

Notes from Meeting – 30 January – KCSRA, Council and Marlborough Roads - Kenepuru Road

Improved access work programme and related matters

Attendees; Dean Heiford (MDC), Amanda Smith, Andrew Adams, Steve Murrin (MR/MRRT), Andrew Caddie, Alistair Cameron, Kevin Bright (KCSRA)-Virtually – Adrian Harvey (briefly), Scott Watson, Stefan Schulz. (KCSRA)

Introduction: The purpose of the meeting was to discuss various operational Kenepuru roading matters relating to the Improved Access (IA) work programme and Torea Bay. KCSRA had prepared and circulated an agenda earlier. What follows is not necessarily in chronological order and attempts to focus on outcomes and KCSRA's understanding of next steps for various points raised and discussed.

A. Supply of Documentation:

After discussion Marlborough Roads (**MR**) agreed to;

1. supply KCSRA with the latest version of the MRRT Improved Access Works Program - the last one received by KCSRA being dated 16 November 2022. Steve indicated that this schedule had been updated quite recently; and
2. supply KCSRA with a complete culvert list. This would assist KCSRA engaging with the community as to identifying key risk culverts, MR's focus going forward. MR to liaise with Stefan as to the most useful format of such list; and
3. supply KCSRA with its current schedule of identified key risk culverts or "highlight" the same in the full culvert register referred to in point 2 above; and
4. Supply KCSRA with its current schedule of other key risk areas requiring work eg bunding or similar.

B. Discussion and outcomes around other event areas/matters

1. **Blocked/damaged culverts:** Some discussion took place in the context of the more rapid than anticipated completion of the initial IA work program. This meant the vexed (for KCSRA) decision of not addressing many blocked and damaged culverts within the original IA work program could now be addressed. Dean explained the proposed key/high risk identification approach to maximise the efficient use of such monies. As per point A2 above KCSRA was willing to assist in this process. MR noted the move to 450 mm culverts as a minimum size/standard. In relation to MR dealing with various resident concerns that might be raised in the course of such culvert repair/replacement work KCSRA indicated it was willing to assist if requested.

2. **Portage drop out site:** MR advised that the proposed completion work for the Portage drop out (intersection of Torea Bay road and Kenepuru Road) was being repriced this week. MR to keep KCSRA informed as to progress.

3. **Tui Cove hot spot area:** This was an event site that been discussed on the 18th Jan field inspection. MR agreed the weeping water flow was something that needed to be addressed. Geotech assessment required as to culvert placement etc. Alistair sought clarity as to the actual process of who made the call to do X or Y. In the course of MR elaborating the various steps in their assessment process's some concern was raised by Scott that having a geotech engineer to assess relatively simple matters around culvert replacement /repair was over egging it and the more common sense approach of a "County Engineer" was required. MR assured the meeting they were not asking for a Geotech sign off on simple road recovery work.

4. **Uncompleted work on retaining walls:** These were the incompletely finished retaining walls that had caught Scott's professional eye and KCSRA had supplied photos to MR. Steve ~~agreed-confirmed~~ the work had not been finished as when August 22 event occurred all work was put on hold.to the design standard but stressed that¹ nor had the contractor responsible been paid as if the unfinished work had been completed. MR confirmed the outstanding completion work would be done. MR to keep KCSRA informed as to completion.

5. **New IA work - Te Mahia Road:** The Leslie Brothers would be finishing their share of the initial IA work program soonish. In the interim MR was preparing to review and cost Improved Access work on Te Mahia Road. It was anticipated that the Leslie team would be used to complete this work. Fissendens (RM) would be moving off from the Kenepuru.

6. **Sandy Bay:** MR (Andrew Adams) advised that the uncompleted retaining wall work around RP 38 (East of Sandy Bay) was to be left as is.

7. **Split Culvert:** MR confirmed the split culvert that Mr Gary Duffy had inspected on the 18th of Jan around RP 28 ~~needed to be replaced urgently and would be.~~ Would be programmed for replacement during current work programme.²

8. **BAU:** Dean noted that BAU work would also be kicking in. In this regard MR advised that BAU vegetation removal, mulching and spaying of weed choked water tables would be starting shortly. MR (Steve) noted earlier sensitivity/around any suggestion of use of "Round up" type sprays.

9. **Solomon event sites:** MR advised that this was a relatively simple fix involving better placement of a culvert and would be done in due course.

10. **Over weight bunds:** MR confirmed they understood Alistair's concerns that loading the soft outside edge of the road with large bunds did present a risk. The flip side was that using smaller bunds generated more spoil disposal truck movements. Some discussion took place around KCSRA efforts and combined discussions with

¹ Marlborough Roads preferred wording

² Marlborough Roads preferred wording

DoC as to identification of spoil dumping areas and more flexible disposal procedures.

11. **Water Tank Slip:** In the light of MR/MDC budgetary concerns KCSRA suggested a possible solution here to the more expensive restoration of two lane access could be some relatively minor additional rock ripping which could be easily carried out to widen and thus improve access/use - albeit still one lane - at a minimal cost. MR (Steve) noted that visual give way areas could be created at either end of this area.

12. **Torea Bay Boat Launching Ramp:** MR confirmed that the survey data collected on the 18th of Jan had been supplied to Shearwater consultants (Mr J Duffy) to produce a design – he had been on leave. When the design was available then this would be discussed with KCSRA and funding issues then would need to be addressed. Some discussion re the difference between an over-designed gold plated approach vs simple and effective with the need for longevity for the completed structure.

13. **Traffic Management Requirements:** In response to a query from Scott some discussion took place as to when we would see (or how) some more flexibility in the Traffic Management systems to reduce personnel requirements. Eg lower the speed limit. MR advised this area was a work in progress in terms of revisions to the current NZTA operative Traffic Management Code of Safety. Steve advised new lower staff heavy systems were being trialled.

14. **Hydro seeding Discussion:** Immediately post the meeting KCSRA (Alistair, Kevin) had some discussion with MR (Andrew, Amanda) around improving the outcomes of the hydro seeding operation on over slip slopes. KCSRA suggested and MR confirmed that the seed mix needed would have some indigenous seed varieties added (eg Manuka) to improve the take and outcomes. A DOC approved mix was in the scope of works currently being scoped and programmed - Alistair noted that Councillor Ben Minehan was an expert in this area and a chat with him would be useful. Timing of application of the seed - around March - was also critical. MR took on board the KCSRA suggestions.

Andrew Caddie
President KCSRA
31 January 2023