

# STAFF REPORT

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

**FROM:** Roger Ashworth, Transportation Manager

**REFERENCE:**

**DATE:** 3 May 2007

**SUBJECT:** **TRANSPORTATION REPORT – MAY 2007**

---

## 1 OPERATIONS AND MAINTENANCE

- The Golden Bay and Murchison areas remain generally satisfactory and within specification.
- Waimea –Good progress is continuing to be made in the drainage and surface and shape areas of this contract.
- The Anatoki Track bridge is progressing. The local share is being pursued with the locals working through their funding options in order to provide their required share of \$15,000. The design is near complete and provided funding is confirmed, construction is imminent.
- Talbot-McGlashen - Work is progressing albeit slowly on the realignment of the Talbot-McGlashen intersection and work is also underway on the undergrounding of the power in McGlashen Avenue.

## 2 SPECIAL PURPOSE ROAD ISSUES

Discussion has been held with the Department of Conservation preparing information to summarise current funding arrangements and also to prepare some documentation with which Council and Doc will be in a position to approach central government funding agencies for additional funding.

To summarise, some of the information gleaned to date:

Central government recognised several years ago the need for the Department of Conservation to manage its own road assets in a safe and trafficable condition. An asset register was prepared and an annual budget allocated to carry out the works. For each year the area offices are required to review the standard of the accessways. Where it can be shown that the condition of a road/track is not up to a standard expected by the road users additional work is programmed.

The total roading budget for DoC is increasing each year and it is expected that this trend will continue.

DoC intends to continue with any arrangements for the joint-funding for maintenance or upgrading of facilities. Joint-funding arrangements currently exist on:

- Wangapeka Road – Council maintain to approximately 1.3 kilometres past the Dart Ford. From thereon the road is maintained by DoC with a budget of around \$5,000 per annum.
- Graham Valley (Mt Arthur access road) – This section of road is currently under a joint funding arrangement. TDC have agreed to increase our level of commitment with a budget of \$20,000 per annum split 50:50 between TDC and DoC.
- Cobb Road access – The road from the Upper Takaka turnoff to the bridge over the Takaka River is a TDC asset and is maintained by TDC. The road from the Takaka River bridge to the Cobb power station is jointly funded under agreement (June 1998). This road has approximately \$35,000 spent per annum with contributions from Land Transport NZ, the power station owner and DoC.
- Aorere Valley – The last 2-3 kilometres of this road are now maintained by TDC following DoC upgrading the road to TDC standard.
- Totaranui Road and Waikoropupu Springs Road are both classified as special purpose roads and DoC do not provide any roading input into either of these roads. Council receives 100% subsidy from Land Transport NZ for maintenance expenditure.

Work is continuing on the preparation of further information.

### **3 MURCHISON STOCK EFFLUENT FACILITY**

This facility has recently been completed by Coastal Constructors of Hokitika. The total capital cost of the project is approximately \$350,000. Council is only contributing towards the direct cost of the effluent facility itself of about \$120,000 on a 50:50 cost share with Transit NZ. Therefore Council's expected capital share of the facility is \$60,000. A firm final figure can be advised once all contractual costs are to hand. The direct cost of all the necessary seal widening to State Highway 6 is being met entirely by Transit NZ.

The facility will be handed over to Council on Tuesday 8<sup>th</sup> May07, and will begin operation shortly after.

The operation and monitoring of the facility has been negotiated as a variation to be included in Council's current Utilities Operations & Maintenance Contract 508A held by Works Infrastructure. The main reason for including this work in the Utilities Contract is that the site requires telemetry monitoring and waste effluent handling, which is currently being provided for other facilities under Contract 508A.

The operating cost of the facility and based on the upper bound scenario is expected to be around \$80,000 per year. However, this figure will depend on several factors, firstly the amount of effluent collected over the course of the year and secondly, the disposal fees at Bells Island, which are based on the characteristics of the effluent. These characteristics have a major influence on the biology of a treatment plant.

Funding for the above operating cost will come from Council's subsidised Amenity Safety budget which is subsidised 49% by Land transport NZ. Council intends to review the

operating arrangement in 12 months to determine if there are alternative options particularly in terms of the telemetry monitoring which may then allow for more efficient operations and pricing of the work.

The facility has effluent storage of 16m<sup>3</sup> which was based on similar size regional facilities around the country. Issues of appropriate usage will need to be monitored as this facility comes into service to ensure only stock effluent is being dumped and collected.

#### **4 SANDY BAY-MARAHAU ROAD, MARAHAU BOAT RAMP**

An initial meeting of Council staff and working group members from the Ratepayers Association, commercial operators and the Department of Conservation was held on 18 April 2007. Options for parking, operational movement and access will now be prepared for consideration at a follow up meeting of the working party.

#### **5 RIVERS**

##### **Status of Crack Willow on the Unwanted Organism Register**

The official status of *salix fragilis* (Crack Willow) on the Unwanted Organism register is that it is "Unwanted". The application to grant us an exemption from having to replace all of the crack willow within 10 years is progressing.

##### **Lower Motueka River: Cross-sectional area under the SH60 Bridge**

Some research work is underway to build a picture of changes over time is underway. Information from Transit New Zealand has been requested. Tasman District Council does not have a set of historical sections at the site.

##### **Relocation of Gravel in lieu of Extraction**

The attached staff report defines the estimated costs of a proposed trial. Additional funding and a resource consent are needed to be able to carryout a representative set of trials during 2007-08

#### **6 RECOMMENDATION**

Roger Ashworth  
**Transportation Manager**