

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Roger Ashworth, Transportation Manager
DATE: 11 March 2008
SUBJECT: **TRANSPORTATION REPORT**

1 OPERATIONS AND MAINTENANCE

Overall the networks are within specification. There have been some areas within the urban component of the contracts that have required weed spraying follow-up.

In Golden Bay the contract for repair to five storm damaged sites in the Westhaven area has been completed.

2 PROJECTS

- **Central Road** seal extension has been completed. This was the only remaining section of Central Road that was unsealed.
- **Kelling Road** seal extension and **Thorp-Orinoco** seal extensions are both complete.
- **Richmond Town Centre Upgrade** – Progress on the Richmond Town Centre has been good with the first rain garden being poured earlier this month. A new form of rubbish bin has been incorporated into the project that allows recycling. All issues with respect to supply and maintenance of the recycling bins are being carried by Council's refuse account.

The contractor has struck up a very good rapport with the local retailers and to date only one complaint has been received from the public which has been well outweighed by positive feedback received.

Water Feature

Good progress has also been made on the re-design of the water feature. Full costings will be available later this month. It is understood that this is well within budget.

A copy of the planned work stages is appended for information only as these will be subject to change.

- **Lodder Lane Cycleway** – The footpath and cycleway construction is nearly complete.
- **Black Bridge** widening has been completed and sent to Land Transport NZ for review.

- **Salisbury Road** – Network Tasman undergrounding well underway. This project has included kerb and channel replacement.

3 LAUNCH OF THE DRAFT NATIONAL CODE FOR WORKING IN THE ROAD CORRIDOR

This new code is an industry-led initiative to define the roles of various stakeholders in a nationally consistent approach for the management of access to the transport corridors (road and rail) by utility operators. The beneficiaries of both transport and utilities services are the economy and the community.

The code seeks to provide a consistent and cooperative framework for corridor managers and utility operators to manage the corridor while providing for access rights of utility operators. The intention is to provide a set of guiding principles for corridor managers and utility operators. Accordingly the code provides stakeholders with a framework of best practice striking a reasonable balance between their competing interests and obligations built on the principles of:

- a) right-of-access by utility operators to the corridor for the placement, maintenance, improvement and removal of utilities;
- b) right of corridor managers to ensure safe and efficient operation of the corridor through the application of reasonable condition;
- c) roles and responsibilities of the parties being defined;
- d) promotion of planning, liaison and coordination among stakeholders to achieve greater efficiency and cost-effectiveness;
- e) the integrity of the corridor being maintained through compliance with transparent quality assurance procedures;
- f) a safe work site and minimum inconvenience to the public during the work; and
- g) collaboration with each other in the spirit of good faith.

Background

The code is intended to meet the Statement of Government Objectives published in October 2006 to achieve the following purposes and principles:

- a) To reduce the costs and inefficiencies arising from the current statutory framework including avoidable damage to roads and utility networks, delays and disputes, inconsistencies between statutes and poor coordination;
- b) To provide for better management of the multi-use of road corridors in the public interest including road safety and balancing the provision of utility services with efficient transport and universal access to roads; and
- c) To provide the potential for increased utility access to rail and motorway corridors while recognising the transport and safety responsibilities of Transit NZ and the transport safety and business interests of On Track.

It is our intention to present Council with a more formal report and recommendation for adoption of the code at a later meeting.

4 ROADING POLICY AND PROCEDURES MANUAL

Staff are presently preparing the Roading Policy and Procedures Manual to be uploaded on to Council's website.

5 TRANSIT NEW ZEALAND DRAFT 2008-2009 LAND TRANSPORT PROGRAMME

A copy of Council's submission to Transit New Zealand's Draft 2008-2009 Land Transport Programme and 10-year financial forecast is attached for information.

6 ENERGY EFFICIENT STREET LIGHTING

Modus Lighting are the New Zealand agents for Philips Metal Halide lighting. This lighting has the potential to provide better lighting at a lower lifetime cost when compared against older fittings. A representative from Modus gave a brief presentation recently to Council and its consultant's roading staff.

Metal Halide fittings give off a white light that provides excellent colour rendition compared with high pressure sodium fittings. Metal Halide fittings have been specified for use in the Richmond Town Centre for this very reason. Better colour rendition does come at a cost however, the typical lamp life is only 2/3 that of high pressure sodium meaning that outages and service intervals will increase with their use.

The Modus light fittings are significantly more expensive than those currently being incorporated into new council installations but they are slightly more efficient, give better colour rendition, and have similar light output. All these factors as well as the increased service interval need to be considering when assessing the life-time performance.

Council has over 3000 lights with most of these using High Pressure Sodium lighting, which is currently the mainstay of street lighting around the country.

Modus lighting is currently applying for funding from central government to undertake street lighting trials around the country using their Metal Halide Fittings. Tasman District Council has indicated that it would be keen to trial this lighting. Unfortunately it is not simply a case of changing one lamp or light bulb for another but requires the entire light fitting (luminaire) to be replaced and often the street light pole spacing shifted to the appropriate spacing to ensure the lighting level meets the present lighting standards.

It is recommended that Council trial the new fittings from Modus, and also continue to investigate the latest technologies using other lamp technologies from other providers to compile a range of fittings that will minimise power consumption and service costs.

7 RIVERS

Rivers Flood Damage

October 2007 flood damage restoration work is almost complete in River X-Y areas. Landowners in River Z areas are proceeding with preliminary, but robust, works at the

lower subsidy rate of 25% and planning to complete the less vulnerable sites when funding rates are lifted again.

Restoration works at St Arnaud required after the Good Friday event 3 years ago are now being jointly funded by a landowner/DoC partnership with an input by TDC at an appropriate level.

Motueka Stopbank Project

Consultants are working on next preliminary design and public consultation phase for the renovation of the Motueka Stopbank system. The draft report is due in late April 2008. It will include information on a "Q100 plus Climate Change plus freeboard" option to allow better forecasting of funding options.

8 TENDERS

Tenders awarded since the last meeting:

No	Contract name	No. of tenders received	Successful tenderer	Amount	Highest amount	TDC estimate	Budget for this item	Comment
719	Traffic Counting	5	LD & HM Price	\$202,034	\$516,446	\$224,575	—	Part only of subsidised roading Professional Services Budget
731	Korere Tophouse Stabilisation	1	Fulton Hogan	\$221,918	—	\$339,650	\$300,000	

8 RECOMMENDATION

THAT this report be received.



Roger Ashworth
Transportation Manager