

ROAD REPORT FOR KCSRA – KENEPURU & OUTER

SOUNDS, AGM MEETING 30 MARCH 2024

Firstly, apologies, - Heather and I are unable to attend this meeting, as we have a granddaughter's wedding.

KCSRA aim is to concentrate in getting the Council and MR, along with the Joint Venture maintenance contractors, FH / HEB to concentrate on getting the actual maintenance and storm damage repair completed in a competent manner and at a sensible cost.

Unfortunately, the maintenance work has basically stopped throughout the area, but the JV Contractors are still being paid their monthly fee for the work. The committee has attempted to put a stop to this, but the Council has 'rolled over' on this.

Our President, Andrew Caddie has given a very good overview of the Kenepuru Road recovery saga.

Scott Watson, and Richard Stewart (now a permanent resident) have developed a spread sheet reporting system that MR have agreed to use. The faults and overdue maintenance are indicated as a red item on the sheet, - this stays red until it is worked on or repaired.

My suggestion to members is that if you have a roading issue of concern that needs reporting, the Council have an antenna app, (no one is ever sure if this work is actioned). However, you could also send this to Richard Stewart who will register it on the spread sheet. Richard's contact details are: Richardstewart200@gmail.com.

We have advocated with Council & MR, for the JV to employ the local based contractors, Price & Goodlass and Leslie Bros, as we believe they better understand the fix that is required and are well aware of the communities concerns.

Some of the road improvements are:

- The long overdue culvert replacement work (25 in total) was completed last winter. Since then the Soloman wall wash out has been repaired and a new culvert installed. Albeit the intake is not in the correct position.
- A new culvert installed near the rubbish skip at the Portage.
- Torea Road – minor maintenance work to clear blocked culverts and water tables
- Prices were given the go ahead to carry out minor repairs on a few sites in the Outer Sounds.

Portage Drop out:

A contract has been let for the construction of this new micro pile retaining wall. Work is due to start after Easter.

Last Wednesday, 27 March, the roading committee were able to meet with the Scott Meehan, FH SI Manager, and Harry Alderson, HEB GM, who are their JV maintenance Contractors for Council. This meeting took place at MR office, along with the three Sounds Councillors, Barbara Faulls, Ben Minehan and Raylene Innes also in attendance. We can only hope that this has provided them with a better insight to the communities' issues.

The agenda and notes for the meeting are enclosed.

It was very obvious that as far as the HEB Manager, appeared to have no interest in resolving the overdue maintenance work along the Kenepuru Road and stuck to his corporate spin.

The FH Manager appeared to realise that they needed to do a lot better.

Ironically, while this meeting was being held, the JV contractors were busy installing new signs on each of the side roads along the Kenepuru Road stating 'residents only, max weight 3500kg max length 8m.

It is almost beyond belief that expenditure is being wasted on such frivolous, unnecessary signage. Had they patched the potholes for Easter, this would have pleased the ratepayers far more. I am loathe to say this, the system is tone deaf to the communities need, and I believe there is a link missing.

The council is telling the community that **roading is their singular biggest cost**, yet they do not have any in house roading engineers to manage and supervise this work, instead contracting this out to consultants.

Our committee has strongly advocated for some time at these regular meetings with the council, that they should employ their own experienced roading engineers and supervisor. This is even more critical with their proposed upcoming spend for the Kenepuru road.

The consultant Stantec, who are advising the Council, have produced a **claim/spend** analysis report. This report highlights our concerns –

Traffic management costs 15%, P & G costs (overheads) costs 13% design costs 24% and construction costs 48%. **Less than 50% in every dollar is on the actual works. The rest is gobbled up by 'the system'.**

This has to change for the long term benefit of our community.

MID APRIL 2024 MEETING AT WAITARIA HALL

Our committee has advocated for a 2nd meeting to be held at the Portage, on the same day. Unfortunately, Council have declined this, stating they are too time constrained.

The committee can only suggest that all ratepayers should try to attend the Waitaria meeting if possible, or make written submissions.

Whatever the outcome of differential rating, all ratepayers will be facing a considerable rate increase.

Alistair Cameron

AGENDA FROM Kenepuru Central Sounds Residents Association (KCSRA)

1. Introductions
2. Explanation and discussion from JV representatives as to how the JV maintenance contract works or operates, in particular to the rural roads, such as the Kenepuru.
3. Discussion as to JV methodology – KCSRA is interested in seeing their monthly schedule of works, such as maintenance grading, culvert inlet, water table clearing, patching of edge break, and potholes in both sealed and unsealed sections of the road.
4. KCSRA to talk to the WIP spreadsheet and discuss the work in progress, eg maintenance grading, including water tables and high shoulder removal. – the Titirangi road area is a prime example.
KCSRA is looking for an assurance of when these long overdue works will be completed.

KCSRA NOTES FOR MEETING WITH SCOT MEEHAN FH SI MANAGER AND HARRY ALDERSON HEB GM. TO DISCUSS THE LACK OF MAINTENANCE WORK ON THE KENEPURU ROAD

A Brief Background of the Maintenance Issues

HEBS/Opus were awarded the MDC Roading Maintenance Contract (Administered by Marlborough Roads) circa 2012. From then on, the K road regular maintenance work gradually decreased eg. water tables and culvert inlets constantly blocked, unsealed roads were not being graded, the road shoulders gradually built up to where the water was running down the road, washing off any metal that was on the road. Potholes in both the sealed and unsealed not being patched properly if at all.

In August 2015 HEBS were sold to the Vinci Group, from here on in the standard and volume of work just kept decreasing until it became a breaking point with the ratepayers/residents.

Major examples:

Solomon road collapse and retaining wall fiasco. This site has been repaired at least three times.

Minor examples

A truck with two man crew carrying pave mix, compactor etc would come into the Portage area from Blenheim ignore the potholes in the seal and go back out with basically the same load of mix. When challenged their response was they were doing a road inspection and not allowed to patch the potholes.

It appeared that the HEBS crews either did not know how to complete this work or did not care. Crews would come in stop at the Portage car park for long morning tea, then carry onto to the outer Sounds to do some work, only to be on their way out by mid-afternoon to go back to Blenheim.

Contract Retendered in 2020

Council advised the KCSRA that the contract had been awarded to a JV between FH and HEBS. The Community had major reservations about HEBS I was one of the committee who supported having the FH team as part of the new contract, due to my experience of them on the West Coast and completing asphalt paving on my subdivision etc.

On the 29th of March 2021 MR Manager Steve Murrin arranged for the community to meet with the new JV Team at Waitaria hall. The JV gave their presentation, and the community were able to present their concerns-issues about previous lack of maintenance and the urgent work required particularly around blocked water table and culvert inlets.

The NOC manager Grant Bennett and Antony Mackay Cyclic Manager assured us all the overdue work would be attended to, and **provided a hot line for any issues.**

We did start to see some initial improvements with work on the long overdue seal and slump repairs from Linkwater into the Heads. Unfortunately, on the unsealed section from the Heads work was being done out of sequence. Sections of gravel roads had new maintenance metal spread on them prior to the water tables being cleaned out and the high shoulders removed. The first heavy rain washed most of the new metal off the road. **Very quickly that hot line went cold and was disconnected.**

July 2021 Marlborough area wide suffered extreme storm damage.

The Kenepuru road, particularly the south side had considerable over slips and dropouts. The local inner sounds-based contractors got stuck in and cleared single lane emergency access much to the relief of the residents, only to be sidelined by the JV Recovery Team. Then there was a long delay before work on clearing the slips started to happen.

Recovery Team Issues

The JV were a major part of this Recovery Organization with all onsite work being organised and channeled through them. The JV's inefficient planning of the physical repair works, and woeful onsite organization (I will give you a few names if required) has considerably damaged the community's trust in the Council and MR.

This work was funded by NZTA at a 95% subsidy, Instead of the JV staff meeting with the community to discuss their most urgent needs and logical organization of this work. They brought in crews from outside the area. Some of the truck drivers had never driven gravel trucks before, let alone driven around the narrow, tight corners, steep drop off this road has. The Community became so annoyed they started taking photos of crew asleep onsite etc. This inefficient repair

operation and wastage of the NZTA 95% subsidy, will harm the community for generations to come.

August 2022 storm event

The Kenepuru incurred further damage. This time the local residents, grey power brigade used their Kiwi No. 8 wire ingenuity and did not wait for help that might not come. Instead, they used their tractors, mini excavators, chainsaws, plus a lot of manual labour to open up the access around the Kenepuru.

When the JV crews did eventually arrive in, I think some were highly embarrassed at what the locals had achieved with so little equipment.

Again, like the 21 event the JV employed some contractors, who in the Communities opinion lacked the correct work ethics, whilst the local competent contractors were not utilized.

After much prompting from the Community MR assisted with bringing in the necessary changes.

TO SUM UP

I am one of a the KCSRA committee members who receive constant calls from ratepayers around the Kenepuru road network about the lack of sensible necessary maintenance work to maintain the road to a reasonable safety standard like other rural road networks.

Regards

Alistair Cameron