model of the Lower Motueka River has been run and the general finding is that the existing stopbanks are providing something less than 2% AEP (50 year) level of protection without freeboard. It is hoped to have the report ready for presentation to the meeting on 31 August followed by a consultation document to be circulated to the Community of Interest by the end of October" with input from the consultants is progressing. Cross-section work is needed prior to computer modelling.

## **10 CONTRACT 682 – ROADS PROFESSIONAL SERVICES**

Tenders closed for Roads Professional Services for Tasman District Council for the period 2006-2009 on 16 June 2006. The due date for completion of the contract is 30 September 2009 with a provision to extend for two periods each of one year provided that the consultant's performance as reviewed by Council is better than satisfactory for the preceding twelve-month period.

Two tenders were received from Opus International Consultants Limited and MWH (NZ) Limited. Tenders were evaluated by a tender evaluation team consisting of the Engineering Manager, Mr David Bridges (Consultant, Palmerston North), Mr Dave

Robertson (Regional Engineer, Transit New Zealand) and the Transportation Manager.

The tenders were evaluated using the Brooks Law method. Stage one of the evaluation involved assessing the non-price attributes by scoring on a points basis. Stage two consisted of factoring the weight of each attribute to give an index which is then summed to give an overall index for each tender. At this stage, MWH (NZ) Limited are our preferred tenderer. Negotiations have been concluded for the local roads portion of the tender while Transit New Zealand are still negotiating on the State Highway (75 kilometres) portion of the tender.

We are hopeful that a full recommendation will be able to be made to the Tenders Committee within the next two weeks.

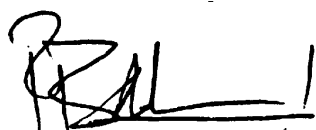
## 11 COASTAL PROTECTION – RUBY BAY

Staff will be initiating a further review of coastal protection options for the Ruby Bay/Old Mill Walkway Reserve including the suggestion use of Pinnacle rock from the limestone quarry at Pig Valley. At present Council staff are still working to ensure that adequate end-protection works in accordance with resource consent conditions, are put in place at the southern end of the Old Mill Walkway Reserve adjoining works on private property.

## 11 TENDERS

Tenders awarded since the last meeting are:

No.	Contract name	No. of tenders received	Successful tenderer	Amount	Highest amount	TDC estimate	Comment
680	Major bridge repairs	3	Kidson Construction	\$171,427	\$191,427	\$181,200	Part of major bridge repairs budget



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