

Notes from Meeting –21 March 2023– KCSRA, Council and Marlborough Roads - Kenepuru Road

Improved access work programme and related matters

Attendees; Andrew Adams, Lucan Orchard, Steve Murrin (MR/MRRT), Andrew Caddie, Adrian Harvey, Kevin Bright (KCSRA) - Virtually – Richard Coningham (MDC) (Stefan Schulz, Alistair Cameron (KCSRA)

Apologies: Amanda Smith, Scott Watson.

Introduction: The purpose of the meeting was to discuss various operational Kenepuru roading matters relating to the Business as Usual (BAU) and Improved Access (IA) work programmes and Torea Bay. KCSRA had prepared and circulated an agenda earlier. Steve noted he had a couple of additional items and Andrew also noted one extra. 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 an electronic Copy of the worked up sheet of the 28 key risk Kenepuru Road culverts identified to date, the subject of Lucan's field visit on Thursday, as supplied by Steve at the meeting.

KCSRA agreed to:

2. Supply (Adrian) approximate locations of additional key risk Culverts in sub roads of the Kenepuru road network (e.g. Manaroa Road).
3. Supply (Andrew) some suggested wording to assist MR communicate the preferred approach around access to Kenepuru Road for essential service vehicles.

B. Discussion and outcomes around other event areas/matters

1. Discussion took place around the Key Risk culvert spread sheet. Lucan and Gary Duffy would carry out a field review of the listed culverts. This would generate a work program, scope of work and then negotiations with selected contractors as to price. In response to concerns from Alistair as to timing MR were hopeful that the replacement work could commence sometime in April.

Some discussion took place around Tui Cove and the Macintyre's culvert nearby (not currently on the list). Lucan would review the same on Thursday. After a query from Adrian MR clarified the Key risk list was largely Kenepuru Road as the focus was maintaining /improving the resilience of the main track (K Road). Any assistance Adrian could offer as to locations of key risk culverts on side roads would be

appreciated by MR. Some discussion took place around the likely cost – assuming a 450 mm culvert it would reasonable to look to a range off five to \$10,000 per replacement culvert.

Some discussion took place about the outstanding KCSRA requests of 30 January for the full culvert list and other identified non-culvert risk areas. KCSRA noted that the unavailability of the master list hampered efforts by KCSRA to assist in identifying at risk culverts etc. For example, access to the full register would have expedited Adrian's offer to assist at identifying at risk culverts on Manaroa road. KCSRA expressed concern that such a comprehensive and accessible register might still be a work in progress. After further discussion the meeting agreed to revisit those matters once the initial Key Risk culvert work was underway.

2. BAU discussion: In response to a request from Andrew to ensure the parties were aligned as to the BAU process etc, Steve gave an overview of the process, essentially a three-year cycle. They were currently approaching the end of year two of the current cycle (the relevant year is 1 July to 30 June). MR is currently working on a new asset management plan for the next cycle. From this is derived a spread-sheet of costs. This is presented to the Council's Assets and Services Committee. Once approved by Council it goes to NZTA (Wellington) as a bid for funding. Following discussion etc an allocated budget is reached re NZTA's contribution.

The current BAU budget was approx. \$53 million of which less than half had been spent to date. Steve noted the escalating costs and general scarcity of basic materials (such as pipes) due to the problems up north.

Some discussion took place around the various categories of expenditure of BAU (eg renewals, drainage, metalling, general cyclic repair and maintenance).

3. Pre Xmas funding application: Steve advised that this funding application was essentially a holding cost budget approach until the Sounds FAS was completed. The application (\$53 million) covered the entire Marlborough region. Kevin noted Steve had been expecting a response at the last meeting – how was progress? Steve advised that it was an iterative process with NZTA Wellington and they were donkey deep in the further information request process. As to timing that was uncertain, Steve commenting the last budget request had taken six months. Steve noted that the remaining July 2021 event budget/allocation (\$85 million) would probably last to July /August.

4. Other Outstanding matters from the January 30 Meeting

4.1 Progress re Portage /Torea Bay Road drop out: After discussion Alistair requested the meeting drill into why WSP were taking so long to complete the design works as pre the August Storm event the understanding was that the contractor (Rock Control) was ready to go? In response, Andrew Adams spent some time explaining the difficulties of trying to revive a reasonably complex matter after a pause of over six months. This was compounded by general cost escalations etc and MR's desire to get a commercially competitive priced design. Steve commented on the increasing shortage of basic materials such as pipe due to the North Island etc situation but noted

MR had secured a useful stockpile. The discussion concluded on the advice it could be another six weeks before the parties agreed the final design.

At around this point Richard Conningham gave his apologies but noted he needed to be away to deal with pressing Three Waters matters.

4.2 Hydro seeding: Andrew Adams explained the process of sifting through 800 possible sites to a second list of 200 and then refining that list to select suitable sites with a good show of a good strike (not too rocky etc). Pricing should be complete next week. Steve and Andrew were comfortable that if the actual Hydro seeding operations work was completed in April that was still within the acceptable margin as to success.

4.3 Tui Cove and associated risk areas: Adrian noted that “Lake Solomon” was back as a result of a poor remedial effort by the responsible contractor. Discussion ensued. To be assessed on Thursdays field visit by Lucan.

4.4 Outstanding completion work on identified retaining walls: Alistair noted that this work seems to have been completed by a Rock control team. **Good.**

4.5 Split Culvert at RP 28: This was on the replacement Key Risk culvert list.

4.6 Water Tank slip- KCSRA remedial suggestions: KCSRA noted that the spoil trucks were endeavouring to save their mirrors by keeping away from the wall and punishing the expensive static bollards. Discussion ensued. Adrian noted about 18 to 24 inches of scrapping the wall back (as suggested at the 30 Jan meeting) would do a lot to improve access along this rather tight area. Lucan would have a look at this on his way through.

4.7: Torea Bay Launching Ramp: Steve advised that the designer had other commitments so little progress. Alistair expressed his disappointment. Steve indicated that hopefully Mr Duffy of Shearwater would get on to completing the design on much delayed matter pretty soon. Some discussion took place around the likelihood a notified consent would be required.

4.8 Review of current traffic management systems - appropriate for low volume Rural Roads?: Steve indicated good progress was being made. Amanda was working on a paper to go to Assets and Services at their next meeting (18 April). This was about seeking an exemption from Council, in its capacity as a road controlling authority, on the basis of low volume traffic levels (less than 500 vehicle movements per day). Steve was hopeful this matter would proceed smoothly.

5. Revised Kenepuru Programme dated 7 February: Some useful discussion took place around the detail, and presentation of the program. KCSRA elaborated on the most unsatisfactory so called culvert inlet cleaning a particular contractor had carried out (or not) – Alistair’s email of 15 February has the details of the slip shod work that is of real concern. Andrew Adams noted his discussion with Mr G Duffy on the matter after receipt of Alistair’s email. Discussion ensued. KCSRA was most concerned as to the need for a better job to be completed with winter coming on. Lucan to comment further following the field trip.

6. MR concerns re placement of domestic water pipes etc in Culverts: Steve illustrated the issue with some photos. MR noted the need for such “users” to have a licence etc. Andrew Adams pointed out that in his experience with other Council it was “cut first” and maybe talk later. Alistair noted he had had some long conversations with affected community members on this matter. Alistair was of the view that most affected community members would be willing to front up for a separate sleeve approach to the problem. KCSRA suggested the communication approach could be for MR to communicate the matter generally and then specifically. KCSRA understood the issue and appreciated MR’s difficulty and was willing to assist as requested.

7. Kenepuru Road restrictions: Andrew initiated a discussion about the current road restrictions unreasonably impacting on property owners eg., being able to have essential services providers use the road eg Electricians, plumbers, septic tank cleaners etc. How could this be addressed? After some discussion as to what the restrictions were actually trying to do and so forth, Steve suggested Andrew supply some words so MR could better consider communicating the message that so long as the service providers were within the restrictions of weight etc then access was available.

The meeting concluded at approximately 3.40pm

Andrew Caddie
President KCSRA
22 March 2023