

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Roger Ashworth, Transportation Manager
REFERENCE: R860
DATE: 24 August 2006
SUBJECT: **ASSET MANAGEMENT REPORT - TRANSPORT**

1 WAIMEA ROAD MAINTENANCE

In the July month approximately 600 m³ of maintenance aggregate was applied to the network and a significant amount of grading undertaken. We have had several issues with unsealed road network not performing as well as we would like or up to contract specification. This issue has been discussed with both consultant and contractor and we are looking for a marked improvement in performance in the coming months. The heavy frosts have seen a significant amount of frost gritting being carried out on the network and during July there was approximately 230 kms of frost gritting.

2 RESEALS

In discussions with our contractor, we intend to have the majority of our reseal programme and road marking programme completed prior to Christmas this year.

3 SEAL EXTENSIONS

The Central and Old House Roads seal extension is currently out to tender with the tender closing on 23 August 2006 and the 88 Valley Road stage 1 is also out to tender, closing in September.

4 MINOR SAFETY

The minor safety programme for 2006-2007 has been prepared and will go out to tender soon with some work already beginning on the Riwaka-Kaiteriteri Road.

5 BRIDGES

Seismic strengthening of the Dove River and Old Moutere River bridges are underway with Kidson Construction. The work is due to be completed by the end of September.

6 CARPARKING STUDY

We have received a request from the Golden Bay Community Board for a review of the Takaka car parking study to be undertaken as soon as possible. Unfortunately, we have no budget in the current financial year to complete such a review and will be responding to the Community Board accordingly.

7 ABEL TASMAN DRIVE – UNSTABLE ROCK

Approximately 160 metres past the Tarakohe Tunnel on the Abel Tasman Drive Road there is an unstable rock which is programmed for removal in the week of 18-22 September 2006. Road closures will be advertised prior.

8 Streetlighting upgrade request on edge of residential area and Genia Drive on 88 Valley Road, Wakefield. 1 or 2 extra lights required:

Council regularly receives requests for additional street lights, these are usually investigated and where found to be justified included on a list of new lights required. In this case, there are existing lights on Eighty Eight Valley Road including a light at the intersection of Genia Drive. In this instance, the request will be investigated by undertaking a night survey and if additional lighting is required, then the site added to the list of sites for new or upgraded street lighting. Hopefully any additional lighting may be undertaken this financial year. At present there is only one established house in Genia Drive with the footpath on Eighty Eight Valley Road only extending to this subdivision.

9 RICHMOND TOWN CENTRE UPGRADE

A presentation on the Richmond Town Centre development will be made to the Committee meeting at 10.00 am and a report will be tabled.

10 RIVERS

10.1 AOMP RIVERS - SUSTAINABLE GRAVEL LIMITS

The statement noting that there is a zero sustainable limit for gravel along most of the main rivers is open for comment. The River Scientist has indicated that this should be reflected in the way the Rivers AOMP is operated. Discussion has been held with the Manager Environment & Planning to determine how this might affect the compliance with NN010109 River Maintenance Consent.

In accordance with the NN010109 Clause 19.2 the Manager E&P has been notified that the Engineering Department will take into consideration the River Scientist's comments on the content of the AOMP Rivers when directing the manner and method in which tasks are carried out.

A separate staff report on the details is included in the agenda papers.

10.1 RIWAKA STOPBANK REVIEW

The Public Consultation returns indicate that there is no public acknowledgement that upgrading of the current banking system is justified and therefore the current level of standard maintenance works should continue in the foreseeable future.

If Council is of the opinion that heavy maintenance activity can be funded from general river rate funding this requires discussion on "community of interest" and the wider source of funding.

A separate staff report on the details is included in the agenda papers.

10.2 MOTUEKA STOPBANK REVIEW

MWH have completed the Lower Motueka Stopbank Options Pre-feasibility Report that summarises initial data relating to bank heights, flood carrying capacity of the existing banks and an analysis of the structural integrity of each section of bank. The report will be presented at a separate workshop.

Sections of both banks need to be upgraded to meet modern standards. The proposed standards need to be considered and adopted if acceptable.

A closed workshop to discuss this review is scheduled for Thursday 7 September 2006 from 9.30-12 noon at Siefried's Complex, Appleby. The report and information papers will be sent out to members in advance of the workshop.

10.3 RIVER RATING REVIEW

It is intended to provide more information on this project at a future meeting. The progress is not as rapid as was expected due to the inability of the current rating database to provide information in a format that can be easily analysed.

10.4 RIPARIAN VEGETATION MANAGEMENT

The concern relating to riparian vegetation management requires the understanding that well over 50% of the total rivers budget is spent on willow maintenance. There are many kilometres of river bank populated with tall crack willow species where this is not the most cost-effective species to have in place. In many places shorter bitter and shrub willow types offer adequate erosion protection and also provide an improved filtering barrier. This feature offers landowners a much lower incidence of fences being flattened during medium sized events from debris build up.

The removal of sections of crack willow and replacement with shorter species provides a marked reduction in maintenance costs. Shorter species can be layered by mechanical means regularly, and contractors achieve much higher hourly progress along the river banks. This practice has been trialled by John Ellis at Sicon for at least five years with good results. The change of regime may take in excess of 10 years to deliver expected cost savings.

Additional funding approved in 2004-2005 is now being incorporated into the wider Rivers AOMP to ensure effective district-wide application.

This process needs to be cleared by working generally from the upper reaches of each river system towards the sea. Some of these reaches are in current River Z rating areas.

A new threat identified last year is the apparent introduction of female crack willow varieties. All species chosen from existing stock and introduced sources were believed to be male varieties from the 1960's. During 2004 and 2005 a profuse infestation of willow seedlings was noted in the Motueka River bed from above North's Bridge. Normally the spread of willow comes from planting and flood-transported twigs and branches. Seedling generated outbreaks are directly related to pollinated seed sources. Basic plant propagation processes deliver about 50/50% seedlings with male or female status.

The location of adult female varieties needs to be vigorously investigated with the view to eradication. Last season a ground-based spraying programme was started from the top end. During the spring of 2006 two qualified staff will search the river to try to locate the source. It is only when the catkins are present that we have the chance to identify any trees needing to be removed. The fact that the source appears to be high up in the main stem of the Motueka River does mean that we need to show urgency in attempting to eradicate the problem trees. All seedlings will need to be destroyed and it is important that the work begins at the top and works downstream.

The problem can be dealt with by inclusion in the wider riparian vegetation maintenance activities.

11 RUBY BAY FORESHORE PROTECTION

Recent winter storm events and the adoption of the LTCCP have seen staff develop a new programme for investigations into works for the protection of the Old Mill Walkway Reserve on the Ruby Bay foreshore just north of Mapua. Engineering staff recognise the urgency of the coastal erosion situation, particularly at the southern end of the Old Mill Walkway Reserve. This has been exacerbated as a result of storm damage this year.

The Engineering Services Department has re-engaged coastal consultants, Tonkin & Taylor to undertake investigations in a two-stage process. Stage 1 will consist of identifying immediate protection options for the most southern 100-150 metres of the Old Mill Walkway foreshore. This area of the esplanade reserve is continuing to erode back to the reserve boundary and protection to halt landward erosion is urgent if the public access and walkway along the reserve is to be preserved.

Stage 2 of the investigations will focus on the longer-term protection of the remainder of the Old Mill Walkway Reserve being approximately 600-650 metres in length to the north where it adjoins Chaytor Reserve at the end of Broadsea Avenue. The stage 2 investigations will be looking to identify a preferred option for a much longer term/permanent foreshore protection solution for the whole of the esplanade reserve in the context of all other coastal processes and protection works which exist within Ruby Bay. Stage 2 investigations will look at a range of possible solutions including options which have been put forward by Councillors at recent Engineering Services Committee meetings.

In addition to stage 1 investigation work commencing, staff have also arranged to meet (on 6 September 2006) with the immediately affected private landowners along the Ruby Bay coastline adjoining the Old Mill Walkway Reserve. Stage 1 will also involve reporting back to the Mapua and Districts Community Association regarding options for urgent priority works and how Council intends to proceed with this activity.

Staff expect to be able to report to the next Engineering Services Committee meeting with initial Stage 1 options for cost review.

12 TENDERS

Tenders awarded since the last meeting are:

No.	Contract name	No. of tenders received	Successful tenderer	Amount	Highest amount	TDC estimate	Comment
682	Roads Professional Services 2006-2009	2	MWH (NZ) Ltd	\$5,038,330	-	\$4,6458,050	Part only of total subsidised and non-subsidised roads budget for next 3 years
684	Streetlight maintenance	2	Powertech	\$245,684	\$287,076	\$343485	Part only of total street-lighting budget



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