

Kenepuru & Central Sounds



Kenepuru & Central Sounds Residents Association Inc.

Nicole Chauval
Annual Plan Consultation Document submissions
Marlborough District Council

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Dear Nicole

Kenepuru and Central Sounds Residents' Association
Submission for Funding Allocation
Bring back the Road Man for Kenepuru - Annual Plan 2016

This submission is made on behalf of the Kenepuru and Central Sounds Residents' Association.

Who we are: The Association was established in 1991 and currently has approximately 280 household members whose residents live full time or part time in the Kenepuru and Pelorus Sounds. The Association's objects include, among others, to coordinate dealings with central and local government and promote the interests of residents of Kenepuru Sound and adjacent areas and to promote and act in the best interests of residents, ratepayers and persons associated with the Kenepuru and Central Sounds area. AGMs of the Association are well attended.

Submission

At the Association's recent AGM there was vigorous discussion on one of the recommendations from our Roading Sub Committee's annual report.

The AGM unanimously directed the committee to make a submission to the Council's Annual Plan hearing to the effect that a funding allocation be made in the Annual Plan for a Road Man to undertake regular inspections and small-scale repairs and maintenance over the Kenepuru Road and nominated ancillary roads.

This is that submission.

Kenepuru & Central Sounds Residents Association Inc.

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Why the need for a Road Man?

The current roading repairs maintenance and upgrade structure (Council, Marlborough Roads (a division of NZTA) and HEBs - the operational delivery contractor)) works well for more medium to large-scale works. The great recovery job this structure delivered following the recent earthquakes and latest deluge is testimony to that. As a Sounds community organization, we **acknowledge and appreciate** that delivery.

We also acknowledge the challenges created by having a sizeable road network with a mix of sealed and unsealed (gravel) roads in a **high** rainfall area (unlike that of the general Blenheim area).

However, where this structure falls down is on more minor repairs and maintenance. It is a source of much frustration to the community to see small jobs like: clearing out a partially blocked culvert, removing a small slip, cleaning out a section of the water table as required, trimming back a problem tree, fixing potholes before they become sink holes, not being attended to in a timely fashion. In a gravel deficient area it makes no sense to see gravel placed on a road being washed off for want of small maintenance work!

We understand the reasons why, for example, it is expensive to have a crew come out from Blenheim (or even Havelock) and go deep into the Kenepuru for small jobs. However, ultimately, all ratepayers pay the price as small preventive work morphs into large must-do repairs.

Unfortunately, it is the local community (and the ever increasing visitor traffic) that experiences first hand the adverse and largely avoidable impacts of this blocked thinking approach.

We have a solution.

The modern version of the Road Man

We are fortunate in having two experienced civil contractors on our committee who have given the matter some thought and the following represents their suggestions.

A simple cost effective way would be for the Council to procure the employment of a locally based (north of Portage, say) person with the necessary practical skills, supplied with a small mini tipper vehicle that can be driven on a class 1 license (i.e. a car license). The vehicle would be equipped with the necessary paraphernalia - a flashing light, head board brackets to contain road signs, directional arrows and shovels, chainsaw etc. We can supply further details as to equipment and other operating details such as meeting Health and Safety requirements as required.

We **stress** that work requiring an excavator or loader to clear slips and install culverts is **out of scope**, apart from the Road Man reporting in such higher grade /complex work to the overall maintenance contractor.

Precedent

We understand a similar scheme or variant of it is already being operated by HEBs (the main operational Sounds road contractor) at the requirement of Marlborough Roads/Council in the French Pass area.

One of our committee members has been in touch with a small North Island District Council (Ruapehu) who are very pleased with the operation of three such Road Man schemes. We can supply more detailed information on that scheme as required or supply contact details if the Council wishes to make its own enquiries.

Funding Structure

As we see it, the manner in which this is funded is up to Council. It could be by way of a Marlborough Roads /HEBs contract variation or by a direct allocation. We leave the most efficient funding mechanism to Council to work through.

Assistance

Our Roothing Sub Committee, and in particular the experienced civil contractor members within, are willing to give up some of their time to sit down and assist Council - in much the same way our Working Group on the log barge site has been working collaboratively and successfully with Council

Conclusion

We thank you for the opportunity to submit the Association's proposal and we would be pleased to speak to this submission at the hearing.

Yours faithfully


Ross Withell

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