

Notes from Meeting –3 February 2025– KCSRA, Council and Marlborough Roads – HQ Marlborough Roads at 11.00am.

Kenepuru Road - Operational roading matters and other roading recovery related matters

Attendees; Richard Conningham (MDC), Wayne Oldfield MR- (System Manager) Steve Murrin (secondment to MDC from NZTA), Andrew Adams (MR- MDC Project Manager), Adam Hale (MRRT – Operations manager delivery),), Andrew Caddie, Scott Watson, Richard Stewart, Stefan Schulz (KCSRA) –, Olivia Bell (Communications) Hani Faraj (Kenepuru Recovery Zone Manager- FH), Councillors Brian Dawson and Raylene Innes.

Virtually – Jim Galloway (MRRT project manager on secondment from FH) Kevin Bright (KCSRA).

Apologies: Alistair Cameron, Adrian Harvey (KCSRA) and Councillors Barbara Faulls and Ben Minehan.

Introduction: The purpose of the meeting was to discuss various operational and road repair recovery matters concerning the Kenepuru Road Network. KCSRA had prepared and circulated an agenda earlier as well as a link to the revised WIP Register spread sheet showing various work operations/event sites, colour coded as to state of progress (red no progress, green completed or nearly so etc).

Scott Watson took the chair and opened the meeting by welcoming Wayne and making the appropriate introductions. What follows is not necessarily in chronological order and attempts to focus on outcomes.

1. Discussion and Review of WIP Register: Scott noted that Hani and Richard had recently worked together to update the WIP Register spreadsheet. Progress has been excellent with responses from Hani and many works complete, in progress or planned. There was therefor no need for the meeting to review every item. Well done.

Richard commented that the size of the WIP spread sheet was making it difficult for Hani to remotely edit. Hani noted the number of photos (though useful) were probably the issue. After discussion, Stefan offered and Richard agreed to look into how the size of the WIP file could be reduced.

Scott noted that travelling to Portage from the direction of the Heads vehicles were coming down the road into the Portage car park area at speed. (The current 40 km sign is past the Main Wharf Access). A resident had suggested the 40 Km warning sign be shifted further up the hill. This shift would mean it would be better placed to warn drivers to reduce speeds earlier and provide some protection to people and vehicles using wharf. Discussion ensued. Steve Murrin agreed to look into the process around the shifting the speed warning sign. But Steve noted that there were tight legalistic restrictions around speed limits zones and signage placement, this could make any change of placement quite difficult.

Richard commented on **item 19 of the WIP register** – the need to remove silt building up around the floaters on the Portage docking area as issues were occurring at low tide (no longer floating). Steve advised a resource consent may be needed. Scott asked if this could be reviewed and carried out as urgent maintenance. The use of the wharf is severely compromised, with missing bolts and damage now occurring.

2 BAU Maintenance Schedule and other Operational Matters: Steve tabled an overview map, colour coded to identify planned operations for the period February to April 2025. This predominantly covers the area north of Kenepuru Heads, split into several areas :

Environmental is large tree vegetation control. So cutting back large vegetation that is too big for the mulching mowers.

Pavement is soft areas of pavement that needs digging out.

Pipe is unblocking or replacing culverts.

Unsealed is grading, pulling water tables and areas of resheeting.

Work programmed from mid Feb to end of April.

However Scott noted that the overview map seems to show little programmed BAU for the section of the K Road network Ohingaroa to the Heads (- the South side).

Steve explained that Kenepuru Road from Linkwater to the Heads is under Recovery. This means recovery contractors will be undertaking all maintenance required other than vegetation mowing. The teams have procedures in place so if there is a rain event forecast, checks will be made that all drainage systems are operational.

Discussion ensued. Scott commented he would prefer to see a move from reactive maintenance to one where this is a schedule of planned preventative maintenance. In essence KCSRA agreed that the intensity and scale of the recovery program for the South side as it gathered momentum might work for BAU Maintenance in the manner contemplated by MR but stressed the desire to see the basics of cleaning culverts and water tables done in a timely and regular fashion.

3. Road Recovery Matters: Adam Hale gave a presentation with slides (assisted by Jim Galloway) of the planned approach to Recovery of the K Road Network. This was well received and KCSRA commended the MRRT team on the obvious hard work and professionalism that had gone into the planning. Olivia/Adam will arrange a copy of the presentation to be supplied to KCSRA

In essence the Kenepuru Network was to be divided into 9 zones and then event sites divided into complex, simple and minor event sites. This segmentation was based on the degree of engineering complexity around the design required for the fix. Thus the Design Hub (design engineers seconded to MR from various organizations) would deal with Simple design fixes; Complex by specialized contract consultant designers; Minor were works of a nature that could be handled by contractors without Design Hub or consultant input.

Adam talked to slides showing the process and time line for the complex and minor event sites for each of the Kenepuru zones, this included a sample Gantt charts showing a more detailed breakdown of the work program for simple sites in a zone.

At this stage the K Road Network Recovery program was envisaged to be completed towards the end of 2027. Andrew Adams cautioned the meeting that this was indicative only and subject both to work issues (sites being more complex than envisaged) and, as Steve noted, it assumed no more significant storm events!

Scott commended MR for the ambitious programme but voiced some concern about ability to achieve with available resource.

Councillor Dawson sought clarification around the availability of the required professional and contractor work force. MR noted that things were looking quite favorable on this front. Design staff/services in particular being more readily available. MR advised they were hoping to have the design work for the complex sites across the Sounds Road Network completed before the end of the year.

4. Road Recovery GIS Data base: Olivia advised that this was still a work in progress with testing being carried out and yet to go live. Some discussion took place as to the thinking around separate regular summary updates for the likes of KCSRA to look at v's access to the database itself. KCSRA agreed this could be a good way to go.

5. Public drop in at Portage: Olivia confirmed that for the Portage drop in format would be similar to that of previous drop ins. No formal presentation per se but lots of maps and other presentational material with people available to whom questions could be directed. KCSRA agreed this sounded good. (*Post Meeting note: In the post meeting chat Steve confirmed he was still hoping these drop-ins might happen on, say, a quarterly basis at different locations*).

6. Waitaria Jetty Update: Steve made a presentation using various slides as to where matters had got to. Essentially a more detailed geotec map as to the nature and extent of the landslide with WSP doing on-going work as to the suitability of the current site and a possible alternative.

KCSRA noted they were surprised that given the nature of the problem on the site and the undertaking of a resource consent process that the need for geotechnical study had only just emerged. Steve noted that it was one of those situations that as matters progressed the issues became more apparent and significant.

Stefan stressed that this was a important community infrastructure asset that was **not** “a nice to have but a must have”. Stefan, donning his Fire and Emergency hat, explained to the meeting the importance of the infrastructure and its location. Councillor Dawson noted he found it most useful to hear this side of the story.

Discussion ensued covering likely time line, issues with the alternative site (more exposed to wind and wave action) and so. Meeting agreed that we needed to wait for the WSP report to resume this discussion.

Should a new location be decided, there may a significantly longer Consent and Construction period be required. If this is the case due consideration will be given to a temporary fix to allow limited use of existing facility.

Kevin Bright sought an update of the **Torea Bay barge/boat ramp upgrade**. MR advised that construction was now expected to begin in March due to barge availability and king tide issues.

6. Other Business

6.1 Traffic light issues: Some discussion lead by Stefan took place around the use and efficacy of the various sets of traffic lights in place; sensors v's timers and so on. MR noted that their use and placement reflected the recommendations of their Traffic Management safety advisers.

6.2 Road Closure – Road user issues: MR noted that one or two individuals were creating issues around ignoring road closure times, pushing aside gates and so on claiming "local" exemption. The meeting agreed this behaviour was most unfortunate from both a safety perspective and a cost issue.

KCSRA would look to advise members expressing concern. Both KCSRA and Councillors noted that if the individuals concerned persisted then MR should take steps to identify the vehicles/persons etc involved in this potentially dangerous behaviour.

MR also agreed to regularly remind the contractor work force to keep to the speed limits and be cautious at the various narrow blind corners. In this regard KCSRA noted it was pleased to see the placement of a convex mirror at Island point

6.3 MR organisational chart: Olivia would supply a copy of the revised MR organisational chart to KCSRA and Councillor Innes.

The meeting concluded at 12.05 pm.

Andrew Caddie - President KCSRA