



Contract: TC1/14
Reserves Walkways Maintenance
Tauranga City Council

Monthly Report
July 2017



Recreational Services
YOUR PARKS AND GREEN SPACES SPECIALISTS

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1. Overview

July has brought the start of a new financial year but really this has not meant any change what so ever on the ground as the maintenance and unscheduled teams continued to be busy. With the maintenance staff, focus has been on the drainage again with the continued heavy downpours of rain meaning blockages can occur quickly with either branches and vegetation, or mud and silt causing problems. The below photo shows the team digging a drain line back in at Gordon Carmichael which had lost all functionality. RS are actually looking at all of the open drain lines in a large part of the network and thinking they really need to be dug out a lot deeper with a digger to work as they need to and not block up so quickly. RS will discuss this with council. The second photo shows the other maintenance job RS wants to make headway on before Spring which is cutting back branches that are near or entering the track envelope. The second photo below shows York Park but there are many other access and entrance ways that will be worked on that are similar to this. The Daisy Hardwick to Coach Road section was a much larger scale vegetation clearance job RS a lot worked on cutting and chipping small branches where possible with bigger material going to green waste.



With typical winter weather bringing heavy rain and strong wind at times the below photos show some of the work that was required either repairing damage or closing tracks for public safety. The first photo below shows the damage to the Waikorire track on the Mount with a section of edging coming away that needed to be re installed with more pegs and aggregate filled and shaped to allow better water runoff. The second photo shows an evening track closure put in place at both ends of McCardles bush for a tree that was dangerous and needed removal from an arborist the next day. RS worked in with the arborist in the morning to make sure everything ran smoothly and there were no communication issues with re opening the track. This was important with this section of track being such a busy one for public use.





Wet winter weather is always a good time to understand where low spots are that need filling in or track re surfacing required. The first photo below shows an example of the maintenance team at Waikareo foreshore filling in low spots and compacting with the truck. Where the truck can't get to an area to fill in one of either the gator, plate compactor or the hand tamper will be used. With 2017 being so wet low spots have been a real problem through the Papamoa drainage reserves network. In some areas a layer of silt and mud will form as the track has sat under water for considerable time due to the high water table sitting in the waterways. RS decided to go through the whole network while it was raining and ground conditions saturated to understand where the low spots and work was required. Dazzle was used to identify spots to work on (see second photo) with a plan to then come through and apply aggregate to these spots and correctly shape them for water runoff. Once this process was completed RS realised the scale of the work required was huge. The process has started at Beachwaters Reserve and Topaz with drains installed as part of this work where needed but RS will discuss with council what sections should be prioritised to work on over the coming months, and what may be able to be left for near future renewals work.



Yatton Park has had drains installed (see photo below) for localised wet areas needing water diverted away from the track. The bigger job was at Matua Saltmarsh where various sections needed more drainage and re surface from recent scouring after heavy rain (see second photo below). The digger was used to dig one dish drain much deeper to allow for water flow and to also store water when the tide is high and it can't escape. This just helps keep the surface from potential damage and drier for users of the track. There are sections of track however that needs significant building up or boardwalks installed as they are too low and constantly get affected by surface water.



The big unscheduled job for the month has been re directing the Mount base track where it was closed off from the slip in Autumn. This was a difficult job with the area to re direct the track to being a significant archaeological area which meant the track had to be built on the top of the ground as much as possible to avoid any damage. An archaeologist and an Iwi member were part of the plan



and the stand over of the job itself. The Iwi were really happy with the way the job went and were hoping the track could stay in place for the future with the structure being built so well and the great view that people could get from the top of the steps. The photos below show the starting point for installing one side of the track with a steep section of land to work with. This meant thinking of innovative ways to get aggregate to this set of steps and the other side which can be seen in photos 2 and 3 where roofing iron and drainage pipe worked well. The fourth photo shows the excellent result that was achieved.



Some of the jobs RS are looking at for August are repairing the Mauao historic steps, continuing to work on improvements on the Papamoa network and finishing the Cambridge to Westridge section of track that needs widening as it was too wet to complete properly last month.



2. Business reporting measures

2.1 Recreational Services operational audits

Parks Totals	Target	Scantlebury	Waikareo West Mcardles	Ohauti	York	Yatton	Topaz	Total Average
Audited by	s 7(2)(a) - Privacy							
Dates audited		3-Jul	6-Jul	6-Jul	6-Jul	6-Jul	31-Jul	
Vegetation Maintenance	96	100	94	94	69	94	100	92
Drainage	96	100	100	81	75	88	75	87
General/Boardwalks	96	92	88	88	100	100	92	93
Pavement Surface	96	100	100	88	75	94	94	92
Total	96	98	96	88	76.8	93.0	90	90.9

York -Vegetation

Flax trimmings left on track acceeway. Branches hanging over.

York -Drainage

Drainage need improvements but likely to be more of unscheduled project.

York - Pavement Surface

Dish drain needed to direct water away from track.

2.2 Tauranga City Council operational audits

No external audits were received.

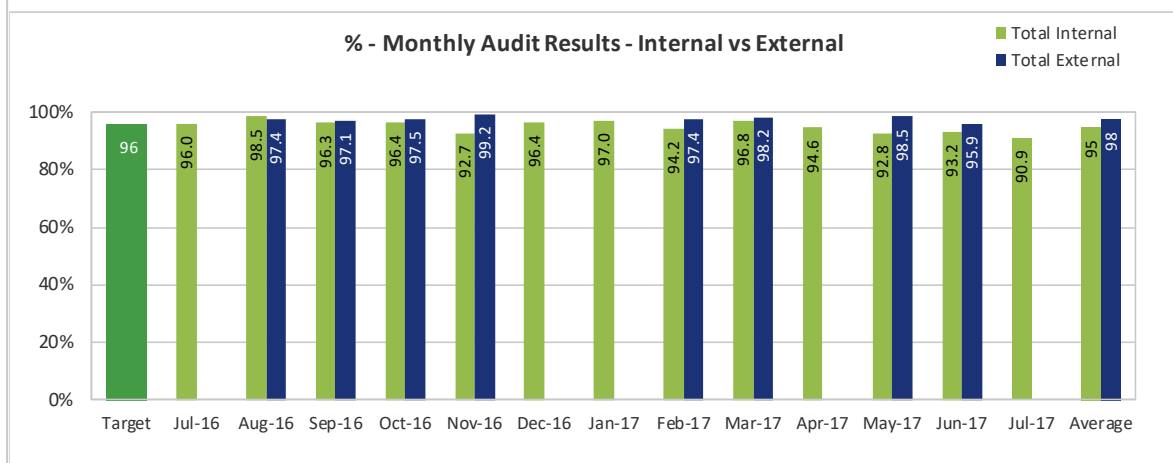


2.3 YTD audit summary

INTERNAL AUDIT SUMMARY															
	Target	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Average
Vegetation Maintenance	96	99	100	94	97	91	100	97	97	97	94	98	98	91.8	96
Drainage	96	93	97	95	97	89	94	97	94	95	95	91	92	86.5	94
General/Boardwalks	96	97	100	97	100	96	95	95	96	100	97	96	82	93.3	96
Pavement Surface	96	94	97	99	93	95	97	99	91	95	93	89	94	91.8	94
Total Internal	96	96.0	98.5	96.3	96.4	92.7	96.4	97.0	94.2	96.8	94.6	92.8	93.2	90.9	95

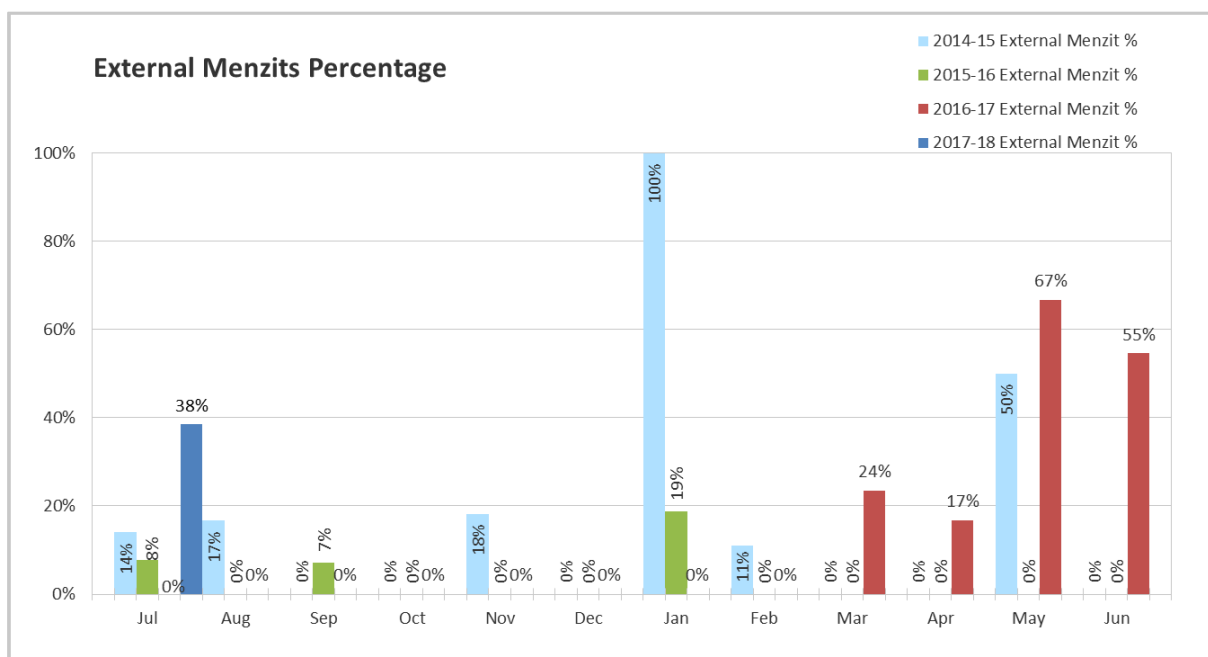
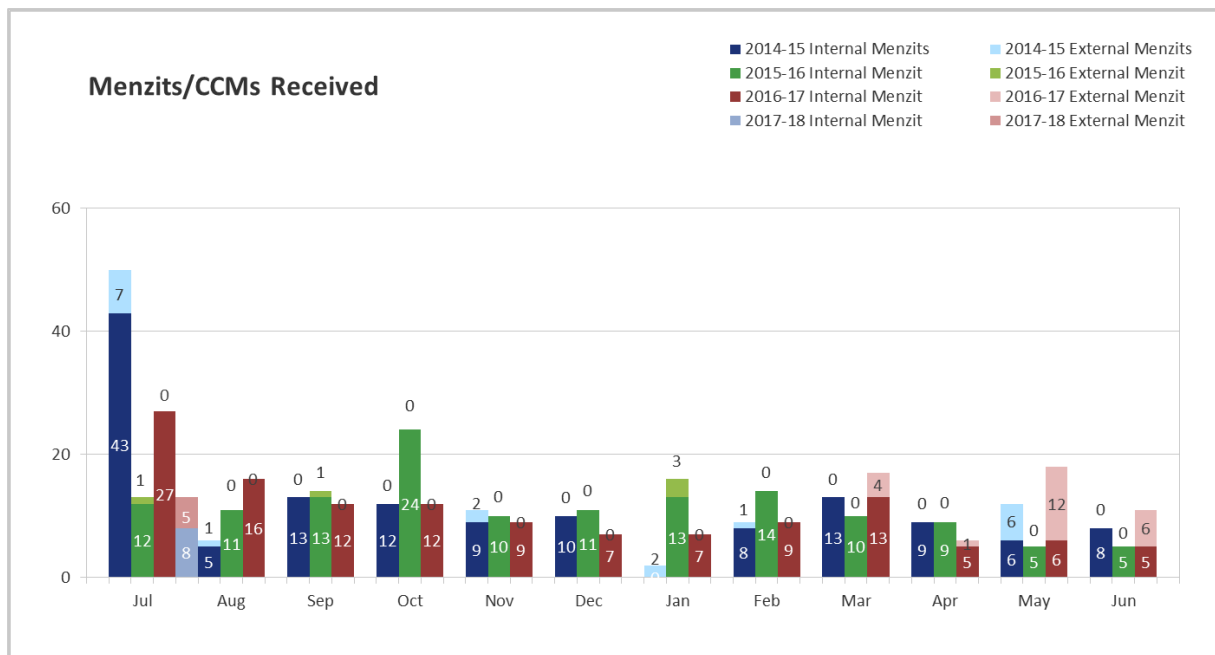
EXTERNAL AUDIT SUMMARY															
	Target	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Average
Vegetation Maintenance	96		99	100	98	100			100	99		100	100		100
Drainage	96		99	99	99	100			96	96		99	94		98
General/Boardwalks	96		93	96	100	97			96	100		99	100		98
Pavement Surface	96		98	94	93	100			97	97		97	89		96
Total External	96		97.4	97.1	97.5	99.2			97.4	98.2		98.5	95.9		98

Audits were not received for April-July 2016, Dec 16 or Jan 17





2.4 CCM Incident Statistics

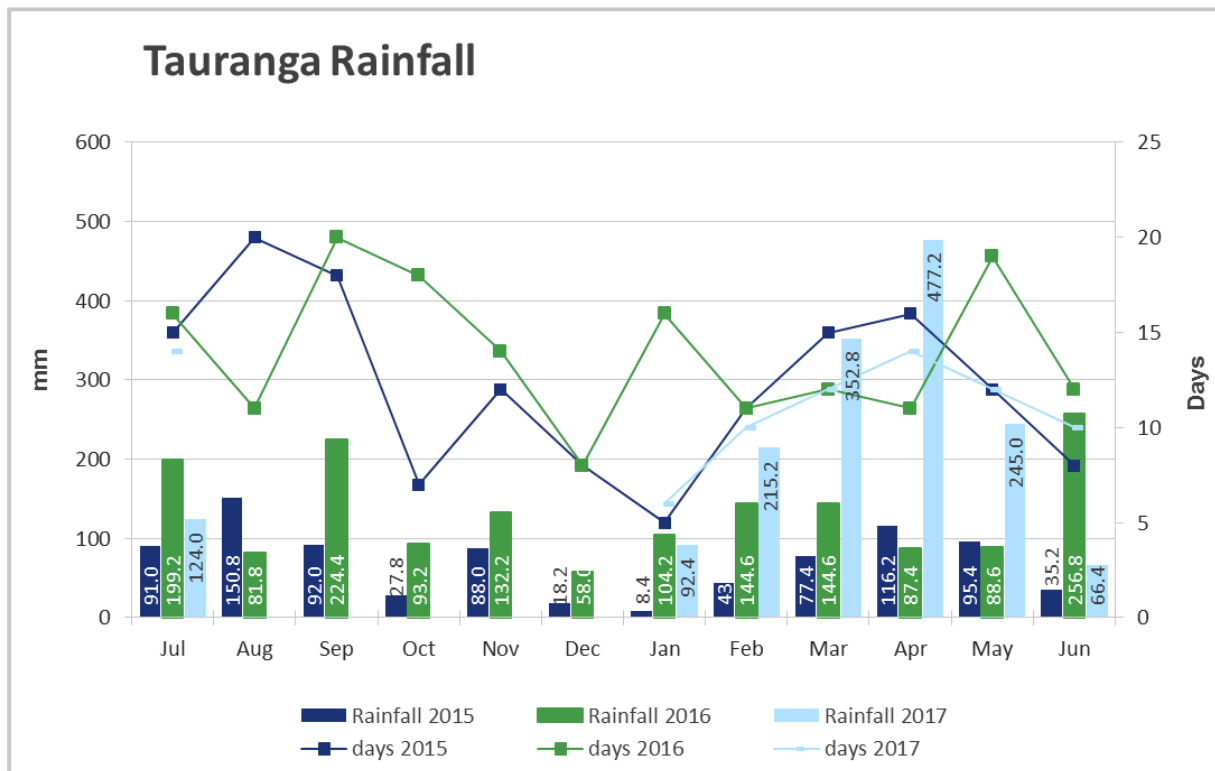




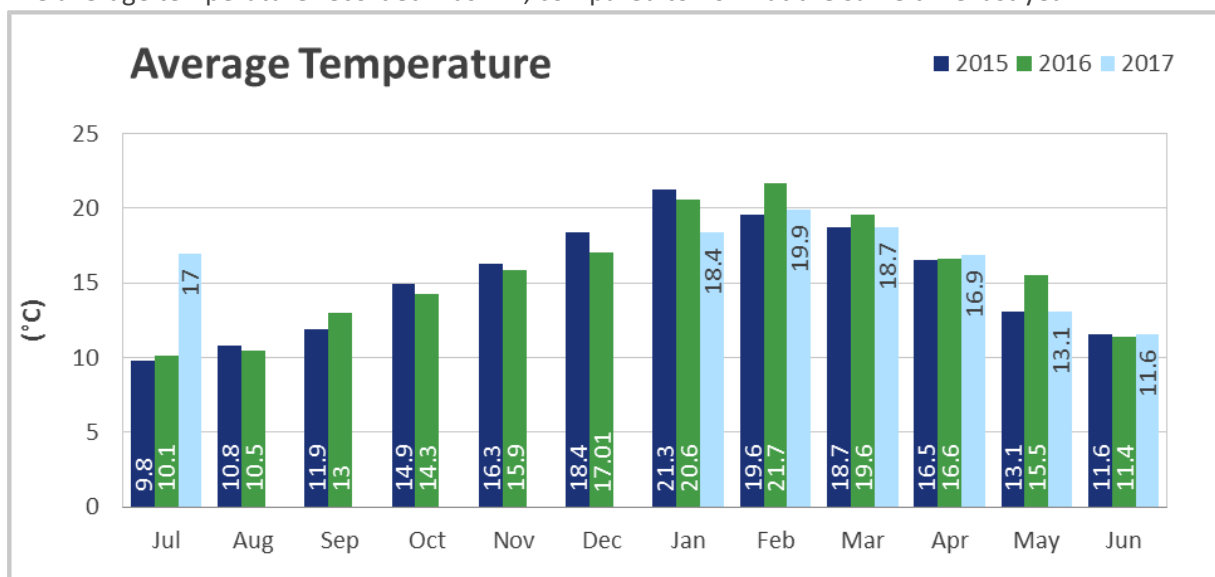
3. Service delivery

3.1 Weather

The rainfall figures for July were 124.0mm over 14 days, compared to 199.2mm over 16 days at the same time last year.



The average temperature recorded was 17°, compared to 10.1° at the same time last year.





4. Red flags

- Matua Saltmarsh has a section of track that is now always under water on or near high tide.
- Mauao's Waikorere track has a section at the Bluff which is very narrow and has a straight drop. This really needs attention and ultimately some kind of safety railing installed for everyone's safety.
- The flaxes growing on the track at Gordon Carmichael and other tracks mentioned to Council have still not been removed as well as other areas now becoming an issue.
- K Valley has had damage from contractors working on certain sections. The photo below shows the Tom Muir side of the valley not looking to good.



- Waikareao Foreshore Bridge is constantly having aggregate being washed out of the edge of it. The bridge needs extending and possible lifting to remove this issue
- Wild Ginger has been seen growing near the tracks at Waioraka, Rotary Park and Taipari - particularly the new section.
- The Gordon Carmichael steep track up the hill has scouring all through it. Needs to be resurfaced with possible lumps required like on the Mauao 4 wheel drive track to slow down and divert water to the sides.
- The edging on a section of track at 18th Ave needs looking at as not very stable and aggregate is being washed away (see photo below).





5. Customer feedback

Customer concerns have been coming in about sections of track flooding and needing attention. RS is dealing with these where appropriate but some jobs will require large scale work like significant re surfacing in some instances in Papamoa. RS will continue to discuss problem areas with council.

Compliments have been coming in for the Mount base track new steps and track diversion from the closed slip area with a lot of feedback that this section should be kept for the future and not be something removed when the new base track re alignment is done.



6. Value adds

MONTH	LOCATION	DESCRIPTION OF WORKS	VALUE	TOTAL
Jul-17	Fergusson Park	Embankment garden had a track closure through it after a tree came down. The tree was removed then re opened once clear and safe.	\$ 90.00	\$ 470.00
	Tom Muir	Cut long grass at the top of the track which wasn't on anyone's contract.	\$ 80.00	
	Mount Base track	Found supplier willing to give us second hand roofing iron for free to use.	\$ 300.00	
Jun-17	Millbrook Stormwater	Small shrubby tree cut out with chainsaw as growing right into the track envelope	\$ 90.00	\$ 170.00
	Johnson Reserve	Customer called in tree debri on track. Cut up large tree branch on the track and removing	\$ 80.00	
May-17	Nil			
Apr-17	Nil			
Mar-17	Millbrook	Millbrook fencing off track that has a hole next to it that's formed from a large stormwater pipe to make safe until it can be filled in with large rocks. \$90 + gst	\$ 90.00	\$ 90.00
Jan-17	Daisy Hardwick Track	Cutting thick piece of steel off that was sticking out of the ground	\$ 70.00	\$ 70.00
Nov-16	Mauao	Call out after hours to remove punga tree and secure mesh on overbridge Waikerere track	\$ 135.00	\$ 135.00
Oct-16	Mt Drury	Putting timber handrail back on after it was knocked off	\$ 45.00	\$ 95.00
	K Valley	Pulling up grip tread on the bridge the mowing contractor uses as his tyres had ripped it apart from turning on it	\$ 50.00	
Sep-16	Vine Street	Slip cleaned up	\$ 100.00	\$ 190.00
	Waikaero Foreshore	Filling in and compacting track leading up to the edge of the boardwalk as it constantly gets eroded	\$ 90.00	
Aug-16	Nil			
Jul-16	Mauao Summit Track	Variation onto contract but needed 2 staff to heavily cut back flax and bring track into specification	\$ 280.00	\$ 280.00
Monthly Total				\$ 470.00
YTD TOTAL Jul 16-Jul 17				\$1,500.00



7. Health and safety

7.1 Internal Health and safety audit

DATE	PERSONNEL	PLANT	RESULT	ISSUE	ACTION TAKEN
31/7/17	s 7(2)(a) - Privacy	V1333	100%	N/A	N/A

7.2 External Health and safety Site Inspection Report

DATE	SITE	RESULT	COMMENTS
N/A			

7.3 Total recordable injury frequency rate (Sports & Tracks combined)

NUMBER OF LTI INJURIES (ONLY INCLUDE LTI'S WITH AT LEAST 1 DAY)	NUMBER OF EMPLOYEES	TOTAL EMPLOYEE HOURS WORKED (EXCLUDE ANY LEAVE/MD/RT)	LTIFR (LOST TIME INJURY FREQUENCY RATE)
0	17	2120.50	0.00



7.4 Accident Register

No accidents reported in July.

DATE	TIME	DIVISION	LOCATION	INCIDENT TYPE	INJURY TYPE	ACCIDENT DETAILS	INVESTIGATION	FOLLOW UP ACTION	WAS MEDICAL TREATMENT REQUIRED	LEAVE TYPE TAKEN	WORK HOURS LOST(PERSONAL INJURY ONLY)
15-Jun-17	1500	TTW - Tauranga Tracks and Walkways	Hamilton street, Waikareo east north track	No - near miss or vehicle accident only	N/A	I was reversing trailer into driveway at the bottom of Hamilton street to turn around and leave the site we were working on. This is the only place to turn into as there is limited room to turn around with a dead end and cars parked just beyond this driveway. A car came down the hill so I reversed further back into the drive way to let it pass and that's when I hit the brick pillar on the side of the driveway with the corner of the truck.	Employee was trying to turn around his truck and the trailer with the power barrow on it at the bottom of Hamilton street. The TTU team were working on the Waikareao east track located at the end of Hamilton street. The area has minimal room to turn as its a dead end and cars are parked on both sides of the road. The only area to utilise to turn around a vehicle and trailer is the driveway leading into a lot of small businesses. This isn't very wide and has a brick pillar on each side. Employee went to reverse back into the drive way so he could turn and leave the site. A car came down the road as he did this so he reversed further back than normal to allow the driver to go through. In doing this the back right hand corner of the truck has clipped the brick pillar knocking and some bricks out of place. Damage looks to be potentially around the \$450 mark to repair the pillar. The truck suffered no damage with contact only being light and the pillar structure being quite weak. In this situation the timing of the other vehicle coming down the road lead to employee reversing further back than he would have. He should have used a spotter though and got complacent thinking he had enough room. In the future use a spotter when reversing in this area with a trailer or if by yourself the trailer and power barrow don't weigh a lot so one person could unhook the trailer and turn it around re hook it up	Use a spotter to help reverse the vehicle and trailer out of this area. Dave to bring up with team so everyone aware when driving down this road with trailer on board			



8. Appendix 1 – Internal Audits



9. Appendix 2 – Menzit List
