

**KAIKOURA DISTRICT COUNCIL WORKS AND SERVICES
COMMITTEE MEETING HELD ON WEDNESDAY 19TH
SEPTEMBER 2007 IN MEMORIAL HALL SUPPER ROOM,
ESPLANADE, KAIKOURA.**

AGENDA

1. Apologies

2. Matters of Importance to be raised as Urgent Business.

3. Matters Arising from Report of 15/08/2007

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4. Minutes Action and Issues List Update

MEETING	ACTION REQUIRED	BY	DATE ACTIONED
	18 APRIL 2007		
Works & Services	Form a strategy with Environment Canterbury, Department of Conservation and Police to manage motorbikes on reserve at South Bay following petition from South Bay residents	Phil	In Progress and ongoing. Engineering Technical Support Officer investigating with relative agencies.
	20 JUNE 2007		
Works & Services	Site visit to Oxidation Ponds to view anaerobic pond	Council	In Progress
Works & Services	Investigate installing a stock under-pass at Ludstone Road and funding options.	Phil	In Progress
	25 JULY 2007		
Works & Services	Provide a list showing what is required to seal gravel roads, priorities and cost	Gallo	In Progress

5. Reports:

- **Works and Services Report** *page*
- **Roading Report** *page*
- **Works and Services Budget Report** *page*

6. *Safety Management Systems*

- **10.30am D Scarlet of Land Transport New Zealand will be present to advise Council of a newly development Safety Management System.**

7. *South Bay Parade Parking*

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8. *Urgent Business*

9. *Public Excluded Session*

Moved, seconded that the public be excluded from the following proceedings of this meeting, namely

a) Pensioner Housing – Tender Progress Report

The general matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) and 7(2)(i) of the Local Government Information and Meetings Act 1987 for the passing of this resolution are as follows:-

General subject of each to be considered	Reason for passing this resolution in relation to each matter	Grounds of the Act under which this resolution is made
Pensioner Housing – Tender Progress Report	The exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Local Authority to deliberate in private on its decision or recommendation.	Section 48(1)(a) and 7(2)(b)

WORKS AND SERVICES REPORT

General Works

1.0 Water Supply

Urban Water

Operations

No major problem was experienced with the urban system during the reporting month.

Water Demand

The average demand for the urban supply for the month of August was 2968 m³/day whereas the demand for the month of July was 2690m³/day; these figures are recorded from the new source.

Total recorded flow from the Waimangarara source averaged 23m³/day.

Kincaid Water Supply

No major problem was experienced with the Kincaid system during the reporting month.

Fernleigh Water Supply System

Resource consent has been received for the installation of a new bore however drilling of the bore has not yet commenced. Council will also be applying for resource consent for the extraction of water directly from Cribb Creek as a back up in the event that the new bore is also not sustainable.

Public Health Management Plans (PHRMP)

At the time of writing this report three CAP applications have been lodged for the following water supplies:

1. **East Coast** – The application lodged for this supply is first to have the system certified as being secured. If upon investigation the well is proved to be secured then Council can make another application for the remaining works however if the source is proven to be un-secure, Council will be required to revise the Public Health Management Plans and based on the revised PHRMP Council can then apply for further funding based on the works identified in the revised PHRMP.
2. **Peketa;** and
3. **Oaro**

The application for the Kincaid Water Scheme will be lodged by September 25th, 2007. With regards to the Fernleigh Water Scheme, we have revised the PHRMP to reflect the un-sustainability of the source which has been sent for approval. The reason for this is to incorporate in the application for funding an item for the drilling of the new bore. It must be noted that items of work not identified in an approved PHRMP cannot be funded.

Notwithstanding the above, the application for this supply will also be lodged on September 25th, 2007

2.0 Sewer System

Urban Reticulation

The sewage flow averaged 1491m³/day for the reporting month whereas the flow for the Month of July averaged 1180m³/day as measured at the Mill Rd Pumping station. The average flows at the Oxidation pond was 1506m³/day.

The measured Dissolved Oxygen (DO) averaged 5.2mg/l.

3.0 Stormwater

Urban Stormwater

There has been no operational problem with the storm-water system for the reporting month.

KDC Global Consent

Council was issued with a seven year global consent for the discharge of storm-water within the urban area. The life of the consent will allow for the collection of data such as storm-water quantity and quality being discharged to the existing infrastructure. This consent will direct the future for stormwater upgrades as it will allow adequate time for data gathering which will be used as justification for improvements/no improvement works when 35 year consent is applied for.

4.0 Parks and Reserves

These assets have been fairly maintained during the reporting month however there were a few areas where the picking up of rubbish was not satisfactory, this was communicated to the Contractor who immediately acted on the complaint.

5.0 Public Toilets

The existing facilities are being maintained accordingly by the contractor with complaints reported as they occur followed by their timely resolution. During the month (August 10, 2007) the cameras recorded a juvenile graffitiing the change room of the west end toilets. This was communicated to the police who acted upon the complaint however not much could be done as the offender is under 17 years of age and could not be taken to court.

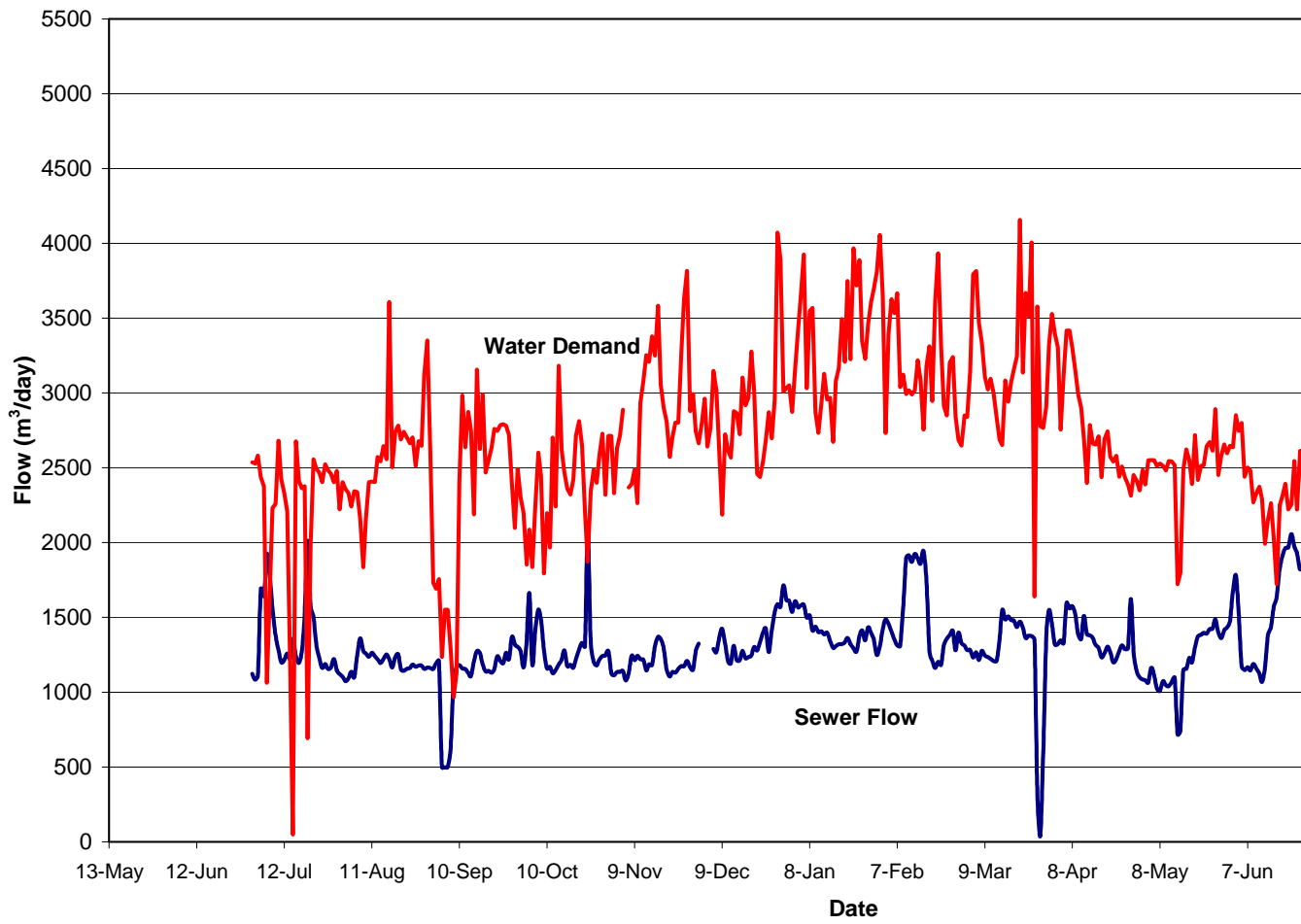
6.0 West End Toilet Facility Upgrade

Since approval was granted for the upgrading of the toilet Council requested quotes from three contractors with only one contractor responding to the request. Council has since signed a contract with the contractor "Bruce Ensor Builders" for the building and plumbing works.

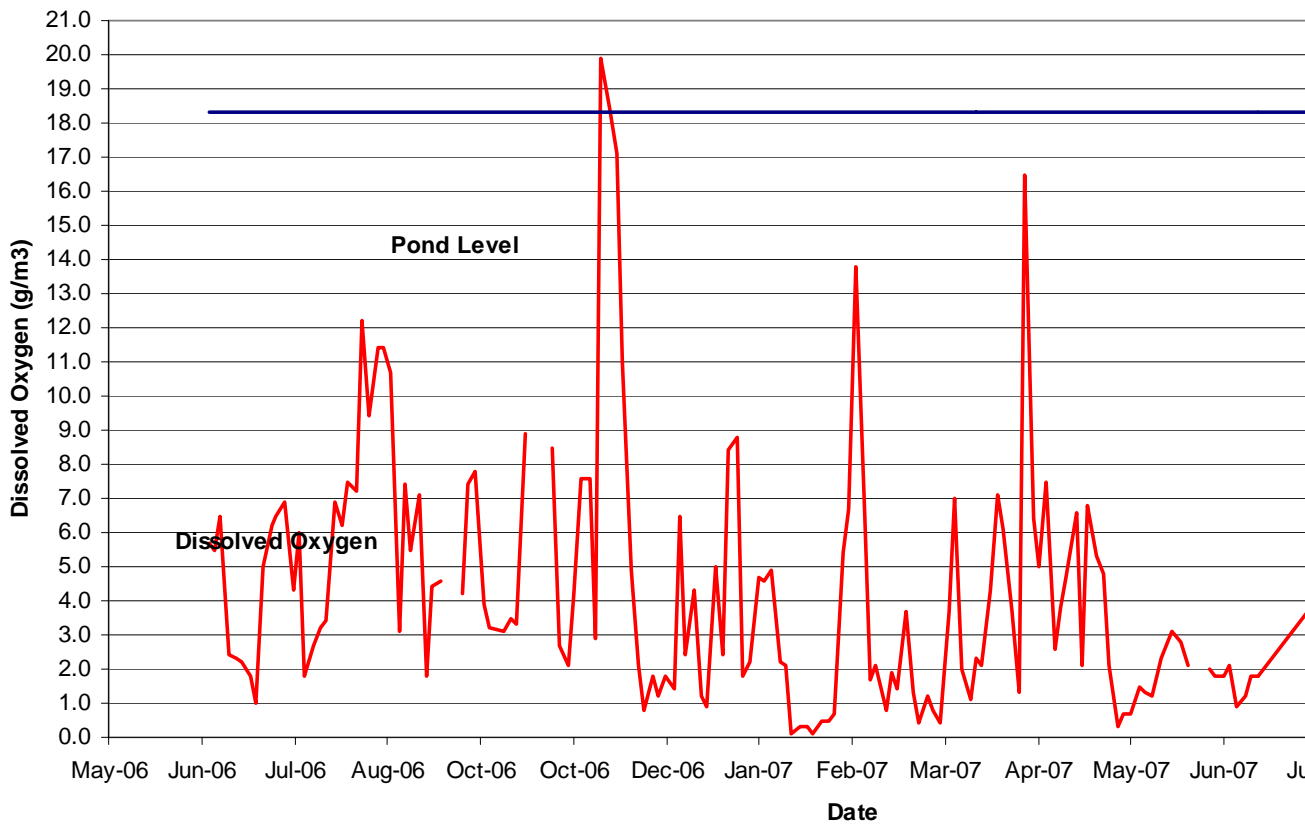
At the request of the West End working group, the upgrade works will commence after Seafest (October 8, 2007), this also gives Council time to procure the fixtures as some fixtures will take up to 10 weeks for delivery and may cause some works to be delayed.

At the time of writing this report building consent has not been approved however it is anticipated that this will be approved prior to October 8, 2007.

**Water Demands & Sewer Flows
(July 2006 - August 2007)**



**Kaikoura Oxidation Pond
DO & Water Levels
(July 2006 to August 2007)**



ROADING REPORT

MAINTENANCE CONTRACT

As of 1 September 2007 Fulton Hogan are responsible for the Kaikoura District Council Road Maintenance Contract. Fulton Hogan provided a presentation to council engineering staff, the Chief Executive Officer and Councillor Seddon on Friday 7th of September stressing their commitment to meeting contract specifications and outlining the personnel, equipment, procedures and systems that they would utilise in achieving this.

ROADING INSPECTION

14TH August 2007

Road Name	Comment
Beach Rd	Top 10 Sump and that located at end of Mill Rd is cleaned.
Old Beach Rd	Needs Grading
Skevington	Road is okay
Parsons Road	Road will need resealing
Bay Paddock Road	Few potholes
Grange Rd	Potholes need filling
Harnetts Rd	okay
Wilderness Rd	Few potholes need filling
Postmans Rd	pothole need repairs
Postmans Rd	Unsealed section need pothole repairs
Chapman's Rd	Potholed at end of the road and at approach to bridge
Red Swamp Rd	okay
McGinnis Rd	Potholes need filling
Schoolhouse Rd	The unsealed section is seriously potholed and need immediate attention
Mt Fyffe Road	Unsealed section is corrugated and needs grading
Killarney	Potholes need fixing
Esplanade -Rd	okay
Avoca,	Okay
Deal Street	Sumps are cleaned
Hawthorne Rd	Edge breaks need fixing
Ludstone Rd	Okay
Red Swamp Rd	Okay
Old Beach Road	Very High Windrows need cutting down, road needs grading, the rails on the culvert approaching the intersection with Factory Road needs repairing
Mt Fyffe Rd	Potholed that need filling
Topline Rd, Top of Mt Fyffe Road, Brunnel, and Pooles Road	Okay

BRIDGE MAINTENANCE PROGRAM

1.1. ROUTINE BRIDGE INSPECTIONS

In total Kaikoura District Council owns and maintains 44 bridges with a combined span of 1.1km. The bridge inspection report for year 2007 is completed and the following observations made.

1.2. GENERAL CONDITION

The Inspection report indicates that the majority of bridges were in good condition. Structural repairs were few. Most issues requiring attention are safety deficiencies relating to signage, approaches and railings.

1.3. BRIDGE REPLACEMENT PROGRAMME

1.3.1. As specified in the 2006 inspection report three timber bridges have been identified as substandard and at the end of their useful life. These bridges are:

- Middle Creek on Old Beach Road
- McInnes Bridge on Puhī Puhī Road
- Jordan Bridge on Puhī Puhī Road

1.3.2. Middle Creek Bridge is programmed for upgrade in the 2007/2008 financial year. Partial funding has been obtained through the LTNZ annual maintenance programme

1.3.3. Jordans and McInnes bridges are located on low volume roads with fords available for heavy traffic. Should substantial structural failure occur upgrades of then fords are considered more viable options than any upgrade of the bridges.

1.4. BRIDGE MAINTENANCE PROGRAMME

Maintenance/repair work required for all of the bridges have been identified in the report and will be submitted to Fulton Hogan for pricing. The repair works will be carried out in the 2007/2008 financial year.

RAMM SYSTEM UPGRADE

The updating of the RAMM data is progressing with Connell Wagner.

STOCK EFFLUENT ON COUNCIL ROADS

Investigation of a stock underpass at Ludstone Road is currently in progress and will be reported at the next Council meeting.

SAFETY MANAGEMENT SYSTEM

A Safety Management System and Road Asset Management Plan has been developed by Connell Wagner. The project was instigated and funded by Land Transport New Zealand. The primary aim of the Safety Management System is to maintain and improve safety within the road network. The Safety Management System component provides the following document functions:

- Brings together all aspects of road safety into one document for ease of reference and to ensure safety is considered throughout.
- Documents current policies and standards required by council.
- Documents procedures and processes.
- Provides direction for improving the districts road safety through ongoing development of the various Safety Management System components.

Council will be provided with a presentation by D Scarlet of Land Transport New Zealand at 10.30am

MAINTAINANCE GRAVELING 2007

Council has been granted consent by Environment Canterbury to extract gravel from Linton Creek. This will achieve two results:

- Provision of a local supply of gravel for Scotts Rd, Dairy Farm Rd and Blunts Rd; and
- Provision of flood mitigation works.

The consent can not be operated in bird nesting season, therefore works can be programmed for 2008.

SPEED LIMIT REVIEW

The Speed Limit Review is progressing with the required Land Transport New Zealand rating system being applied.

Roads that have been rated so far are:

Fyffe Quay
Ludstone Rd
Rorrison's Rd
Hawthorne Rd
Fyffe Rd (from Ludstone Rd to Hawthorne Rd)

The Land Transport New Zealand rating system is heavily biased toward development and indicates the above roads as being appropriately signed. Other factors will need to be considered in the final assessment.

TRAFFIC COUNT

Traffic Count for the month of August included the following roads:

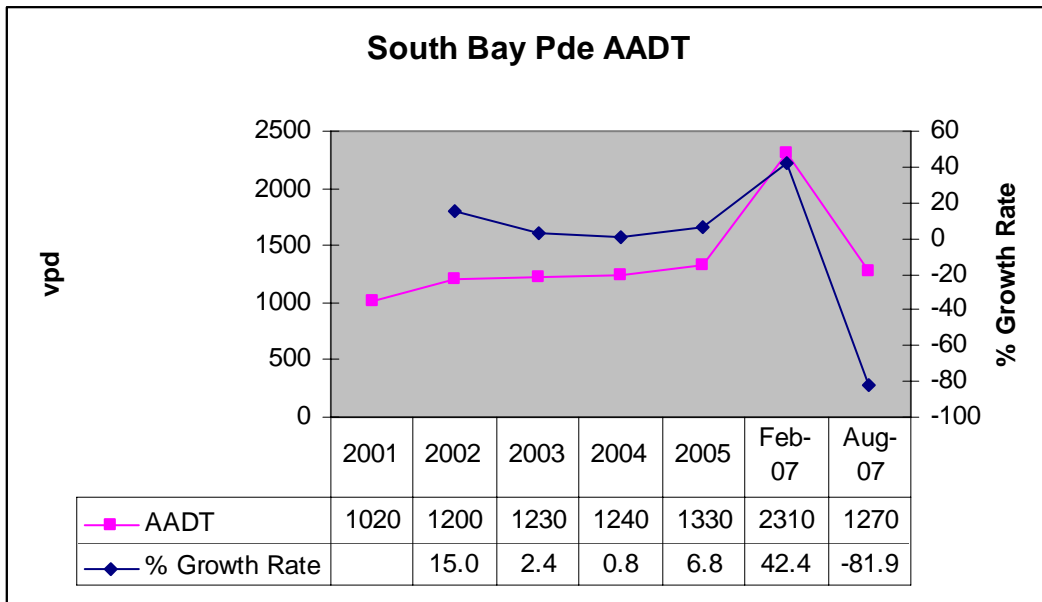
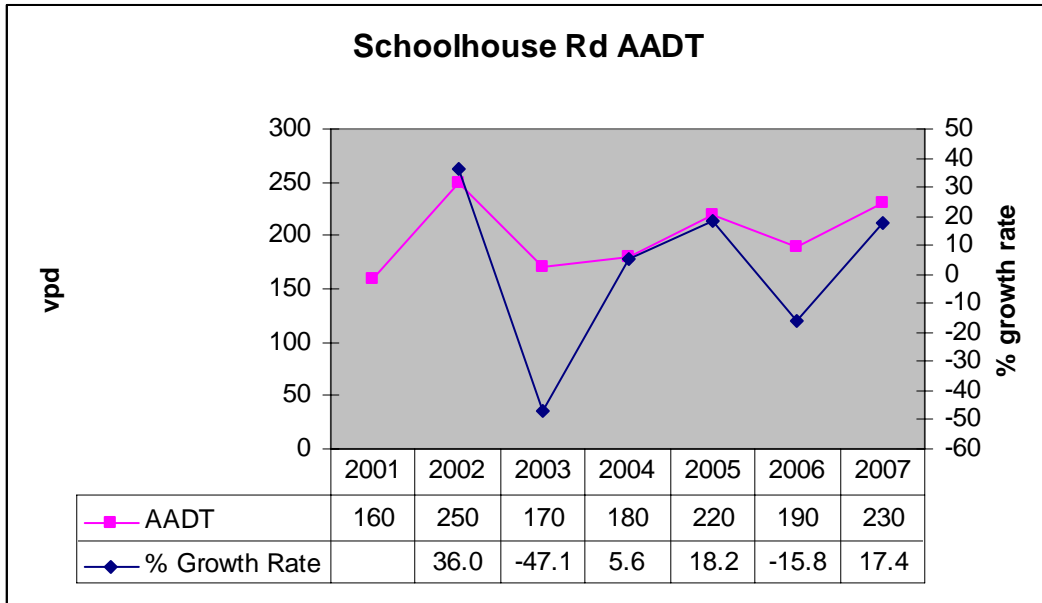
School House Road – 230 vpd

South Bay Pde – 1270 vpd

School House Road shows an increase of 17.4% from last year but figures do not provide any reliable trend since 2001. The heavy vehicle count made up 12% of traffic. 80.75% of vehicles were bracketed between 50kmh and 100kph with 6% recorded travelling at over 100kmh.

South Bay Parade is usually recorded during August/September period and the spike in the graph is the result of a February traffic count. The August count is consistent with previous trends. The heavy vehicle count was 10.75% of the total. 44.4% of vehicles were recorded at 50kmh or less and 90.7% at 60kmh or less.

A new site on Ludstone Rd was recorded to ascertain vehicle movements outside St Joseph School. For the 7 days recorded the daily average vehicle count was 1268 per day. The table (Vehicle Counts – Virtual Day) represents the average hourly breakdown of traffic movements for the week day period between 27 August and 31 August. The table demonstrates the morning and afternoon peaks generated by the schools.



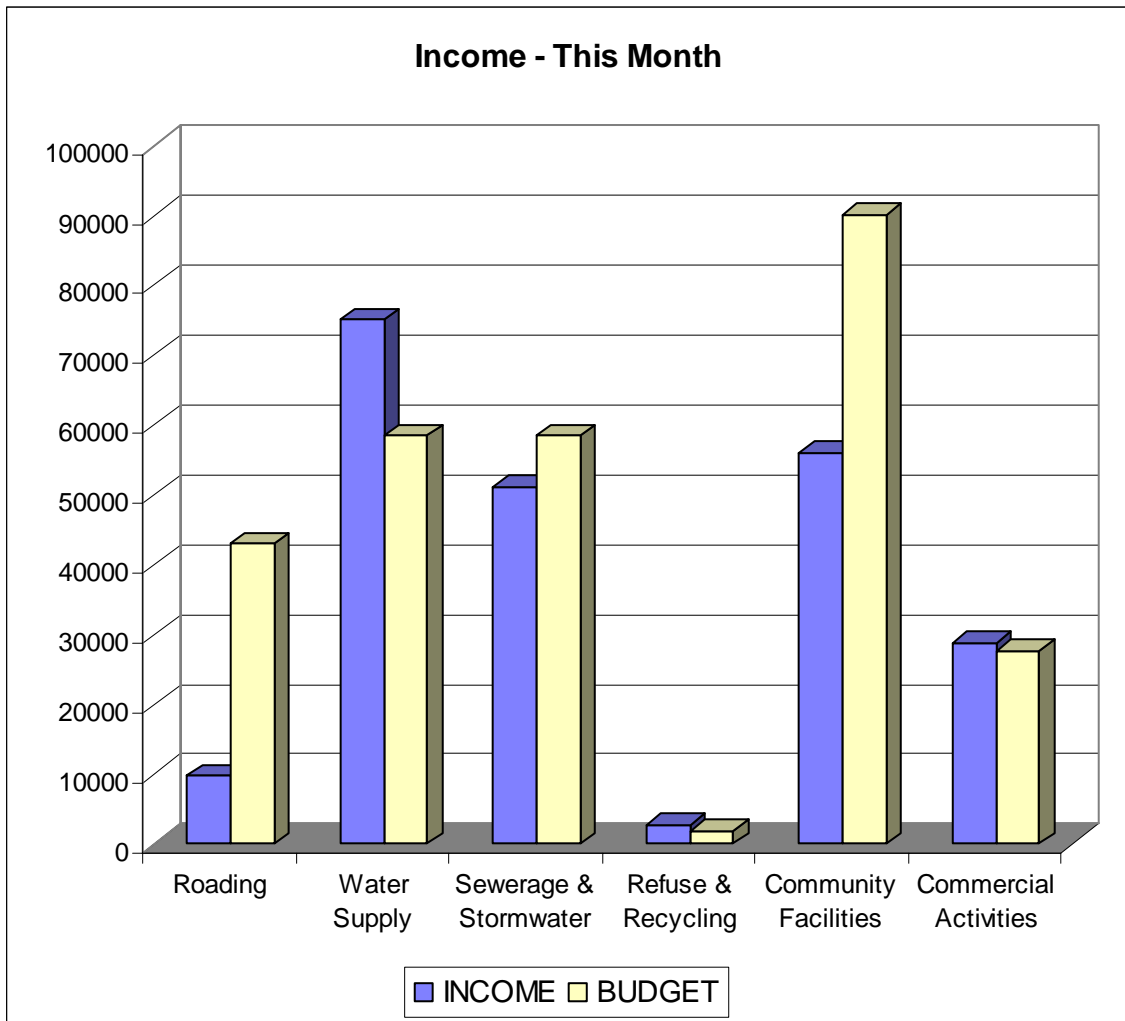
We are continuing to provide the police with the traffic count results.

SUMMARY OF COMPLETED WORK FOR JULY 2007

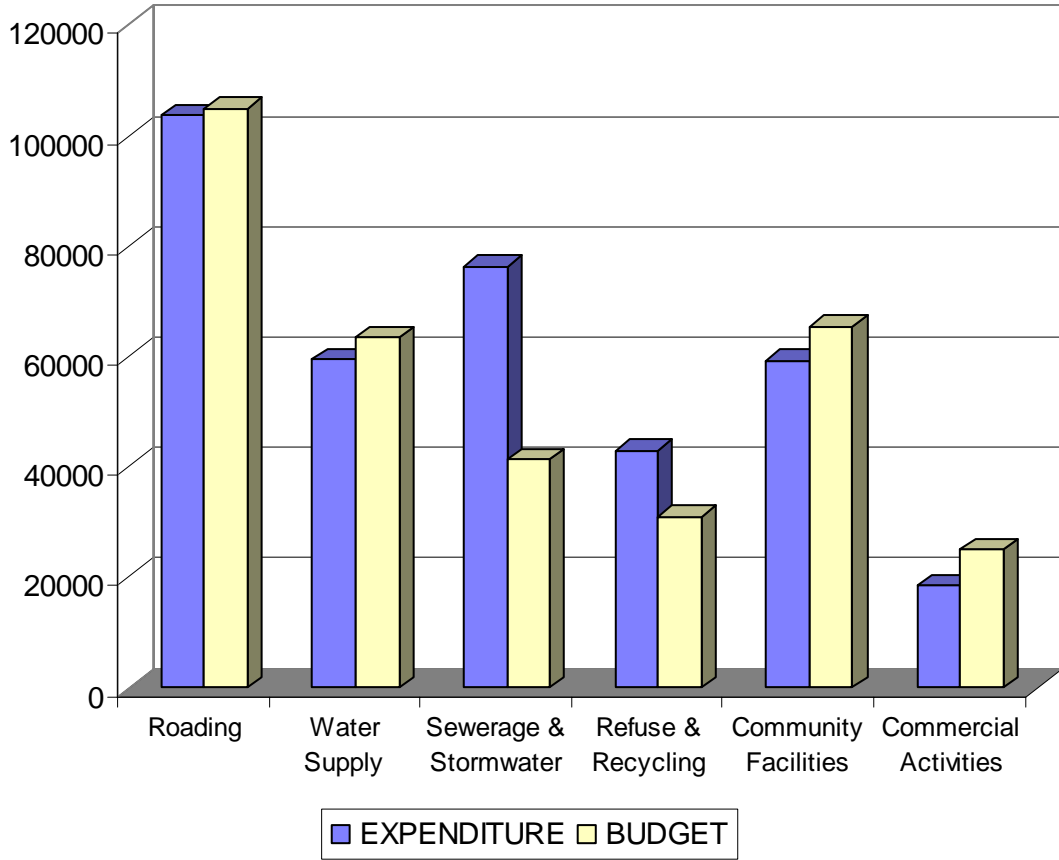
Road ID	Road Name	Potholes	Digouts (m2)	Edge Break (m)	Other Sealing (m2)	Emergency Work	Grading	Surface Debris	Markerposts	Signs	Sight Rails	Other Signage	Vegetation	Various
102	Beach Rd	8					1				1			
118	Inland Road	45						1	280	4			1	
123	Kiwa Road						1							
23	Killarney St		44											
124	Kowhai Ford Rd	3												
158	McInnes Rd			175										
126	Mill Rd	4												
129	Mt Fyffe Rd	5					1							
134	Postmans Rd	8					1							
141	Rorrisons Rd	2												
33	Scarborough St									3			1	
142	Schoolhouse Rd			250			1							
34	Southbay Parade		16.5							1				

Network Traffic Flows - No major traffic delays were encountered in the Kaikoura roading network within the July period.

Works & Services Budget Report



Expenditure - This Month



7. South Bay Parade Parking Issue

On 8th August 2007 a petition was received by Council from 10 concerned residents of South Bay Parade representing six dwellings. The concern raised was that the new foot path has impeded traffic flow because parked cars now take up too much road width. The perception is that this is a traffic hazard with risk of a severe accident. A short term solution offered in the petition was to restrict parking on the eastern side of the road while a longer term solution was investigated. The writer of the petition asked that the matter be placed before Council.



A small survey of residents was conducted to gauge community perception and a public meeting was held on site on 11th September.

Survey:

Seven surveys were returned from 23 posted. Surveys were posted to addresses representing 28 properties between 107 South Bay Parade and the intersection with Tui Road.

Survey Questions were:

- ❖ Q1 Do you consider the current situation to be a traffic hazard?
- ❖ Q2 Is over speeding an issue in this area?
- ❖ Q3 Which of the following would be your preferred option?

Option 1: Do nothing

Justification: you believe there is sufficient time to judge oncoming traffic and drive accordingly.

Option 2: Eliminate parking availability on the east side.

Justification: You believe that the current situation is inconvenient and poses a risk to residents and visitors to South Bay

Results:

Question	Response		
	Yes	No	
Q1	6	1	
Q2	4	3	
	Op 1	Op 2	Neither
Q3	1	5	1

Survey comments:

Live on west side. Resident parking on their side is already a problem and we maintain the verge at our own cost.
Widen road. Move footpath towards boundary. No problem before path went in.
You could widen road and put the footpath on the other side. Or move the foot path back against the boundary.
Road needs to be wider.
Great foot path but SB Pde never designed for so much traffic.

Public Meeting 11 September 2007

Attendance:

Representing Council: Gallo Saidy
Phil Cook

Residents: Barbara Muir
Bruce Muir
Margaret Flint
Allan Flint
Cordwell
Brian Betts
Judith Croucher
Lisa Kah

Concerns raised:

- If vehicles are parked on east side, south bound traffic must cross centre line creating a hazard with oncoming traffic.
- Increase in vehicle traffic, especially wide vehicles (ie cars with boats and trailers and busses)
- Projected continuing increase due to number of sections on the market in Kaikoura.
- A hazard for children on bikes in the area as there is no space for cyclists outside the live lane, apart from the foot path.
- “An accident waiting to happen”

Solutions:

Solution 1 – Parking restriction on east side

Advantages:

- Eliminate parked cars as obstacles for south bound traffic. South bound traffic will no longer need to cross centre line.
- Cost effective.

Disadvantages:

- Residents and visitors on the east side would be unable to park outside their properties.
- Likely to increase parking on the verge on the west side.
- The removal of obstacles (ie parked cars) may have the effect of increasing speeds in busy times.
- All those present at the meeting expressed dissatisfaction with notion of restricted parking due to the effect on residents on both sides of South Bay Parade.

Solution 2 – Move foot path back to boundary or power poles.

Advantages:

- Increases road width.

Disadvantages:

- Inconvenience to road users as south bound vehicles will have to give way to oncoming traffic when cars are parked. Because of the position of the power poles there is not enough space to provide full width parking.
- Perceived extra space may promote higher speeds in motorists.
- Costly

Solution 3 – Widen seal on western side and move centre line

Advantages:

- Increases in road width.
- It has potential to provide more space than Solution 2.
- The most popular solution mooted at the meeting.

Disadvantages:

- Inconvenience to road users as south bound vehicles will have to give way to oncoming traffic when cars are parked. To be effective this solution would require enough space on the western verge to be maintained for vehicles to park. This will still not provide the width necessary for cars to avoid crossing the centre line when cars are parked on the east side.
- Perceived extra space may promote higher speeds in motorists.
- Costly

Solution 4 – Retain current layout

Advantages:

- Cost effective.
- May have some traffic calming effects when cars are parked on the eastern side, reducing the risk of a high speed accident.

Disadvantages:

- Inconvenience to road users as south bound vehicles have to give way to oncoming traffic when cars are parked.
- Perceived safety hazard as parked cars encroach significantly into the live lane
- Not considered a suitable option by the residents at the meeting or those who returned questionnaires.

NB None of the above solutions significantly reduces cycling safety. Increasing road width will only provide cyclists with space when no cars are parked on the eastern side and will still require them to pull out into the live lane when vehicles are parked.