

## **Notes from Meeting – 8 August 2024 – KCSRA, Council and Marlborough Roads – HQ Marlborough Roads at 1.30pm.**

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

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**Attendees; Andrew Adams (MR), Rob Lithgow (PMO member on secondment from FH)), Andrew Caddie, Scott Watson, Richard Stewart, Alistair Cameron (KCSRA) – Richard Coningham (MDC), Steve Murrin (secondment to MDC from NZTA) - Councillors Ben Minehan, Brian Dawson (attended from approx. 2pm.)**

**Virtually – Councillor Raylene Innes**

**Apologies: Kevin Bright, Stefan Schulz, and Councillor Barbara Faulls.**

**Introduction:** The purpose of the meeting was to discuss various operational and road repair recovery Kenepuru roading matters. 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).

Andrew Caddie opened the meeting by welcoming Rob Lithgow and making the appropriate introductions. Andrew also noted that approximately six months had elapsed since the last meeting and in revisiting the note of that February meeting it was pleasing to see the progress around the likes of the commencement of the repair of the strategic Portage drop out site, the extensive amount of sealing works that had been undertaken and the very necessary remedial works on Titirangi road.

Andrew then handed the meeting over to Scott Watson to chair.

What follows is not necessarily in chronological order and attempts to focus on outcomes.

**1. Update re NZTA Road repair recovery funding application:** Steve Murrin updated the meeting noting that the matter was an agenda item for the NZTA Board meeting of 22 August. He was still hopeful that the application would attract a NZTA FAR of 71% and noted the appropriate NZTA staff supported this level of FAR. Steve noted that there was a possibility that the matter might be bumped to the next NZTA Board meeting due to the board needing to focus on longer term planning concerning the National Land Transport Programme. Some discussion took place by way of clarification as to how Marlborough had gone in terms of being allocated monies from the new “pothole funding” – well.

**2. Discussion and Review of WIP Register:** Richard Stewart and Scott took the meeting through various aspects of the latest version of the WIP spread sheet. Steve supplied a number of MDC/MR update notes to Richard to insert in due course. Alistair Cameron in relation to the item concerning the matter concerning the missing

Convex mirror suggested that next time round some more robust fastenings be used and the mirror be located slightly back a little from the turning area.

In response to Scott's query as to the on going need for of the WIP spread sheet, the **meeting agreed** this was a most useful tool and should be retained going forward. Richard to advise and recirculate the WIP spread sheet link when the updates are completed.

**3. MR/JV Maintenance Schedule:** Scott sought clarification as to the existence of the same and availability to KCSRA. It **was agreed** it would be supplied.

In this context MR noted the arrival of the new ZONE Manager (Hania Xraj) and that he would be responsible for the Maintenance schedule in relation to Kenepuru Zone and that would deal with matters on a running quarterly month basis. Steve kindly supplied some background details as to Hania's experience – been working in the Port Underwood area and well regarded by that community, his enthusiasm for maintenance work. KCSRA were keen to meet him later in September.

Steve also noted that additional community communication efforts around the repair recovery work program might include regular monthly drop in sessions on a rotating basis at Portage and Linkwater.

Some discussion took place as to the real safety concerns some road users were loudly expressing over speeding trucks, longer length units on one way stretches, and how the likes of over length stock truck and trailer units might be managed when the road was in a state to take them. Councillor Ben Mineham suggested a designated "Truck day" – after discussion it was agreed there might be practical complications. Another suggestion was more use of the Council Antenno application and/or social media - issues as to who did what here and when would have to be nussed out in due course. **Meeting agreed** with Ben that something for MR to work on, as communication was key here. It was also suggested that MR send out a "slow down" communication to all the contractors.

**4. GIS Data base for Kenepuru ZONE repair recovery works:** Rob Lithgow then took the floor with his computer presentation of the GIS database. He emphasised this had entailed an extensive effort to date and was still a work in progress. Further enhancements such as integrating it into the Council's excellent smart map system were under consideration. Essentially different types of event sites were colour coded eg green dots signalled more complex under slips and so on. The approach is that at each "dot" there would be drop downs as to the RP point and information such as the status of the work programme for that event site. A couple of well known event sites were used as examples to illustrate matters.

Rob advised the target date for completion of the data base was end of October and it would cover all the recovery event sites. Rob also noted the possibility of maintenance work also being integrated at some point. It **was agreed that** access to this database would be made available to KCSRA.

In this context the meeting also discussed a little more fully progress on the strategic Water tank under slip. Rob advised the design was in the final stages and he was

hopeful the work would have been tendered and underway by September. Alistair made some helpful technical suggestions as to how the overhanging vegetation might be tackled in the interim to improve access for high-sided vehicles, which Rob took on board.

Richard Stewart sought some indication as how MR would select which recovery event sites and when for recovery repairs. Steve replied that criticality (to road use) and safety considerations would be key factors. Blind corners and the need for relatively minor “pull down work “ to improve visibility and thus safety for road users were discussed, Rob referred to these as “retreat “ works.

**5. Road recovery Procurement organizational structure:** Andrew Caddie used the white board to tease out how the PMO unit lead by Andrew Adams and the two seconded FH engineers were approaching the process of preparing tenders and then evaluating the responses leading to sign off by MR.

Rob also elaborated on how the Design Hub group was being used. Essentially split into two design steams – complex and simple.

For complex sites requests for design solutions were put out to tender to a number of organisations (Becca, WSP etc). For simple sites the focus was on getting a number of standard solutions approve. In each case design responsibility/sign off staying within MR. Andrew Caddie noted the MR 9 July Local Asset Management Report to the Councils Assets and Services Committee and the discussion concerning Phase Three (ie the likes of Kenepuru ZONE recovery matters) design matters there in. One simple design (SR 315) had ben approved, one rejected and one more awarded (see pages 11 to 13) – A work in progress.

Andrew emphasised that what KCSRA was looking for was that the tendering and placement system encouraged commercial tension in the tendering phase. Andrew Adams and Rob thought this was being achieved. The **meeting agreed** a common sense approach to achieving efficient outcomes would also involve negotiation with existing contractors with resources and plant in the area

**6. Road repair recovery – Implementation organisational structure:** Andrew Caddie again used the white board to tease matters out here. For the Kenepuru ZONE there would be two ZONE Managers (Hani and Bruno Carvalho) and at least one ZONE Engineer. These would report to Rob Lithgow (and in due course his successor Jim Galloway). Andrew emphasised that KCSRA was looking for “boots on the ground” timely supervision. To help achieve this Andrew suggested a process where two or three designated KCSRA representatives would work with at least one of the ZONE engineers via regular ZOOM or site meetings.

Councillor Brian Dawson sought some clarity as to the frequency of such meetings – Andrew suggested these might occur at two to three weekly intervals. In response to the concern of diverting the ZONE engineer from the task at hand Scott noted that as a rapport was established then the frequency of such one on one meetings would no doubt change (reduce),

Steve agreed that the wire diagrams for the revised organisational set up for Implementation and Procurement **could be supplied** to KCSRA.

## 7. General Business

**Waitaria Wharf Repair:** Steve updated where matters were at with the insurance process – settlement achieved. The top up Council funding yet to be formalised but a budget existed. MR had kicked off the Resource consent process with Wilkes. In response to the likely timing of completion of the consent process some spirited discussion ensued.

Alistair suggested there was a need for resource consent process for matters such as this be speeded up and that as MDC was a unitary authority shouldn't it/couldn't it be a relatively simple process for Council to make these **a permitted activity and or hold global consents** to cover this work? In fairness Andrew Caddie noted the legal difficulties and necessary split between one section of Council making such a consent applications and Council's dual role as regulator/compliance. After further discussion Brian stressed the difficulties but that the point was not lost on Council and they were looking at these issues.

**Torea Bay Barge ramp revamp:** Steve noted this project had been restarted and was anticipating a draft design in Mid October.

**Drilling Work:** Rob confirmed that the investigative drilling referred to in last weeks MR Recovery newsletter was targeted at several major sites – one being Portage Heights – and would take place at night. Ben suggested additional electronic signage at the start of Kenepuru Road would be appropriate.

The meeting concluded with a note of thanks to Rob for his excellent presentation and contribution to the meeting and was most regretful he was moving off shore but wished him well.

The meeting concluded at approx. 2.40pm.

Andrew Caddie - President KCSRA