



# Improving the Effectiveness of Rodney Rural Road Maintenance

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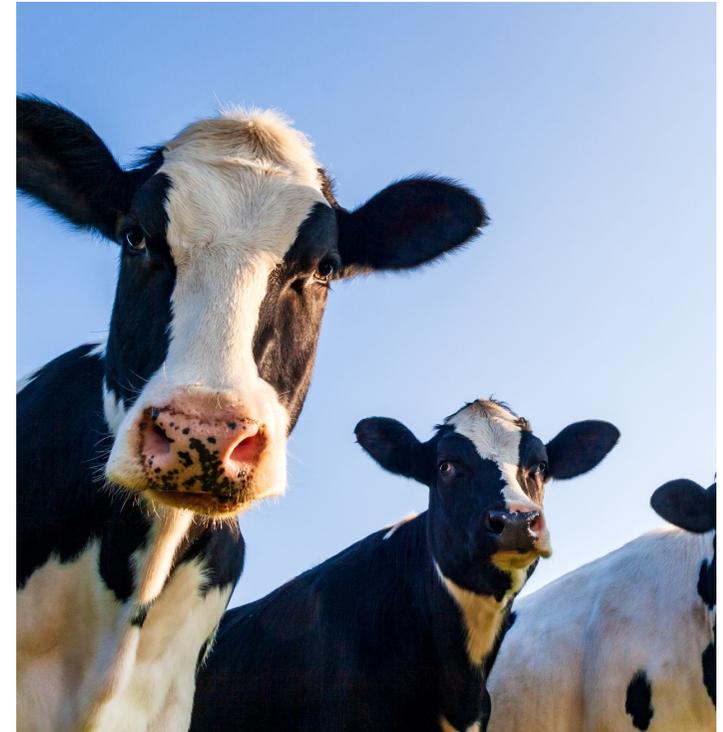
Promoting fairness and equity for rural New Zealand

## Meeting with Auckland Transport Board 29 August 2023

# Introduction

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- I'm Brian Mason a resident and dairy farmer from Northern Rodney, and Chairman of the Landowners and Contractors Assoc. "LCA"
- With me are:
  - Mr Bill Foster representing Northern Action Group "NAG"
  - Mr Glen Ashton representing Rodney Community Voices "RCV".
- Whilst being very different organisations we are pursuing the same outcomes for the betterment of Rural Roding in Rodney
- The LCA has some (3) key improvement proposals we wish to share.



# Background reality

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- The Rodney Roding Maintenance Programme is not working to potential.
- We have horror stories of roads, drains , culverts, overland flow paths, along with obvious wasted resources in attempts to respond to complaints and remedy problems.



SILVER HILL



PORT ALBERT / PARTRIDGE

# Background reality

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- Clearly the present maintenance arrangement isn't providing "bang for buck", leaving affected ratepayers deeply aggrieved.
- Maintenance is being addressed (e.g. more grader crews) but because of:
  - Lack of funding
  - Failure to deliver to standards
  - Extreme rain
- Substandard roads are now being shifted into an Unsealed Road Improvement Programme (URIP).



# Proposal 1: Pilot using “good” Local Contractors

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AT to run a pilot scheme whereby highly reputable local contractors are awarded the local and project maintenance contracts.



This process would have input from local knowledge of 4 to 5 people with roading experience to report problematic and potentially dangerous locations into AT which would reduce the CAS numbers substantially. We could easily provide those suitable people from Rodney West, East, Central and Southern.



These contractors would be highly versed in the topography, soil structures and catchments of their local districts. They are already utilised in states of emergency as seen earlier this year, have the right equipment and expertise.

## Proposal 2: The original “Clerk of Works” scheme.

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- This could be re introduced - whereby each job is under the “ownership” of a clerk of works and signed off accordingly.
- This worked in the past and has proven superior to the current “partnership” approach with Downer - of self-reporting and limited AT on-site oversight.
- Currently arrangements permit overcharging for work which does not meet standards for quality and performance.
- Really, what we are advocating here is a return to basics:
  - Competent trained workers and operators; cost effective maintenance, job quality and standards oversight, full accountability and effective local liaison (i.e. direct, not just intermediaries passing messages) with related agencies (Healthy waters, UMS, Watercare, Utilities, RLB)

# Proposal 3: Revise the Maintenance/capital/URIP/seal approach

## Treatment, Prioritisation, and Planning

- Extensive research has been conducted and compiled analysing Rodney road needs and solutions - which Mr Glen Ashton will speak to.
- He can address these 3 key areas in depth, but for today will just speak to the concepts.





# (1): Maintain our Roads properly

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- **Maintenance Methodology:**
  - The URIP should not include roads which have just deteriorated due to lack of proper maintenance to standards. (Background Reality)
  - Unsealed road maintenance generally is hampered by lack of ready (reasonable cost) access to quality roading material (AC has closed many quarries).
  - A maintenance seal (thin bitumen and chips, rolled) can now be applied almost as cheaply as a replenishment coat of metal. It is regarded as capital, and thus may not be funded otherwise when it would make sense to do so.
  - Once roads are sealed, maintenance cost (future repair and maintenance sealing) is subsidised by Waka Kotahi.
  - **Sealing unsealed roads has a significant health and safety benefit (dust reduction).**
  - We support funding flexibility to allow all routine metal maintenance replenishment cover to be replaced with a maintenance seal.



## (2) Return URIP to seal extensions:

- If unsealed roads are maintained properly, the URIP can be only for **seal extensions**.
- The URIP is currently shown for only 3 years and has 25 projects, not costed and with no project timings.
- The URIP has no reference to key concerns like “connectivity” and “community” in the strategic and criteria assessment process.
- To fix this the classification should recognize three level of roads:
  - Connecting and Productions Roads that form the backbone network allowing travel to and from communities and workplaces. These are the most travelled roads or would become so if sealed.
  - Feeder Roads or loops that connect to minor roads
  - Minor roads that are side roads or “no exit” roads
- A programme of roads selected for Seal Extension using this classification looks like this:

<b>Rodney Connectivity and Production Road Sealing Work Schedule</b>					
Road Name	District		Comments	Priority	Length (m)
Monowai Road	Wainui	Central	In progress stage 2, Connects Tahakeroa to Wainui, SH1	1	500
Wellsford Valley Road	Wellsford	NW	In progress, Connects Tapora, Wharehine, Pt. Albert to North thru Te Hana to SH1	2	3500
Ahuroa Road	Ahuroa/Puhoi	Central	In progress, Connects Ahuroa and west to Puhoi and SH1. School bus route. Emergency bypass route.	3	9300
Wharehine Road	Wharehine	NW	Connects Tapora, Wharehine, Pt.Albert to SH16 southward. Completes Run Rd circuit. Quarry traffic, Tapora Sands royalty \$0.85 cents per ton.	4	5100
Ocean View Road to Atkins Rd	Te Arai	NE	Production road. Sand mine + Lake Tomarata. Quarry traffic, Semenoff Sands royalty \$0.85 cents per ton	5	1600
Run Road	Wharehine/Tapora	NW	Connects Tapora Peninsula to SH1 and SH16. School bus route. Rural production zone, orchards, dairy, quarry. Quarry traffic, Tapora Sands royalty \$0.85 cents per ton.	6	6800
Underwood Road	Port Albert	NW	Production road. Large limestone quarry servicing north and south. Quarry traffic, Avoca limestone royalty \$0.85 cents per ton	7	3000
Haruru Road	Wainui	Central	Connects SH16 to Makarau to Wainui to SH1, Flat Top Quarry - Aggregate, roading and drainage metal.	8	5200
School Road to Dunning Rd	Te Arai	NE	Connecting arterial road, rural production.	9	2600
Tauhoa Road	Tauhoa	NW	Connects SH16 to SH1. Connects Tapora peninsula, Tauhoa to Kiapara Flats, Warkworth. Alternate route, Emergency bypass. Rural Production zoning	10	9500
Pakiri Block Road to Meikles rd	Tomarata	NE	Connecting, arterial road, rural production	11	1600
Streamlands Swamp Road	Streamlands	Central	Connects Woodcocks (& West Coast SH16) to SH1. Bypasses Warkworth.	12	1000
Old Woodcocks Road	Woodcocks	Central	Connects Woodcocks (and west) to Kiapara Flats and Kiapara Hills. Sealing trial location.	13	4900
Wayby Station Road to Prictor Rd	Wayby	NW	Connects SH1 to Wellsford (SH16), Emergency bypass route	14	3600
Prictor Rd	Wellsford	NW	Connects SH1 to Wellsford (SH16), Emergency bypass route (as above)	15	3000
Busbridge Road	Tomarata	NE	Connecting, school bus route. Forestry. Cemetery access	16	1900
Old Kaipara Road	Kaipara Flats	Central	Connects Kaipara Flats to Warkworth South (Kiapara College & Industrial area)	17	5600
Burnside Road	Makarau	Central	Connects Makarau to Ahuroa (via Wecks Access Road)	18	5000
					73700



## (3): Make Seal Extensions a Formal Project

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- URIP delivery is ad hoc is - not subject to priority, budget and timeline pressures
- We would like AT to formalise a finite URIP Seal Extension project for the 10 year RLTP
  - Define the scope with named roads
  - Define the priority order
  - Allocate the required budget
  - Allocate the timeline
  - Allocate the resource
  - Monitor the progress
  - Report progress to RLB and publicly 3 monthly.



We would be happy to answer questions.

Thank You for your time!!