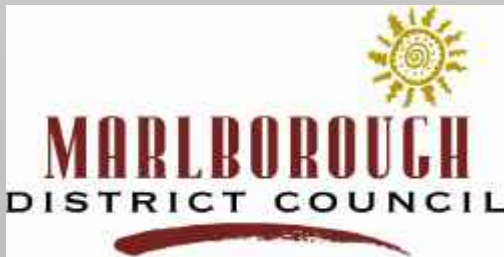


MARLBOROUGH ROADS

**Marlborough 3 Year NZTA Financially Assisted
Works Programmes**

2009/10, 2010/11, 2011/12

**Marlborough District Council Network
Marlborough State Highway Network**



MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Marlborough District – Particular Concerns

- The growth of viticulture conversions has dramatically increased traffic growth on district roads. Some roads have increased from <10 vpd to over 200 vpd+ as a result of the conversion.
- This has placed pressure on sealed road widths and a programme of Seal Widening continues at a level of approximately \$600,000 p.a. and funding about 8km of widening p.a.
- There are ancillary benefits to cyclists and walkers as a result of the enhanced seal width as well as safety benefits.
- There is an increasing demand for upgrading works on the residual bridges and structures within the Renewals categories.



MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

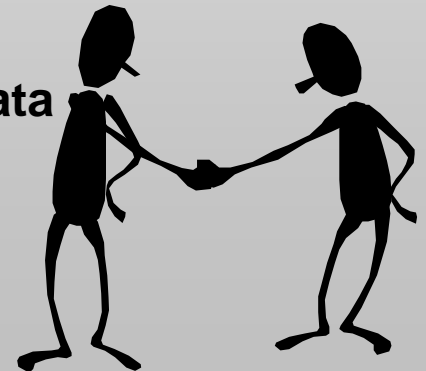
Marlborough District – Particular Concerns

- **Approximately \$6m of retaining walls have been constructed, mainly in the last 20 years and some renewal and heavy maintenance requirements are now required.**
- **The Capital Bridge Replacement Programme will be commented on.**
- **Although not addressed in this 3-Year Forward Work Programme there is an increasing demand for seal extension on unsealed roads now exposed to high use either/or as a result of viticulture conversion/subdivision or other intensive development.**

MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

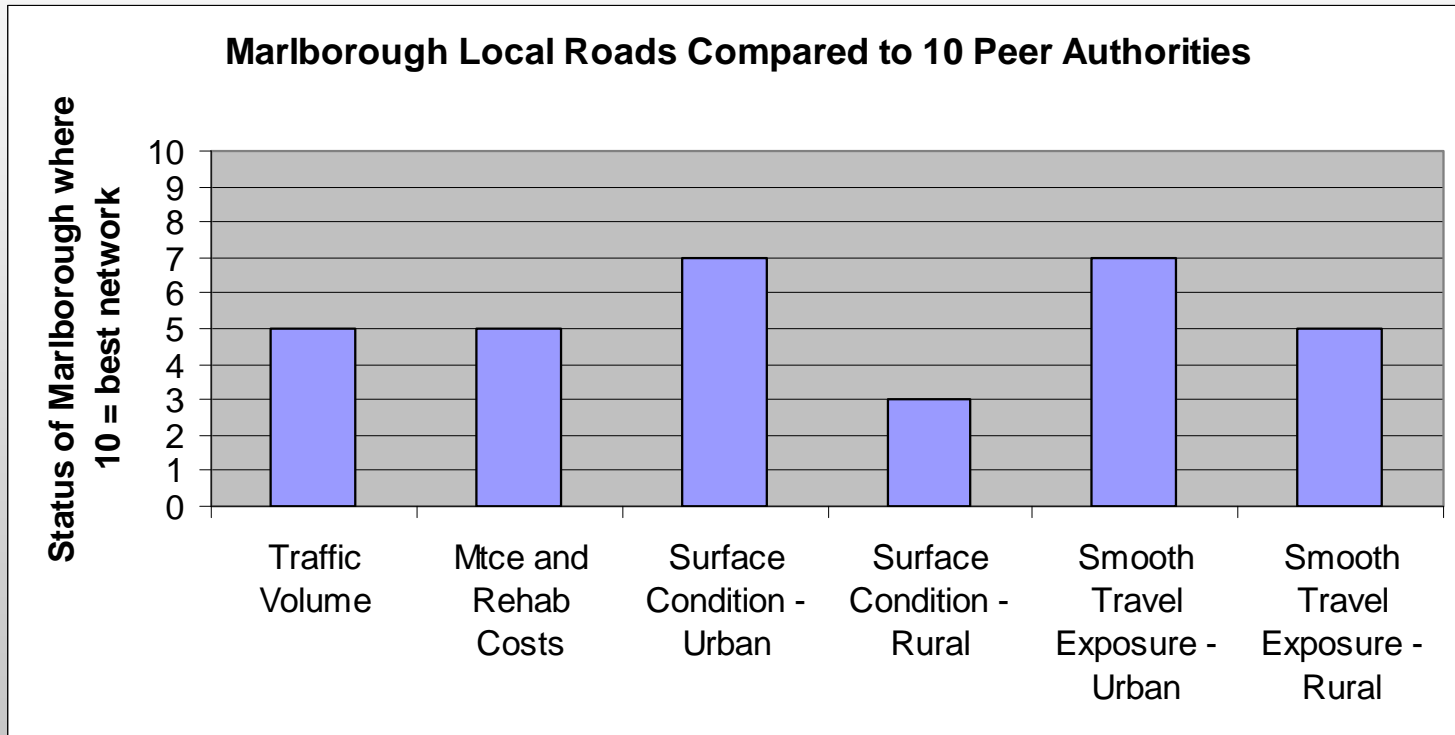
What Level of Service does Marlborough District Council provide?

- The graph following shows Marlborough District council compared to 10 similar TLA's in New Zealand for a number of measures.
- It can be seen that Marlborough provides a 'median' Level of Service in respect of maintenance and rehabilitation costs and Smooth Travel Exposure/Rural.
- An 'enhanced' Level of Service for Smooth Travel Exposure/Urban and Surface Condition/Urban and a 'reduced' Level of Service for Surface Condition/Rural.
- These measures all refer to sealed roads. No national data collection is recorded for unsealed roads.



MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Marlborough Local Roads



MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Some Comments from the 'Funding' Agency

- **Marlborough District Council's Asset Management Plan is good documentation of the planning process being implemented.**
- **The Level of Service is well defined by Council in terms of User Satisfaction, Ride Quality, Smooth Travel Exposure, Footpath Faults (unsubsidised), Customer Survey Results.**
- **Should use RAMM, dTIM's systems more in analysis process.**

Demand Issues:

- * **Employment opportunities in region - High**
- * **Population growth 8% over previous five years - High**
- * **Increase in vehicle kilometres travelled is 7.5% - High**
- * **HCV use is increasing related to viticulture conversion**
- * **9th largest forestry, highest viticulture and mussel production in NZ.**

MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Some Comments from the 'Funding' Agency

Issues are:

- * Road Width
- * Seal Age
- * Bridges
- * Footpaths

Good maintenance techniques in selecting work and resurfacing, surface condition and pavement integrity are steady and much better than national averages.



MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Maintenance and Renewals 2009/10 Year

		<u>2008/09 Year</u>
Total Maintenance Funding	\$4,047,800	(\$3,627,600)
Total Renewal Funding	<u>\$4,260,400</u>	<u>(\$4,211,300)</u>
	\$8,308,200	(\$7,838,900)

<u>Year</u>	<u>Projection</u>
2009/10	\$ 8,308,200
2010/11	\$ 9,057,600
2011/12	\$10,013,200

3 Year Block

Years 2 and 3 (2010/11, 2011/12) increase as a result of escalations and new contract provisions

MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Maintenance and Renewals 2009/10 Year

- **Increases Reflect**
 - **4% escalation** **\$339,000**
 - **Power increases** **\$100,000**
 - **Provisions for cattle stops** **\$ 30,000**
- **Roadmarking becomes maintenance (previously renewal)**

(Marlborough currently has some of the lowest unit rates for contracts in New Zealand – refer State Highways section)

MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Capital and Other Works - 2009/12 – 3 Year Funding Block

Rainbow Road “Special Purpose Road” SPR

- **100% FAR**
- **\$161,000 p.a. total for 2009/12 block**

Northbank Road Rehabilitation

- **\$1,342,000 over three years.**
- **Programme of rehabilitation for forestry extraction in particular.**
Investment will almost complete proposed works on the route.
- **The works receive an enhanced subsidy rate 10% above base rate.**

MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Capital and Other Works - 2009/12 – 3 Year Funding Block

Marlborough has 32 bridges currently restricted for weight or speed and had approximately 10% of the timber bridges in NZ by number.

Bridge Replacements

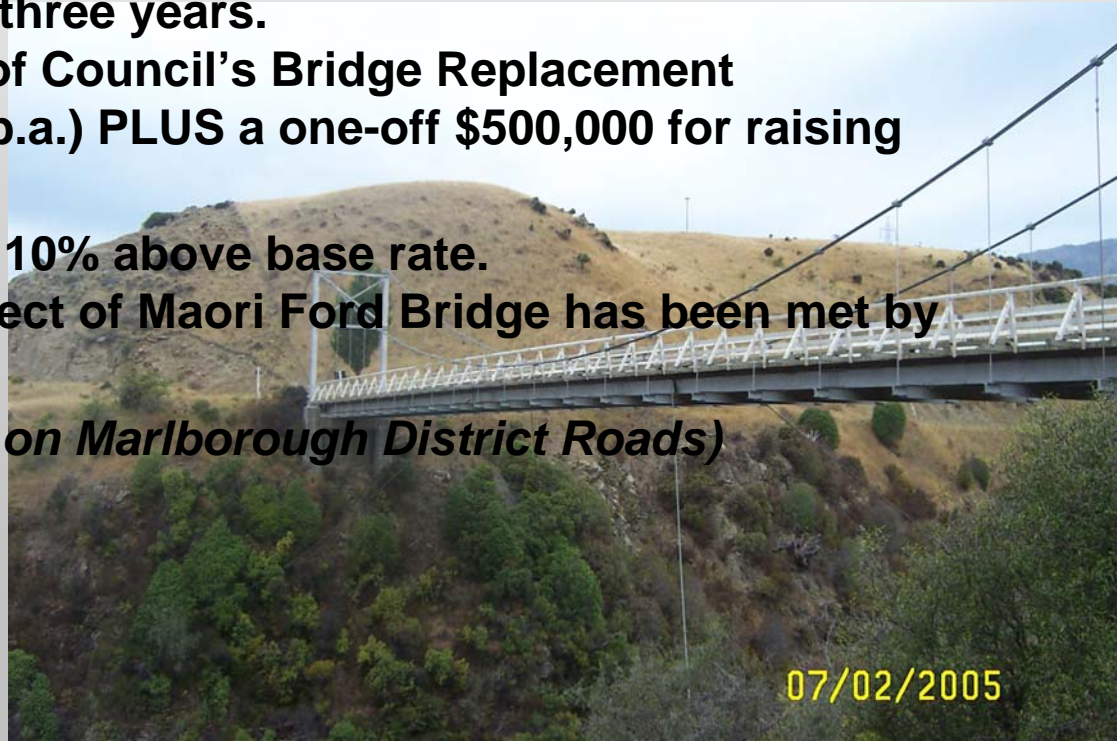
- \$1,280,000 for three years.

This is a continuation of Council's Bridge Replacement Programme (\$260,000 p.a.) PLUS a one-off \$500,000 for raising Maori Ford Bridge.

Works eligible for FAR 10% above base rate.

The local share in respect of Maori Ford Bridge has been met by contribution.

(There are 360 bridges on Marlborough District Roads)



07/02/2005

MARLBOROUGH DISTRICT COUNCIL 3 YEAR FORECAST

Capital and Other Works - 2009/12 – 3 Year Funding Block

Reconstruction of Old Renwick Road/Jacksons Road Intersection

- One-off funding of \$640,000 to upgrade this intersection. A safety related upgrading at the site of a number of severe/fatal crashes.
- Substantial costs relate to property acquisition.

MARLBOROUGH STATE HIGHWAY NETWORK

**3 YEAR FORWARD WORKS PROGRAMME
2009/10 – 2010/11 – 2011/12**



MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS

2008/09 Request	\$5,200,470
2009/10 Request	\$7,419,650
2010/11 Request	\$8,388,570
2011/12 Request	\$9,837,400

The total request for three years is \$25,645,620.

The increase is related to:

(a) Escalation Provisions – National Office advised approximately 10.5%

MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS - continued

(b) Asphalt Surfacing Failures

Premature failure of asphalt surfacing, especially in Blenheim, SH 1 is occurring. This programme allows to replace all affected lengths over the next three years

This is the significant component of the request. A comprehensive report addresses the programme for the complete length of Blenheim A/c.

Indicated budget cuts will adversely impact on this asset and this proposal.



MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS - continued

(c) Forestry Extraction onto SH 63

There is a significant extraction proposed onto SH 63. There is a contractual obligation to fund damage which may occur as a result of this which is estimated at \$260,00 p.a.

(d) Contract Renewals

The North Contract is to be re-let effective 1 July 2010 and the South Contract the following year.

Marlborough currently enjoys extremely low rates but industry sources suggest they are likely to increase in the new contracts.

MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS - continued

Examples are:

\$/Vehicle Kilometre Travelled

National figure		0.0219
Medium trafficked networks	0.0317	
Marlborough*		0.0167

\$/m² of Reseals

Canterbury North		5.50
Nelson		4.25
Marlborough		3.60

MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS - continued

Examples are:

\$/m³ Asphalt Surfacing

Canterbury North	38.00
Nelson	30.00
Marlborough*	26.30

\$/m² Area Wide treatment

Canterbury North	20.00
Nelson	30.00
Marlborough*	12.50

MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS – continued

- Despite Marlborough's low costs for maintenance and renewals, it is still of interest that in respect of NZ Medium Traffic Volume networks we effect on a pro-rata basis the 10th highest amount of resurfacing and the 7th highest level of AWT of 11 networks.
- If increases occur and the proposed budgets are 'cut' as our National Office indicates, it is likely there will be observable reductions in the Level of Service.

MARLBOROUGH STATE HIGHWAY NETWORK

MAINTENANCE AND RENEWALS – continued

SEAL WIDTHS

More than 15% of this network is deficient for seal width when analysed in accord with the National Level of Service as follows:

SH 1	6.1% deficient
SH 6	8.7% deficient
SH 62	47.2% deficient (seal widening underway now)
SH 63	26.2% deficient (see Forestry above)

Currently we address this by seal widening at all Area Wide Treatment sites.



MARLBOROUGH STATE HIGHWAY NETWORK

CUSTOMER SURVEY ISSUES – STATE HIGHWAYS

The following issues were identified in the MDC Customer Survey (State Highway section).

- Roundabouts (especially SH 1/Redwood Street)
 - Roundabouts have a good safety record. This and all roundabouts reach capacity in 5-10 years when upgrading is programmed (refer State Highway Strategy)
- More Passing Lanes
 - Being addressed by Capital Projects currently underway.
- Request Blenheim Bypass
 - Regional Transport Committee will 'shelve' for future consideration
- Adverse Comments – Grove Road Bridge
 - Parallel structure on Capital Plan
- Complaints regarding width for cyclists
 - Peripheral benefits from Seal Widening plus proposals in Strategy Study for dedicated cycle routes.

MARLBOROUGH STATE HIGHWAY NETWORK

MARLBOROUGH STATE HIGHWAYS COMPARISONS OF LEVEL OF SERVICE

The following graph compares Marlborough State Highways to National Performance and Zone Performance

(The zone includes Marlborough/Nelson/Wellington/Napier/Gisborne and East and West Wanganui)

It can be seen Marlborough generally performs highly. In terms of good skid exposure, low roughness, low level of rutting.

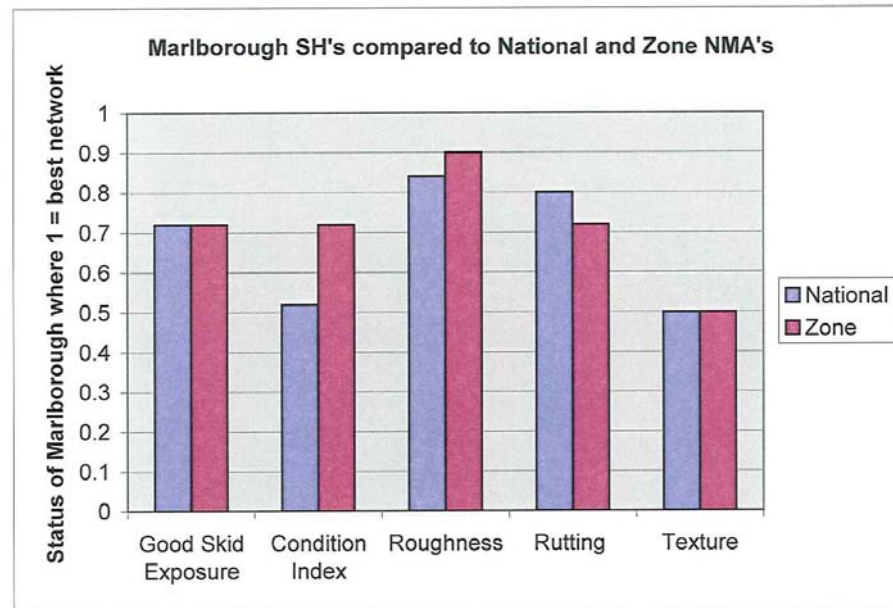
In terms of Condition Index we score highly in the zone but a median level nationally.

In terms of texture we are median both nationally and within the zone.

It has consistently been a high performing network for Median traffic volume networks in New Zealand.

MARLBOROUGH STATE HIGHWAY NETWORK

MARLBOROUGH STATE HIGHWAYS COMPARISONS OF LEVEL OF SERVICE



There are 25 National and 7 Zone Networks