

## Transportation Activity Quarterly Update

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Report of Transportation Unit Manager to the Activity and Monitoring Committee on 12 November 2009.

Please note – this report has been edited for information relating to Current Projects. The full report can be viewed at <http://www.franklin.govt.nz/YourCouncil/Meetingsandminutes/Meetingminutes/tabid/284/Default.aspx>

### **Discussion**

#### **Financial Information – Land Transport**

##### ***Operating Budget***

	<b>Annual Budget (000s)</b>	<b>YTD Budget (000s)</b>	<b>YTD Actual (000s)</b>
Subsidised Maintenance	\$8,670	\$2,167	\$1,898

(Includes pavement maintenance/bridge maintenance/amenity and safety maintenance/street cleaning/traffic services/carriageway lighting/bus shelter maintenance and professional services costs).

Non-Subsidised Maintenance	\$228	\$57	\$25
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(Includes footpath maintenance, paper road, carpark maintenance, and Passenger Transport subsidy costs).

Expenditure is slightly behind the year-to-date budget for these activities as the profiles for the spend were set at 1/12<sup>th</sup> per month; but this doesn't generally reflect actual as more work is achieved during summer months.

## ***Capital Budget***

	<b>Annual Budget (000s)</b>	<b>YTD Budget (000s)</b>	<b>YTD Actual (000s)</b>
Renewals	\$10,323	\$901	\$324

(Includes pavement renewal work/drainage replacements/resurfacing/footpath replacement work and bridge replacement and professional fees associated with these works).

Expenditure is slightly behind the year-to-date budget for these activities as it was assumed that some resealing work would have commenced in September but this has not occurred.

New Works	\$10,348	\$900	\$505
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(Includes minor safety work/street light improvements/seal extension/seal widening/street improvements/subdivision associated works/bridge widening and strengthening, advanced land purchase and other improvement projects).

<b>Total</b>	\$20,671	\$1,801	\$829
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The New Zealand Transport Agency (NZTA) released the National Land Transport Plan in late August 2009 which indicates the level of funding available to road controlling authorities (RCA's) for the next three years. In preparing the document the NZTA had to:

- Accommodate changes in Government policy with the release of the second Government Policy Statement on Transport in May 2009 which had a significant impact on the prioritisation of transport projects nationally,
  - Address a shortfall in funding available from reduced transport revenue, and
  - Consider how best to manage an oversubscription for the available funds from road controlling authorities.
- As a result the following reductions in funding available to Franklin District Council were advised:

Road Maintenance, Operations and Renewals application - \$ 18,278,783.00

Road Maintenance, Operations and Renewals approval - \$ 17,376,286.00

The funding approved represents a shortfall of \$902,497 which will be included in the December forecast once the implications of this shortfall are fully considered.

Capital Improvements :

Officers applied for subsidy on \$1,667,049 worth of proposed works (bridge replacement (Serpell Road culvert replacement), bridge widening and strengthening at Hamilton's Bridge, road reconstruction works and design fees for intersection improvements in 2010/2011). Subsidy was approved to a maximum of only \$1,147,540. This shortfall is being assessed and the following strategy is being suggested:

The completion of road reconstruction work - \$784,833

Widening of Hamilton Bridge - \$362,707

This means that Serpell Road bridge work will be accommodated in the Maintenance, Operations and Renewals funding category. Design work for future intersection improvements will now not be completed in 2009/10. The reduced spend on road reconstruction work is largely offset by lower than expected tender prices for this work so the actual programme of work completed is not expected to be reduced.

Transport Planning Studies

Subsidy was applied for to produce Transport Strategy (\$100,000), carry out a crash reduction study (\$20,000) and review the Transport Asset Management Plan (\$105,000). Discussions with the NZTA are continuing over these, but indications are that funding will only be approved for the Transport Strategy and that this may be at a reduced level. Once this is known, a revised forecast will be provided.

## **Physical Works - Land Transport**

### ***Pavement Rehabilitation/Renewal and Seal Widening Programme***

Please note that generally no work had commenced on these sites prior to 30 September 2009.

<b>Sites:</b>	<b>Length:</b>	<b>Status:</b>
Package One		
Onewhero-Tuakau Bridge Rd	647m	
Rangiriri-Glen Murray Rd	1151m	
Wairamarama-Onewhero Rd	603m	
Dominion Road (seal extension)	432m	

<b>Sites:</b>	<b>Length:</b>	<b>Status:</b>
Kelly Road (seal extension)	970m	
Miller Road (Onewhero) (seal extension)	1473m	
Ponganui Road	1902m	
Package two		
Pinnacle Hill Rd	1699m	
Falls Rd Site 1	1088m	
Falls Rd Site 2	670m	
Gelling Rd	813m	
Koheroa Rd	380m	
Lyons Rd	310m	
Paparimu Rd	1337m	
Razorback Rd	800m	
White Rd	901m	
Package three		
Belguim Rd/ Golding Rd Roundabout	N/A	
Awhitu Road	1377m	
Charles Rd site 1	417m	
Charles Rd site 2	1108m	
Karioitahi Rd	377m	
Waiuku Rd	1570m	
Morley Road (widening)	640m	
Patumahoe Road (widening)	1280m	

Structural work is planned at the following locations:

Tuakau Bridge was programmed for seismic strengthening this financial year (LT74 001 LTCCP Page 68) and painting for the year 2013/14 (LT68 001 LTCCP Page 69). During July and August 2009, investigations to determine the appropriate scope of seismic retrofit work required. The investigations determined that the bridge requires maintenance work that was of a higher priority than seismic strengthening. As a result of this finding, a full assessment was carried out to determine a maintenance management plan developed to ensure the structure is maintained to achieve this remaining life. The bridge deck in particular, was found to be in need of immediate attention with regard to drainage and surfacing.

Therefore a modified project is now proposed which is to carry out resurfacing work to the bridge deck, which would include the application of a proprietary waterproofing material, the installation of appropriate expansion/contraction joints along the length of the bridge, the installation of improved drainage system from the resurfaced deck, and prepare and treat the underside of the deck, as this too requires waterproofing. This is the first of several stages of required treatment to the bridge, and is vital to the structural longevity of the bridge.

The work will require full closure of the bridge to allow night time operations and is currently expected to be carried out at the end of January 2010 when the most appropriate weather conditions are anticipated. A detour via Mercer will be in place during the work.

Serpell Road Bridges - two culverts on Serpell Road have been identified during recent inspections as requiring immediate remedial work. One is to be replaced and another requires grouting work on cracked sections.

Parker Lane Bridge – During a period of recent increased traffic activity on Parker Lane it was established that the bridge deck was being loaded beyond its current capacity. As such the deck is to be replaced but this work will not be undertaken until the Waste Water Treatment Plant construction activity is completed.

As a result of these two sites being brought forward, planned work on Hitchens Bridge and Kerr Road Bridge have been deferred.

Hamilton Bridge (Buckland Road) – this bridge is scheduled for widening work to address a high crash rate that occurs with a narrow bridge located on a bend on an arterial route. However investigations for the design of the widening required (including provision for cyclists and pedestrians), has shown that strengthening work is also required. The costs associated with this are being assessed.

Yates Bridge (Linwood Rd approx 2km east of Kingseat) – work on this bridge was delayed from 2008/09 due to poor weather conditions being encountered at that time. Work will now commence in November/December 2009.

### ***Minor Safety Sites***

Safety improvements are planned at the following sites in 2009/10:

- Harris Street/John Street/Edinburgh Street intersection improvement
- Road widening to improve safety on Karioitahi Road
- Road widening to improve safety on Patumahoe Road
- Speed limit threshold signage on Pukekohe East Road
- Improvements to the intersection of Awhitu Road and Creamery Road
- Widening of Glenbrook Road at Ostrich Road
- Intersection improvement at Sinclair Road and Ararimu Road
- Install splitter island at intersection of Stevenson Road and Clarks Beach Road
- Possible intersection improvement at the intersection of River Rd and Lapwood Road
- Investigate pedestrian facility on Harrisville Road
- Construct Weigh Pit facility on Linwood Road near Walters Road

## Road Safety

There were two fatal crashes in this quarter on roads in the Franklin District, with three fatalities resulting. All of these were in the month of August. These were on Awhitu Road (near Kaihau Road) and SH2 (30/08/09).

The fatal crash reports investigating the crash on Awhitu Road indicated that road factors did not contribute to the crash. However sign upgrading work was identified as being a possible improvement for drivers to negotiate the nearby bend in the road.

Other road safety initiatives completed this quarter were:

A motorcycle basic skills testing day was carried out at Pukekohe Intermediate School with 10 motorcyclists achieving the right to proceed to a learner licence. Staff were involved in the organising of the TRAFFINZ Conference and supported with facilitating a workshop which was very well received by the attendees. Preparations are well underway for an event planned in November for a motorcycle road riding training day to be held at Hampton Downs Motorsport Park.

### Customer Service Requests - Land Transport

For the last quarter (to 30 September 2009), the number of customer requests received by the Network Management Consultant (Opus International Consultants Limited) were as follows:

- service requests – 371;
- road opening notice applications –48;
- access control inspection requests – 12;
- over-weight application (for bridge crossings) – 14; and
- abandoned vehicles (removal from roads) – 20.

The service requests were categorised as follows:

Category	July 2009	August 2009	September 2009
Emergency Works	0	0	0
Road Drainage	47	10	22
Safety	48	11	15
Sealed Road	29	19	15
Traffic Services	18	10	12
Unsealed Road	1	4	3
Vegetation	34	7	13
Footpath	9	5	13
Other	20	6	0
<b>Total</b>	<b>206</b>	<b>72</b>	<b>93</b>

## **Operational Issues - Land Transport**

During the quarter an NZTA procedural audit was carried out. The auditor indicated that he considered that the Council's land transport network and assets were well managed and network management systems are well defined and supported by good administration procedures. However, the auditor identified five recommendations for improvement in the processing of works for which subsidy could be claimed. These were:

- 1) The NZTA requires Franklin District Council to confirm street cleaning activities are identified separately from other routine drainage activities for claiming 30% of the total street cleaning costs;
- 2) The NZTA requires Franklin District Council to ensure general ledger double entry errors are corrected prior to making financial assistance claims;
- 3) The NZTA requires Franklin District Council to ensure road safety audit exception declarations are filed on Council's contract files;
- 4) The NZTA requires Franklin District Council to ensure full sets of key contract documents are maintained for its own records; and
- 5) The NZTA requires Franklin District Council to confirm its community programmes governance arrangements are documented and publicly available.

These business processes associated with these issues are being reviewed to ensure ongoing compliance with the NZTA requirements.

## **Contractor Performance - Land Transport**

All maintenance contractors are performing adequately at present, although the pavement and drainage maintenance contractor in the northern and eastern area is being pro-actively managed to produce adequate monthly programmes of work.

## **Contractor Performance - Refuse and Recycling Contracts**

Contract RE05/28 Envirowaste

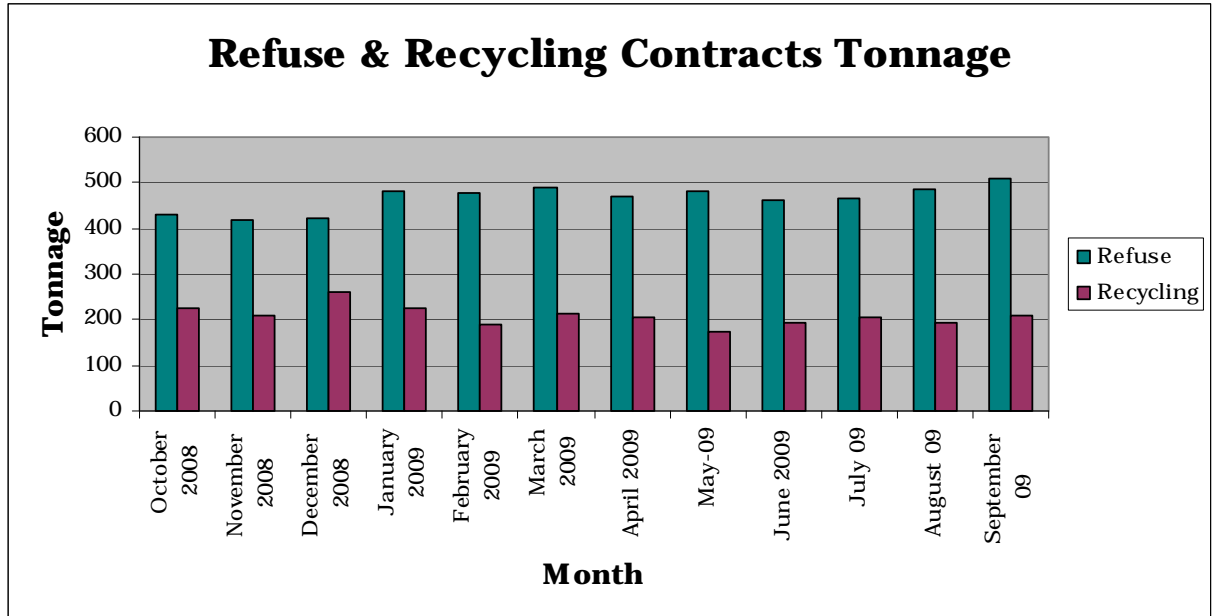
Contract RE05/29 Transpacific Allbrite Limited

On July 2<sup>nd</sup> a new refuse collection service was introduced for Onewhero. One service request was received for the 1<sup>st</sup> quarter for one missed bag collection in this area. This was resolved by EnviroWaste Services. This indicates that the service is operating well and is a good result for Onewhero.

On July 7<sup>th</sup> kerbside recycling was introduced in the Waiiau Pa and Clarks Beach area. One service request was received for the 1<sup>st</sup> quarter for spilt recycling. Transpacific Allbrite went back to check and clear up any wind blown recycling. Overall there has been a good response from residents who are supporting the service. Most residents were happy with change in service although there were some calls from residents in Seagrove Road who were disappointed at not being included in the serviced area, others from owners of holiday homes who had not understood that they would be paying for the

service even if the property was only occupied for some parts of the year, and a few from residents who felt the drop-off centre at the Golf Course was more appropriate.

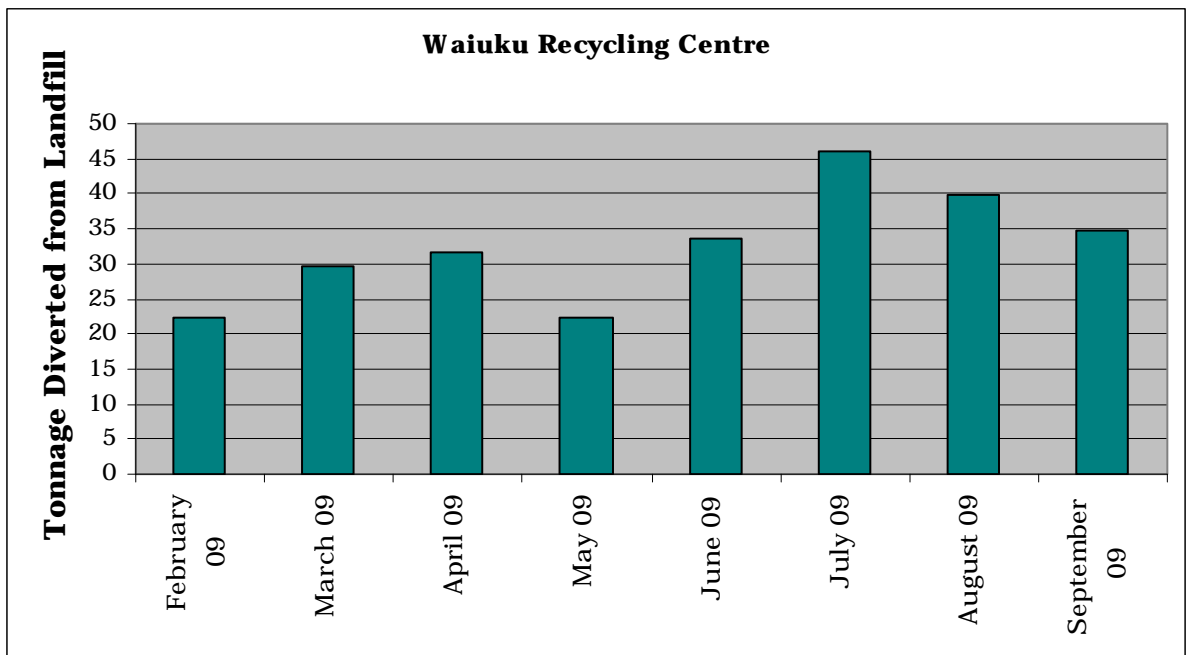
<b>Refuse &amp; Recycling Contracts</b>	<b>Tonnes - Refuse</b>	<b>Tonnes - Recycling</b>
July 2009	466.72	203.93
August 2009	486.01	194.90
September 2009	507.73	210.92



The cost of refuse stickers increased from \$1.80 to \$2.00 from the 1<sup>st</sup> July. As refuse collection is a user-pays service this additional cost was passed onto users of the service. There was extensive advertising of the new charges, but numerous complaints were received. Most of the complaints received were that residents did not know about the increase which indicates that other communication may be necessary for any future cost increases. The \$1.80 stickers were honoured for the first few weeks of July, but once bags without the \$2 were not collected the number of calls significantly increased. EnviroWaste did an excellent job in fielding a lot of calls and responding to the issues raised.

Drop-off days have been held in Pukekawa (08/08/2009 and 17/10/2009), Waiiau Pa (01/08/2009 and 31/10/2009) and Onewhero (05/09/2009 and 14/11/2009).

### **Waiuku Recycling Centre**



The Waiuku Transfer Resource Recovery Centre has now been operating for 9 months.

Recycling has dropped off in the last couple of months for the Waiuku Recycling Centre. There may be a number of reasons as to why this is happening. Traditionally waste volumes tend to increase when the economy is buoyant, and decrease when the economy is depressed. Volumes are also influenced by increases in the population.

Prices for recycling materials are still declining so John Mahoney is transporting all recyclables himself as this saves costs.