

# STAFF REPORT

**TO:** Chairman and Members, Engineering Services Committee  
**FROM:** Roger Ashworth, Transportation Manager  
**DATE:** 5 September 2007  
**SUBJECT:** **TRANSPORTATION REPORT – SEPTEMBER 2007**

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## 1 OPERATIONS AND MAINTENANCE

Generally the three contract areas are substantially within specification. In Waimea continued pressure is being applied to ensure routine maintenance is attended to with extra focus on areas where previously there had been issues.

The annual client-consultant inspection will be undertaken this month. It will involve travelling across approximately 30% of the network.

### 1.1 Gun Club Corner

The Gun Club corner site, as mentioned in the last Engineering Services public forum, is still showing signs of distress on the upper corner. The mode of failure has been determined to be frost-related with moisture getting down under the seal and on the top shoulder. The seal is popping off exposing the pavement to traffic. Asphaltic concrete repairs to maintain the running surface have been undertaken as remedial works. We are currently attempting to apply emulsion and chip any open areas to hold until pavement temperatures will allow a permanent repair. Currently the section is speed-restricted and will remain so until permanent repair has been undertaken which is currently programmed for October 2007.

## 2 PROJECTS

- **Bridge Valley Road** – currently the design report and estimate are being reviewed. Land issues are being addressed and this project will go out to tender in the next six weeks.
- **Kelling Road Seal Extension** – Design plans are being completed and are due for review. Again this will be tendered within the next six weeks.
- **Central Road** – The tender for completion of the seal extension on Central Road closes on 19 September 2007.
- **Thorpe-Orinoco** – Work is being undertaken in conjunction with landowners following up on fence relocation requirements with the tender due to be advertised on 7 September 2007.
- **Croucher Square** – The Request for Qualifications (RFQ) document has been advertised and closed on 5 September 2007. Following the RFQ the process is to

assess the tenders based on attributes outlined in the document not limited to, but including methodology, resource and management skills. The number of tenders following the RFQ will be reduced to possibly two or three who will receive the full documents later this month for pricing.

The project will have the contractor in place prior to Christmas to allow for them to be organised and to hit the ground running for project start in February 2008.

- **McGlashen Avenue/Talbot Street** – This project has received practical completion and has seen a major improvement for this intersection.
- **Food Damage, Totaranui Road** – We have negotiated with Fulton Hogan as a variation to their last flood damage contract for the reinstatement works on Totaranui Road. The application has been lodged and approved by Land Transport New Zealand. Fulton Hogan will be establishing on the site of the slip repair on Monday 10 September 2007. A road closure will be in place from Wednesday 12 September 2007 to Monday 24 September 2007. Access for cars, utilities and light vans will be made available on a restricted basis which has been advertised. From Monday 24 September 2007 Fulton Hogan may still be working on the site and there may be some delays of up to 15 minutes. Obviously the period of closure is subject to reasonable weather conditions. The road will be reopened as soon as it is safe to allow traffic through the site.
- **Anatoki Bridge** – Tenders for the renewal of the Anatoki Track Bridge across Slaty Creek have closed and are currently being evaluated.

Agreements for landowner contribution have been sent and on completion of these we will be in a position to award the contract for the renewal

## **2.1 National Park Access Roading**

A meeting is programmed for late September with Land Transport NZ to discuss the issues with respect to access to the national park and funding thereof.

## **2.2 Policy and Procedures Manual**

Work is continuing on finalising this document and the Licence to Occupy. It is anticipated that this will be presented at the next meeting of the Engineering Services Committee.

## **3 RUBY BAY BYPASS - PEDESTRIAN FACILITIES AT TASMAN**

An evening meeting was held on Monday 27 August 2007, and was attended by members of the Tasman Community, Transit NZ, Opus Consultants, DoC and Tasman District Council.

Approximately 30 members of the public attended.

The recommended proposal put forward and subject to securing funding, was for an underpass to be built at the southern end of a small DoC reserve which is on the northern side of Tasman. Council's role would be to develop the footpath network to connect with this facility. Council may need to review options for funding the underpass facility if

economically it doesn't meet Land Transport NZ's funding criteria. At this stage the underpass would be included as a provisional item in the Ruby Bay Bypass tender documents to go out later this year.

Other options considered and discounted were creating a pedestrian crossing point north of Harley Road intersection, in the raised median required as part of the right turn lanes for Harley Road. The issue here is that pedestrians would be encouraged to cross and stand in a narrow strip in the centre of a road with a legal speed limit of 100kph. A further proposal was to provide new twin culverts with one of these being raised higher than the other so that it could be used as a pedestrian underpass except in times of flood. Unfortunately, the culverts would be situated south of the proposed aligned Harley Road intersection and well away from pedestrian desire lines, thereby reducing the likelihood of it being used thus providing little safety benefit.

The group representing the residents of Tasman was asked to provide a reasonable indication of likely numbers of users that would use the facility if it was in place now. Opus's assessment dating back some years had indicated a daily use of 10 persons, since then with the advent of Rural 3 and subsequent subdivision in the area this figure was felt to be much too low.

#### **4 LAND TRANSPORT NZ ANNUAL ROAD SAFETY REPORT 2002-2006**

This report is compiled annually by LTNZ and identifies the main categories of crash types common on roads in Tasman, their trend and how this compares with other roading authorities with provincial towns and hinterland and of similar population. The report also identifies sites that have developed into black spots due to their crash rate calculated over the last five years. Fortunately, there are few of these sites and Council will be investigating these.

In Tasman District Council's peer group there are 22 local authorities with Tasman being below the group average and in the bottom third in terms of lower crashes per 100 million vehicle kilometres on local roads. Unfortunately, in terms of state highways this trend is reversed.

The crash trends which are concerning to Tasman for both local roads and state highways are:

- Crashes involving cyclists;
- Crashes involving pedestrians and;
- Crashes involving motor cyclists.

In terms of types of crash movements, the higher percentage of crashes for urban roads involves:

- Pedestrians verse vehicle
- Crossing/turning movements
- Rear end/Obstruction (parked vehicle is the most common object struck)

For rural local roads in terms of types of crash movements of particular concern, these are:

- Overtaking
- Crossing/Turning movements

- Bend- loss of control/head-on (by far the greatest crash movement type)

Friday is the worst day for crashes with by far the most common time irrespective of day, being between 3pm and 6pm.

In terms of overall trends for both crashes and casualties per 10,000 people, these are trending down.

The casualty rates between female and males are slightly higher for females on urban roads and much higher for males on rural roads.

The casualty rate trend for both sexes is at its highest peak by far for the 15-19 year age group, the trend for both sexes then dramatically diminishes with age.

Europeans in terms of casualty ethnicity are by far the largest group involved in both urban and rural road crashes.

2006 Crash numbers and severity for all roads in Tasman District including state highways are:

- Fatal Crashes - 5
- Serious Crashes - 30
- Minor Crashes 74

## 5 ROAD SAFETY PROJECTS (Krista Hobday)

**Safe with Age - Two** courses run in Richmond and one in Golden Bay (another one in Golden Bay 11 September). Total of 45 people attended courses.

**Mobility scooters** - Course in Motueka on 3 September.

**Joint road works safety campaign** - Displays and leaflets have been made available in Richmond, Motueka, Murchison and Takaka Service Centres and Libraries. Three of the existing billboard sites have images designed for the campaign - SH60 by Siegfried's - "it's not a bowling alley"; SH6 Murchison – "they're flouro, not bulletproof"; SH6 Todd's Bush - "hard hats, not crash helmets".

**Walking Wednesdays** - Seven schools took part last term. Forty four percent of kids at the schools walked every Wednesday and 75% took part in the challenge at least once during the term. Previous figures showed that 46% of kids walked to school. Only three schools are taking part this term

**Speed trailer** - Six schools will have the speed trailer outside their school during the first weeks of the new term in October.

**Motorcycle courses** - Four courses will be run in October (two for beginners/intermediate riders and two for advanced riders). Trainers from Wellington are running the courses again. Focus will be on scooter riders on 27 October.

**Cycling skills and maintenance courses** - Courses will be held at Waimea School in term 1 next year through community education classes. Murchison – still to set dates.

Motueka - to train a local person and run adult courses at recreation centre/Motueka High School through community education

**Attended Traffinz Conference** - Four-day conference held in Taupo. Lots of information on sustainability, walking and cycling, public transport, provision of these when building new subdivisions, travel demand management.

**Attended Ecofest** - Saturday 18 September 2007. People were encouraged with free public transport and rewards for walking/cycling to Ecofest.

## 6 TENDERS

Tenders awarded since the last meeting are:

No.	Contract name	No. of tenders received	Successful tenderer	Amount	Highest amount	TDC estimate	Budget for this item	Comment
687	Hart Road reconstruction	8	Downer EDI Works	\$605,931	\$914,120	\$701,426	\$447,640	Accepted tender includes provision items for sewer and stormwater

## 7 RECOMMENDATION

**THAT this report be received.**

Roger Ashworth  
**Transportation Manager**