

## **Notes from Meeting – 10 May 2023 – KCSRA, Council and Marlborough Roads.**

### **Kenepuru Road roading matters**

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**Attendees; Andrew Adams, Lucan Orchard, Steve Murrin (MR/MRRT), Andrew Caddie, Scott Watson (KCSRA) - Richard Coningham (MDC)- Virtually - Stefan Schulz, Alistair Cameron, Adrian Harvey (KCSRA).**

**Apologies: Amanda Smith, Kevin Bright.**

**Introduction:** The purpose of the meeting was to discuss various operational Kenepuru roading matters. 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. Lucan to investigate and provide an email(s) response to various points raised in the meeting and outstanding - see paragraphs 3, 6 and 11.
2. KCSRA's (Adrian) offer to supply approximate locations of additional key risk Culverts in sub roads of the Kenepuru road network (e.g. Manaroa Road) had not been actioned as a consequence of Mr Gary Duffy's departure - but that offer was still on the table.
3. KCSRA to investigate preparing a register of BAU maintenance and other roading matters. The purpose would be to assist all parties by enabling consolidation, smoother communication and monitoring of progress on matters set out in the Register.

#### **B. Agenda items and related Discussion**

1. **Service Vehicles:** KCSRA noted with appreciation that KCSRA's suggestions as to MR messaging on exemptions to vehicle restrictions on Kenepuru Road be extended to service vehicles had been adopted. Some discussion took place around current vehicle length and weight restrictions, their need and that residents can obtain exemptions from MR for the likes of a one off overweight concrete truck ingress and egress.
2. **Field report from MR:** Lucan gave a brief update on his field visit back in late March. Lucan commented on the great job done by the grader operator in the Crail Bay area. The meeting noted with regret that the operator had now moved out of the Marlborough region. Lucan commented he was aware that since his visit that a fair

amount of work had been carried out by the HEBS/FH JV for Marlborough roads (“the JV”).

3. Lucan advised that a new culvert would be going in to address the issue of Lake Solomon (Item 22 on the Culvert replacement RP 32.751). In response to a question about the Macintyre culvert issue (in the general area of Tui Cove) **Lucan** advised he would revisit his field notes and revert post the meeting.

4. **Field Supervision and accountability rests with whom?** KCSRA (Scott) sort some clarification of just how matters worked in the field from a supervisory/accountability viewpoint. MR confirmed that the JV contracted the BAU work to its contractors and the JV was responsible for supervision and job quality.

5. MR (Andrew Adams) then outlined how this process worked by reference to the 30 culvert replacement program. Namely, MR identified (with input from the likes of KCSRA) culverts at risk, MR and the JV carried out a field inspection to confirm the list, some discussion with Stantec Assurance and a program of works was then drawn up by MR. This was passed to the JV who identified a list of suitable contractors, prepared the tender documents, sort bids and evaluated the same. Once the successful tender was identified and placed the JV was then responsible for the supervision and sign off of the job.

6. Lucan continued with his understanding of where things were at with the grading and gravel spreading in the Manaroa area. He understood the job was complete. KCSRA (Adrian) raised significant concerns with what was happening based on his experience and recent observations. For example, why were the four gravel trucks currently engaged persisting in spreading gravel in the rain over the last couple of days - this was poor methodology creating extensive damage rather than fixing any issue and seemed a waste of an expensive and constrained gravel resource. Discussion ensued. Lucan commented he was disappointed to hear of this work being carried out in such adverse weather conditions, as the expectation was that this would not happen. **Lucan** would investigate.

8. Discussion again ensued over the JV operations and supervisory issues. KCSRA (Scott) was keen to investigate and find better ways to improve the situation, restore community confidence in the general repair and maintenance of the Kenepuru network and so on. MR (Steve) acknowledged that current labour market conditions meant that the JV was struggling to find and retain experienced supervisory operational staff. MR noted that this was compounded when dealing with the more remote parts of the Council network such as the Sounds. MDC (Richard) emphasised the sticking point of this lack of suitable staff.

9. The meeting noted with regret that Mr Gary Duffy who had proved a competent and capable field supervisor for the JV with a sound knowledge of both gravel and sealed networks had moved on. MR (Steve) confirmed that Mr Norm Thompson of the JV was also taking on the Kenepuru region as well existing duties. KCSRA noted that this might mean he would be spread a little thinly. Mr Thompson reported to Mr Karl Burt operations manager for the JV. After further discussion around the need for quality timely supervision KCSRA made the observation that a fixed price contract was not an end in itself but still needed competent field supervision. KCSRA (Scott)

suggested that perhaps KCSRA might assist by preparing a register of roading matters /issues. This could be regularly updated and circulated ahead of meetings. This might better consolidate the current steady drip of issues being raised here and then there and so on over time.

11. KCSRA (Alistair) queried why and who in the JV had instructed the grader operator to only grade etc parts of various roads. Lucan advised he understood that the grader had gone back but was unclear why this direction had been given in the first place. The suggestion was made that the programmed culvert replacement at RP 25. 815 be done with a more appropriate 600 mm (v's 450) mm culvert. **Lucan** would look at that and revert.

12. **In house Council Roading Engineer:** KCSRA expressed their appreciation and support re Council's (Richard) advice that Council were considering hiring an in house roading engineer. KCSRA noted that such person should be experienced and, given the difficulties the JV was experiencing around servicing and supervising the rural road network, should have gravel network experience.

13. **Portage Drop Out:** MR (Andrew) refreshed the meeting as to where the repair work had got pre the August 2022 event and what had happened since. A design should be completed and ready for pricing by mid June. Design staff shortages were an issue. MR noted that indications were that this was likely to be an expensive job and some discussion would be needed as to budget sourcing in due course.

14. **Water Tank Slip:** Some discussion took place as to where things were at and the work the property owner at the bottom had had done by locally based contractors.

15. **Pre-Xmas Funding application (\$53M):** MR confirmed that this had hit a snag or two at the NZTA committee stage just prior before presentation to the NZTA/WK Board. MR was working on this and was still hopeful that it would be ready in time to meet the 24 May deadline.

16. **Other Matters:** KCSRA (Andrew) noted that KCSRA had raised various matters as a result of the Council 22 April press release with Councillors around the significant differences between what the press release said was left of the July 21 event budget and what the latest report to the Council EFC Committee was suggesting. MR (Steve) noted this could be due to a combination of timing issues and MR using an accrual based approach v's Council using an actual expenditure approach. Richard noted he had not been approached over this as yet.

17. MR advised that the NZTA review into a more risk based Traffic Management operating requirements was proceeding. In response to KCSRA (Alistair) queries as to hydro seeding MR (Steve) advised this was, as far as he knew, underway if not completed.

18. KCSRA (Scott) also noted a potential H & S issue on K road that might be relatively easily addressed with some water barriers or bunding.

The meeting concluded at 11.35am  
Andrew Caddie - President KCSRA - 11 May 2023