

Notice is given that an ordinary meeting of the Operations Committee will be held on:

Date: Thursday 18 February 2021
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Operations Committee

AGENDA

MEMBERSHIP

Chairperson	Deputy Mayor C Bryant	
Deputy Chairperson	Cr C Mackenzie	
Members	Mayor T King	Cr D McNamara
	Cr C Butler	Cr D Ogilvie
	Cr M Greening	Cr T Tuffnell
	Cr C Hill	Cr A Turley
	Cr B Dowler	Cr T Walker
	Cr K Maling	Cr D Wensley

(Quorum 7 members)

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AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF MINUTES

That the minutes of the Operations Committee meeting held on Thursday, 10 December 2020, be confirmed as a true and correct record of the meeting.

7 REPORTS OF COMMITTEE

Nil

8 PRESENTATIONS

Nil

9 REPORTS

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10 CONFIDENTIAL SESSION

Nil

9 REPORTS

9.1 CHAIRMAN'S REPORT

Information Only - No Decision Required

Report To: Operations Committee
Meeting Date: 18 February 2021
Report Author: Stuart Bryant, Deputy Mayor and Chairman, Operations Committee
Report Number: ROC21-02-1

1 Summary

- 1.1 On Boxing Day Motueka and surrounds orchardists, growers, businesses and residents were inundated with an unprecedented hail event. This caused minor disruption on the day however the ongoing effects to the community will be felt for some time to come.
- 1.2 South Island generator, Pioneer Energy, commissioned the Matiri Hydro Scheme near Murchison on the Matiri River basin. The scheme was officially opened on Friday December 11 by the MP for West Coast Tasman, Damien O'Connor, which I attended. The 4.7 MW scheme will generate 28 GWh annually, enough to power just under 4,000 homes, approximately.



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- 1.3 On January 14 the Mayor and I accompanied five MPs along with senior staff and Waimea Water staff on a tour of the Waimea dam. Feedback was received from the MPs that they were very impressed with the scale of the project and the work that has being undertaken to date.



- 1.4 Special mention of appreciation to those staff that worked over the New Year / Christmas break or who were on call.

2 Draft Resolution

That the Operations Committee receives the Chairman's Report ROC21-02-1; and approves the report

Attachments

Nil

9.2 PROPOSED TEMPORARY ROAD CLOSURES - STOPPING DISTANCE DEMONSTRATIONS

Decision Required

Report To: Operations Committee

Meeting Date: 18 February 2021

Report Author: Megan Bell, Technical Officer - Transportation

Report Number: ROC21-02-2

1 Summary

- 1.1 This report seeks the Committee's approval of the temporary road closure of nine Tasman local roads for the purpose of undertaking Stopping Distance Demonstrations in the Tasman region during the week of 22-26 March 2021.
- 1.2 A recent review of the temporary road closure process confirmed that all temporary road closures for events can be approved by the Operations Committee.
- 1.3 Previously, approval decisions for temporary road closures were made by the full Council.

2 Draft Resolution

That the Operations Committee:

1. receives the Proposed Temporary Road Closures - Stopping Distance Demonstrations ROC21-02-2; and
2. approves the temporary road closures for planned stopping distance demonstrations as shown in the table below:

Road name	Section to be closed	Date	Time
Treeton Place, Wakefield	From Edward Street to number 23 Treeton Place – next to Wakefield School	Monday 22 March 2021	9.10am -2.50pm
Ranzau Road, Hope	From number 70 to number 164 Ranzau Road – outside Ranzau School	Monday 22 March 2021	9.10am -2.50pm
Fairfax Street, Murchison	From number 30 Fairfax Street to the end of the road by the Police Station	Tuesday 23 March 2021	9.10am - 2.50pm

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Main Road Tapawera, Tapawera	From number 37 to number 59 Main Road Tapawera - outside Tapawera Area School	Tuesday 23 March 2021	9.10am - 2.50pm
Wadsworth Street, Takaka	From number 5 to Boundary Road intersection	Wednesday 24 March 2021	9.10am - 2.50pm
Church Street, Richmond	From Gladstone Road(SH6) to Dorset Street	Thursday 25 March 2021	9.10am - 2.50pm
Herbert Street , Richmond and Fauchelle Street, Richmond	Between Florence Street and D'Arcy Street Between Florence Street and D'Arcy Street	Thursday 25 March 2021 Note only one of these streets will actually be closed for the demonstration	9.10am - 2.50pm
Iwa Street, Mapua	From Moreland Place to Toru Street	Friday 26 March 2021	9.10am - 2.50pm
School Road, Riwaka	From number 12 to number 26 School Road – outside Riwaka School	Friday 26 March 2021	9.10am - 2.50pm

3 Purpose of the Report

- 3.1 This report seeks the Council's approval for the temporary road closure of nine Tasman local roads for the purpose of undertaking stopping distance demonstrations in the during the week of 22-26 March 2021.

4 Background and Discussion

Stopping Distance Demonstrations

- 4.1 Stopping Distance Demonstrations are held every two years throughout Tasman District.
- 4.2 The demonstrations involve a trained driver showing students, teachers, parents and any interested residents the distance it takes to stop a vehicle at various speeds.



Stopping Distance Demonstration, Herbert Street, Richmond 2019

- 4.3 There are nine demonstrations planned throughout Tasman and the Engineering Services Department has applied for nine proposed temporary road closures in order for these events to take place.
- 4.4 The temporary road closures are needed to provide for the on-road demonstrations and safe viewing by children and other onlookers.
- 4.5 Local schools were contacted in November 2020 to see if they were interested in being involved in the demonstrations.
- 4.6 It is expected that around fourteen to twenty local schools will view the demonstrations. Final numbers are confirmed closer to the time.
- 4.7 The proposed temporary road closures will happen at different times at each location. See **Attachment One** for the draft timetable. These times can sometimes change due to the needs of the school – but the dates of each location will remain the same.
- 4.8 The decision on whether to use Herbert Street or Fauchelle Street will be made once we know the timing of the installation of speed humps on Herbert Street for the innovative streets project. The demonstration cannot be held on Herbert if the speed humps have been

installed. Residents will be advised of the final decision via letter drop and through a notice in Newsline in the weeks leading up to the event.

- 4.9 Fulton Hogan will provide traffic management for the event as they have in previous years.
- 4.10 Marshalls will be on duty at all times to allow residents safe access to their properties and to help direct other road users.
- 4.11 There have been no previous complaints or objections to temporary road closures for this event.
- 4.12 The event will be covered under the Council’s public liability insurance policy.
- 4.13 Council staff are satisfied that the temporary road closures will not unreasonably impede traffic because alternate routes are available and the duration of the closures is limited.
- 4.14 Council staff recommend that these applications be approved.

5 Options

5.1 The Council has three options to consider.

Option	Advantage	Disadvantage
Approve the proposed temporary road closures described in this report. This is the recommended option.	The stopping distance demonstrations can proceed as planned.	Some residents and road users may be temporarily inconvenienced.
Approve some of the proposed road closures described in this report.	Some demonstrations can proceed as planned.	Some schools may miss out on the demonstrations due to the road not being able to be temporarily closed.
Decline the proposed road closures described in this report.	No residents or road users would be affected.	Road safety event would be cancelled. The event is considered to be an important part of the Council’s road safety programme especially in regards to safe speeds around schools and would disappoint many students in our region.

6 Strategy and Risks

- 6.1 Some people will be inconvenienced by the road closures. However, staff will engage with affected residents and accommodate their access requirements as much as possible.

- 6.2 These events have been very successful in previous years and provide a memorable demonstration to children and members of the public about the dangers of vehicles and speed.

7 Policy / Legal Requirements / Plan

- 7.1 It is a requirement that temporary road closures for certain types of events made under Schedule 10 Clause 11(e) of the Local Government Act 1974 come to the Council for approval. Approval for temporary closures for certain events cannot be delegated to Council staff.
- 7.2 As per clause 11 of Schedule 10 of the Local Government Act 1974, consultation with the Police and the New Zealand Transport Agency has been undertaken for the proposed temporary road closures.
- 7.3 As per clause 11(e) of Schedule 10 of the Local Government Act 1974, the road closures will not exceed the aggregate of 31 days for any year.
- 7.4 As per clause 11A of Schedule 10 of the Local Government Act 1974, and clause 5 of the Transport (Vehicular Traffic Road Closure) Regulations 1965, Council staff will advertise the temporary road closures in Newsline and on the Council's website

8 Consideration of Financial or Budgetary Implications

- 8.1 The management of temporary road closures is a normal part of the Council's daily business and there are no financial or budgetary implications.

9 Significance and Engagement

- 9.1 The following table describes the level of significance of this decision. Overall the significance is considered low. The proposed temporary road closures are part of a positive road safety campaign event aimed at educating primary school children and the community and are supported by the Police and the New Zealand Transport Agency.
- 9.2 The proposed road closures were advertised in Newsline edition 28 January 2021 and again in updates in the Motueka Guardian and Waimea Weekly editions 10 February 2021.
- 9.3 The proposed closures are advertised on Council's website.
- 9.4 In addition, a letter advising of the proposed closure was sent to all properties affected at each location between 21 January and 3 February 2021.
- 9.5 At the time of writing no objections have been received.
- 9.6 If the Council approves the proposed road closures, a second letter providing confirmed details of the event will be sent to all affected residents with specific dates and times. This information will also be put into Newsline.
- 9.7 The timing and locations of the demonstrations do not clash with recycling and rubbish collection in the road closure areas.
- 9.8 The Police have been advised of the proposed road closures and have no concerns. Local Police staff often attend the demonstrations.

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- 9.9 The New Zealand Transport Agency has been advised of the proposed closures and have no concerns.
- 9.10 Emergency services will be advised of the closures one week before the event, and emergency vehicle access to all areas of the closed roads will be available at all times.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	The demonstrations are a road safety campaign aimed at schools, parents and residents. They have been held over several years with no issues or objections. Council staff have and will continue to consult with residents and landowners at the proposed locations.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	N/A	
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The demonstration events are held over a short period of time every two years. However the demonstrations have no lasting effects on the network.
4.	Does this activity contribute or detract from one of the goals in the Tasman Climate Action Plan 2019 ?	No	
5.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Council's road network is considered a strategic asset, but this decision only relates to a temporary closure of a small part of the network.
6.	Does the decision create a substantial change in the level of service provided by Council?	N/A	
7.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	N/A	
8.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	
9.	Does the proposal or decision involve entry into a private sector partnership	N/A	

	Issue	Level of Significance	Explanation of Assessment
	or contract to carry out the deliver on any Council group of activities?		
10	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	
11	Does the proposal require inclusion of Māori in the decision making process (consistent with s81 of the LGA)?	N/A	

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10 Conclusion

- 10.1 The stopping distance demonstrations are a positive road safety campaign targeting students, parents and other road users within the Tasman District.
- 10.2 This report covers the nine proposed temporary road closures that are needed in order for this biennial road safety event to occur.
- 10.3 Temporary road closures for this event require the Committee's approval.
- 10.4 Staff recommend that Council approves these temporary road closures in accordance with section 342 and Schedule 10 of the Local Government Act 1974.

11 Next Steps / Timeline

- 11.1 If the Committee approves the proposed temporary road closures:
- Staff will advertise the road closures in Newsline and on the Council website.
 - Staff will provide a letter drop to affected residents a week before the event advising them of the demonstration times.
 - Staff will engage with local media to promote and notify residents of the stopping distance demonstrations.
 - Staff will inform emergency services of the road closures details.
 - Traffic management plans for each event will be provided to the Council's Road Corridor Engineer for approval.

Attachments

1. [Download](#) Attachment One - Draft Locations and Times - Stopping Distance Demonstrations 2021 17

Location	Proposed Date and Time of Demonstration	Schools attending
Treeton Place, Wakefield (from Edward Street to number 13 Treeton place)	Monday 22 March 2021 9.10am -11.50am	<ul style="list-style-type: none"> Wakefield School Brightwater School
Ranzau Road, Hope (from number 70 to number 164 Ranzau Road – outside Ranzau school)	Monday 22 March 2021 12.30pm - 2.50pm	<ul style="list-style-type: none"> Ranzau School Hope School
Fairfax Street, Murchison (from number 30 Fairfax Street to the end of the road (by the Police Station))	Tuesday 23 March 2021 9.10am -11.50am	<ul style="list-style-type: none"> Murchison Area School
Main Road Tapawera, Tapawera (from number 37 to number 59 Main Road Tapawera - outside Tapawera Area School)	Tuesday 23 March 2021 12.30pm – 2.30pm	<ul style="list-style-type: none"> Tapawera Area School Ngatimoti School (TBC)
Wadsworth Street, Takaka (from number 5 to Boundary Road intersection)	Wednesday 24 March 2021 9.10am – 2.50pm	<ul style="list-style-type: none"> Takaka Primary School Takaka Central School Motupipi School (TBC) Takaka Kindergarten Golden Bay High School Senior Students (TBC)
Church Street, Richmond (from Gladstone Road(SH6) to Dorset Street)	Thursday 25 March 2021 9.10am -11.50am	<ul style="list-style-type: none"> Richmond Primary School
Herbert Street , Richmond (between Florence Street and D’Arcy Street) Or Fauchelle Street, Richmond (between Florence Street and D’Arcy Street)	Thursday 25 March 2021 12.30pm - 2.50pm	<ul style="list-style-type: none"> St Pauls School (TBC) Waimea College Senior Students (TBC)
Iwa Street, Mapua (from Moreland Place to Toru Street)	Friday 26 March 2021 9.10am -11.50am	<ul style="list-style-type: none"> Mapua School Tasman School (TBC) Tasman Christian School (TBC)
School Road, Riwaka (from number 12 to number 26 School Road – outside Riwaka School)	Friday 26 March 2021 12.30pm -2.50pm	<ul style="list-style-type: none"> Riwaka School Brooklyn School (TBC)

9.3 TASMAN'S GREAT TASTE TRAIL - TAPAWERA TO NGATIMOTI**Decision Required**

Report To:	Operations Committee
Meeting Date:	18 February 2021
Report Author:	Mike van Enter, Senior Transportation Engineer
Report Number:	ROC21-02-3

Item 9.3**1 Summary**

- 1.1 The original concept for Tasman's Great Taste Trail between Tapawera and Ngatimoti was for a route along the Motueka River which included new sections of trail, quiet country roads and the Motueka River West Bank Road.
- 1.2 Over the past year the Nelson Tasman Cycle Trails Trust (NTCTT) has found that the original business case concept route is not feasible and has proposed an alternative route.
- 1.3 The routes discussed in this report are shown in Figure 1 and described as:
 - 1.3.1 1A – Business Case Concept Route. The originally preferred route now not feasible.
 - 1.3.2 1B – Business Case Alternative Route. Alongside the Motueka Valley Highway and not preferred.
 - 1.3.3 2A – New Proposed Route. New alternative feasible route we are now seeking approval to proceed with.
- 1.4 The new proposed route (2A) compares favourably with the business case concept route (1A) in terms of distance on-road and exposure to traffic. Route 2A is a relatively minor deviation from route 1A, has been approved in principle by the Ministry of Business, Innovation and Employment (MBIE), Ngā Haerenga New Zealand Cycle Trails (NZCT) and is feasible now.
- 1.5 This report seeks approval to continue with route the new proposed route 2A.

2 Draft Resolution**That the Operations Committee:**

1. receives the Tasman's Great Taste Trail - Tapawera to Ngatimoti ROC21-02-3; and
2. approves route changes for the Tasman Great Taste Trail between Tapawera to Ngatimoti, indicated as route 2A in figure 1, and including:
 - a. crossing the Baton Saddle from Tapawera to Woodstock; and
 - b. constructing an off-road trail from Woodstock to Ngatimoti.

3 Purpose of the Report

- 3.1 To update the Operations Committee on detailed route options for Tasman's Great Taste Trail from Tapawera to Woodstock and proposal to change the trail from Woodstock to Ngatimoti to an off-road trail.
- 3.2 To seek approval from the Operations Committee to progress with the route option 2A from Tapawera over the Baton Saddle to Woodstock and off-road from Woodstock to Ngatimoti.

4 Background and Discussion

- 4.1 In February 2018, MBIE approved its share of funding for completion of Tasman's Great Taste Trail Loop and Tasman District Council also confirmed continued support with its share of the funding.
- 4.2 Table 1 contains a summary of project funding and status. Five projects have been completed to date. Tasman District Council are not party to projects 2, 4 or 6. The funding agreed for Tapawera to Woodstock is \$1.38M.

Project	Project Name	Project Cost	Govt. Share	Comments
1	Wakefield to Wai-iti	\$ 772,000	\$ 386,000	Completed Sept 2019
2	Airport to Tahunanui	\$ 805,000	\$ 402,500	50% Complete Oct 2019
3	Norris Gully to Kohatu	\$ 453,000	\$ 226,500	Completed Dec 2018
4	Haven Road	NZTA Funded	NZTA Funded	Completed Oct 2018
5	Kohatu to Tapawera	\$ 781,000	\$ 390,500	Complete Oct 2020
6	Rocks Road	NZTA Funded	NZTA Funded	Pending NZTA Study
7	Tapawera to Woodstock	\$ 1,382,000	\$ 691,000	Combine Funding
8	Woodstock to Brooklyn	\$ 111,000	\$ 55,500	Combine Funding
9	Brooklyn to Motueka	\$ 465,000	\$ 232,500	Completion 2021-22
	TOTAL	\$ 4,769,000	\$ 2,384,500	

Table 1: Summary of project funding and status

- 4.3 The Business Case proposed a route along the Motueka River (route 1A), with an alternative option of forming the trail alongside the Motueka Valley Highway (route 1B, shown in Figure 1 below). The route is described as including quiet country roads, sections away from traffic and sections on scenic roads.
- 4.4 Over the past year, Nelson Tasman Cycle Trails Trust (NTCTT) has been investigating the best possible route for Project #7 (Tapawera to Woodstock). NTCTT has considered multiple routes on the alignment originally proposed in the business case and has consulted with all landowners along these routes (attachment 1).
- 4.5 There is currently no feasible route which combines the east bank and west bank of the Motueka River as originally indicated by the 2017/18 Business Case (route 1A). Access would rely on access over private property which is not considered likely in the medium term.

- 4.6 Route 1B alongside the Motueka Valley Highway is not favored, due to its proximity to a busy road, riding experience and restricted road reserve in places, and has not been further investigated.
- 4.7 The NTCTT has identified a new feasible route over the Baton Saddle (2A), a route which is seven kilometres longer than a direct Motueka River route (29km rather than 22km) and climbs easily (meets NZCT Grade 2 criteria for a Great Ride) over the Baton Saddle, rising by around 140m. Figure 1 shows the proposed route from Tapawera to Ngatimoti and the original Business Case Options. Attachment 2 shows the proposed route in detail.

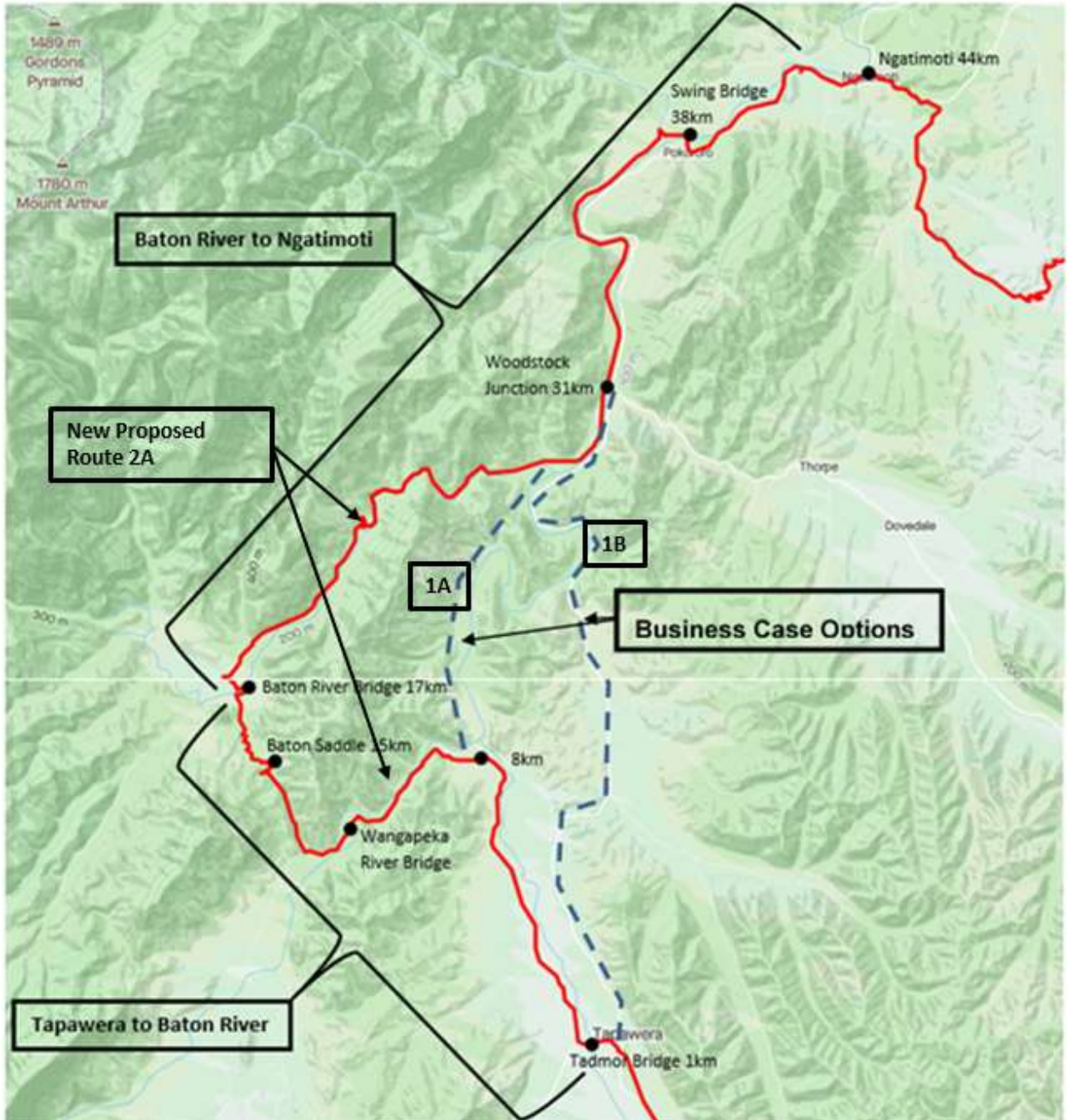


Figure 1: Tapawera to Ngatimoti Route Map

- 4.8 The proposed route 2A uses Tapawera-Baton Road for approximately 8km (as proposed by the Business Case Option 1A), then continues along the Tapawera-Baton Road to the Baton Saddle rather than use private roads. The route then continues along the Baton Valley Road (shown in Figure 2), a scenic route, and winding through native bush along the banks

of the Baton River. The route 2A then moves the trail off-road from Woodstock to Ngatimoti with a new trail constructed generally between the road and river.



Figure 2: Baton Valley Road

4.9 Route 2A compares favourably to route 1A in terms of on-road length and exposure to traffic volumes. The route has increased lengths on Tapawera-Baton Road (261 vehicles per day) and Baton Valley Road (76 vehicles per day) but is able to remove the Motueka River West Bank on-road section (428 vehicles per day) by constructing a new off-road trail between Woodstock and Ngatimoti. The table below compares on-road lengths and traffic volumes, all roads on the route 2A have low traffic volumes, less than 300 vehicles per day which meets the NZCT requirements for Great Ride Trails.

Option	Section Description	On road length (m)	Traffic volumes (Average Daily Traffic count)
Business Case Concept 1 (Route 1A)	Tapawera-Baton Road.	7560	261
	Combination of existing private roads and new trail along Motueka River.	5216	Unknown forestry and private traffic
	Baton Valley Road.	3730	76
	Motueka River West Bank Road (on-road).	11779	428
	Total on-road	28285	76 to 428
Proposed Option (Route 2A)	Tapawera-Baton Road.	17628	261
	New Tapawera-Baton to Baton Valley link track.	N/A	Nil.
	Baton Valley Road.	13481	76
	New off-road trail adjacent Motueka River West Bank Road.	N/A	Nil.
	Total on-road	31109	76 to 261

Table 2: Route Option Comparison of on-road lengths and traffic volume.

4.10 Route 2A is expected to cost significantly less than the original options 1A and 1B to reach Woodstock. This allows the existing budget to be used to form the off-road trail between Woodstock and Ngatimoti. Providing a newly constructed off-road trail and removing this section of the Great Ride from the Motueka River West Bank Road further enhances

Tasman's Great Taste Trail and moves it closer to the Trust's long term vision of a complete off-road loop around the Tasman Region.

- 4.11 MBIE has approved this proposal and confirmed the route would meet the NZCT Grade 2 standard and has provided a funding agreement for our approval.
- 4.12 The route has been approved by the Nelson Tasman Cycle Trails Trust, which consists of a number of trustees and members that include businesses providing tourist services on the trail.
- 4.13 The route has been ridden by a number of the trustees and their friends who have found the route a positive experience - *"I took a group of 65-72 yr old woman through the route recently and they loved it – did not find the small amount of traffic an issue"*.

5 Options

- 5.1 The proposed option is the only feasible option available at this stage. The options are therefore limited:

Option	Advantage	Disadvantage
Option 1 – continue with proposed route 2A (preferred option)	<ul style="list-style-type: none"> The route is feasible now and compares favorably to the original concept routes The route allows an off-road trail between Woodstock and Ngatimoti. Overall, reduced exposure to traffic. 	Some users on the additional sections of Tapawera-Baton Road and Baton Road will be affected that would otherwise not have been affected.
Option 2 - continue to negotiate the original route 1A	The original route along the Motueka River is likely to have its own unique features that will be bypassed by route 2A.	<p>The route is unlikely to succeed in the short to medium term and results in cyclists being exposed to more on-road length and with higher traffic volumes.</p> <p>Failure to complete the trail within the timeframe approved by MBIE risks losing government funding.</p>

- 5.2 The preferred option does not limit the possibility of a future alignment along the Motueka River if planning and future budget is allocated to this. This is most likely feasible after forestry harvest in around 10 years' time.
- 5.3 Not all users will be comfortable with the on-road sections. Providing a full off-road circuit would provide a very high level of service but will increase the cost significantly and is not considered feasible within existing budgets. This has therefore not been considered further. A full off-road trail was not proposed by the original business case.

6 Strategy and Risks

- 6.1 Guidance on the level of risk inherent in designing a Great Ride, including it's on road sections is taken from well-established national design guidance. To ensure an acceptable quality and level of risk MBIE also require all newly built sections to be approved by a ministry recognized Master Trail Builder. NTCTT meet this requirement.

7 Policy / Legal Requirements / Plan

- 7.1 The proposed route is generally in accordance with Council's Long Term Plan of completing Tasman's Great Taste Trail cycle loop.

8 Consideration of Financial or Budgetary Implications

- 8.1 The preferred option has no additional budget implications to Tasman District Council. All options investigated work to the budgets already approved by Council to complete Tasman's Great Taste Trail as per the 2017/18 Business Case.
- 8.2 MBIE has approved its cost contribution to the proposed option.

9 Significance and Engagement

- 9.1 The NTCTT has spoken to a number of landowners along the proposed route regarding access over their land where an option requires it.
- 9.2 Other interested individuals have also been consulted with, including a representative of the Tapawera and Districts Community Council. They raised concerns over safety of the on-road sections, but after discussion accepted that the proposed route is the best way forward.
- 9.3 The Ngatimoti School is also very supportive of the off-road section of trail to Ngatimoti. A letter of support is attached.
- 9.4 No other community wide consultation has occurred.
- 9.5 The following table describes the level of significance of this decision. Overall the significance is considered low.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	There is strong interest from the local communities however, the decision relates to progressing with a current feasible route (2A) that compares favorably with original concept route options (1A & 1B) or delaying progress of Tasman's Great Taste Trail to continuing with negotiations along the original concept routes.
2.	Are there impacts on the social, economic, environmental or cultural	Low	There is strong interest from the local communities however the difference between route options is low.

	Issue	Level of Significance	Explanation of Assessment
	aspects of well-being of the community in the present or future?		
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The route allows future upgrades and realignments when property negotiations and budgets allow.
4.	Does this activity contribute or detract from one of the goals in the Tasman Climate Action Plan 2019 ?	Neutral	The route options are similar.
5.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	No	
6.	Does the decision create a substantial change in the level of service provided by Council?	No	The recreational level of service of the proposed route is similar to the original concept options.
7.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	There are no additional budget implications.
8.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
9.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
10	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
11	Does the proposal require inclusion of Māori in the decision making process (consistent with s81 of the LGA)?		

Item 9.3

10 Conclusion

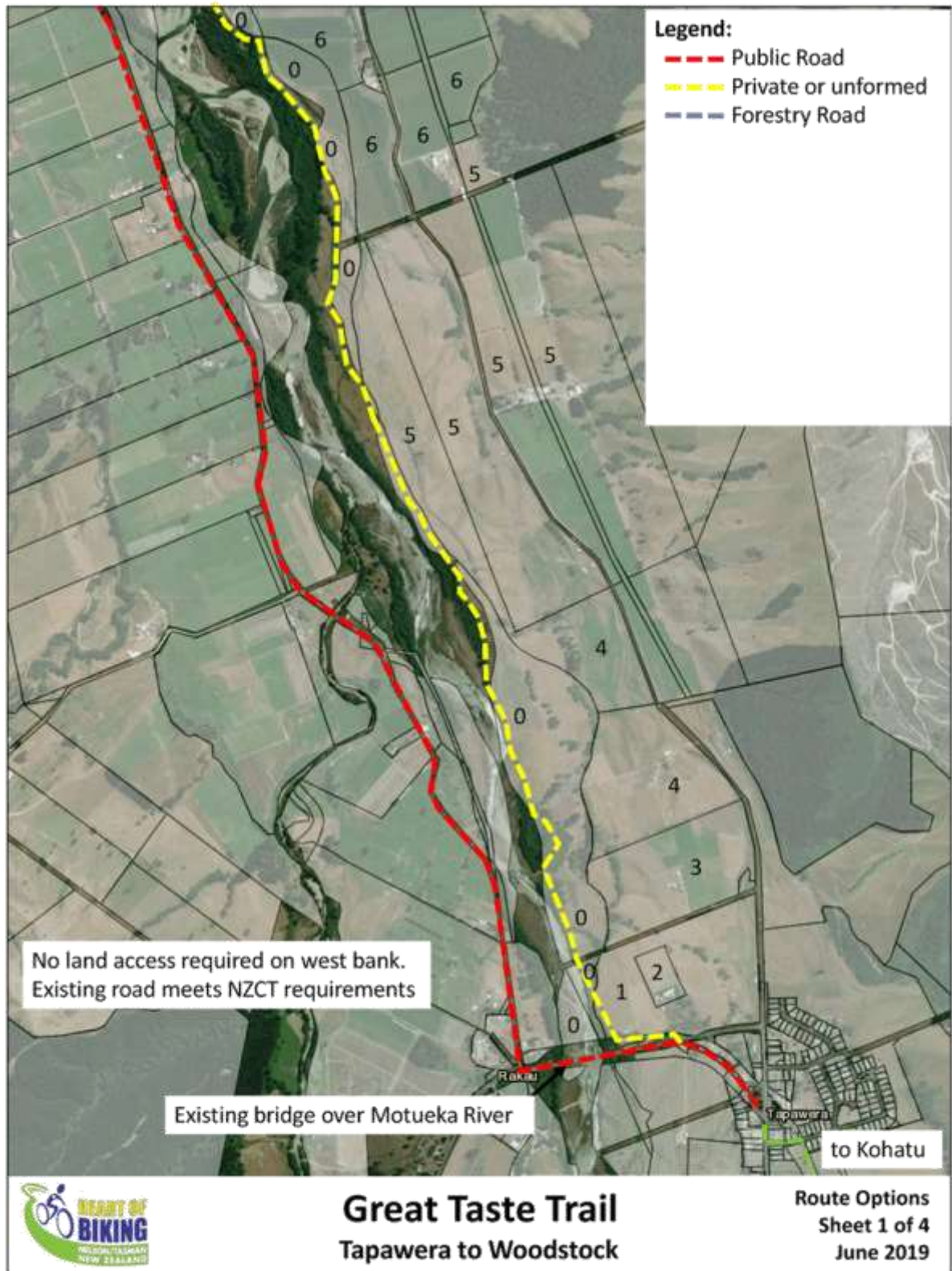
- 10.1 The original concept between Tapawera and Ngatimoti was for a route along the Motueka River which includes trails, quiet country roads and the Motueka River West Bank Road. The proposed option (2A) compares favourably with the original options in terms of distance on-road and exposure to traffic and is feasible now.

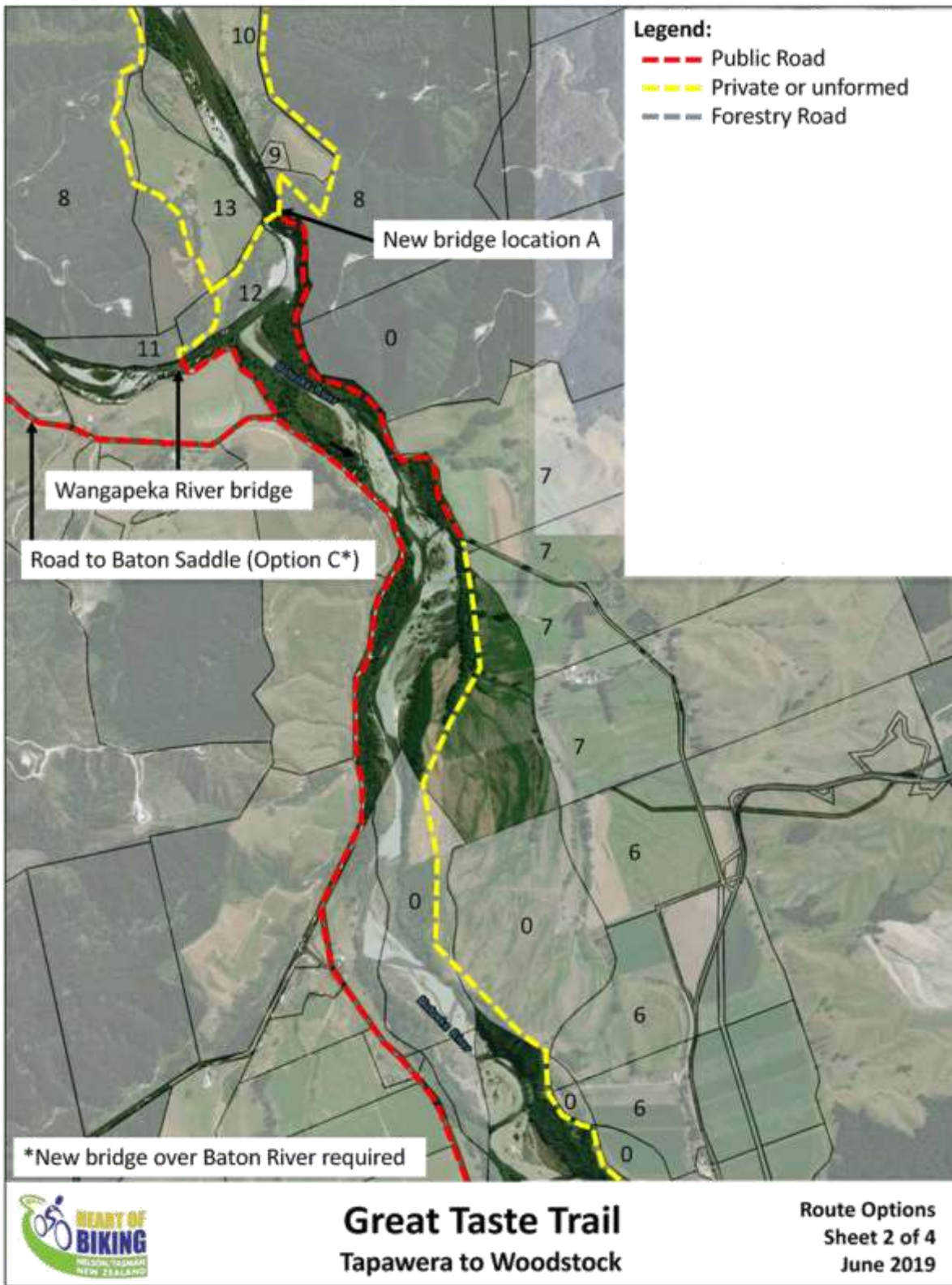
11 Next Steps / Timeline

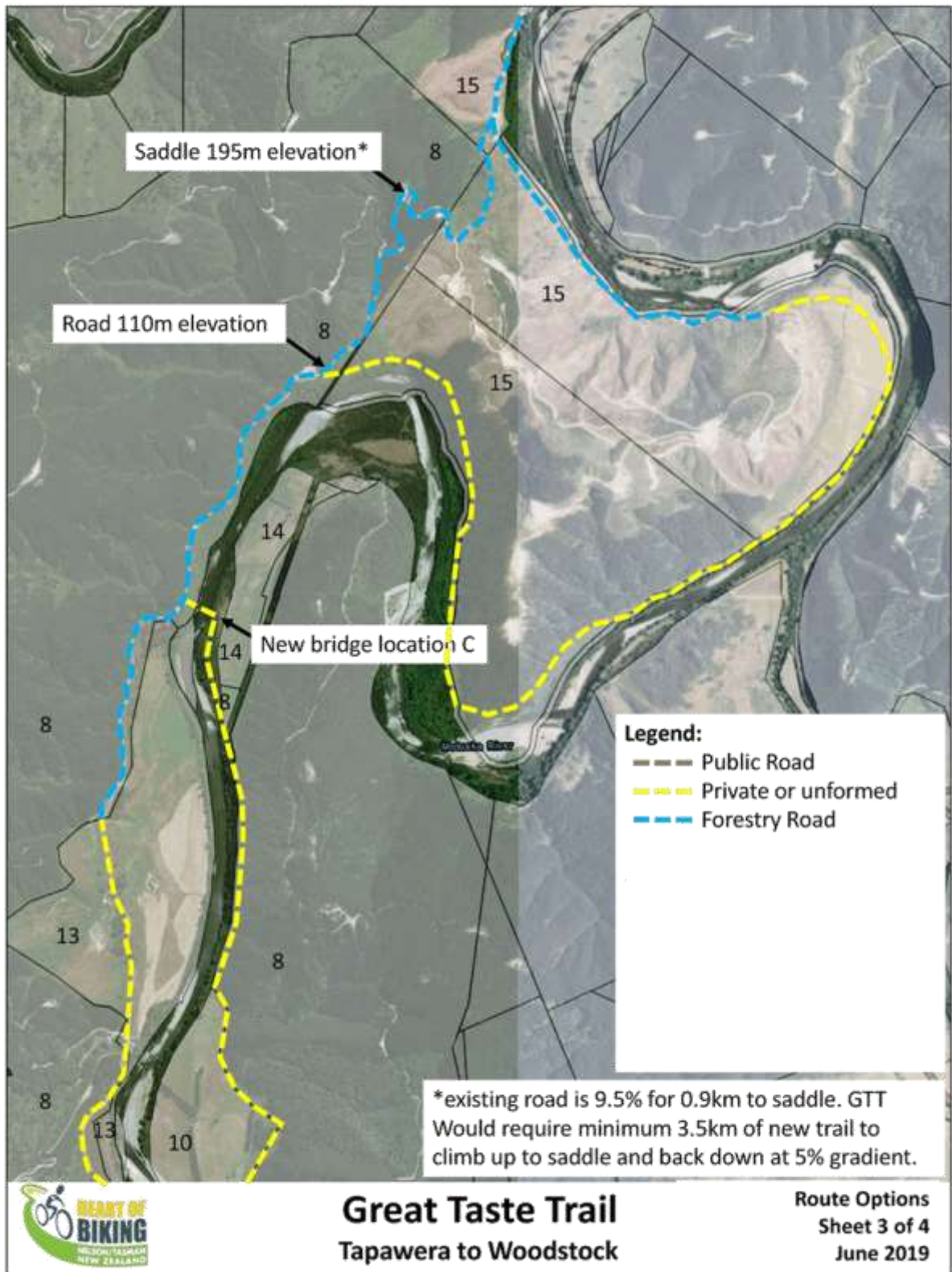
11.1 If the Committee approves the proposed route, staff will commence with design and planning of the route immediately

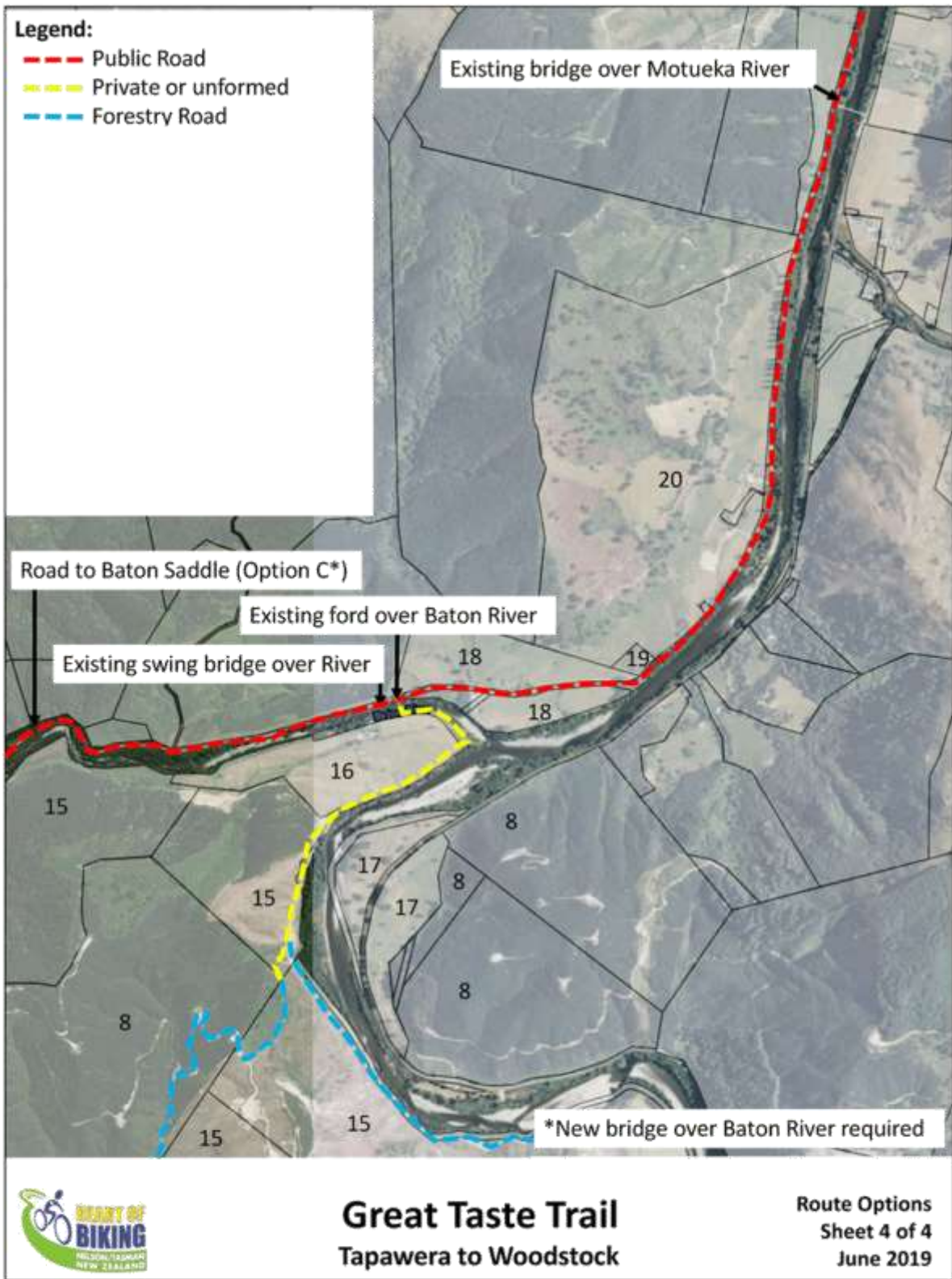
Attachments

1. ↓	Tapawera to Woodstock - Route Options	27
2. ↓	Tapawera to Ngatimoti Route	31
3. ↓	Ngatimoti School letter of support	37



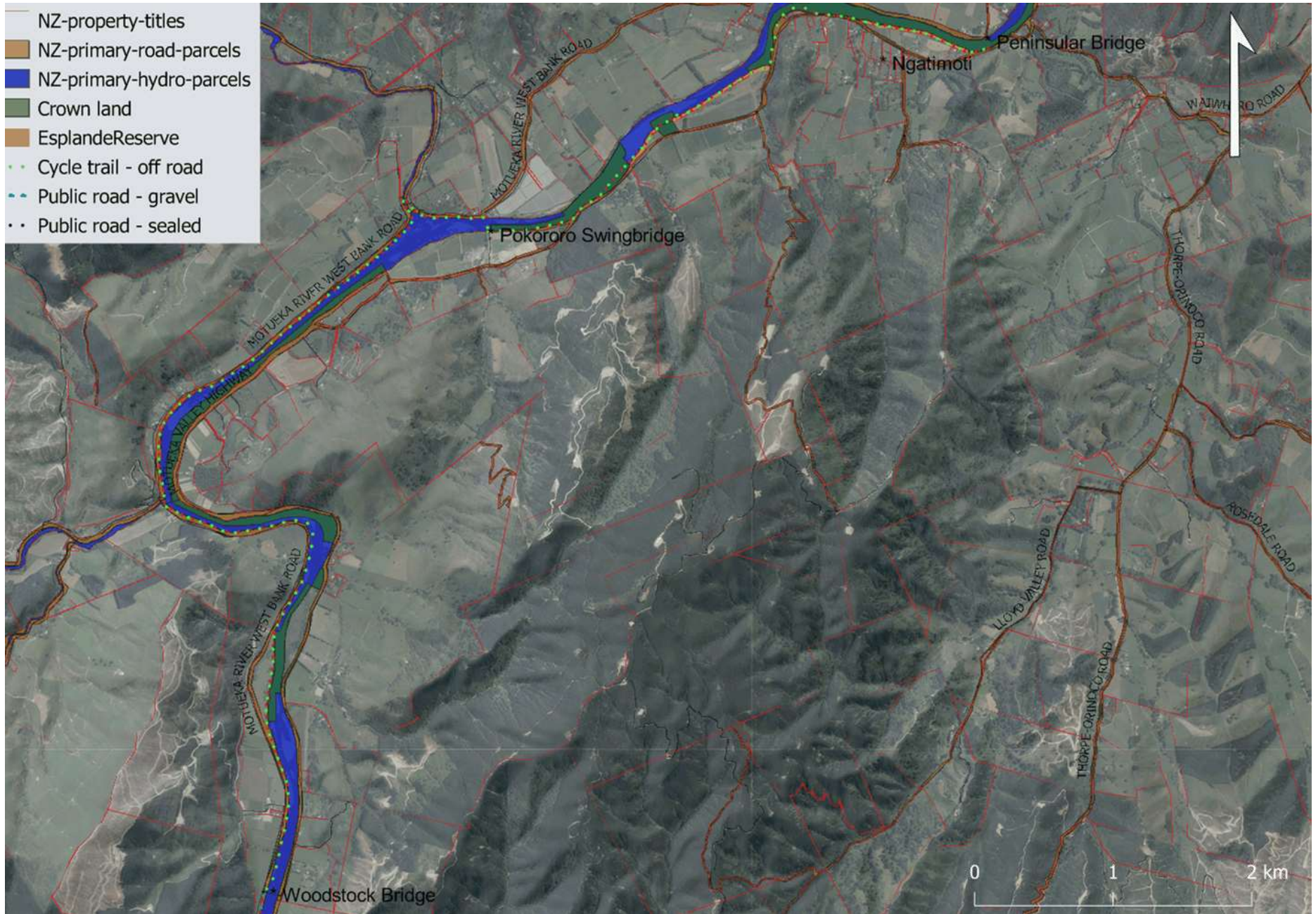


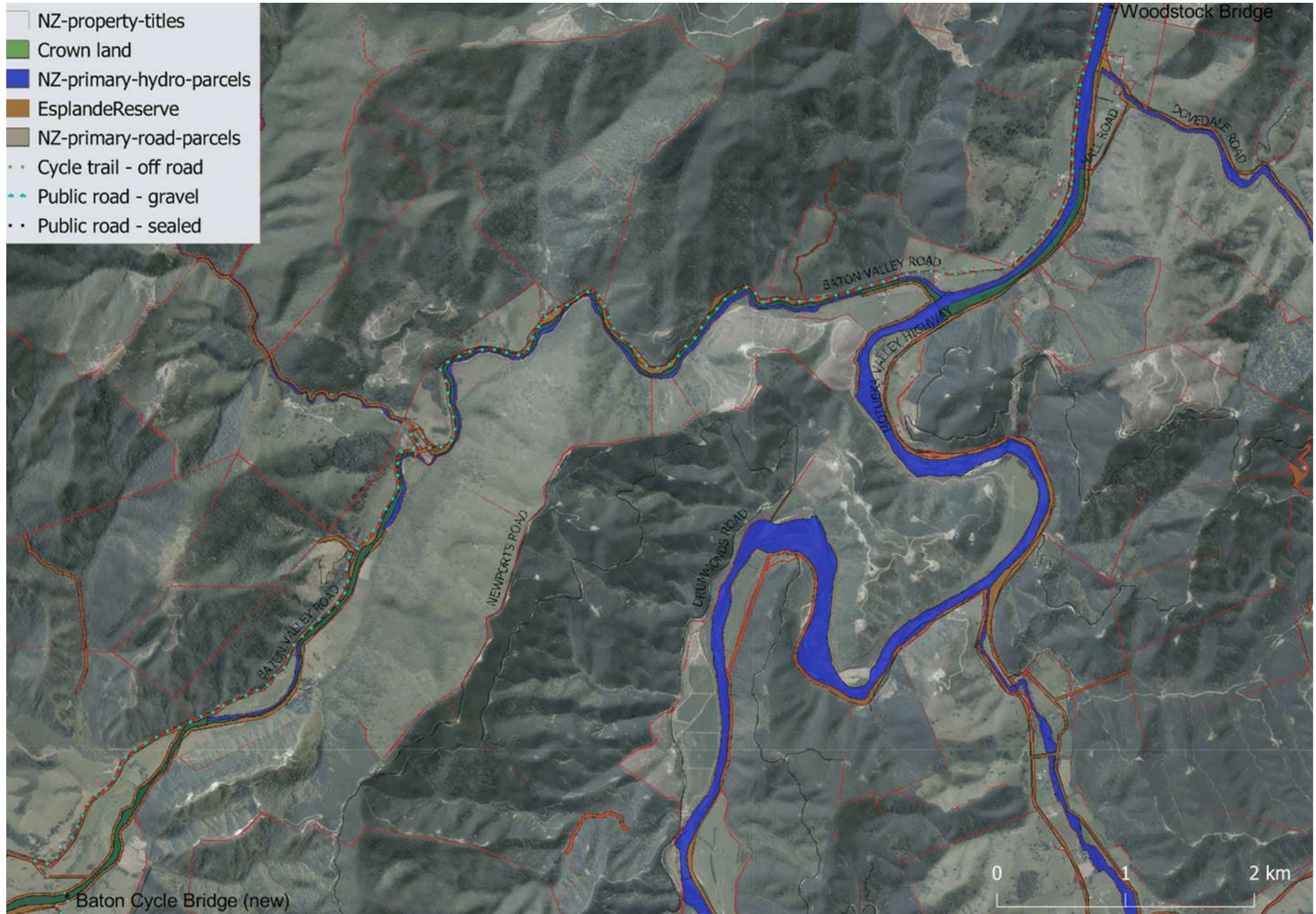


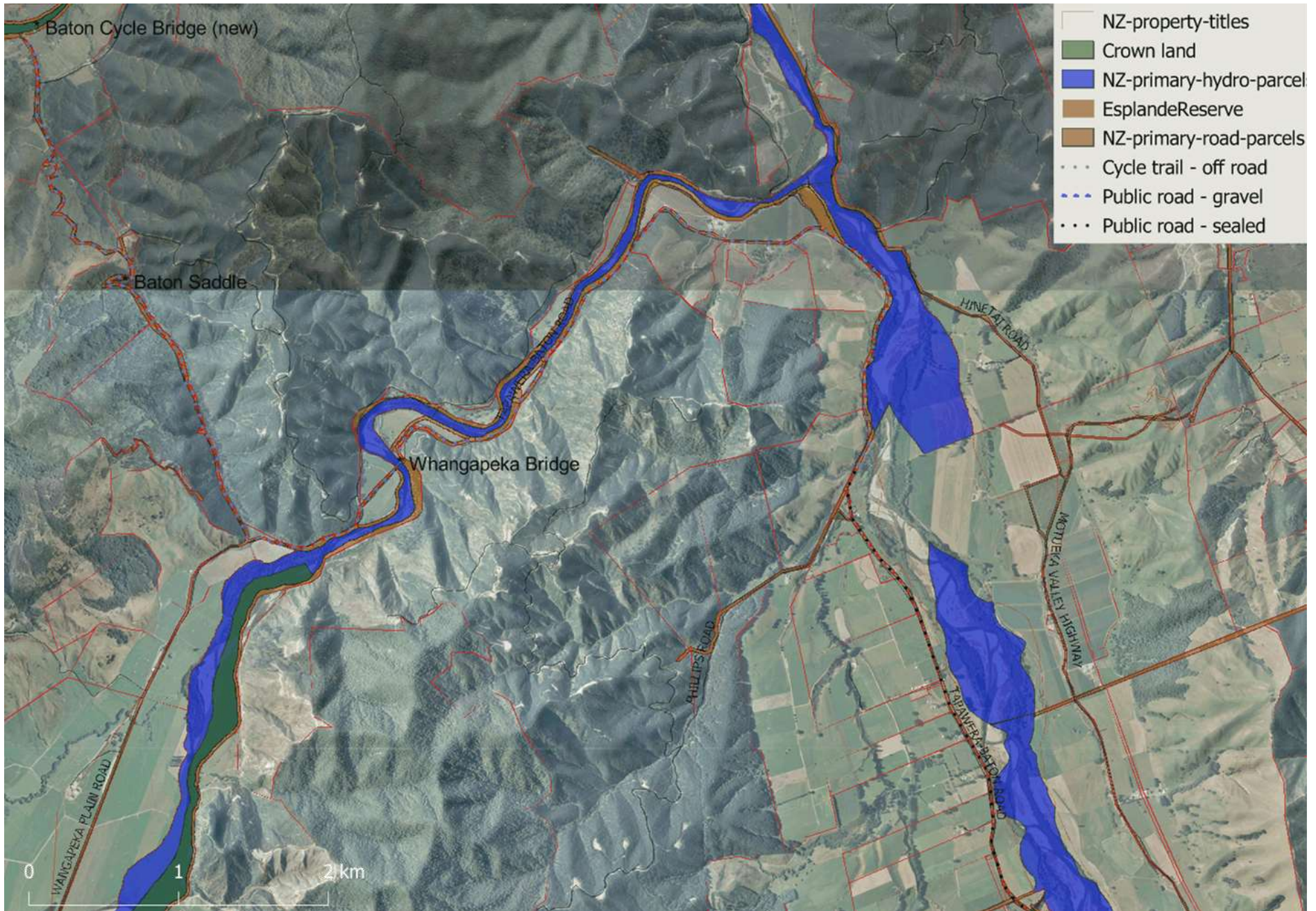


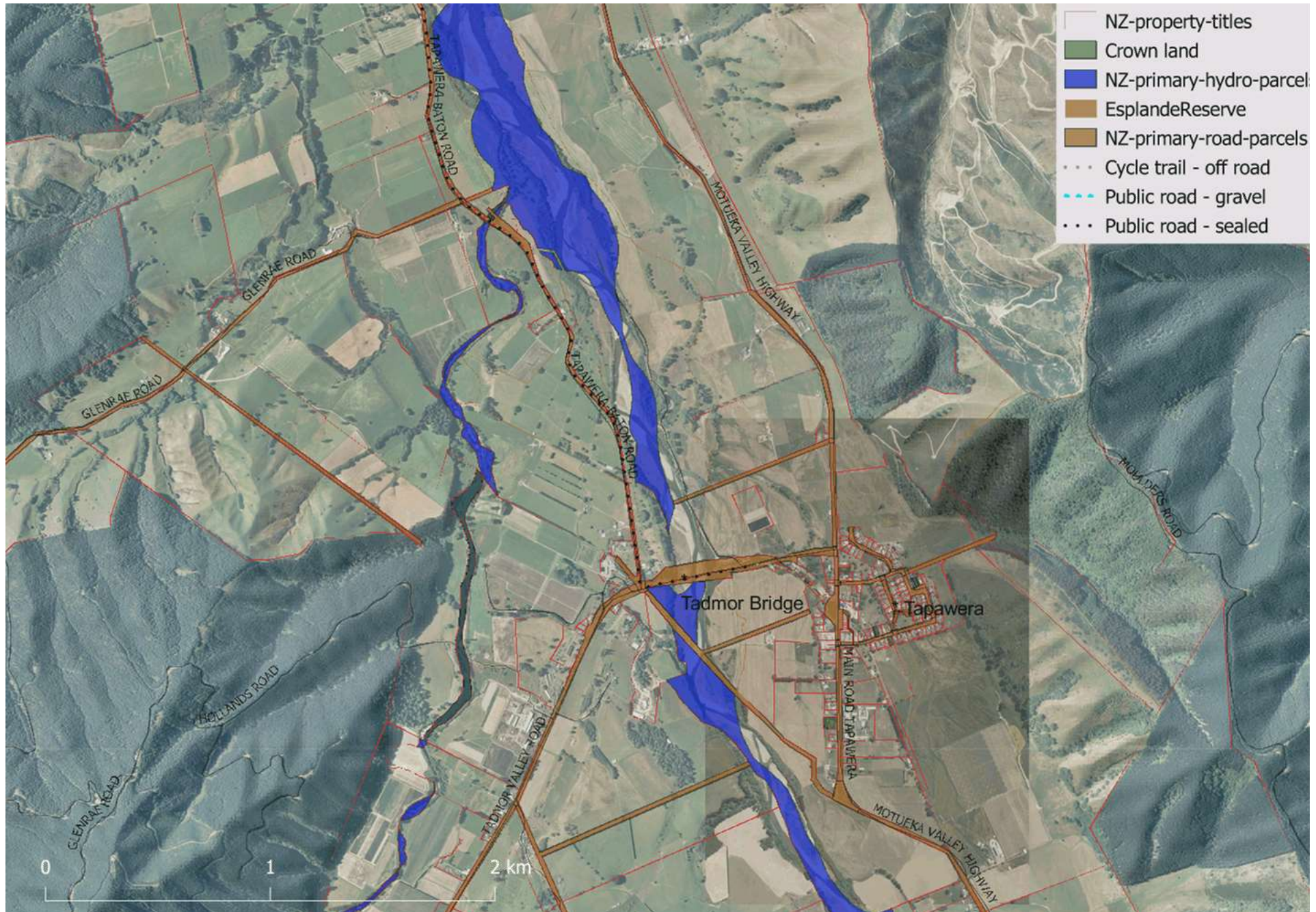
Great Taste Trail Tapawera to Ngatimoti













21 April 2020

To whom it may concern

Ngatimoti School is very supportive of the continuation of the cycle trail, and particularly the Motueka River leg of this. We are strong supporters of the outdoors and of community. Our school has strategic goals based on enhancing well-being, developing our identity and being creative.

Well-being Goal: We want our learners to be healthy and active contributors.

Identity Goal: We want our learners to understand where they fit in the world.

Creativity Goal: We want our learners to understand there are many ways to achieve.

Having a cycle trail in our neighbourhood would bring a myriad of benefits to our school community.

- It would promote greater levels of fitness and activity, with increased safety levels for all.
- The community would have further opportunities to connect through enhanced accessibility to each other.
- The cycle trail would complement the beauty of the Motueka River, which we are all very proud of.
- Providing increasing access to many of the river's picturesque spots could allow for more family time in the neighbourhood.
- Having our students involved in aspects of this programme, e.g. planting or helping maintain areas of the trail, would teach responsibility and shared ownership.
- The increased safety that a cycle trail would provide could allow students to cycle to school, giving greater independence.

Our students have already had an impact with their signs they designed in partnership with TDC, to remind drivers to 'share the road'. Unfortunately with the increased traffic on our roads, these signs are not sufficient to make the roads safe enough for many to cycle. The cycleway would be fantastic.

Yours sincerely

Ali Turner

Principal - Ngatimoti School



Greenhill Road, RD1 Motueka 7196 Tel: 035268842 or 0275268842 Fax: 03 526 8872
office@ngatimoti.school.nz

9.4 DART FORD MANAGEMENT OPTIONS

Decision Required

Report To: Operations Committee
Meeting Date: 18 February 2021
Report Author: Brian McManus, Road Maintenance Programme Leader; Jamie McPherson, Transportation Manager
Report Number: ROC21-02-4

1 Summary

- 1.1 Dart Ford on Wangapeka River Road serves one rateable property but provides access to Wangapeka Track, a tramping route in Kahurangi National Park, and other recreational opportunities in the Park.
- 1.2 Managing the existing concrete ford is challenging due to the buildup of gravel, and frequent high water level and velocity which create risk to road users.
- 1.3 A range of options have been considered for managing the ford, including closing it, maintaining it, improving it, and replacing it with a bridge.
- 1.4 Staff recommend that an option involving capture and management of gravel upstream of the ford structure be further investigated.

2 Draft Resolution

That the Operations Committee:

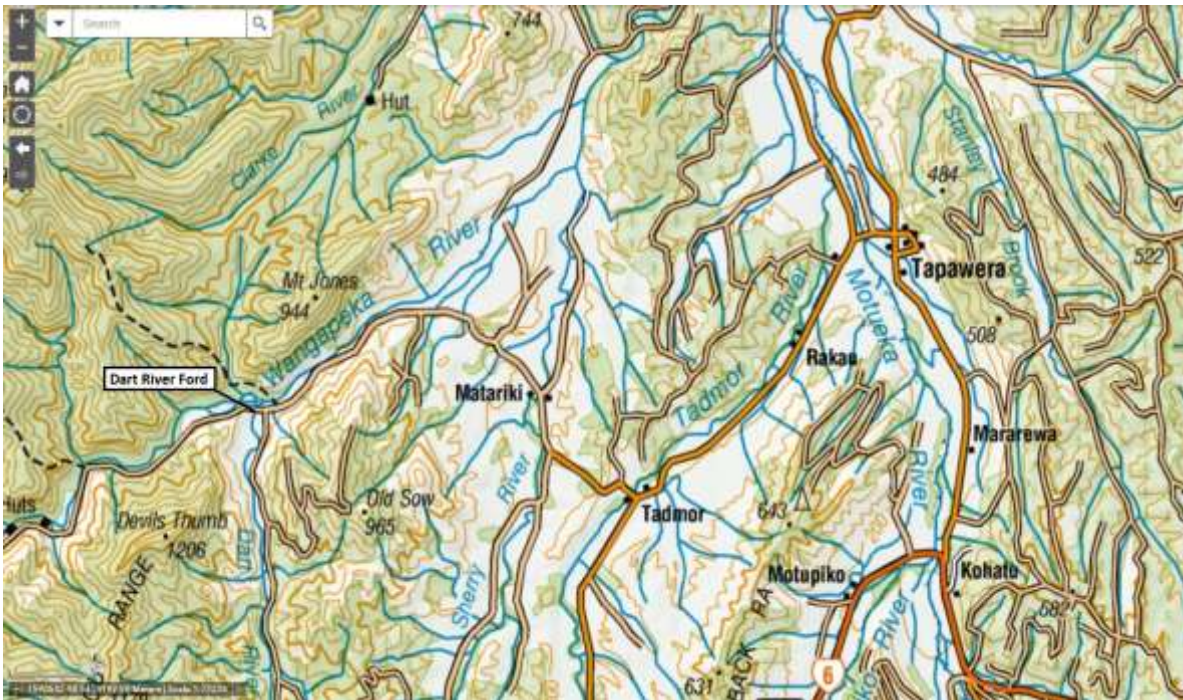
- 1 receives the Dart Ford Management Options ROC21-02-4; and**
- 2 acknowledges that staff are already implementing the do minimum Option 1; and**
- 3 instructs staff to further investigate Option 4 – install gravel trap**

3 Purpose of the Report

- 3.1 The purpose of this report is to:
- outline options for managing or improving the Dart River Ford following concerns raised by the Tapawera Districts Community Council (TDCC); and
 - seek approval to investigate further staff’s recommended option.

4 Background and Discussion

4.1 The Dart River Ford is located on Wangapeka River Road in the Tadmor area. The ford only serves one rateable property but provides access to the Wangapeka Track, a tramping route in Kahurangi National Park, and other recreational opportunities in the Park.



Catchment and Hydrology

- 4.2 The Dart River catchment area is approximately 81 km² with steep terrain on all sides. This means that even a moderate rainfall event has a rapid impact on the rivers volume and velocity.
- 4.3 The Tasman District Council’s Hydrology team have determined that a flow rate of 40 cumecs (m³/s) in the Wangapeka River (the closest monitoring station to the Dart River Ford) be used as an indicative safe threshold for crossing the river. This roughly equates to a depth of 150 to 200mm of water flowing over the Dart River ford. Although not a particularly deep threshold, for safety, other considerations such as the relatively high velocity of the river flow and the likelihood of unsuitable vehicles tempting to cross the ford in an isolated area have had to be taken into consideration and a conservative level set.

Flow for last 30 days at Wangapeka at Walter Peak



Figure 1 – Graph of Wangapeka river flow for period 25 December 2020-25 January 2021.

- 4.4 Figure 1 is a graph taken from the Council website in late January which highlights the rapid rise and fall of the Wangapeka and Dart Rivers. Although the graph is from the Walter Peak monitoring station on the Wangapeka River the Hydrology team have confirmed that there is a direct correlation between the two rivers and similar rates in flow change can be inferred. Note the 40 cumec point on the vertical axis and how quickly the river rose to dangerous levels.
- 4.5 On average the Wangapeka flow rate exceeds the 40 cumec safety level 27 times per annum, and the maximum continuous exceedance was for 19 days (2011).

Ford History

- 4.6 The ford was constructed by the NZ Forest Service some decades ago, with responsibility for the ford handed over to the Council in about 1989. Staff were unable to find any as-built information in the Council's archives.
- 4.7 The fords construction is of a concrete layer and apron laid on the river bed upon which a concrete base has been constructed. The ford is 56m in length, 3.6m wide and 0.75 -1.0m in height from the top of the ford to its base. At some point it appears another 100mm layer of concrete was added to the original base and a cattle stop installed.
- 4.8 A series of 16 x 450mm culverts run through the base which allowed water to flow through.
- 4.9 The relatively small size of the culverts mean they are prone to getting blocked by river gravels, cobbles and boulders, which are typically up to and exceeding 450mm in diameter. In recent years, the amount of gravel coming down the river has been significant meaning the culverts are often blocked, and as a result water commonly flowed over the top of the ford. The Council has not been able to provide resources to ensure the culverts are kept clear all, or even most of, the time.
- 4.10 The most recent clearance of gravel build-up from the ford took place in December 2020, at a cost of \$3,000. This type of activity has occurred sporadically over the years. A larger clear-out in 2014 following a flood involved several days of work costing in excess of \$10,000.



Figure 2. Dart Ford in 2011, showing footbridge in background. Also note large boulders which are typical in the Dart River.

- 4.11 Up until 2014 a footbridge existed to allow trampers to cross the river during periods of high flow. It was thought that due to the unpredictable nature of the river a footbridge would allow trampers to park up at the ford and cross the bridge thereby removing the risk of being stranded with their vehicles on the other side. From reports back to staff it appears this was only moderately successful due to the actual start of the Wangapeka Track was some 8km from the ford.
- 4.12 The original footbridge was constructed in about 1999 as a cost share between DOC, the Council and the upstream landowner. After a flood in 2014 which severely damaged the footbridge, it was removed as funds were unable to be secured for its repair or replacement.
- 4.13 Concerns were raised by members of TDCC in 2019 regarding the height of the ford crossing and unsuitable vehicles, often with drivers not used to NZ driving conditions, trying to cross when they shouldn't. Council Staff determined that the most effective action to increase safety at the ford was to install rock rip-rap on the downstream side, with a recoverable gradient, to prevent vehicles from being swept away during periods of higher flow.
- 4.14 The unavoidable consequence of the rock rip-rap installation was that the existing culverts would become effectively redundant. As the culverts blocked almost constantly anyway and given the unacceptably high risk of vehicles being swept from the ford in higher flows, it was considered an acceptable outcome.
- 4.15 Water depth gauges were also installed to inform ford users of the current water depth.



Figure 3. Dart Ford current state. Note the rock ramp/apron on the downstream (left) side that will act to prevent cars from being swept away in higher flows.

- 4.16 Council staff have approached DOC staff several times over the years for funding assistance for ford improvements, including reinstating a footbridge, without success.
- 4.17 Further concerns from the TDCC have been raised regarding the rock rip-rap installed and how the ford, which used to be dry for periods in the summer months, now has an almost constant flow over it, albeit at mostly low levels.

Traffic Volumes

- 4.18 Data supplied by DOC for Prices Clearing, above the Dart Ford, show that traffic varies over the year with the available data showing a peak average of 16 vehicle movements per day in April 2019. We have requested more recent data from DOC but have not had a reply at the time of preparing this report.

5 Options

- 5.1 A range of options has been considered. Table 1 summarises these options.
- 5.2 Common to all options that involve maintaining the existing ford, is the need to replace the concrete ford at some time in the future. This is not expected to be required for at least 40 years, at a cost of approximately \$200,000.

Option 1 – Upgrade Warnings and Notifications

- 5.3 Adding measures such as green/red zones to the depth gauges, and more obvious and informative warning signs approaching the ford, is considered a minimum to improve safety in the short term. These measures are already underway, using existing road maintenance budgets.

Option 2 – Do Nothing

- 5.4 Having reviewed the site, staff consider that the risks of doing nothing are unacceptable. The existing warnings do not adequately assist ford users to understand when it is likely to be unsafe for them to attempt to cross the ford.

Option 3 – Install Crossing Gate

- 5.5 This is not a preferred option given the dynamic nature of the Dart River, it would require a 24/7/365 response commitment and only one side could be safely locked. Given the fords remote location with no cell coverage its thought this is not a practical solution.

Option 4 – Install Gravel Trap (recommended option)

- 5.6 This would involve placing a structure, such as a rock weir, upstream of the ford to intercept the ongoing gravel bedload which currently builds up on the ford. If effective, this option could enable the existing ford culvert pipes to be kept clear a significant majority of the time, making the ford safer to use. The gravel trap would require regular maintenance to remove the gravel buildup and place that downstream of the ford. It is possible that the existing rock on the downstream side of the ford could be repurposed for the gravel trap structure, however this would mean a return to the prior situation with a vertical drop of up to 1m on the downstream side of the ford.
- 5.7 Further investigation would be necessary to confirm the viability of this option including survey, riverbed analysis, consenting issues, and preliminary design.

Option 5 – Remove Rock and Increase Ford Maintenance

- 5.8 This would mean the reinstatement of the culverts running through the ford, which would increase the likelihood of the ford surface being dry during summer months and periods of low rainfall. It would mean increased monitoring and maintenance costs in an attempt to keep the culverts clear of blockages from ongoing gravel buildup. It would also mean the reinstatement of the up to 1m vertical drop off on the downstream side. Any vehicle that was accidentally driven or was swept off the top of ford would have no chance of recovering and most likely be flipped on its side or roof making escape extremely difficult and increasing risk of drowning.

Option 6 – Install new bridge

- 5.9 Initial concept work suggests the most suitable style of bridge would be one similar to that installed on Carters Road in Golden Bay (2018). Assuming the ground conditions were similar, the same type of foundations and piers as Carters (large diameter single bored piles) could be used. Also like the Carters bridge it would only need to be designed for Class 1 (0.85HN) loadings given the strong likelihood of no current or future need to accommodate HPMV's, which would provide cost savings. A secondary flow path already exists on the Wangapeka Track side of the river so this would mean the bridge wouldn't have to be as high as it would otherwise. With a total length of 45m, the bridge is estimated to cost \$900,000. It is unlikely to meet NZTA criteria for subsidy.

Option 7 - Install large box culvert crossings on or within existing ford

- 5.10 This option is not considered viable given the dynamic nature of the river. With the periodic high volume/high velocity flows in the Dart River large amounts of detritus or raft material (effectively trees and other vegetation) could be swept down and build up quickly on the sides of the culverts exposing them to extremely high lateral loadings which could lead to

significant damage/failure. Given this inherent vulnerability and the expected cost of the culverts, a new bridge construction would be a more effective option.

Option 8 – Close ford to the public and cease Council maintenance

5.11 This option is not considered viable as it would likely have the effect of making the Wangapeka Track and nearby parts of Kahurangi National Park inaccessible to most people. It would impact the ratepayer above the ford, and generate negative feedback in the community.

5.12 Table 1 summarises options that have been considered. We have estimated ‘whole-of-life’ costs as Present Value in accordance with NZTA monetised benefits and costs manual. We have also assessed the relative residual risks to road users.

Option	Rough Order Costs			Pros	Cons	Relative Residual Risk
	Capital	Maintenance	Present Value Whole-of-life (40 years)			
1. Upgrade warnings and notifications (do-minimum option)	\$5,000	\$12,000/year	\$288,390	Better informs road users of risks. Low whole of life cost	Risk of inappropriate crossing decision remains. Water still flowing across ford.	High
2. Do nothing	\$0	\$12,000/year	\$283,890	Lowest cost.	Highest risk. Water still flowing across ford.	High
3. Install crossing gate	\$10,000	\$22,500/year	\$499,894	Significantly reduces risk of inappropriate crossing.	Resource intensive to manage properly. High whole-of-life cost. Water still flowing across ford. Reduces availability of ford and access to Track and property.	Moderate
4. Install gravel trap (recommended option)	\$100,000	\$12,000/year	\$380,273	Allows water to flow through culverts, leaving ford surface dry more often for safer crossings. Reasonable whole-of-life cost.	Reinstates vertical drop on downstream side. Actual maintenance costs may be higher than estimated. Resource consent may not be granted.	Moderate
5. Remove rock and increase maintenance	\$10,000	\$24,000/year	\$536,202	Allows water to flow through culverts, leaving ford surface dry more often.	Reinstates vertical drop on downstream side, increasing risk of serious harm. High whole-of-life cost.	High
6. Install new bridge	\$900,000	\$1,000/year	\$885,555	Safe, all-weather crossing.	Very high cost for low-use. Risks setting a precedent of	Low

					expectation for improving other fords	
7. Install large box culvert crossings on or within existing ford	\$300,000	\$12,000/year	\$572,573	Allows water to flow through culverts, leaving ford surface dry more often.	Risk of damage to structure incurring high maintenance costs.	Low
8. Close ford to the public and cease Council maintenance	\$10,000		\$10,000	Significantly reduces risk of inappropriate crossing. Lowest whole-of-life cost to Council.	Severely limits access to Wangapeka Track. Affects property access to one ratepayer.	Low

6 Strategy and Risks

- 6.1 Table 2 provides an assessment of risks to road users of each option.
- 6.2 Key risks to road users of the existing ford relate to crossing the ford when water levels exceed 'safe' levels. The water level is a function of rainfall, and gravel buildup immediately upstream of the ford.
- 6.3 Existing controls at the ford consist of signage, which is not considered an effective control. Some kind of physical intervention would be more effective although this comes at a cost.
- 6.4 Option 7, closing the ford to general public and ceasing Council maintenance would generate negative feedback from road users and the local community. It would likely have the effect of making the Wangapeka Track and nearby parts of Kahurangi National Park inaccessible to most people.

7 Policy / Legal Requirements / Plan

- 7.1 Undertaking any new work in the riverbed of Dart River near the ford is likely to trigger the need for resource consent(s).

8 Consideration of Financial or Budgetary Implications

- 8.1 Options 1, 2, 4 and 8 may be accommodated within existing budgets.
- 8.2 All other options would require allocation of increased budgets to cover either capital costs, maintenance costs, or both.

9 Significance and Engagement

- 9.1 Overall the significance of this decision is considered low. It is of high interest to the local community, and further consultation directly with TDCC and nearby residents is recommended. If option 3, 5, 6 or 7 are preferred, the increased budget requirements may require amendment to the draft 2021 Long Term Plan.

9.2 Initial engagement with representatives of TDCC prior to assessment of the options presented in this report showed that the community have a strong preference for a new bridge to be installed (option 6).

9.3 Further engagement with TDCC and the local community will be required on the Council's preferred option.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	Low use road
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	Unlikely to have significant effect on economic, environmental or cultural well-being of the community.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	
4.	Does this activity contribute or detract from one of the goals in the Tasman Climate Action Plan 2019 ?	Low	
5.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Roads are a strategic asset but this relates to an isolated part of a low-use road.
6.	Does the decision create a substantial change in the level of service provided by Council?	Low	
7.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	
8.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	
9.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	N/A	
10	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	
11	Does the proposal require inclusion of Māori in the decision making process (consistent with s81 of the LGA)?	Low	Relates to an existing road asset

10 Conclusion

- 10.1 Dart Ford on Wangapeka River Road present risks to road users. Reducing the risk by any significant amount will require allocation of additional funding.
- 10.2 Some reduction in risk can potentially be gained at reasonable cost by installing a structure upstream of the ford to act as a gravel trap, and enable the ford culverts to convey water beneath the ford running surface (option 4). This option requires additional investigation to confirm its viability.

11 Next Steps / Timeline

- 11.1 Staff will work to implement the approved option, and engage further with key stakeholders including TDCC, DOC and nearby residents.
- 11.2 Option 1 is considered the do-minimum option, and is already underway.

Attachments

Nil

9.5 PROGRAMME MANAGEMENT OFFICE - POST COVID-19 STIMULUS FUNDING PACKAGES

Information Only - No Decision Required

Report To: Operations Committee

Meeting Date: 18 February 2021

Report Author: Richard Kirby, Engineering Services Manager; Chris Blythe, Programme Delivery Advisor; Anette Becher, Reporting and Insight Analyst - PMO

Report Number: ROC21-02-5

1 Summary

- 1.1 This report outlines progress with the establishment of a Programme Management Office to oversee and coordinate the delivery of projects funded or partially funded by various government departments as part of the post-Covid-19 Stimulus Funding Packages.

2 Draft Resolution

That the Operations Committee receives the Programme Management Office - Post COVID-19 Stimulus Funding Packages Report ROC21-02-5

PROGRAMME MANAGEMENT OFFICE - POST COVID-19 STIMULUS FUNDING PACKAGES

3 Purpose of the Report

- 3.1 To provide an update on the establishment of the Project Management Office (PMO) and on the delivery of projects funded or partially funded by various Government departments as part of the post-Covid-19 Government Stimulus Funding packages.

4 Programme Management Office (PMO) Update

- 4.1 The total value signed off is \$30.5 million and this may increase to \$46.4 million if all pending applications and funding for multi-year projects that require annual re-approval are granted.
- 4.2 The cash flow profile shows that spending has ramped up slowly, which is expected due to the need to prepare, tender, and procure before commencing actual work. It is expected that the spending profile will step up in the next month or two as construction work begins.
- 4.3 Two of the environmental projects have been invited to continue to the next phase of the multi-step application process. They require the provision of specific delivery plans to progress to the next decision point before sign off.
- 4.4 The total value of the Teapot Valley restoration project continues to be negotiated and this figure has continued to change as funder and applicant seek to balance available funds with ability to deliver.
- 4.5 The funding agreement for weed removal from Significant Natural Areas has been received and is undergoing legal review. The funding applicant is Kotahitanga mō te Taiao (“the Alliance”), and the funding will be distributed among the three Councils in the Top of the South. While the total amount under negotiation is \$6.0M, how much of this will be apportioned to the Tasman District Council is yet to be finalised.
- 4.6 Uncertainty about the total final value continues while projects are in the pre-sign-off phase.
- 4.7 There are currently 16 separate active projects across the programme (down from 18); the total number of accelerated 3 Waters projects has reduced by one, as CIP funding for the Richmond Hill Street High level Water Mains project has been reallocated to the Pomona Road Reservoir project to cover a significant funding shortfall. The Collingwood Memorial Hall Interior repainting project has been completed successfully and is no longer active.
- 4.8 The remaining three Town Hall and Memorial projects and the two roading projects are close to completion. Both have exceeded Government employment targets.
- 4.9 The top three programme risks are associated with the Wilding Conifers project (fire risk and helicopter use) and land access for the Emergency Storage Tank project. All three risks have management plans in place.
- 4.10 The Programme Management Office (PMO) is working with the Leadership Team to identify and assess systems that will further advance portfolio and project management and will benefit the Stimulus projects as well as other projects across Council functions.

PROGRAMME MANAGEMENT OFFICE - POST COVID-19 STIMULUS FUNDING PACKAGES

- 4.11 The following dashboard provides a graphic summary of the current status of the various components of the Government Stimulus Funding Programme.
- 4.12 The Project Reference Table shows the project ID, project and programme names and the current project stage.

16 Active Projects

7.99M Cash Received

2.53M Expenditure

GOVERNMENT STIMULUS FUNDING OPERATIONS COMMITTEE 18 FEB 2021

Project Stage and Total Value at Stage

H&S Issues

Incident Injury Near miss No issues

Comments: H&S
Two new minor H&S incidents in December

Delivery Issues

Comments: Delivery
#1056 Tender has come in high
#1171 Land purchase negotiation, awaiting valuation update

Cumulative Cash Flow FY 2021

Comments: Financials
Spending is ramping up slowly due to time required for preparation and tender stages; expected to increase significantly in second half of FY 2021

Targets: Employment

Comments: Tar...
Transportation and Town Hall programmes exceeded employment target
Employment target for Library Secondment achieved

Top Risks

Project ID	Workstream	Risk Description	Likelihood	Consequence	Risk Severity
1224a	Wilding Conifer Control (MPI & DOC)	Late summer fire risk - high growth in wet spring - more timber to burn	3	5	3
1224b	Wilding Conifer Control (MPI & DOC)	Helicopters in remote areas	3	5	3
1138a	Emergency Storage Tanks WW	Land access	3	4	3

Snapshot

- Pomona Rd. reservoir upgrade (#1190) risk resolved by DIA approved re-allocation of funds for Hill St High Level Water Pipe Link (#1143)
- Teapot Valley potential funding now sits at \$2.2M
- SNA Weed removal funding agreement (\$6.0M to be shared across Top of South Councils) is in legal review
- Town Halls and Roading programmes exceeded employment targets

LGOIMA Requests

There have been no LGOIMA requests relating to the programme in this reporting period.

PROGRAMME MANAGEMENT OFFICE - POST COVID-19 STIMULUS FUNDING PACKAGES
Project ID Reference Table

Project_ID	ProjectName	ProgrammeName	ProjectStage
1056	Pohara WTP Upgrade	CIP 3 Waters Services Reforms	Procurement
1138	Emergency Storage Tanks at Pump Stations	CIP 3 Waters Services Reforms	Delivery
1171	Richmond Reticulation Richmond South Trunk Water Main Section C&D	CIP 3 Waters Services Reforms	Design & Planning
1185	Motueka Reticulation Thorp Street Water Main Renewal	CIP 3 Waters Services Reforms	Design & Planning
1190	Mapua Reticulation Pomona Road Reservoir Upgrade	CIP 3 Waters Services Reforms	Delivery
1213	Motueka Stopbank Refurbishment	Climate Resilience	Procurement
1221	Dovedale Source and WTP Upgrade	CIP 3 Waters Services Reforms	Design & Planning
1223	Waimea Inlet One Billion Trees	Jobs for Nature	Delivery
1224	Wilding Conifer Project	Jobs for Nature	Delivery
1225	Invasive Plant Removal from SNAs	Jobs for Nature	Application
1227	FIF Wetlands	Jobs for Nature	Application
1228	FIF Fish Passage	Jobs for Nature	Application
1231	Teapot Valley Fire Restoration	Jobs for Nature	Application
1233	Library Secondment Funding Project	Libraries	Delivery
1234	Collingwood Memorial Hall Interior Repaint Project	Town Halls and Memorials	Close
1234	Lower Moutere Memorial Hall Interior Repaint Project	Town Halls and Memorials	Delivery
1234	Motueka Recreation Centre Roof Insulation Lighting	Town Halls and Memorials	Delivery
1234	Spring Grove Drill Hall Reroof project	Town Halls and Memorials	Delivery
1235	PGF Drainage	Transportation	Delivery
1235	PGF Hazardous Trees	Transportation	Delivery
1237	Waimea Inlet Enhancement	Jobs for Nature	Design & Planning

Attachments

Nil

9.4 COMMUNITY DEVELOPMENT OPERATIONS UPDATE REPORT

Information Only - No Decision Required

Report To:	Operations Committee
Meeting Date:	18 February 2021
Report Author:	Richard Hollier, Reserves and Facilities Manager; Chris Choat, Community Relations Manager; Glennis Coote, Libraries Manager
Report Number:	ROC21-02-6

1 Summary

- 1.1 This report provides the Committee with an update on some of the key highlights of the Community Development Department’s operational work on our approved work programmes since our last report at the 10 December 2020 Operations Committee meeting. This report covers the work undertaken by the Community Relations, Reserves and Facilities, and Libraries sections of the Community Development Department.
- 1.2 The ‘commentary and patronage’ pages of the November and December 2020 reports from the Richmond Aquatic Centre Manager are attached (Attachments 1 and 2).

2 Draft Resolution

That the Operations Committee receives the Community Development Operations Update Report ROC21-02-6

3 Purpose of the Report

- 3.1 This report provides the Committee with an update on some of the key highlights of the Community Development Department's operational work on our approved work programmes, since our last report at the December 2020 Operations Committee meeting. This report covers the work undertaken by the Community Relations, Reserves and Facilities, and Libraries sections of the Community Development Department. We alternate reporting on libraries and customer services, so that each of those sections reports quarterly on their work.

4 Richmond Aquatic Centre

- 4.1 For members' information, attached are the 'commentary and patronage' pages of the November and December 2020 reports from the Richmond Aquatic Centre Manager (Attachments 1 and 2).

5 Libraries Update – Glennis Coote

- 5.1 This is an update of the Libraries activities from 1 November 2020 to 31 January 2021.

Events and programmes

- 5.2 As an extension to our housebound service, staff from Richmond Library recently established an outreach programme to Stillwater Gardens Retirement Village. The programme features readings from poems, short stories and historical recollections and general discussions on theme related memories. Feedback from the retirement village's staff and residents has been very positive and we hope to be able to extend the programme to other retirement villages in the Richmond area.
- 5.3 In November and December, we ran a documentary festival at Richmond Library. We screened a variety of documentaries that were available to us via our online subscriptions. We found that a different range of people attended the documentary screenings compared to our regular movie nights. We now plan to run a documentary night on a monthly basis as a complement to our monthly movie night.
- 5.4 In December, we launched our Kotahitanga Cloak project. We invited the community to decorate paper feathers with symbols or words relating to kotahitanga – unity and togetherness. These feathers were used to create a cloak for Waitangi Day.
- 5.5 During the summer holidays we ran a number of events, including music shows, creative art spaces, techy time and sustainable fashion workshops. Due to wet weather, Motueka Library's Picnic in the Park event moved indoors and an audience of more than 75 people enjoyed music and games inside the library. Our summer reading programme, the Summer Reading Roadtrip, received some wonderful feedback from children and parents including "reading is very fun for me it's better than TV and devices"; "a wonderful programme that has helped encourage our avid reader. The staff have been amazing and encouraging" and "reading brings out the confidence in me and is very calming".

New Zealand Libraries Partnership Programme Funding

- 5.6 Last year the Government announced the New Zealand Libraries Partnership Programme. Councils across the country could apply for funding to help the community recover from the impacts of Covid-19. We have received funding for two fixed-term roles, a Digital Learning and Digitisation Specialist and a Community Engagement and Outreach Specialist. The new staff are based at the Richmond Library and they will deliver programmes across the District.
- 5.7 Our Digital Learning and Digitisation Specialist will expand on the work we already do to support digital inclusion, and digital literacy; supporting and assisting job seekers and learners; content creation and curation of online New Zealand resources.
- 5.8 Our Community Engagement and Outreach Specialist will expand on the work we already do in the areas of support for job seekers and learners; literacy support and programming and outreach initiatives that support community development and community wellbeing.

Job Fair at Richmond Library

- 5.9 On Thursday 28 January, we ran a Job Fair at Richmond Library. The event was arranged in partnership with the Ministry of Social Development and followed on from a similar event at Motueka Library in October 2020.
- 5.10 Stallholders included local industries, businesses, work brokers and training providers, Citizens Advice and Justices of the Peace. Our goal was to provide an opportunity for job seekers to meet employers and access the resources they need to find work. We received very positive feedback from stallholders and attendees. More than 150 people attended with a number securing job interviews or enrolling for training courses.
- 5.11 We will be following the Job Fair with a range of employment-focused workshops and classes throughout February, aiming to give job seekers the extra skills they may need to access employment opportunities.



Book Purchasing

- 5.12 During the last 12 months, the book publishing and supply environment has been volatile. Publications have been delayed or abandoned due to Covid-19; as a result, there have been fewer titles available for purchase. Even where publications are available, overseas supply to New Zealand is often delayed due to a lack of cargo space.
- 5.13 Although we place orders in advance of publication, we are still having some supply problems. It is the normal practice that retail stores get book stock before libraries.

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However, some of our delayed stock has been on the retail shelves for a couple of months. We are following up with our suppliers, cancelling some orders and purchasing from local bookshops where we can.

- 5.14 We are monitoring the situation and adjusting our purchasing practices as needed. Where possible we are also focusing on retaining and repairing older stock instead of ordering replacement stock.

Motueka Library project update

- 5.15 Progress is continuing well with the project running to schedule. There have been minimal delays due to wet weather and there was no damage as a result of the hailstorm in December.
- 5.16 During the site shutdown over the Christmas period the perimeter fence was moved to increase the amount of car parking available at Decks Reserve.
- 5.17 The under floor insulation and flooring were installed in January. The large support columns have been installed ready for the fitting of trusses to begin in early February.



Floor joists in place – looking towards Wallace Street



Support columns in place ready for installation of flooring



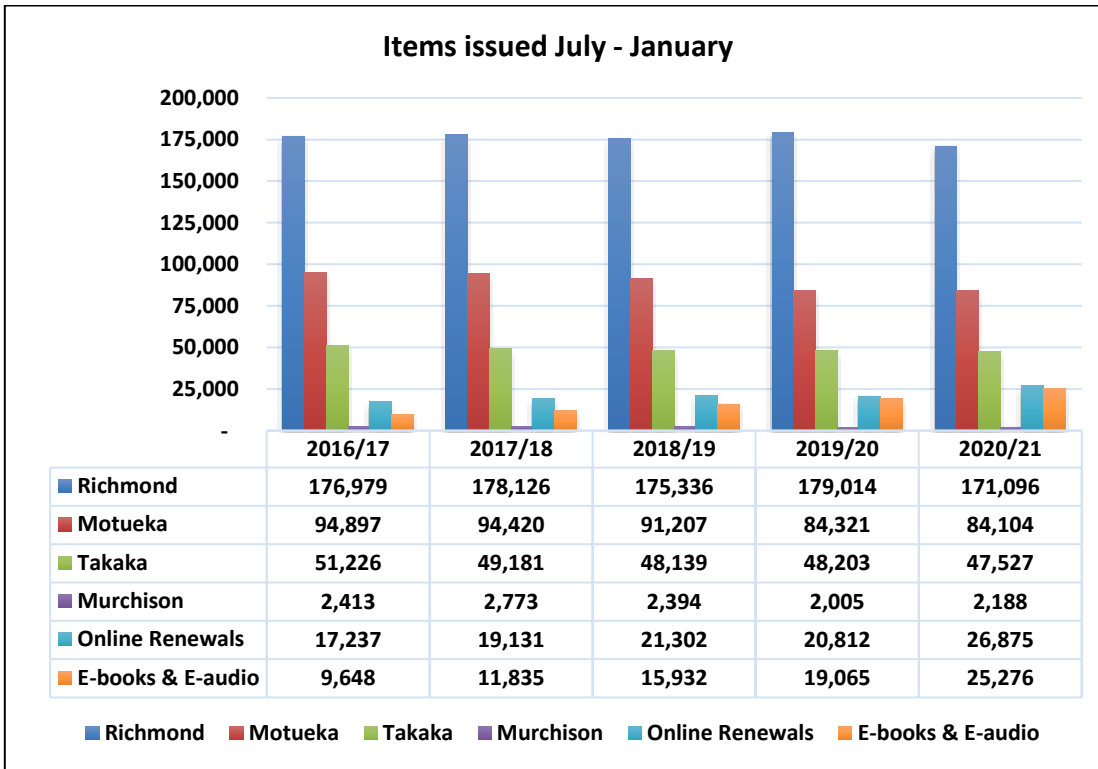
Floor installation underway – public toilets and i-site to the right

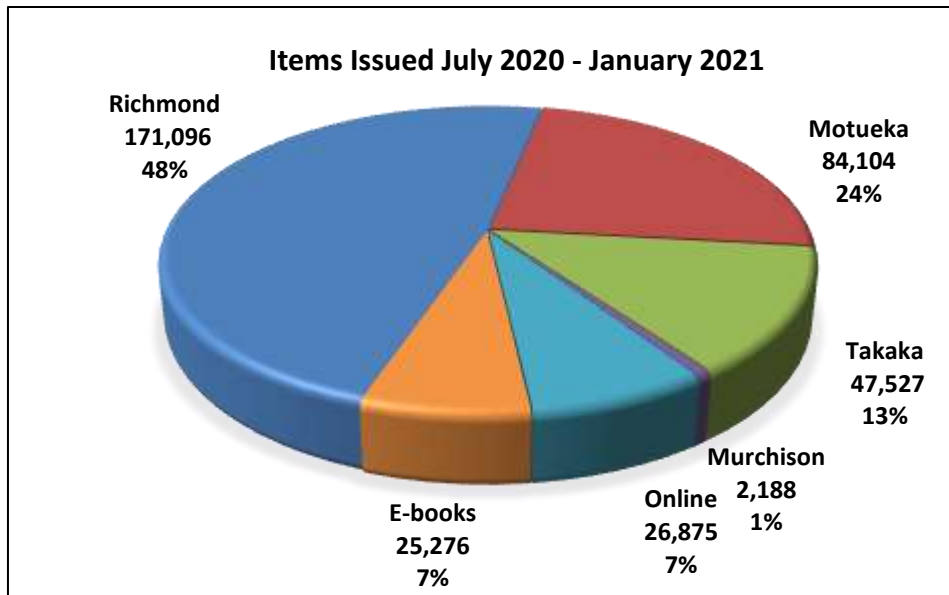


Installation of roof trusses

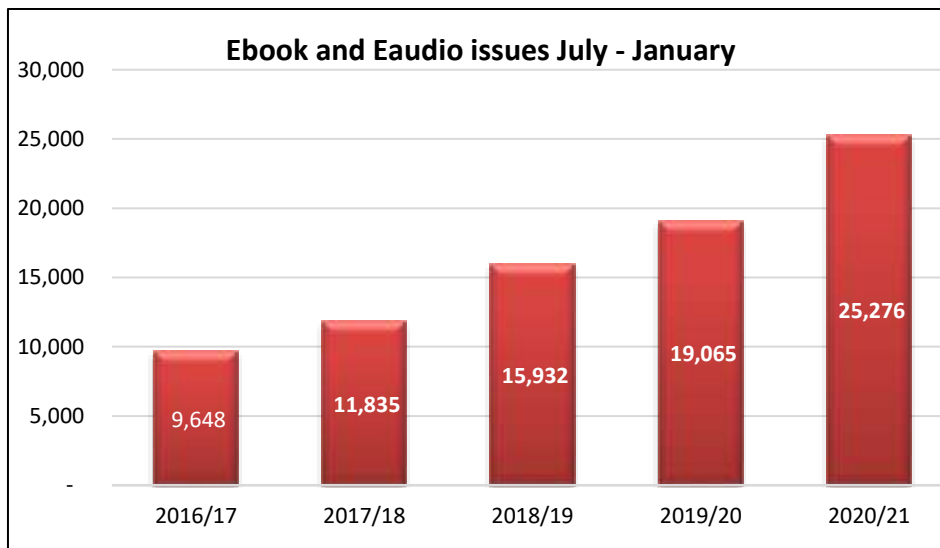
Key Statistical Measures

5.18 Items issued during July 2020 to December 2020 totalled 357,066; this was 1% higher than for the same period last year.

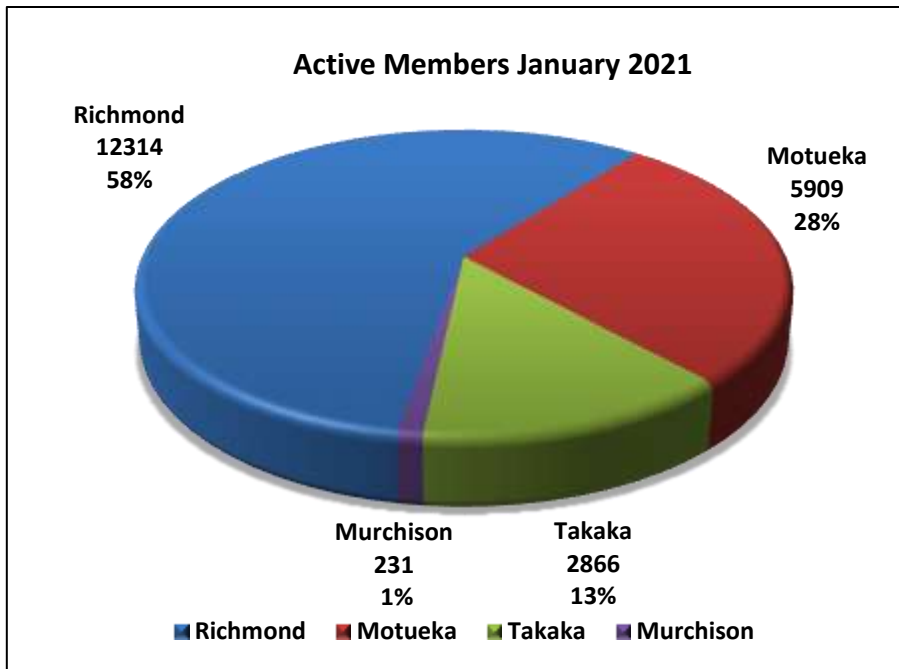




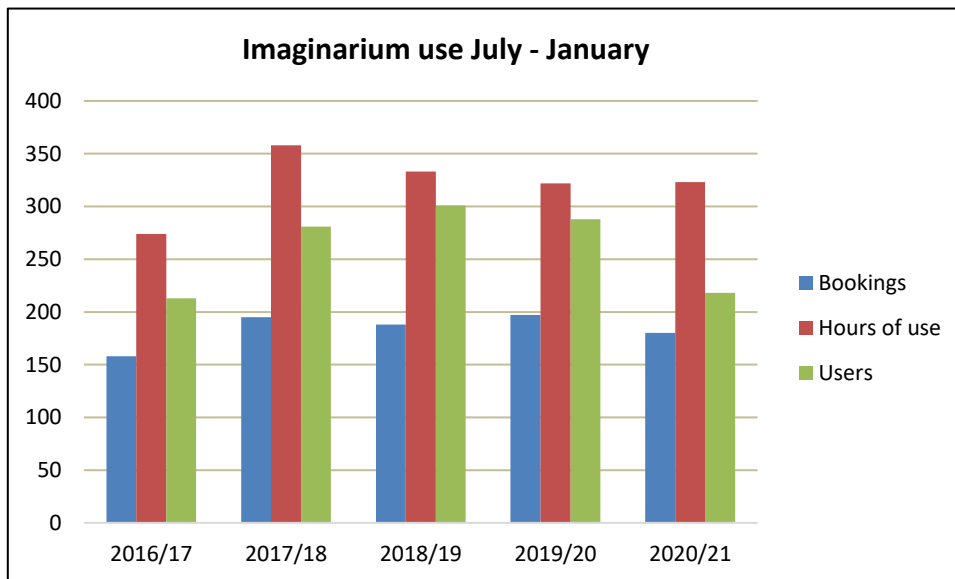
5.19 Issues, or downloads, of e-books and e-audio for the period increased by 32%. Issues of e-books and e-audio for this period totalled 25,276, which equals 7% of total issues. Our online book resources continue to attract new followers. We average 75 new users each month.



5.20 Active members at the end of January totalled 21,313. The active member count includes those people who have borrowed an item or renewed their membership during the previous two years. It does not include those people who have only used electronic resources.



5.21 Richmond Library’s Imaginarium provides facilities for sound recording and editing; video and photo editing and scanning and digitising of slides, negatives, photos and documents. During the past seven months, the primary use has been for music recording and editing (36% of users) and slide scanning (51% of users).



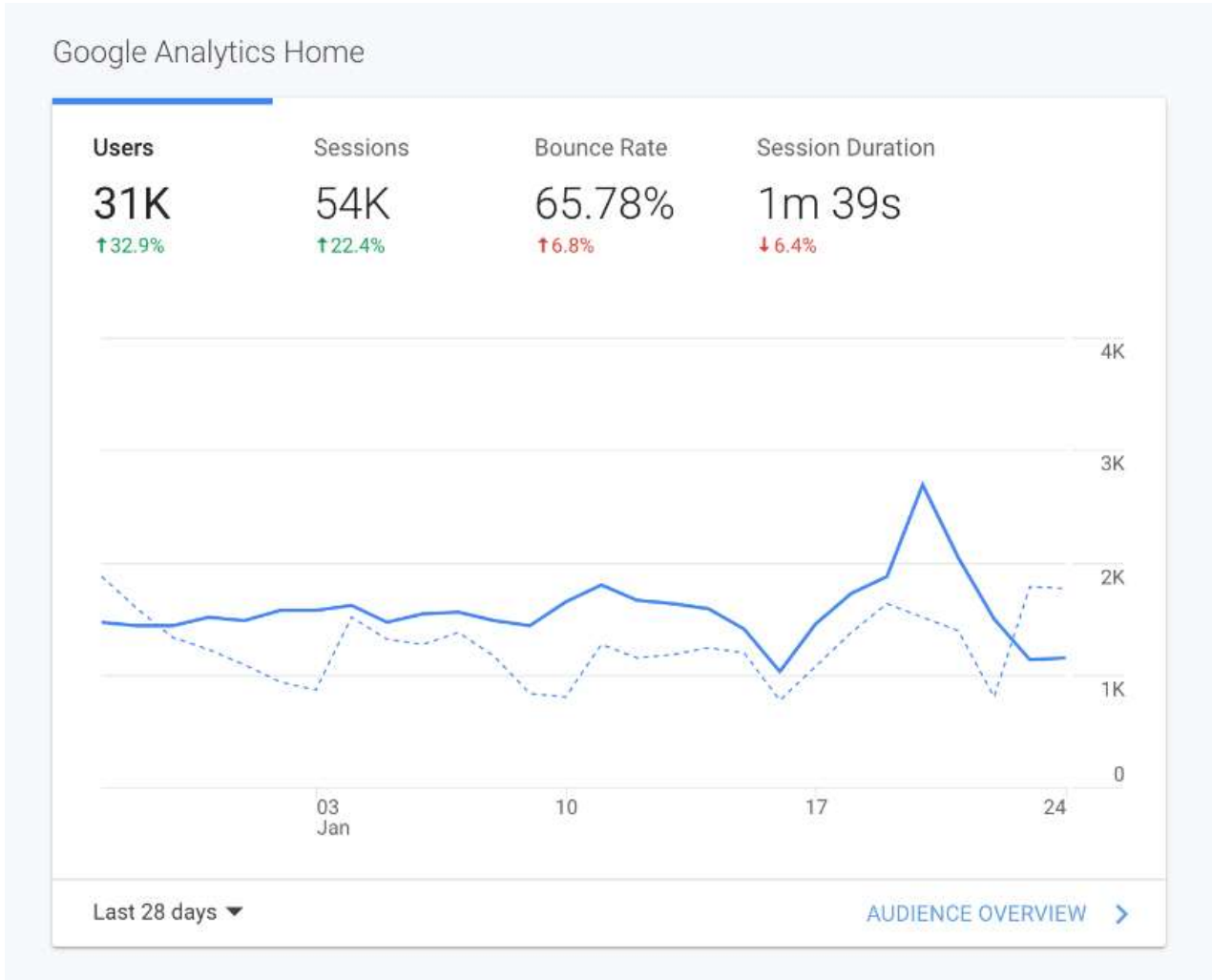
5.22 Library visitor numbers have not been included in this update as the data for July 2020 to January 2021 is currently incomplete. Visitor numbers are recorded using the Radio Frequency Identification (RFID) gates located at the library entry doors at Richmond, Motueka and Takaka libraries. Issues with data collection occurred after changes to the RFID software. We are working with our vendors to resolve these issues.

6 Reserves & Facilities Update – Richard Hollier**Capital Programme Update**

- 6.1 The hail storm that hit Motueka on Boxing Day 2020 caused some damage to the supper room and kitchen area at Motueka Memorial Hall. The extent of the damage was minimised by the prompt actions of Mark Wentworth and other community members, mainly hall users, who moved chairs, a grand piano and other items in a damaged storage room into the main hall and then cleaned up and dried out the hall, supper room and furnishings over the ensuing days. An insurance claim has been lodged and accepted which will include replacing ceilings in the supper room and hall and repairs to the electrical and fire systems. Repair work is currently being programmed and will get underway shortly. The value of the claim is around \$70,000.
- 6.2 The table in Attachment 2 contains the key projects and activities that occurred in Council's reserves and facilities since the last Operations Committee meeting in December 2020.

7 Community Relations and Media Update – Chris Choat

- 7.1 Media activity we have undertaken since the last meeting has included:
- Revaluations from QV distributed
 - Champion Road roundabout
 - Water rationing and restrictions
 - Freedom camping particularly in Golden Bay
 - Jobs for Nature progress
 - Biostrategy development
 - Motueka Library updates
- 7.2 Online activities continue to see steady growth in both the website use and social media engagement. The site maintained near normal service during implementation of one of the biggest changes to the site - our new document management system. With a very small number of issues to manage given the extent and high risk potential of the change, there has been very little disruption for users.



Social Media

7.3 The following is the three month social media data from 31 October 2020 to 26 January 2021:

Facebook

- Likes: increase of 307 or 5.49%
- Followers: increase of 400 or 6.32%
- Total likes: 5900
- Total followers: 6732

Antenno

- Installs: number of installs 45, number of uninstalls 33 = net installs 12.
- Post statistics: 96 posts, 42% average impression rate (seen post in post list), 13% average view rate (viewed details of post), 1% average thank rate (post thanked), 0.2 share rate (post shared).
- Reports from the public: 34 (0.4 reports per day).
- Total number of people in Tasman using Antenno: 426

Community Partnerships

Spring Music Festival - 12 December 2020

- 7.4 Organised in conjunction with Waimea Youth Council, 17 young people performed on the stage of Washbourn Gardens attracting many youth and some families. During the festival an 'Escape room', a new activity developed in partnership with the library, was tested. The trial was successful and will be used for other events.

Carols by Candlelight – 20 December 2020

- 7.5 Attended by over 800 people, Carols is by far the most popular summer event in Richmond. Even without promotion on Facebook it got over 1000 likes over a couple of days. Our sponsors, Motueka State Cinema and Peter and Judy Talley, enabled theatrical singer Emily Burns to perform, adding another dimension appreciated by attendees.

Skatepark Tour

- 7.6 The seven skatepark tour events were all well attended. The competition is attracting a growing number of female contestants. Feedback on the event has been very positive, in particular the level of organisation provided by Sport Tasman.

Summer events in parks December 2020–January 2021

- 7.7 We contracted Community Leisure Management to deliver four family events in parks: Amazing Race in Easby Park and Washbourn Gardens, Art in the Park in Washbourn and a Treasure Hunt in Jubilee Park. All events were well attended and enjoyed by families.

Street Ambassadors December 2020-January 2021

- 7.8 The ambassadors assisted at the Starlight Christmas Parade and New Year's Eve at Kaiteriteri. The Police appreciated their presence and assistance, as they helped with finding lost children, deescalating violent conflict, providing First Aid and generally kept young people safe. In addition to major events they managed regular shifts on streets, advising on liquor ban areas and assisting people with mental health issues.

Freedom Camping Ambassadors December 2020–March 2021

- 7.9 The Ambassadors team was extremely busy during the holiday period providing information on bylaw changes and managing overloaded sites. In doing so, the Ambassadors maintained regular contact with Community Boards, I-SITE staff, Police and Department of Conservation.

Youth Programmes

Mayor's Taskforce for Jobs grant

- 7.10 A Mayor's Taskforce for Jobs grant is funding industry visit days for Motueka High School students in the second term. The industry visit days are being managed by Whenua Iti as an alternative to the Covid-19 cancelled employment expo planned for 2020. Industry visit days will allow a small group of students to visit employers in their preferred areas as well as introducing parents to the scheme.

Youth pathways

- 7.11 Research was undertaken over July 2020 to identify the impact of Covid-19 on youth, identify groups at risk and how to support them. The report prepared by the Nelson Regional Development Agency (NRDA) and funded by both Tasman District and Nelson City Councils has been delivered with initial recommendations highlighting the need to support and extend

existing services for young people like Youth Hub in Stoke and the Youth Employability programme.

Connection

7.12 The Council is working with a cross-sectoral working group developing an integrated approach to support youth, proactively supporting them to be connected and supported to minimise the numbers within Not in Employment, Education or Training (NEET) statistics. The cross-sectoral group includes Nelson City Council, Marlborough District Council, Ministry of Social Development, Ministry of Education, Ministry of Business, Innovation and Employment, Nelson Marlborough District Health Board, NRDA and people who were involved with Connections in 2004. The Ministry of Education has already met with the three Mayors, all of them were supportive and considering leading this initiative.

Future events

7.13 Planned future events include:

7.13.1 Bike events in February: Go by Bike Day – three events in the region, Family Bike Fun – two events in the region;

7.13.2 Children’s Day 7 March 2021 – free community fun day organised in partnership with Community Leisure Management; and

7.13.3 Streets for people - community activations in Takaka and Richmond are continuing with next steps being planned in conjunction with NZTA/Waka Kotahi.

7 Health & Safety – Susan Edwards

8.1 Since the last report to the Committee there have been no specific health and safety issues for staff within the Department.

9 Attachments

1. ↓	Reserves and Facilities Capex Report - Feb 21	69
2. ↓	Richmond Aquatic Centre November 2020 Report	79
3. ↓	Richmond Aquatic Centre December 2020 Report	87

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
District							
Saxton	Saxton Fields	Champion Drive Link - Stage 2 construction	On Track	Phase: Construct Complete: Feb 21	1,534.500	1,534.500	Construction underway to be completed February 2021.
Saxton	Saxton Fields	Complete Tree Planting (Alliance & Champion)	On Track	Phase: Complete Complete: Sep 20	35.000	35.000	Tree planting completed Sept 2020.
Saxton	Saxton Fields	General Development	On Track	Phase: Construction Complete: Jun 21	45.990	45.990	Minor projects for Oval wastewater and piping drain underway
-	Saxton Fields	BMX Track development - design	On Track	Phase: Planning Complete: Jun 21	35.000	35.000	Scoping and liaison with club underway
Golden Bay Ward							
Halls	Bainham Hall	Water tank, pump & boiler	On Track	Phase: Complete Complete: Feb 21	5.700	5.700	Project completed on budget Oct 2020.
Halls	Collingwood Hall	Interior painting - toilets & library	On Track	Phase: Complete Complete: Apr 21	14.500	14.500	Project completed on budget Oct 2020.
Halls	Golden Bay Community Centre	Interior painting - foyer, toilets and reception	On Track	Phase: Complete Complete: Feb 21	14.500	14.500	Completed on budget Jan 2021.
Halls	Kotinga Hall	Carpark extension & entrance improvement	On Track	Phase: Construct Complete: Jun 21	9.000	9.000	Carpark work complete, entrance still to be undertaken.
Halls	Pakawau Hall	Interior Painting - toilet & foyer	On Track	Phase: Awarded Complete: Apr 21	15.900	15.900	Work to be completed by Apr 2021

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ResFac	Coastcare	Coastal protection works	On Track	Phase: Construction Complete: Jun 21	50.531	50.531	2020 planting complete, planting at Ligar Bay & Patons Rock (2 sites). Further planting Autumn 2021.
ResFac	Collingwood Cemetery	Develop new area	On Track	Phase: Complete Complete: Nov 20	5.000	5.000	Project completed on budget Oct 2020.
ResFac	Golden Bay Rec Park	Footpath & cricket block surfacing	On Track	Phase: Complete Complete: Nov 20	51.150	51.150	Project completed, on budget, Nov 2020.
ResFac	Rototai Cemetery	Install signs	On Track	Phase: Planning Complete: Jun 21	10.000	10.000	Awaiting new aerials expected to be available March 2021.
ResFac	Ruataniwha Reserve	Develop new reserve	On Track	Phase: Design Complete: Jun 21	24.377	24.377	Site visit with contractors planned in February 2021.
ResFac	Walkways/Esplanade development	Developments at Sunbelt Cres Esplanade Reserve, Bydder Reserve & bird interpretation signs	On Track	Phase: Planning Complete: May 21	27.184	27.184	Planning underway – Sunbelt Cres Esp Res fencing planned, weed control to start once installed Feb/March 2021.
RFC Other	East Takaka Walkway	Construction of Takaka walkway - Community project	On Track	Phase: Construction Complete: Jun 21	6.062	6.062	Work continuing with fencing completed for access across farm.

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RFC Other	Small Wharf Rebuild	Wharf restoration - Community project	On Track	Phase: Planning Complete: Jun 21	40.000	40.000	Awaiting formation of Community Trust
RFC Other	Takaka Drama Society	Roof replacement - Community project	On Track	Phase: Complete Complete: Sep 20	13.100	13.100	Work complete Sep 2020.
Motueka Ward							
Halls	Motueka Memorial Hall	Replace fire doors & supper room painting	On Track	Phase: Complete Complete: Feb 21	10.000	10.000	Fire doors completed Dec 2020. Painting now to be undertaken following repair of hail damage. Covered by insurance.
Halls	Riwaka Memorial Hall	Upgrade car park	On Track	Phase: Awarded Complete: Mar 21	25.000	25.000	Awaiting contractor to start
ResFac	Coastcare	Coastal erosion control	On Track	Phase: Planning Complete: Jun 21	20.000	20.000	Planting Torrent Bay Sep 2020, further planting Autumn 2021.
ResFac	Community Projects	KMB Projects	On Track	Phase: Design Complete: Jun 21	12.000	12.000	Programme was confirmed and site visits to three of the larger sites have been held.
ResFac	Goodman Rec Park	Toilet and carpark stage 2 - Consent & construct	On Track	Phase: Document Complete: Jun 21	302.000	302.000	Documents being prepared for pricing & building consent

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ResFac	Little Kaiteriteri - Stephens Bay Walkway	Track formation & planting	On Track	Phase: Planning Complete: Jun 21	45.000	45.000	Work will follow Tapu Bay toilet construction
Halls	Lower Moutere Hall	Paint Interior	On Track	Phase: Construct Complete: Jun 21	9.600	9.600	Work underway due completion early Feb 2021.
ResFac	Memorial Park Renewals	Replace irrigation bore and pump, meter	On Track	Phase: Complete Complete: Oct 20	16.329	16.329	Project completed, on budget, Dec 2020.
ResFac	Motueka Cemetery	New beam	On Track	Phase: Planning Complete: Jun 21	10.000	10.000	Start Apr 2021
ResFac	Motueka Quay old wharf area	Car park area - stage 2 landscaping	On Track	Phase: Planning Complete: Jun 21	50.000	50.000	Awaiting Heritage consent consultation & application
ResFac	Motueka Skate Park	Skatepark design & development	On Track	Phase: Planning Complete: Jun 21	60.000	60.000	Drawings completed consultation to get underway in February 2021.
ResFac	Nga Piko Place Reserve	Development of reserve including planting & playground	On Track	Phase: Construct Complete: Nov 20	65.000	65.000	Hard landscaping complete, planting to be undertaken Apr 2021..
ResFac	North St Beach Reserve	Toilets stage 2 - Consent & construct	On Track	Phase: Consent Complete: Jun 21	165.000	165.000	Design finalised, pricing and consenting underway
ResFac	Picnic Areas/Gardens	Park furniture & planting	On Track	Phase: Planning Complete: Jun 21	5.115	5.115	Will start Feb 2021.

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ResFac	Tana Pukekohatu Reserve	Development of reserve including planting & playground	On Track	Phase: Construct Complete: Nov 20	65.000	65.000	Hard landscaping complete, planting to be undertaken Apr 2021.
ResFac	Tapu Bay Toilet	Construct new toilet	Slightly Off Track	Phase: Consent Complete: Oct 20	25.000	25.000	Addressing underground service issues
Moutere/Waimea Ward							
Halls	Brightwater Hall	Carpark Lighting	On Track	Phase: Complete Complete: Jun 21	12.600	12.600	Project completed on budget Dec 2020.
Halls	McKee Campground	Signs and other capex	On Track	Phase: Complete Complete: Oct 20	21.328	21.328	Signs completed Sep 2020.
Halls	Ngatimoti Hall	Fence - Roadside	On Track	Phase: Complete Complete: Aug 20	26.000	26.000	Completed Aug 2020
Halls	Spring Grove	Reroof	On Track	Phase: Awarded Complete: Jun 21	38.500	38.500	Work to be undertaken Feb 2021
Halls	Wakefield Hall	Bargeboards	On Track	Phase: Complete Complete: Aug 20	3.500	3.500	Completed Aug 2020
ResFac	Brightwater Rec Reserve	Playground Upgrade	On Track	Phase: Planning Complete: Jun 21	82.070	82.070	Meeting Reserve Committee Feb 2021.
ResFac	Coastcare	Mapua Grossi Point - Stage 1 Coastal protection	On Track	Phase: Planning Complete: Jun 21	55.000	55.000	Work will commence first quarter 2021.
ResFac	LEH Baigent	Designation of picnic area - fencing & planting	On Track	Phase: Complete Complete: Dec 20	10.000	10.000	Completed Aug 2020.

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ResFac	Mapua - Ngaio Reserve Development	Landscaping of green space in wharf area	On Track	Phase: Award Complete: Nov 20	188.092	188.092	Heritage consent approved, construction after Easter 2021.
ResFac	Mapua Recreation Reserve	Playground development	Slightly Delayed	Phase: Award Complete: Dec 20	208.000	208.000	Equipment ordered, awaiting delivery, estimated installation April 2021.
ResFac	McLeans Beach	Toilet	On Track	Phase: Design Complete: Mar 21	51.000	51.000	Design complete, Consent to be submitted Feb 2021.
ResFac	Moturoa /Rabbit Island	Esplanade Reserve development	On Track	Phase: Construction Complete: Jun 21	20.495	20.495	Site preparation progressing. Planting autumn 2021.
ResFac	Reserve Purchases	Purchase of additional reserve land	On Track	Phase: Planning Complete: Jun 21	270.450	270.450	
ResFac	Robsons Scenic Reserve	Planting and access	On Track	Phase: Complete Complete: Oct 20	5.000	5.000	Access area & planting complete
ResFac	Rough Island	Toilet	On Track	Phase: Planning Complete: Jun 21	70.000	70.000	Resource consent underway, installation May 2021.
ResFac	Stringer Reserve	Reserve development	On Track	Phase: Construct Complete: Dec 21	5.000	5.000	Sign installed Dec 2021.
ResFac	Waimea River Park	Carry out plantings and projects on river berm land	On Track	Phase: Design Complete: Jun 21	25.129	25.129	Paths over summer, planting autumn 2021

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ResFac	Wakefield Recreation Reserve	Concept design & consenting	On Track	Phase: Planning Complete: Jun 21	50.000	50.000	Site survey & investigation underway.
Richmond Ward							
ResFac	Dellside Reserve	MTB downhill	Slightly Off Track	Phase: Construction Complete: Nov 20	26.150	26.150	Track in progress, bridge in engineering design.
ResFac	Easby Park	Construct new toilets	Slightly off track	Phase: Consent Complete: Oct 20	53.000	53.000	Awaiting building consent, construction start Feb 2021.
ResFac	Easby Park	Design carpark extension	On Track	Phase: Planning Complete: Jun 21	25.000	25.000	Design being commissioned.
ResFac	Estuary Place	Construct toilets	On Track	Phase: Planning Complete: Jun 21	80.000	80.000	Planning underway.
ResFac	Hart Reserve - Fairrose Drive	Reserve development including playground	On Track	Phase: Pricing Complete: Jun 21	50.000	50.000	Design prepared for pricing.
ResFac	Hope Recreation Reserve	Fitness equipment	On Track	Phase: Design Complete: Jun 21	23.876	23.876	Options to reserve committee for consideration.
ResFac	Jubilee Park	Cricket wicket	On Track	Phase: Construct Complete: Jun 21	35.000	35.000	Concrete pad laid Oct, surface laid Feb 2021.
ResFac	Jubilee Park Renewals	Replace goal post sleeves	On Track	Phase: Award Complete: Jun 21	5.000	5.000	Contractor appointed, commence Feb 2021.
ResFac	Kingsland	Stage 1 - preparation and planting	On Track	Phase: Planning Complete: Jun 21	205.076	205.076	Landscape masterplan underway.

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ResFac	Kingsland Tracks	Reinstate tracks post forestry	On Track	Phase: Planning Complete: Jun 21	120.000	120.000	Some walking track work underway.
ResFac	Reserve Purchase - Richmond	Reserve land purchase (Richmond Central/West)	On Track	Phase: Planning Complete: Jun 21	460.000	460.000	Richmond Central purchase completed
ResFac	Richmond Cemetery	Develop new ash berm (F block) & extend road (E block)	On Track	Phase: Design Complete: Jun 21	203.450	203.450	Road extension work awarded, underway Mar 2021. Berm installation expected to start February 2021.
ResFac	Richmond West	Reserve development	On Track	Phase: Planning Complete: Jun 21	45.575	45.575	Paths Borck Creek underway, planning progressing other areas.
ResFac	Richmond West	Play area design & development	On Track	Phase: Planning Complete: Jun 21	143.220	143.220	Not started
ResFac	Sabine Drive Reserve	Reserve development including small playground	On Track	Phase: Design Complete: Jun 21	130.000	130.000	Community consultation completed, work to be priced.
ResFac	Waimea River Park	River berm works	On Track	Phase: Design Complete: Jun 21	18.000	18.000	Planting autumn 2021.
ResFac	Washbourn Gardens	Install security cameras in gardens	On Track	Phase: Design Complete: Feb 21	15.000	15.000	Work to be undertaken Feb 2021.
ResFac	Washbourn Gardens	Replace caretaker shed barge boards and gazebo roof	On Track	Phase: Construct Complete: Jun 21	10.664	10.664	Barge boards replaced caretaker shed. Gazebo roof planning being quoted.

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ResFac	Washbourn Gardens	Drinking fountain for people & dogs	On Track	Phase: Design Complete: Jun 21	8.000	8.000	Investigation of products and location underway.

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RICHMOND AQUATIC CENTRE MONTHLY REPORT

Report for: **Tasman District Council.**
Attention: **Susan Edwards**
Month: **NOVEMBER 2020**
Prepared by: **Vaughan Hope**

Summary

This report outlines the progress with the Richmond Aquatic and Fitness Centre over the month of November 2020.

Contents:

Commentary and Patronage	1.0
Financial Report	2.0
Marketing and Promotion	3.0
Pool Closure Report	4.0
Maintenance and Plant Room Report	5.0
Water Quality	6.0
Health and Safety Report	7.0
Repairs and Maintenance report	8.0

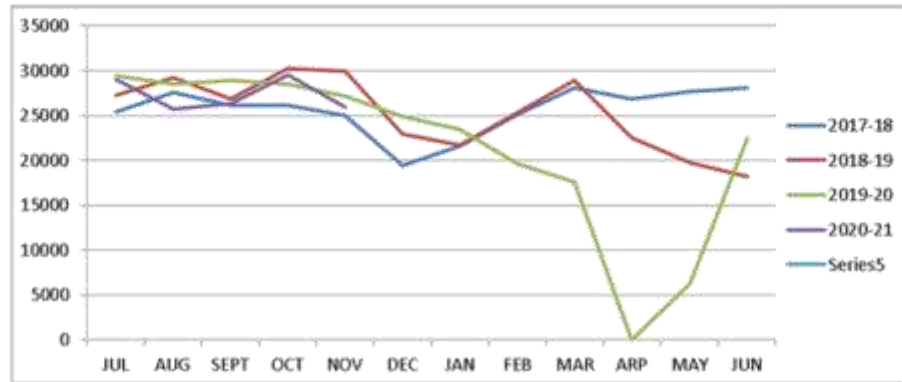


1.0 Commentary and Patronage

User	Total November 2020
Adult	1480
Adult Concession	741
Adult/ Preschooler (x2)	1738
Adult/ Preschooler Concession (x2)	180
Child	1512
Child Concession	98
Green Prescription Swim	85
Community Service Card Holder	120
Community Service Card Holder Concession	260
Family (x4) Shark pass	904
Special Needs/Caregiver (x2)	20
Special Needs/Caregiver Concession (x2)	130
Preschooler	195
Preschooler concession	8
Birthday Parties	346
Splash Time Visit (x2)	143
Senior	220
Senior Concession	851
Visitor	0
Student	344
Student Concession	13
Aquatic Memberships	802
Holiday Programme	0
Before + After School Care	296
Kayaker/Freediver/SUP	13
User Groups	1129
Day Rave	0
Wave Rave	552
Promotional Visits Swimming	147
Child School Swim	261
Adult School Swim	4
Child Group Swim	220
Adult Group Swim	31
Swim School	5270
Shower	27
Supervised Child Care	0
Aqua Fitness concession	391
Aqua Fitness casual visits	108
Group Fitness Concessions	25
Group fitness casual visits	26
Green Prescription Gym visit	11
Promotional Visits Fitness Centre	1
Fitness Centre casual visits	108
Fitness Centre concessions	5
Fitness Centre Memberships	6697
Legends Casual Gym Visits	0
Legends Member Visits	334
Legends Group Fitness Visits	34
Building Champions Visit	103
Total Patronage for the Month	25983

November 2019 - 27201

Patronage Tracking



Comparisons:

Patroange was lower in November than last year. This is linked to a number of reasons including timing of school swimming lessons, a slight decrease in fitness centre members this month and weather patterns. We have found via feedback that coming into the end of this year customers have had a lot on in their personal lifes and had been focusing on these areas post COVID-19.



3.0 Marketing and Promotion

A number of marketing mediums were utilised across the facility during the month. These included but were not limited to features in the local news papers and Facebook promotions.

Additional Promotions

- **November Promotion – Mens Health**
 - The team got behind the event and also attended the CLM November Breakfast
- **Water Safety**
 - The team visited a number of local pre-schools with Kori the Penguin to promote being safe in around the water – a very Key message leading into summer
- **Richmond Christmas Parade**
 - Kori and the team attended the Richmond Christmas Parade with vouchers for a number of different aspects of the facility. These were well received by those at the parade.
- **6 Week Fitness Challenge**
 - The fitness team in conjunction with the pools put on a fitness/health based challenge to get more people active. This included advice on getting/being active, nutrition and included fun challenges along the journey.

Active and On-going:

Advertisements for the facility and each of its business units continue to be present across a number of marketing mediums. Each advertisement was updated to reflect the message of each business unit this month.

Facebook, Instagram and the website in conjunction with appearances in the community have been very positive for swim school, the fitness centre and the wave rave programme. These means of marketing have been pin pointed as vital in moving the facility forward.

Overall the marketing for the month kept a strong facility presence in the community. This was shown across all mediums utilised, with the majority of the messages having a full facility approach.

Kori and the team at the Christmas Parade



Movember Mens Health Event

Movember Breakfast and Charity Auction
Brought to you by CLM

Friday 27th November - 7am
Greenmeadows

Speakers:

- PAUL HAMPTON**
Victory Boxing
- CHRIS JACK**
Former All Black turned builder
- TYSON HULLENA**
Movember Ambassador and Cancer Survivor



Cost: \$30 per ticket or \$250 for a table of 10.
Tickets available online. Please scan the QR code for details.
For more information contact mark@clm.nz or call 0274281334



RICHMOND **WAIKATO** **MELB** **WYVERN** **CLM**



Lengends Programme Catch Up



Example of Marketing for 6 Week Challenge

STARTS 9TH NOVEMBER 2020

6 WEEK CHALLENGE

SMASH YOUR 2021 GOALS NOW!

Don't Wait... Work hard now and then enjoy your break!
Get ready for Christmas and Summer now with the new 6 week challenge!

Challenge Includes

- 2 hour Nutrition Seminar by Helen's Nutrition
- Free 30min Nutrition consult with Helen's Nutrition
- Comprehensive PWC weight and girth measurements (optional girth)
- 6 week fitness membership and programme for the gym. This is tailored to your needs.
- 7 Tuesday evening 7:30pm SLAMMERS PT group training sessions (not for participants)
- Recommended progressive training schedule with nutritional support - Each week we challenge you to make a slight increase on the previous week.
- Comprehensive PWC challenge weigh-in and measurements (optional girth)
- Sport groups and incentives along the way

Members - \$88 to join the challenge
*Normal membership fees will apply

Non Members - \$200
*Includes 6 week 1st facility membership

Really push yourself, hold yourself accountable and reach your goals faster by adding our challenge special PT package & 6 30min Personal Training Sessions - \$190

Weekly membership options available - Subject to supply.

Richmond Aquatic Centre
101 Gabley Street, Richmond
06 00 90 910 | www.richmond.govt.nz
www.richmond.govt.nz

RICHMOND Aquatic Centre

Fitness by gym

tasman
In tai o Aotearoa



RICHMOND AQUATIC CENTRE MONTHLY REPORT

Report for: **Tasman District Council.**
Attention: **Susan Edwards**
Month: **DECEMBER 2020**
Prepared by: **Vaughan Hope**

Summary

This report outlines the progress with the Richmond Aquatic and Fitness Centre over the month of December 2020.

Contents:

Commentary and Patronage	1.0
Financial Report	2.0
Marketing and Promotion	3.0
Pool Closure Report	4.0
Maintenance and Plant Room Report	5.0
Water Quality	6.0
Health and Safety Report	7.0
Repairs and Maintenance report	8.0

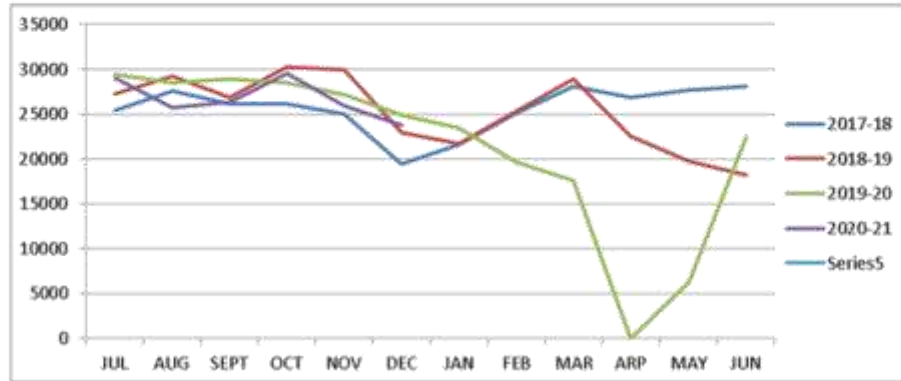


1.0 Commentary and Patronage

User	Total December 2020
Adult	1287
Adult Concession	463
Adult/ Preschooler (x2)	1526
Adult/ Preschooler Concession (x2)	152
Child	2129
Child Concession	112
Green Prescription Swim	16
Community Service Card Holder	107
Community Service Card Holder Concession	137
Family (x4) Shark pass	1364
Special Needs/Caregiver (x2)	16
Special Needs/Caregiver Concession (x2)	114
Preschooler	204
Preschooler concession	2
Birthday Parties	175
Splash Time Visit (x2)/Baby Trial Class	178
Senior	219
Senior Concession	781
Visitor	0
Student	238
Student Concession	15
Aquatic Memberships	675
Holiday Programme	83
Before + After School Care	164
Kayaker/Freediver/SUP	9
User Groups	1162
Day Rave	0
Wave Rave	374
Promotional Visits Swimming	190
Child School Swim	550
Adult School Swim	0
Child Group Swim	202
Adult Group Swim	0
Swim School	5201
Shower	60
Supervised Child Care	0
Aqua Fitness concession	246
Aqua Fitness casual visits	66
Group Fitness Concessions	21
Group fitness casual visits	17
Green Prescription Gym visit	3
Promotional Visits Fitness Centre	2
Fitness Centre casual visits	52
Fitness Centre concessions	15
Fitness Centre Memberships	5114
Legends Casual Gym Visits	2
Legends Member Visits	248
Legends Group Fitness Visits	13
Building Champions Visit	64
Total Patronage for the Month	23768

December 2019 - 24919

Patronage Tracking



Comparisons:

For the first half of the financial year (July-December) patronage is tracking inline with the same period of the year previous – equating to just over 160,000 visits*

*visit numbers do not include spectators, café or toilet usage – this would significantly increase the overall numbers. .



3.0 Marketing and Promotion

A number of marketing mediums were utilised across the facility during the month. These included but were not limited features in the local news papers and Facebook promotions.

Additional Promotions

- **Water Safety**
 - The Swim School team continued to deliver presentations around the region which is a key part of the water safety message at this time of the year.
- **Mitre 10 Mega**
 - Kori and the team attended the Mitre 10 helping hands event at Mitre 10 Mega. A great community outreach day
- **Nelson Christmas Parade**
 - Kori and the team attended the Nelson Christmas Parade in a similar fashion to what was done in the Richmond Parade last month
- **6 Week Fitness Challenge**
 - The fitness team in conjunction with the pools put on a fitness/health based challenge to get more people active. This included advice on getting/being active, nutrition and included fun challenges along the journey.
- **Christmas Themed Classes – Wave Rave and Facility**
 - This year saw the highest number of themed classes both in the pool and in the fitness centre – the facility was glowing with customers and staff getting dressed up in theme.
- **Food donation Tree**
 - Each year we decorate a tree in the foyer and the community and staff place gifts and food items under it for those in need.

Active and On-going:

Advertisements for the facility and each of its business units continue to be present across a number of marketing mediums. Each advertisement was updated to reflect the message of each business unit this month.

Facebook, Instagram and the website in conjunction with appearances in the community have been very positive for swim school, the fitness centre and the wave rave programme. These means of marketing have been pin pointed as vital in moving the facility forward.

Overall the marketing for the month kept a strong facility presence in the community. This was shown across all mediums utilised, with the majority of the messages having a full facility approach.

Nelson Christmas Parade



Mitre 10 Mega Christmas Event



Food donations from the Aquatic Centre



Themed Christmas Classes



Legends Christmas Break Up



9.7 ENGINEERING SERVICES ACTIVITY REPORT

Information Only - No Decision Required

Report To: Operations Committee
Meeting Date: 18 February 2021
Report Author: Richard Kirby, Engineering Services Manager
Report Number: ROC21-02-7

1 Summary

- 1.1 This report provides a summary of Engineering Services activity since the last report to the Operations Committee on 10 December 2020.

2 Draft Resolution

That the Operations Committee receives the Engineering Services Activity Report ROC21-02-7;

ENGINEERING SERVICES ACTIVITY REPORT

3 Purpose of the Report

- 3.1 This report provides a summary of Engineering Services activity since the last report to the Operations Committee on 10 December 2020.

4 Management

- 4.1 Confirming that I have returned to my normal role as Engineering Services Manager from Monday 8 February 2021. The PMO is moving into more of an operational and monitoring role and there is now no need for a dedicated PMO Director. Dwayne Fletcher has returned to his role as Activity Planning Manager. Dwayne has done an excellent job as Acting Engineering Services Manager.
- 4.2 Chris Blythe, Programme Management Coordinator and Dini Jayasinghe, Programme Administrator will continue in the PMO seconded roles full time. Dr Anette Becher, Reporting and Insights Analyst is likely to remain in the seconded full time role for the next few weeks. Once the data systems and reporting templates have been established then it will probably not require full time attention. If this transpires then Anette could return back to her normal role part-time.
- 4.3 The PMO will continue to report separately to the Operations Committee.
- 4.4 Health and Safety Lead Indicators (audits/site observations) – 1 July 2020 to 30 June 2021.

Measure	Activity Planning	Programme Delivery	Transportation	Utilities	Total
H&S observations		6	1	10	17
H&S briefings (also as part of regular meetings)	20	35	34	33	122
Number of H&S courses attended by staff	1	9	7	10	27

5 Activity Planning

Development Engineering

General

- 5.1 Richmond West Developments continue to develop at speed, with the developers advising that the area should be completed within three years.

Feature Development

The last stages of the Mapua Coastal Village development are nearing completion which will include the roading connection from Iwa Road to Aranui road. These stages will have water supplied from Council's reticulation system and coordinated with the moratorium for water being lifted in August this year.

ENGINEERING SERVICES ACTIVITY REPORT



Key Subdivisions/Developments

Development & Location	No of Lots	Description	Status
Application Stage			
Les Wakefield Road	32	Residential development	Nearing approval
Olive Estates care facility/complex	Increase	Retirement complex/care	To be heard by a Commissioner
Total lots at Application Stage	32+		
Engineering Plan Stage			
Engineering Plans Submitted			
Wakefield Village Developments, Pitfure Road	60	Residential serviced	Plans have been resubmitted and currently being checked and variation to Resource Consent being processed.

ENGINEERING SERVICES ACTIVITY REPORT

Development & Location	No of Lots	Description	Status
Richmond Road Development Pohara	70	Residential serviced for stormwater and wastewater by private pump stations. Not serviced by Council water supplies.	Plans currently being reviewed
Total lots Engineering Plan	130		

Development & Location	No of Lots	Description
Construction Stage		
Plans accepted / construction yet to start		
Meadows Stage 6, 8 and 9, Richmond West	68	Residential fully serviced
Mapua Coastal, Iwa Road Mapua (last stages)	40	Residential fully serviced. To receive water after August 2021.
Mahana Ridge Ltd, Old Coach Road	9	Rural residential unserviced
Cushen, Edward Street Wakefield	12	Residential fully serviced
	129	
Sites under construction		
Gardiner, Maisey Road	2	Rural residential unserviced
Inhaus 57 Hill Street, Richmond	3	Redeveloped site
Richmond West Stage 4b	84	Residential serviced with individual wastewater pump stations
The Meadows Stages 3 and 5, Richmond West	70	Residential fully serviced
Sinclair, Seaton Valley	2	Seaton Valley, Mapua
Meadows Stage 9A, Richmond West	18	Residential fully serviced
Redvale Road Extension, Galileo Estate	6	Rural residential serviced (private wastewater)

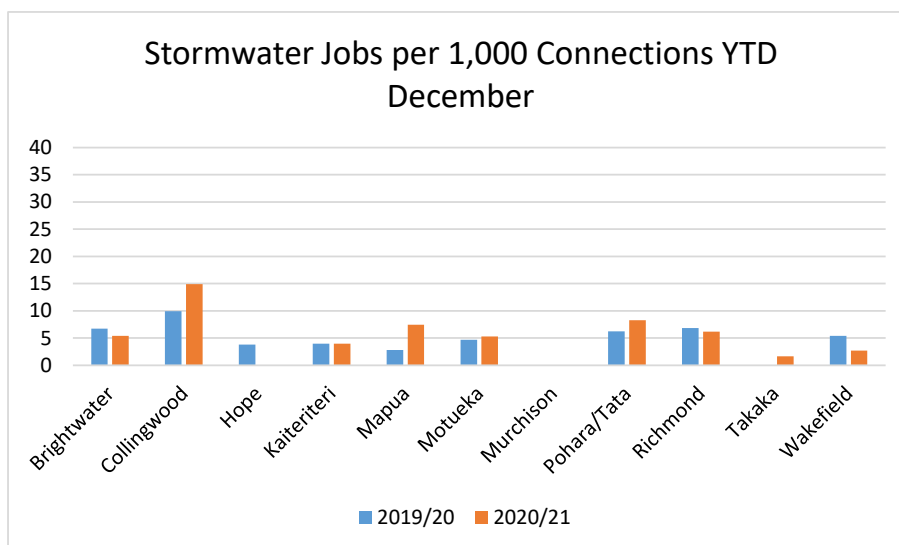
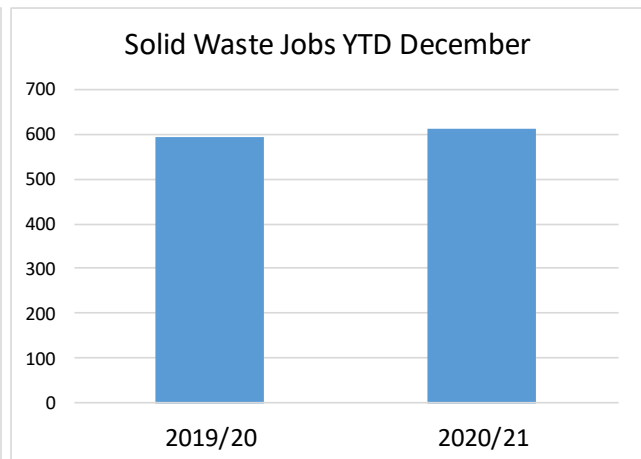
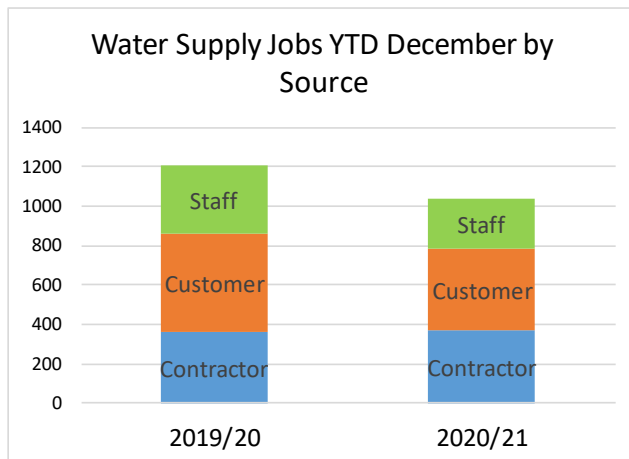
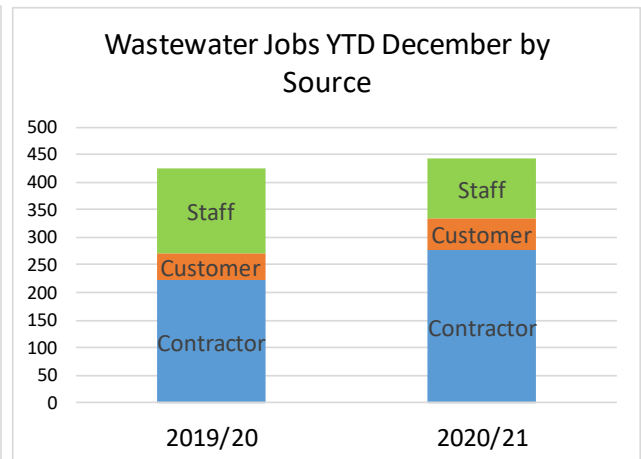
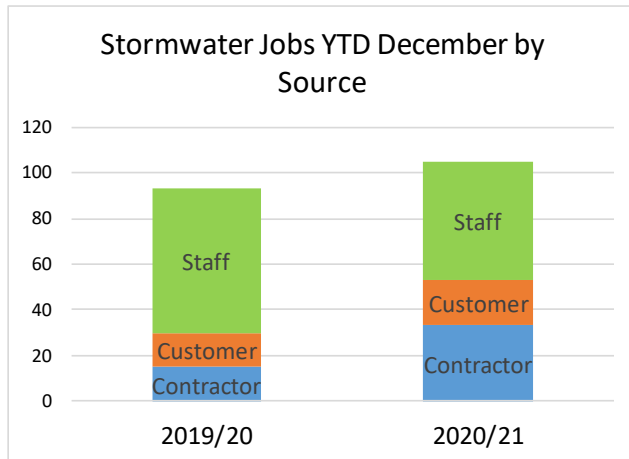
ENGINEERING SERVICES ACTIVITY REPORT

Totara Hill Estates 45 Hart Road, Richmond	32	Residential fully serviced
Totara Park Stage 2, Wakefield	12	Rural residential unserviced
Orange 7 Oxford Street, Richmond	4	Residential infill
Ben Nevis Holdings, Edward Street Wakefield	5	Rural residential unserviced
Paton Rise, Bateup Road Richmond	48	Residential fully serviced
Greenways Plan, Park Avenue Takaka	25	Residential serviced for wastewater and stormwater, private water for firefighting
Eden stages 1 and 2, Wakefield	33	Residential fully serviced
Boomerang Stage P,Q,R and S, Moutere Highway	30	Rural residential unserviced
Appleby Fields 4A, Richmond West	78	Residential fully serviced
	452	
As-Built Stage		
Boomerang Stage E, Moutere	12	Rural residential unserviced
Dundon Grove Stage II, Richmond West	36	Residential fully serviced
144 Rocklands Road, Takaka	4	Rural residential unserviced
Karapoti Properties Ltd (previously Katania), Brightwater – Stage 3.	15	Residential fully serviced
	67	

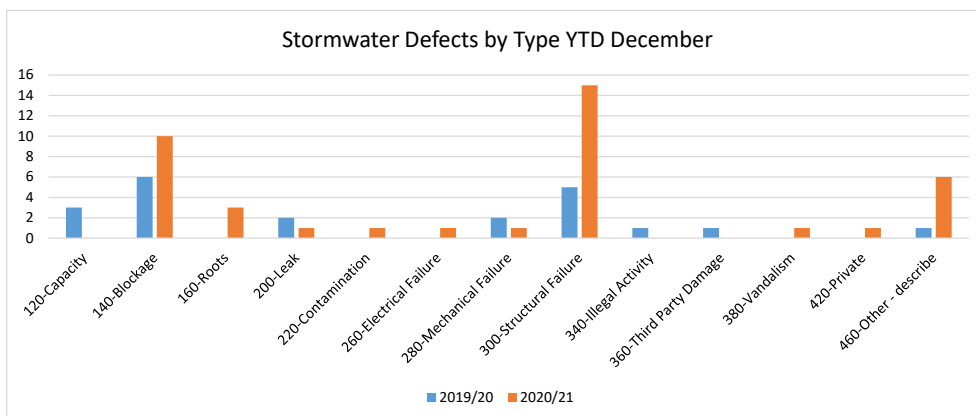
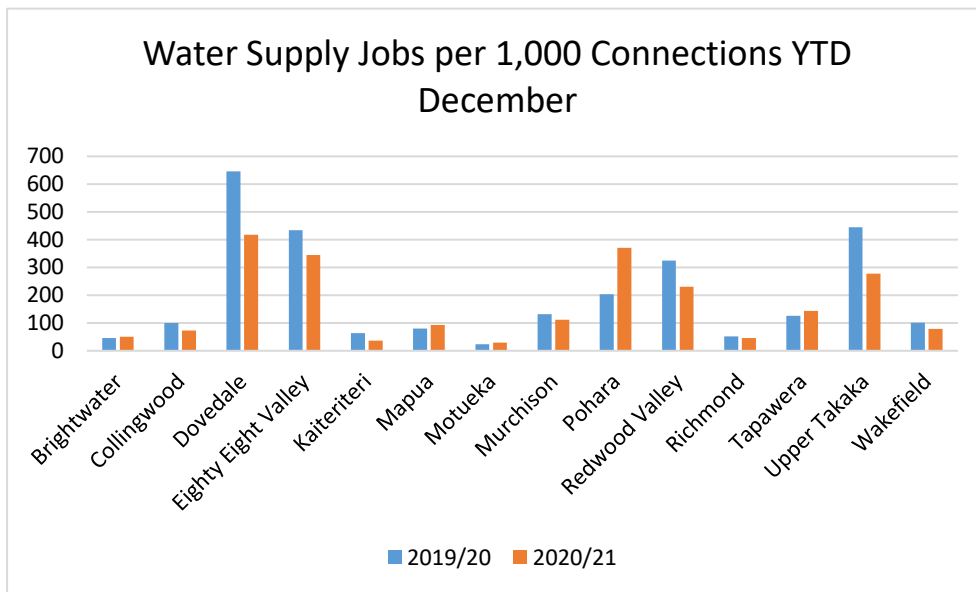
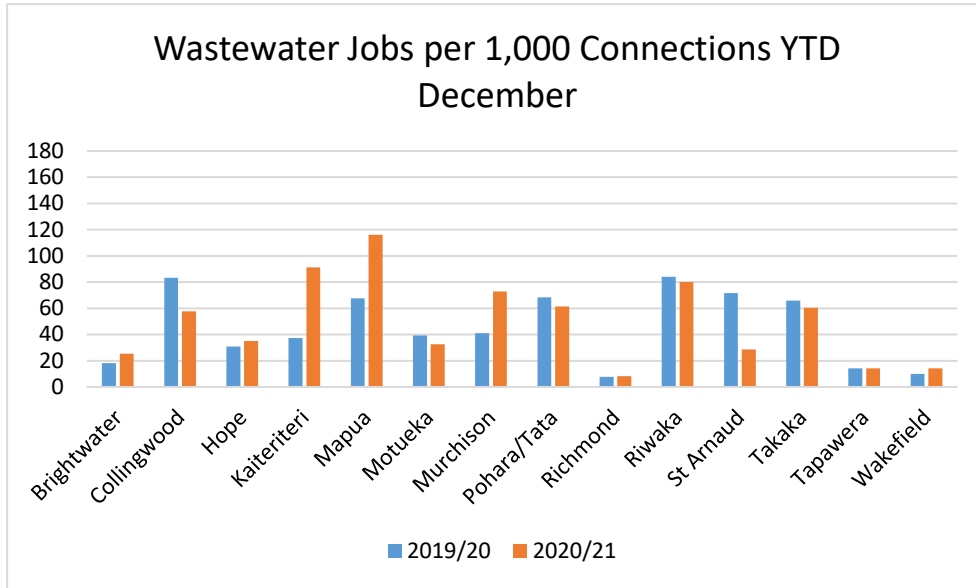
ENGINEERING SERVICES ACTIVITY REPORT

6 Utilities

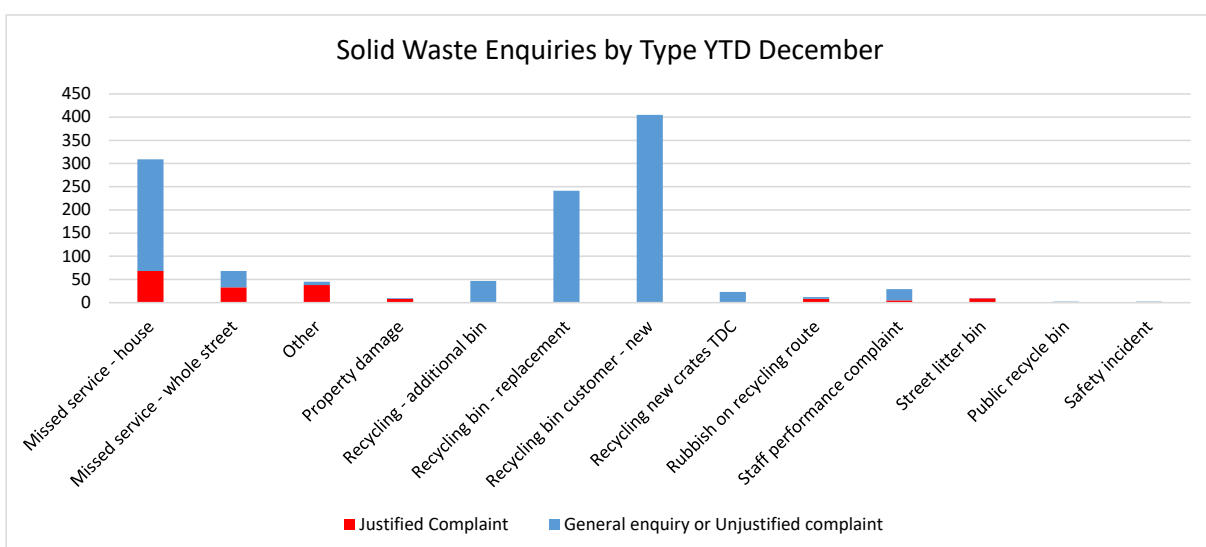
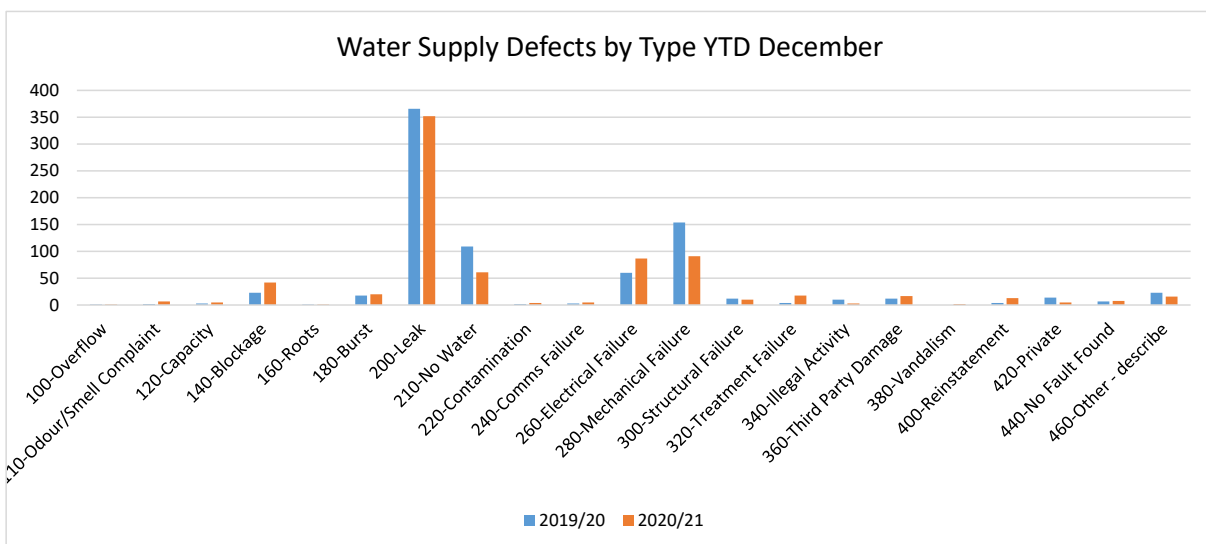
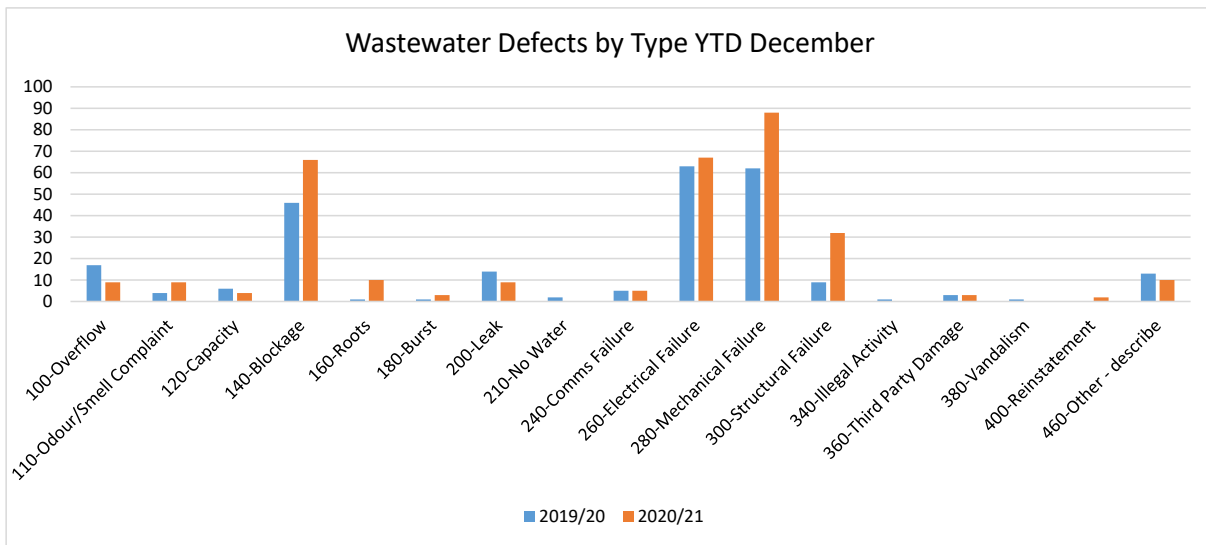
Utilities Trends



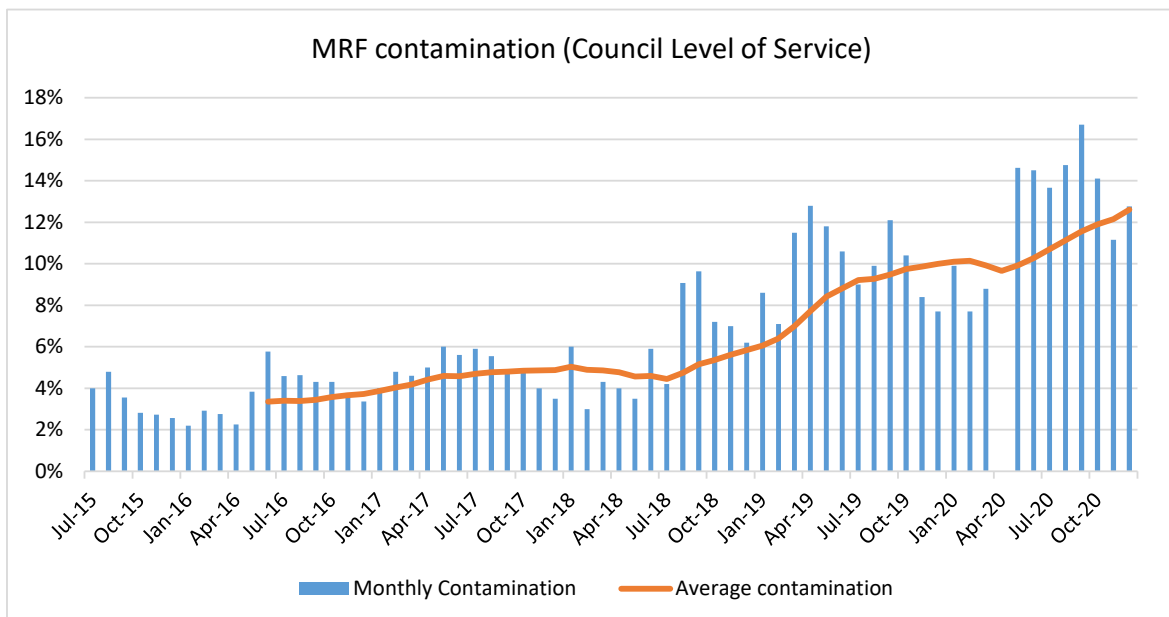
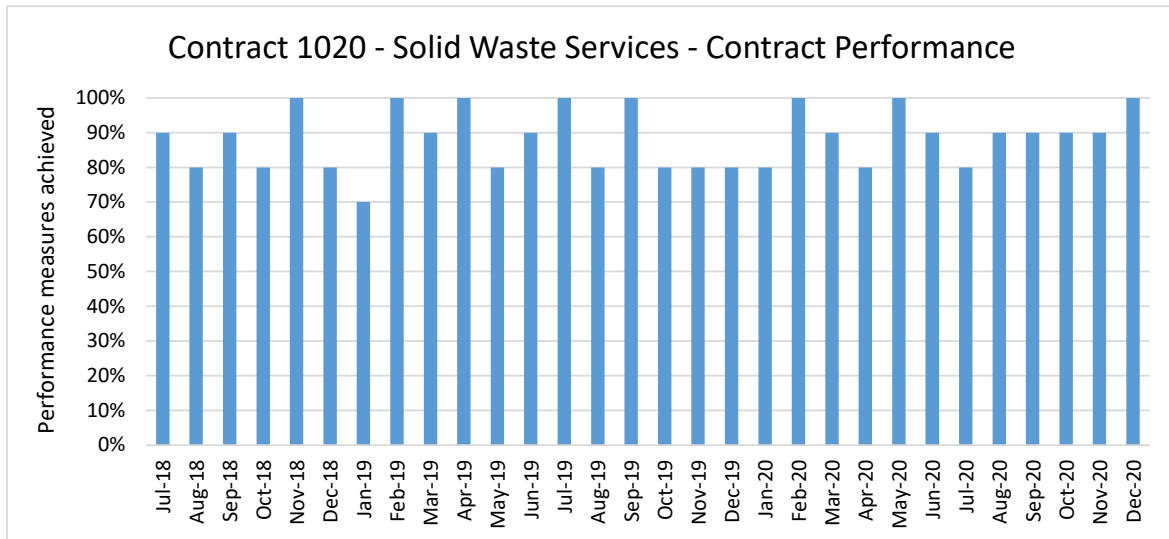
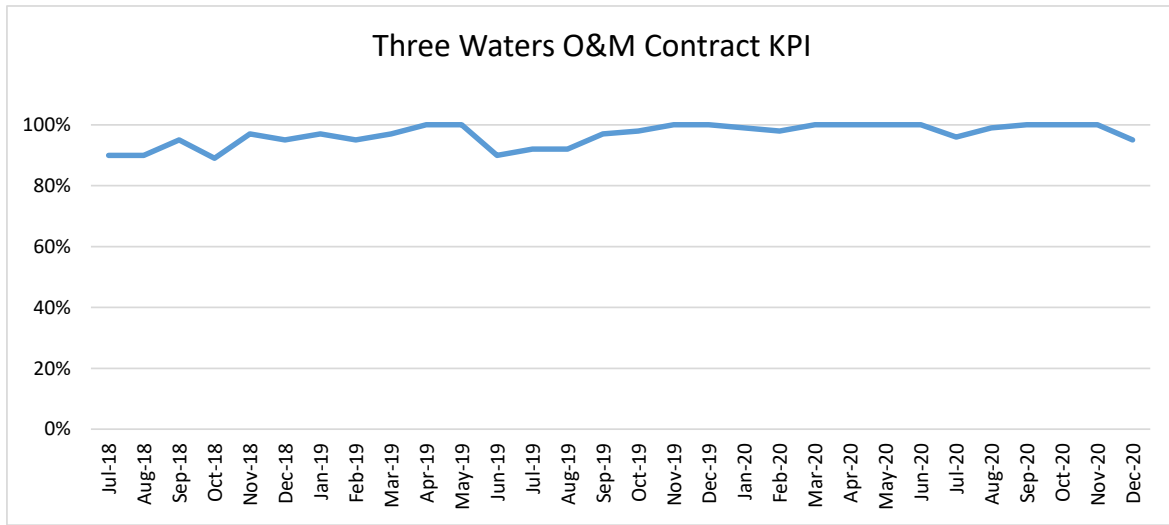
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ENGINEERING SERVICES ACTIVITY REPORT



ENGINEERING SERVICES ACTIVITY REPORT



ENGINEERING SERVICES ACTIVITY REPORT**3 Waters Reform Request for Information (RFI)**

- 6.1 The RFI process was due for completion on 1 February 2021 and the completed document was sent to the Department of Internal Affairs the week before the deadline on 27 January 2021.

WATER SUPPLY**Activity highlights**

- 6.2 The new trunk main across Rabbit Island has been linked into the network and is now live. This is one of several capital projects that are required to improve the capacity and security of supply to Mapua.
- 6.3 The new raw water trunk main from the Waimea Bores to the Waimea Water Treatment Plant has been commissioned and is now in operation.
- 6.4 Richmond water supply is currently being chlorinated whilst major works are carried out on the trunk mains at the Champion/Salisbury Road Roundabout. Chlorination is expected to be switched off by the end of February.

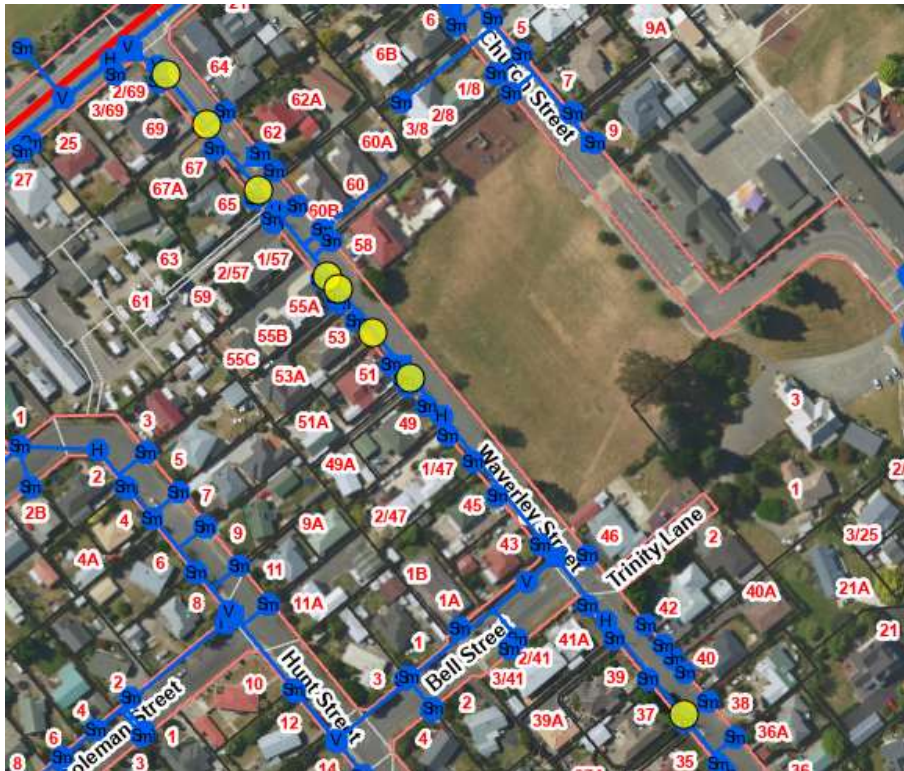
Compliance

- 6.5 Results for water samples taken from the Dovedale water supply were analysed for particle size in preparation for the installation of filtration to better control the ongoing issues with turbidity on this supply.
- 6.6 Feedback was received from the Drinking Water Assessors in regards to the assessment of the Riwaka-Kaiteriteri Water Safety Plan (WSP). A number of shortcomings have been identified which will need to be rectified before the plan can undergo a formal assessment for approval. There were 20 non-conformances with the new framework and several instances where further information will be required.
- 6.7 Key areas requiring attention include the risk management tables and the assessment of levels of certainty. The timeframes stated in the plan for the completion of improvements were not specific and details of when the completion of an improvement would trigger a review of the risk assessment need to be added. Further detail is also required on how planned investigations for incidents or events occurring are carried out and on how equipment, processes and practices are validated. Information on the quality of the source water for Kaiteriteri was very light and will require more detail going forward. A summary of the chemical and physical properties of the source water from recent laboratory testing done in July will be used to report on the water quality at Kaiteriteri. The WSP should be regarded as a "living document" to achieve water safety. The performance of the WSP must therefore be continually evaluated and have responsibilities, accountabilities and the reporting requirements for this clearly stated.

Operations update

- 6.8 Two further breaks on the Waverly Street main has highlighted the need to progress with the renewal of this main as soon as possible. There has been eight breaks since August 2020 and so far we have received two complaints/enquiries as to when the upgrade will happen. Renewal of this line has been escalated in priority.

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- 6.9 The flow to the Valhalla Drive area of Richmond has been higher than expected for some time, with no obvious cause. Investigation identified a substantial leak as the main cause. This has now been repaired.
- 6.10 An illegal connection on the Dovedale scheme and one on the Mapua rural extension have been identified and either disconnected or corrected. Illegal connections and tampering are an ongoing problem that are dealt with as they are identified.

WASTEWATER

Activity highlights

- 6.11 Desludging of the Murchison Waste Water Treatment Plant (WWTP) was completed at the end of December.
- 6.12 The large groundwater inflow into the Lodder Lane sewer was repaired. This has reduced the flow to the Motueka WWTP by around 100m³/day.
- 6.13 Also have decommissioned their Motueka laundry and have commissioned their new site in Richmond. This has reduced weekday flows by 130m³/day to the Motueka WWTP.
- 6.14 Smoke testing in the Talisman pump station catchment in Kaiteriteri found one roof connected to the wastewater network. The owner fixed this on the day staff notified them of the problem. This one roof contributed over 35m³ of stormwater to the wastewater network during one heavy rain event in November 2020.
- 6.15 Motueka High School has replaced about 25% of its stormwater drainage. The result of this re-plumbing has meant that a significant section of the school's buildings and hardstand areas has been re-directed from the wastewater system to the stormwater

ENGINEERING SERVICES ACTIVITY REPORT

system. This plumbing work has come at a considerable cost, in excess of \$500,000. The remainder of the school's stormwater plumbing will be replaced during the next series of school holidays with an expected completion of the plumbing works completed during the Christmas 2021 holiday period.

Compliance**Collingwood Wastewater Treatment Plant**

6.16 There were a couple of maintenance problems with the UV disinfection system which meant the lamps were not being cleaned as well as they should have been. As a result performance declined to the point where there were frequent minor dips of the UV dose below the consent limit. A new wiping system was installed, operator refresher training was completed and new lamps were installed. The UV system has been performing well since these changes were implemented.

Odour

6.17 We expected a larger number of odour events over summer due to the late supply (as a result of COVID-19) of the dosing product used at Kaiteriteri, Tata Beach and Tarakohe. The product was ordered at the start of September 2020 but didn't arrive until the first week of January 2021, after the peak in wastewater flows. The area that ended up being affected by odour was Ligar Bay, which was not primarily due to the delay in dosing.

Takaka Wastewater Treatment Plant

6.18 The 30-day rolling average dry weather flow limit was exceeded for 5 days in early January. The level sensor failed on 22 September 2020. This caused the dosing pump station to lose its programming with the result that the pumps pumped continuously. This continued until an electrician could get to site to manually stop the pumps. A total of 3099m³ was discharged on that day compared to the average dry weather limit of 700m³/day. Monitoring of groundwater downstream of the treatment plant showed no evidence of contamination for the event.

Operations update

- 6.19 In December there were three minor overflows, Burnside Road in Takaka, Birdling Close in Richmond and Bryant Road in Brightwater. All were caused by blockages in the gravity network and the overflows were less than 1m³.
- 6.20 In January there were three overflows, Bay Vista Drive in Pōhara, Brabant Drive in Ruby Bay and Bryant Road in Brightwater. The Bay Vista Drive overflow was the result of wet wipes blocking the sewer, Brabant Drive was caused by tree roots and Bryant Road was a blocked manhole.
- 6.21 Bird numbers at Takaka Wastewater Treatment Plant are very high so staff are purchasing a gas cannon scarer, the same as borrowed from Fish and Game last year. We plan to have this operational for two weeks within the next month.
- 6.22 There were eight pumps blocked in both December and January. Most were the result of clothing being dumped down the sewer with three the result of wet wipes. The

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communications team is planning another media campaign to educate residents about what not to flush.

STORMWATER

Activity highlights

- 6.23 December and January have been relatively dry with very few complaints in regard to property flooding.
- 6.24 The most significant event was the hail storm in Motueka on 26 December which resulted in complaints of flooding of the road intersection at Courtney Street and High Street and also flooding at one property.
- 6.25 Two post storm clean ups occurred on 2 and 22 December 2020.
- 6.26 The Motueka Wharf Road tidal gate was closed against the high tides on 17 January in response to a forecast of possible thunder storms.

Compliance

- 6.27 There were no known compliance issues from the operation of the stormwater network. In December we sought and were granted permission under Section 87BA of the Resource Management Act 1991 to spray glyphosate to control Vietnamese parsley and water celery in selected streams in the Richmond area.

Operations update

- 6.28 Open drain vegetation maintenance work has continued. With the likely increase in fire risk we are getting all sites cut again. We have been responding where local residents have raised issues with the untidiness of long grass and, where necessary, arranged additional maintenance.



Typical ongoing growth of open drain banks at Morley Creek, Iwa Street, Mapua (L) and Bateup Creek, Paton Road, Richmond (R)

Water celery and Vietnamese parsley update

- 6.29 We have made good progress over the summer holiday period controlling water celery and Vietnamese parsley vegetation in Richmond. Biosecurity staff were helpful in identifying the water celery and Vietnamese parsley and staff in the resource consents team were

ENGINEERING SERVICES ACTIVITY REPORT

very helpful in promptly giving permission to treat weeds in selected streams in the Richmond area.

- 6.30 The stormwater maintenance contractor commenced spraying before Christmas and continued over the holiday period, with work finishing just before the New Year.
- 6.31 The following photos show the stream adjacent to Hart Road prior to spraying, after spraying and after clearance of dead material. Also included are photos of Saxton Creek and Jimmy Lee Creek following the spray control.



Spray control of Vietnamese Parsley and Water Celery – Eastern Hills Drain, Hart Road, Richmond – before (L) after (C), and after raking out (R).



Spray control of Vietnamese Parsley and Water Celery – Saxton Creek, Champion Road (L) and Jimmy Lee Creek, Washbourn Drive (R), Richmond.

- 6.32 We will be working with Biosecurity staff in the coming months to develop a response plan for the autumn and following spring. This will include a spray plan and an on-going public awareness plan.

WASTE MANAGEMENT AND MINIMISATION

Activity highlights

- 6.33 Recycling collections over the summer period have been busy, but with good performance by the contractor. Kerbside audits of bins are continuing, to educate and reduce contamination.
- 6.34 A materials baler at the Materials Recovery Facility (MRF) has been removed and sent away for heavy maintenance. A substitute baler has been installed until the repairs are complete. There was no interruption to production, as the swap over was undertaken out of hours. Contamination levels have remained relatively high.

ENGINEERING SERVICES ACTIVITY REPORT

- 6.35 A trial of a part time waste minimisation ambassador position at the Takaka Resource Recovery Centre over the summer period has been working well. The additional staff enable better diversion at the reuse shop and assist customers in recycling drop-off.
- 6.36 Closed landfill inspections are underway and will be completed during the summer.
- 6.37 Mariri Resource Recovery Centre pavement renewals were completed on 28 January 2021. The site operations carried on during the works with no significant delays. As the pit was not in use during the pavement works there was an opportunity to repair to the waste hopper.
- 6.38 The pavement work involved milling out 100mm and replacing with 100mm of Polymer Modified Asphalt. The sub base was made up of river run so the soft areas were removed and mix 14 used to stabilise and surface level. The repairs are now complete and normal operations will resume 30 January 2021.



Milling of pavement (L) and placement of new pavement (R) at the Māiri Resource Recovery Centre



Aerial photo of the pavement work at the Māiri Resource Recovery Centre

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Finished pavement at Māiri Resource Recovery Centre

Compliance

6.39 There were no known non-compliances for the reporting period.

Operations update:

- 6.40 Kerbside recycling collections continued over the reporting period with no significant issues and generally good performance by the contractor. Recycling volumes are consistent with the normal seasonal trends.
- 6.41 Contamination levels at the Materials Recovery Facility were 12.76% for December. This level of contamination is less than many other regions but we will continue to investigate the root cause of this change. Our contractor has continued of auditing of recycling bins, to identify contamination sources and inform residents.
- 6.42 A stockpile of mixed plastic bales accumulated since July 2019 is being dispatched to the York Valley Landfill. The cost will be split between the Council, Smart Environmental and other large customers that use the Richmond Materials Recovery Facility.
- 6.43 A trial of a part time waste minimisation ambassador position at the Takaka Resource Recovery Centre over the summer period has been working well. The additional staff enable better diversion at the reuse shop and assist customers in recycling drop-off. Near the conclusion of the trial in late February we will review the success of the additional

ENGINEERING SERVICES ACTIVITY REPORT

- position, and any further improvement work required on site. This review will include consideration of revenue from the reuse shop and funding of building improvements.
- 6.44 Prior to the summer event season staff reviewed arrangements for waste disposal over summer and checked that waste information was available for holiday makers at events and camping sites. Additional waste bins have been provided at several visitor sites and additional signage is being prepared to give better directions to Resource Recovery Centre locations, where events are some distance from the sites, particularly in Golden Bay.
- 6.45 We have continued to roll out CCTV coverage at Resource Recovery Centre sites. These cameras capture activities on-site inside and outside working hours to improve safety, identify damage to property and provide the ability to audit transactions. The CCTV installation at Takaka RRC is complete and the Murchison RRC camera now has remote viewing.
- 6.46 On 31 January He Pou a Rangi, the Climate Change Commission, released draft advice to the government for the first three emissions budgets for New Zealand and on policy direction for the Government's first emissions reduction plan. The advice includes recommendations on waste reduction and staff will be reviewing this to understand the likely impact on Council's waste management activities.

7 Transportation Roothing Activity Update
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Summary**Alliance contract area - Rural****Sealed network**

- 7.1 Pre-reseal repairs on 2020/2021 reseal sites have been completed.
- 7.2 Digouts and stabilisation continues as weather permits, focusing on pre-seal repairs for 2021/22 and higher priority faults on Moutere Highway, Waimea West and Aranui Roads.
- 7.3 Lower Queen Street repairs have commenced with service cover raising and pavement repair progressing. Further work is planned on Wai-iti Valley Road, Stock Road, Kerr Hill Road and Korere Tophouse Road.
- 7.4 The pavement repair stabilisation process Tasman Alliance is using is a new technology currently being trialed and not seen in the region previously. Results are looking very promising for future repairs as an alternative to more expensive and time consuming deep pavement digouts. This is showing a tangible benefit to the set up and objectives of the Tasman Alliance.
- 7.5 A comprehensive crack sealing programme is underway as preventative maintenance with approximately 1000m² planned per month.
- 7.6 As previously reported, budget constraints have resulted in a review and postponement of a number of reseal sites until next financial year, as well as impacting on the level of

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pavement repairs that will be achievable for the remainder of this financial year ultimately resulting in a potentially lower level of service that anticipated.



Left: Emulsion Stabilising sealing Right: Emulsion Stabilising compacting stabilised material – Moutere Highway

Unsealed network

- 7.7 The grader has been busy with heavy rainfall in the lead up to Christmas, however customer service requests (CSRs) have been fewer than expected. Grading of the network continues, along with spot metalling and pot hole filling. The Alliance continues to build resilience in critical roles, in particular, two trained and competent operators are now available to operate the cyclic grader.
- 7.8 Summer is a challenging time for unsealed road maintenance as the lack of moisture in the pavement means grading can sometimes achieve poor results and risk shortening the life of the gravel layer.

Environment

- 7.9 Several heavy rainfall events during November and December created a number of issues around the network, including flooding, slips, fallen trees and washouts; meaning a number of resources were committed to clean-up, resulting in delays to programmed work.

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Flooding and Storm Damage across the network in the lead up to Christmas

7.10 Rural mowing continues on a cyclic basis across the network as well as roadside spraying of signage, assets and water channels.

7.11 Illegal dumping of rubbish continues to be a frequent issue.

MBIE provincial growth fund

7.12 MBIE Drainage work has continued around the region with water channel and culvert clearing being undertaken. A project was also completed on Stafford Drive where an under slip remediation was completed. The project involved subsoil drain, kerbing and surface levelling on the road.

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Left: Tadmor Valley culvert clearing, Middle and Right: MBIE Stafford Drive under slip remediation

MBIE funded dangerous tree removal

7.13 Tree removal has finished apart from targeted sites, and delivery of the firewood obtained has commenced to families referred to us by Fifeshire Foundation. Surplus firewood is being delivered to Kai with Love, another local charity.



Firewood loading and delivery to families through the Fifeshire Foundation

Traffic services

7.14 Significant signage repairs and replacements continue around the region as we see ongoing targeted vandalism of road signs deliberately run down or pushed over.

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Tapawera Walkway



Martin Farm Road footpath maintenance

Alliance contract area – Urban

7.15 Sign damage (vehicle damage and vandalism), oil spills and graffiti continue to keep the patrol crew busy.

Street lighting

7.16 Streetlight infills and column replacements are progressing.

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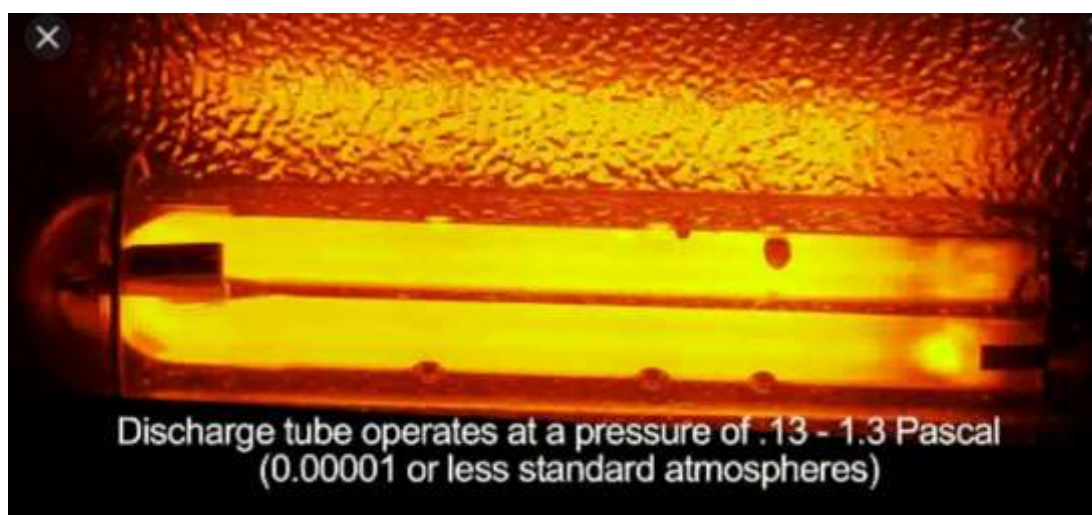
- 7.17 Information regarding the standard of LED lighting used on our network was requested at the last Committee meeting. This information is provided below.
- 7.18 TDC LED streetlights emit light at 4000K, this colour is known as cool light and has both white and blue light from the visible light Spectrum. For 'dark sky' lighting, 2200K is suggested which is a warm light colour.
- 7.19 Kelvin "K" is simply a temperature scale with 0 being -275deg C.
- 7.20 There are three common ranges of colour temperature, see level of contrast below:
- Warm light – 2700-3000K
 - Cool Light – 3000-5000K
 - Cold White – 5000-6500K
- 7.21 The bottom image is a low pressure sodium light fitting which Tekapo is still using to meet dark skies requirements. These fittings need replacing regularly and have heavy metals requiring disposal.



Existing 2200 Kelvin HPS

3000 Kelvin

4000 Kelvin



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- 7.22 One of the benefits of LEDs is that cool white light improves road safety due to the contrast by making objects including people more detectible to the driver's eye. Part of the reason is that cool light 4000K is closer to daylight or cold white at 5000K, which is the Colour Temperature that human eyes works best at.
- 7.23 When LED conversions became popular, 4000K temperature was considered optimal. LED fittings are now supplied in a range of K outputs with higher the K value whiter and brighter the light (has bluish tinge) with lower K value becoming more yellow and warmer feel. More recently, concerns have been raised about the effects of the blue part of the spectrum on humans and animals at night in terms of disturbing natural night-time biological processes.
- 7.24 With LED, there is no waste light or upward light spill. Most light spill is from private lights. Viewing from the hills above Nelson or Richmond or when flying overhead confirms this.
- 7.25 The main reason we converted Council's streetlights to LED is the saving in energy costs. There is also maintenance cost savings in terms of lasting 80,000 – 100,000 hours before needing replacement. The previous High Pressure Sodium (HPS) lights required replacing every 3 years or 12,000 hours and required specialist disposal due to having various chemical metals. In terms of Carbon Emissions, LED are very low because of the low energy consumption and also due to NZ electricity generation being mostly renewable.
- 7.26 Due to the current LED fittings being only a third of the way through their useful life, it would be uneconomic to start retro fitting or replacing now. Where road safety is paramount, there is an argument to stay with cool light of 4000K.

Footpath repairs

- 7.27 High Street South, Wildman Road and Moutere Highway shared paths are to be resealed over the coming months.
- 7.28 Appleby Overbridge access ways (Council responsibility) as per maintenance boundary agreement with Waka Kotahi had some attention with asphalt levelling, pothole repairs and sweeping.

Spraying

- 7.29 Urban Spraying was completed in Richmond and Motueka, along with some roadside section of cycle ways. Spot spraying and weed eating continues around urban areas where weed growth or sightline issues are identified.

Golden Bay area

- 7.30 Fulton Hogan have completed the pre-real seal repairs in time to meet the deadline for Downers to do the reseals, unfortunately due to bad weather the sealing has been pushed back to early 2021.
- 7.31 Works were undertaken to repair damaged sections of the rock protection along sections of Dry Road and Cowin Road. This damage was due to a few weather events over the year, combined with king tides. These events also damaged the access track to Nikau Point which is a popular camping site. Fulton Hogan were able to make the access road safe in time for the Christmas holiday period.

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Dry Road protection damage

- 7.32 The grader has been working along the key roads on the network to ensure that they were in good condition prior to Christmas, utilising the damp conditions.



Limestone Road metalling

- 7.33 The pre-Christmas mow was started in December and is still in progress. We have been receiving a lot of positive feedback in regards to the vegetation control on the Takaka to Pohara cycle trail. In December a special mow was completed along the full length of the trail with spraying programed to be done at the start of February. Tree trimming is also planned.

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Murchison Area

- 7.34 December saw the Murchison team shift their focus to completing the pre-reseal repairs in their area.
- 7.35 Fulton Hogan received a number of callouts during the month, primarily for small slips along Mangles Valley Road and fallen trees on Matakītaki West Bank Road.
- 7.36 Blue Rocks historic slip site on Matakītaki Road dropped a large number of rocks onto the road in early January. Fulton Hogan have cleared the road, however there are some rocks left on the slip face which appear unstable. Staff have engaged a geotechnical risk assessment to assess current risk and management options.



Blue Rocks slip

- 7.37 A digout was also completed on Mole Swamp area of Tutaki Road South, utilising geogrids to minimise digout depth and bridge the old corduroy layers lower down in the swamp.



Tutaki South digout

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- 7.38 Fulton Hogan completed water table cleaning, high shoulder removal and pavement repairs along Brooks Road which should leave this low traffic road in good condition for many years to come.
- 7.39 Metalling on Matakītaki West Bank Road was finished, completing the Murchison metalling programme until next autumn.

River activity update**Physical works Progress (Council maintained river reaches)**

- 7.40 \$1,134,000 has been spent year to date through the river maintenance contract (July-Dec 2020 inclusive, including contract reporting/management fees).
- 7.41 With the claim for December being just under \$200,000 this means we are slightly ahead of expenditure on an even monthly basis (by about \$130,000).
- 7.42 The contractor was able to source additional trucks to accelerate getting rock to site to complete the flood repairs from the 8 November 2020 event in the Wai-iti and Upper Motueka catchments.
- 7.43 Rock work and flood debris removal was undertaken in the Wai-iti, Upper Motueka and Tadmor Rivers. Stopbank mowing on the Waimea and Lower Motueka was completed along with stopbank access improvements on the Motueka stopbank, and outfall inspections and native riparian plant maintenance at various sites.
- 7.44 The two monthly work programme for the Golden Bay catchments is nearly ready with local iwi to be consulted before work begins. This programme is light given the lack of recent floods in those catchments.

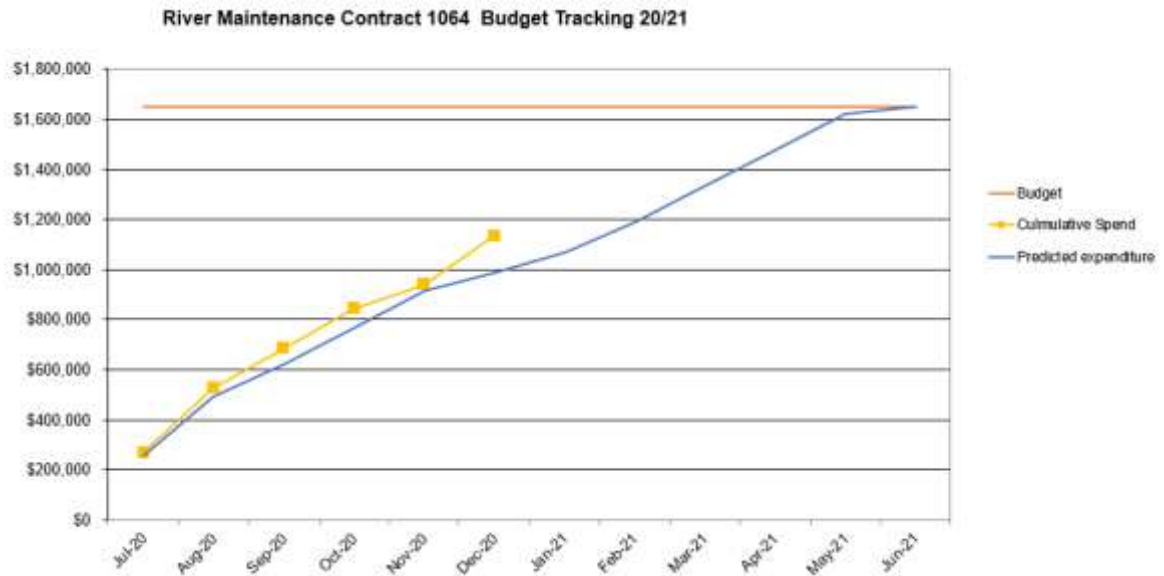
River Z (Z rated river sections)

- 7.45 There are ten River Z waterway repairs from the second half of 2020 yet to be completed, with several of these currently underway.

Other Work

- 7.46 We are collating feedback on our forward work programme and Best Practice Guidelines for Tasman river works.
- 7.47 A close out meeting for the Upper Motueka flood modelling project is to be scheduled.
- 7.48 Work to improve access along the Motueka stopbanks for maintenance activity (tree trimming, gate and fence improvements) is ongoing.
- 7.49 Work with the leaseholder to clean up the previously leased quarry area on the Waimea River at Bartlett Road is ongoing with waste soil stockpile test results now received and being assessed.
- 7.50 We are looking to measure the current carbon footprint of our activity.
- 7.51 Demand for gravel from our rivers remains relatively high. We will be resurveying the Waimea and Lower Motueka Rivers this summer.

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Coastal activity update

Marahau rock revetment

7.52 The footpath repairs have been completed which involved the driving of posts within the road reserve area to contain fill to prevent the footpath being eroded away again.

7.53 The driven posts have been backfilled with sand and the original fence has been reinstated along the footpath edge.



Sandy Bay-Marahau Road Footpath and Fence Repairs

ENGINEERING SERVICES ACTIVITY REPORT**Ruby Bay**

- 7.54 Minor revetment repairs were carried over the last report period from Tait Street and extending south along the Old Mill Walkway.
- 7.55 There have been no significant storm events since that period and the revetment is presently in good repair.

Mapua wharf

- 7.56 The floating jetty and ramp has been inspected and is presently in good repair.
- 7.57 No other issues around the wharf area were identified when inspected.

Riwaka wharf and boat ramp

- 7.58 The rock armouring of the existing Riwaka wharf is in good repair and has not moved since it was constructed.
- 7.59 The boat ramp at the end of Green Tree Road has some minor erosion on the edge of the concrete pad.

Motueka Fishing Platform and rock protection

- 7.60 The fishing platform along with other foreshore protection works has been inspected and found to be all in good condition at the time of inspection.

Collingwood – Beach Road revetment

- 7.61 The last time this was inspected the beach had built up significantly with half the height of the original rock revetment covered with sand.

Tasman's Great Taste Trail

- 7.62 Nick Ross has started his role as Trail Manager to replace Josh Aldridge.
- 7.63 The Nelson Tasman Cycle Trails Trust (NTCTT) has been investigating route options to get the trail from Tapawera through to Woodstock. The options are detailed in a separate options report to the Operations Committee.
- 7.64 During the Christmas break there was a fatality on Tasman's Great Taste Trail. The Police and the coroner are investigating the circumstances and staff are cooperating with these enquiries. Media reported that the rider went under a branch obstructing the trail, went to the side in loose gravel and suffered severe internal injuries after she fell and was struck in her abdomen by the bike handlebars. The road surface had been recently upgraded (December) after forestry operations had left the trail surface in need of maintenance. The photograph below shows the tree that was cleared from the trail after the accident.

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Location of fatal cycle crash on cycle trail near Kohatu

7.65 In mid-December a crash was also reported at a crossing of the State Highway near Kohatu. We were fortunate that the cyclist did not receive any serious injuries given that the ute was travelling at 100km/h (vehicle GPS records were provided). The cyclist, training for Ironman, was going fast towards Kohatu, he took a brief look over his shoulder and failed to see the vehicle travelling in the same direction. The cyclist may have underestimated how far they need to be looking back over their shoulder for a car approaching at 100km/h.



Crossing location of cycle versus car crash

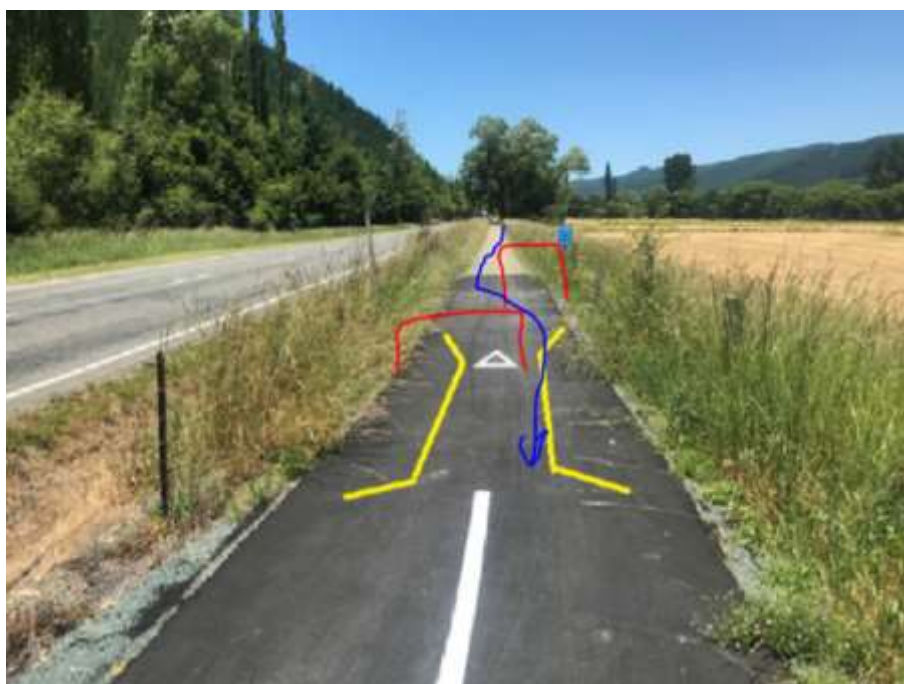
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7.66 This crossing was upgraded in 2020 with Waka Kotahi NZTA's national walking and cycling team providing design input and funding. We've reviewed the crash and the design with Waka Kotahi NZTA, and consider improvements below are needed:

- Change all 100km/h crossings to stop control for cyclists.
- Add a hold/resting rail.
- Add a standard "watch for traffic" sign.



7.67 An additional possible treatment would be to forcibly slow approaching cyclists down by installing a chicane (staggered fence treatment) or narrow pinch point. Waka Kotahi NZTA did not necessarily think this was needed in this case as the corner should slow cyclists down. The marked up photograph below shows the concept of these treatments. It is proposed to add the "stop" signs, hold rail and "watch for traffic" signage in the first instance, and replicate this treatment for our local road crossings to provide consistency. This will be prioritised on our high speed local roads, then extended to our urban local road crossings where relevant. It is expected that our existing "improvements" budget could treat one to two crossings per year.



Parking management

7.68 Parking management on our residential and classified streets continues to generate many requests from our residents. Localised consultation will often result in opposing views from the affected residents on how parking should be managed. The intervention levels (road hierarchy and traffic volume) used to determine when to remove parking obscuring sight lines at driveways is open to interpretation, and can have a significant effect on how our road network will operate depending on how we want to manage our network. This section

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describes the general principles and uses an example to show how parking can be managed consistently.

7.69 Parking pressure on our roads is expected to increase, as the Government's Policy Statement on Urban Development has resulted in new rules that prevents local authorities from setting minimum car parking requirements for developments. This could result in residential developments, or other developments in residential streets (such as a day care etc) not providing on-site parking for all their expected demand.

7.70 It is recommended by the government that:

- Local authorities manage the effects of parking through comprehensive parking management plans.
- Enabling higher densities and a more compact urban form by reducing the amount of space that is dedicated to parking.
- Freeing up street space for public transport, walking and cycling (this will be covered by our Active Transport Strategy which is currently being worked on).
- Reducing price subsidies for parking, thus disincentivising car travel when other modes are available (this has already been planned for in our Richmond and Motueka town centre parking strategy).

7.71 Parking can contribute towards the success of a place, however poorly managed and designed parking can undermine efforts to create highly livable urban areas. How the Council manages parking already aligns with the general principles set out in the Draft National Parking Management Guidance 2020. However, requests from residents can be passionate and have resulted in inconsistent parking management in the past.

7.72 General principles that the draft national guidance introduce include:

- Safety of all street users is the foremost priority. This will include pedestrians (usually crossing points), cyclists, bus stops, and visibility at intersections and driveways.
- Existing property access is a high priority.
- Footpaths are a high priority in all environments.
- Public transport and cycling are prioritised to provide safe and attractive facilities.
- On arterial roads, the efficient movement of people and goods (especially by public transport and active modes) are prioritised over vehicle parking.
- In non-arterial environments (e.g. local residential streets) pedestrian movement is prioritised, then car parking is prioritised over maximising vehicle movements. This is because after property access and pedestrian movement has been provided, these roads are not intended for the large through movement of vehicles, and parking provides more benefits to the community. Parking could be prioritised for short-stay and residents.
- On-street parking can help keep traffic speeds low as road space is reduced and creates side friction effect.

7.73 Visibility at driveways is a common concern. We currently use the Land Transport Safety Authority Guidelines for visibility at driveways for guidance (RTS6). Analysis of injury

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accidents for all New Zealand was undertaken and this document was produced to give guidance to local authorities.

7.74 Lines of clear sight with no parked cars should be provided as follows:

- Low volume driveway to an arterial road in a rural area.
- High volume driveway (200 vehicles per day) to a rural and urban arterial road.

7.75 Parked vehicles may obstruct sight lines occasionally at the following locations:

- High volume driveway to a collector road.
- Low volume driveway to an urban arterial road.

7.76 There is room for interpretation of “occasionally” and Arterial and Collector classification given by RTS6. RTS6 defines an Arterial Road as one with a dominant through traffic function either serving to link territorial authorities or major areas of activity within a territorial authority. Typically these roads carry more than 3,000 vehicles per day but traffic volumes may be less particularly in rural areas and considerably higher in large urban areas. The current One Network Road Classification defines an urban arterial as traffic volumes greater than 5,000 vehicles per day.

Example.

7.77 Recent requests for parking management by residents along Hill Street, both to provide unobstructed visibility from driveways and to allow continuous two-way operation of the road can demonstrate how interpretation can result in a different decision.



Example of visibility from a Hill Street driveway where a request for parking removal has been received

7.78 Our TRMP classifies Hill Street as a Principal Road. Traffic counts identify average daily traffic in the range of 3,366 vehicles per day (Hart Road end) to 5,465 vehicles per day (Templemore Drive area). Our road classification of “Principal Road” assigns a lower through traffic function than that of an Arterial Road, yet the traffic volumes are greater than the 3,000 vehicles per day used for Arterial Roads in the RTS6 guide.

7.79 Council recently decided not to remove parking on a Principal road carrying more than 10,000 vehicles per day where road side parking would compromise the two-way function

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of the road (Wensley Road). This reinforces that Council place a greater emphasis on road function (classification) than traffic volumes, and that Principal Roads need not have the same through traffic focus as an Arterial Road and therefore no desire to manage parking on sub-arterial roads to maintain two-way function.

- 7.80 Applying this to the Hill Street driveway visibility request, these are low volume driveways to a sub-arterial urban road. The Guidelines for visibility at driveways RTS6 do not suggest it is necessary to keep these driveway sightlines clear of parked vehicles. Observing use of the driveway also shows that in this instance, driveway users are comfortable reversing out of their driveway.



- 7.81 The diagram below shows that providing sightlines clear of parked vehicles would require around 37m of no parking restriction either side of each driveway effectively creating no parking along much of Hill Street.

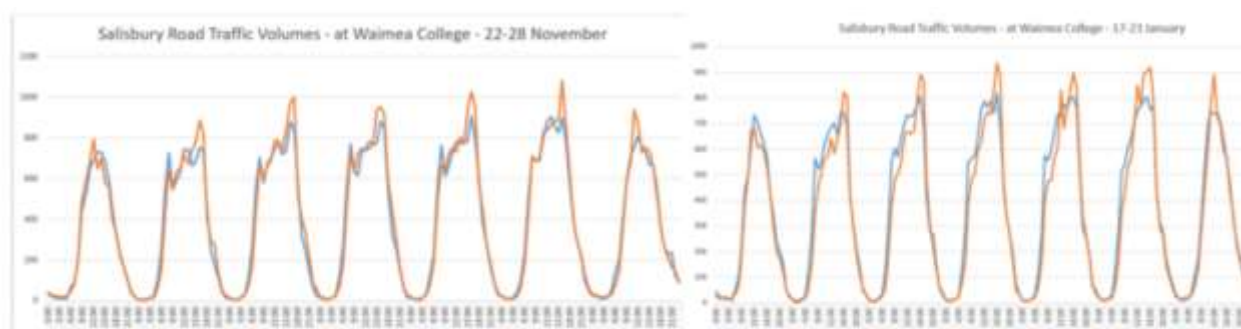


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7.82 No parking requests will continue to be managed in accordance with the general principles described above and the Land Transport Safety Authority Guidelines for visibility at driveways RTS6 for guidance.

Traffic Counting

7.83 Our continuous traffic monitoring at Waimea College shows that traffic volumes on Salisbury Road are building as we head towards school start, despite our temporary traffic management at the Champion / Salisbury intersection. Current traffic volumes are reaching 900 vehicles per hour in the southbound direction which compares to a week in early December with 1,000 vehicles per hour southbound.



7.84 The continuous monitoring shows average speeds along Salisbury Road are around 50km/h. The November data shows lower average speeds during school drop off and pick up hour, in the range of 34-38km/h. The speed radar also differentiates drivers using the flush median, with an average speed during school drop off and pick up times in the range of 35-40 km/h.



Low cost low risk

Footpaths

7.85 We continue to progress the four priority footpaths approved for delivery in May 2019 by the Engineering Services Committee. There have been challenges to the budget on some paths, and property purchase risk remains for the Upper Moutere path. The paths can be delivered within existing council budgets with the delivery programme stretched from two years to three years.

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7.86 At this stage there is reasonable risk that property cannot be obtained to deliver the Upper Moutere footpath in 2020/21 financial year. An additional year will allow our property team to explore options for this property. In the meantime staff are looking at other sites that could be brought forward for completion this financial year.

Mapua Drive

7.87 Physical works on the Mapua Drive shared path has been completed and a post construction safety audit will be completed. This is required on all subsidised roading projects and particularly relevant to this project where some features of the original design were removed to make the project more affordable. The original design was tendered in 2017 at \$208,921.80, unfortunately at this time the project was unaffordable and did not proceed. A value engineering process removed some key features to bring the shared path elements of the project down to \$100,000 at 2020 costs, and was delivered for slightly less.

Brooklyn

7.88 This project has been scoped by Contractors and is ready to be delivered before the end of the 2020/21 financial year.

Tapawera

7.89 A low cost path has been constructed on Tadmor Valley Road from the Motueka River bridge to #116 Tadmor Valley Road, towards the old forestry camp. This is a project the Tapawera and Districts Community Council were keen to see happen, and were able to allocate some of their own funding to. The photograph below shows the path being used while final touches are being completed.



ENGINEERING SERVICES ACTIVITY REPORT**Innovating streets projects****Golden Bay High School**

7.90 Unfortunately the temporary raised platform zebra crossing which was ordered last year and initially expected to arrive in January has been delayed due to global shipping delays. It is expected to arrive in April at the earliest.

7.91 Our contractor is able to replace these temporary speed tables with temporary speed humps constructed with asphaltic concrete, these have a more permanent look to them, but are actually easy to scrape off and remove once the trial is finished, or if deemed unsuccessful. The cost is similar to the pre-made raised platform, and can be implemented at the end of February to start of March. This is later than originally intended.

D’Arcy / Croucher Neighbourhood

7.92 After presenting our initial design back to the neighbourhood at a community meeting held at the Richmond Kindergarten, further design tweaks have been made. These are currently being detailed by our consultant, with implementation expected as soon as the materials have been sourced. Traffic calming features include:

- Temporary closure of Elizabeth Street/Talbot Street intersection.
- Speed tables and speed humps on Herbert Street, Elizabeth Street, D’Arcy Street and Croucher Street.
- Parking management to benefit Richmond Kindergarten parents.
- A one-way pinch point on Florence Street.
- A pedestrian refuge on Talbot Street.

7.93 There is also a desire to trial a raised platform at the existing zebra crossing on Talbot Street near Elizabeth Street, however this is unlikely to be achievable within the project budget. It is possible we could deploy the zebra platform ordered for the Golden Bay project at this location instead, if budgets allow.

Waimea College speed cushion trial

7.94 The trial including speed cushions on approach to the existing zebra crossings and right turn bans from St Pauls and Waimea College have been implemented. We will be seeking feedback on perceptions of their performance.

Road safety update**Motorcycle safety - Shiny Side Up Bike Fest**

7.95 Shiny Side Up Bike Fest, one of the national Motorcycle safety events organised by ACC and Waka Kotahi, will be held at Saxton Field again this year on Sunday 14 February 2021. The event will have suspension clinics, technical gurus, safety gear information, tyre talks, expert riders and trainers, live music and entertainment. The Council is supporting through our ‘Ride to Live’ motorcycle safety programme and will be there on the day signing riders up for free motorcycle training.

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Fatigue stop – Riwaka, 20 January 2021

7.96 A Fatigue Stop was held Wednesday 20th January 2021, 10am-2pm in Riwaka in conjunction with Waka Kotahi and Police

7.97 Five hundred 'Be Undistractable' Bottle Packs, were handed out to drivers. These packs included information on fighting fatigue, the Waka Kotahi 'Making New Zealand Roads Safer' brochure and feedback cards. About 100 kids packs were given to young passengers and a couple of motorcycle specific bottle packs were also given out by Police to riders. All packs were greatly received during many happy and positive interactions between police and drivers. Police were fantastic at giving a brief message about fatigue and distraction to drivers and their passengers.



Stopping distance demonstrations 2021

7.98 We will be holding stopping distance demonstrations again in 2021. These run near local primary schools every two years. The Tasman demonstrations will be held during the week of 22-26 March 2021. We have already had many schools confirming they would like to be involved. During the week we have demonstrations in Murchison, Richmond, Hope, Wakefield, Tapawera, Mapua, Riwaka and Golden Bay. Once the timetable has been confirmed, Councillors will be advised so they may attend one in their elected area.

7.99 We are also hoping to make a promotional video of the demonstrations that can then be used to help spread information on safe stopping distances around schools and residential areas to all road users in our region. This work will align with our regional Speed Management Plan which is currently underway.

ENGINEERING SERVICES ACTIVITY REPORT**Cops with Cakes 2021**

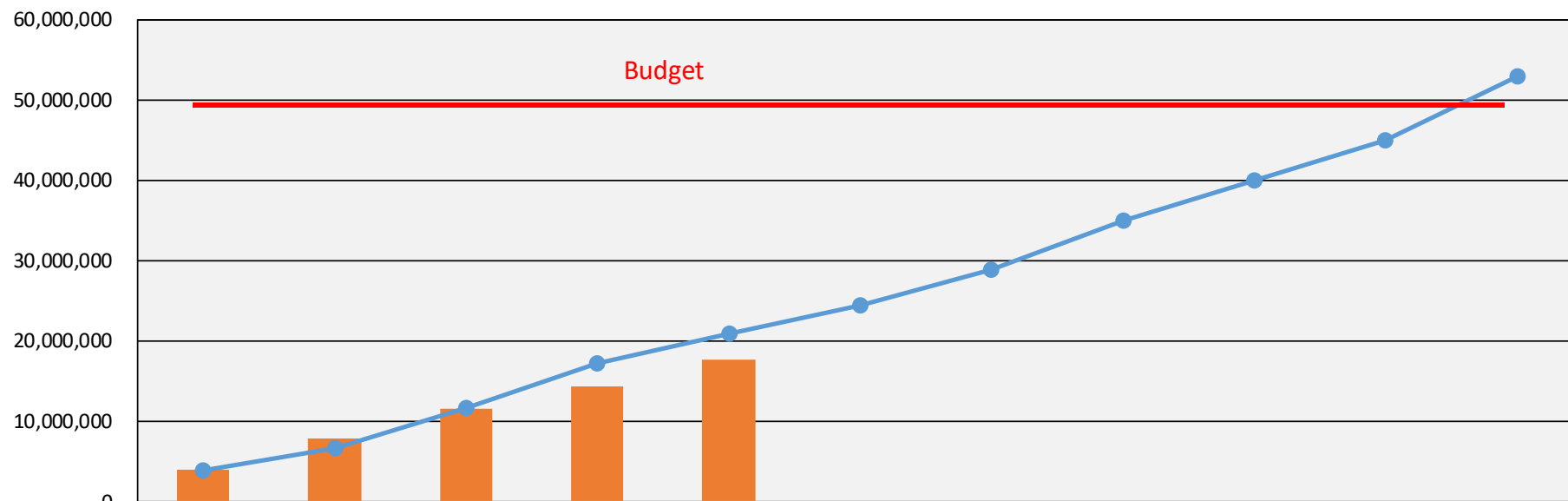
7.100 The 'Cops with Cakes' expo will be held at Saxton Field on Saturday 27 February 2021 from 10am to 1pm. Once again we are hoping for an excellent turnout, with last year's event having close to 5,000 attendees. The event is excellent exposure for all agencies involved and helps to break down barriers that some people may have with the Police. As well as fun rides and games for children, there will be demonstrations from emergency services, information and promotion on cycle safety, motorcycle safety, driver licensing and impairment.



8 Programme Delivery

Capital spending

8.1 This graph tracks our monthly spending against the year-end budget



	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
Actual	3,850,852	7,757,017	11,609,678	14,378,550	17,694,021						
Forecast	3,843,670	6,618,344	11,550,186	17,235,532	20,971,072	24,444,795	28,758,642	35,003,578	39,988,943	44,969,576	52,886,261

ENGINEERING SERVICES ACTIVITY REPORT**Project stage summary**

Stage	Total
Preliminary Design	11
Detailed Design	6
Procurement	4
Construction	19
Grand Total	40

Tenders awarded since last report

Project no.	Project name	Procurement Plan	Award Date	Contract Value at award	Tender Price Range	Contractor
1137	Richmond Headingly Lane wastewater pump station and rising main upgrade	Open Market Tender: PQM	16/12/20	\$1,644,852.47	\$1,644,852.47 to \$1,879,194.75	Tasman Civil Limited
1190	Mapua Reticulation - Pomona Road Reservoir Upgrade	Open Market Tender - PQM	22/12/20	\$3,215,542.00	Single bid	Fulton Hogan Limited
1138	District-wide wastewater pump station emergency storage tanks	Direct Source: Request for Quote	22/01/21	\$1,471,620.81	N/A (Direct source)	Donaldson Civil Ltd

Construction contracts completed since last report

Nil

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Project portfolio

PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
Rivers Management								
1213	Motueka stopbank refurbishment	Undertake rebuilds at the top four highest risk sites and top up other areas of the Motueka flood protection scheme stopbanks where below current level of service i.e. 2020 Q50 + 600mm freeboard. As identified in the T&T June/July 2020 report.		3 Detailed Design	07/07/21	\$1,000,000	\$980,000	Ministry co-funding agreement has been signed. Professional Services contract has been awarded to Tonkin & Taylor. Consent application, design and investigations are in progress. Contact has been made with some landowners. Fill sources for imported material have been identified and testing is underway to confirm suitability. Initial works will be undertaken via variation to contract 1064, starting in February. The main contract will be awarded later in the year for construction over 2021/22 construction season.

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
Roads, Walkways, Cycle ways								
1239	Baton River Cycle Bridge	Construct a new cycle bridge for Tasman's Great Taste Trail.		2 Preliminary Design	10/03/21	\$400,000	\$400,000	In early planning stage
1240	Motupipi shared path cycle bridge	Construct new shared path bridge over Motupipi river, beside existing road bridge.		2 Preliminary Design	10/03/21	\$250,000	\$250,000	In early planning stage
1208	Berryfield/Lower Queen intersection upgrade	Upgrade of Berryfield Drive/Lower Queen Street intersection.	Land	3 Detailed Design	10/03/21	\$102,300	\$130,000	Crown land is required which may delay construction. Detailed design is underway.
1210	Berryfield Drive connection (Borck Creek Bridge)	Create road connection and shared pathway across Borck Creek to provide linkages between proposed developments.		5 Delivery	25/06/21	\$1.9M	\$1.9M	Design complete, consent granted and contract awarded. Forecast expenditure remains on track. Bridge beams have been poured with activity on site programmed to start late January.
1169	Richmond Champion-Salisbury Roads roundabout	Double-lane Champion/Salisbury Roads roundabout, including 3 pedestrian/cycle crossings.		5 Delivery	30/06/21	\$1,413,956	\$1,413,956	Construction started in November 2020 with Stage 1 focused on water and stormwater

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								connections. Work on the intersection began in early January with the first quadrat next to Caltex closed off and work progressing to schedule. Businesses are being kept well informed by the project team and the public via print media, radio and letter drops. There has been negative feedback on the current timeline for completion (30 June 2021).
1198a	Mapua Shared Path	Shared pathway between the existing footpath at the top of Mapua Drive and the State Highway.		5 Delivery	26/02/21	\$234,535	\$234,535	Final remediation work is being undertaken and a post-construction safety report is in progress.
1198b	Upper Moutere Shared Path	Shared path between the Community Centre and the Village.	Land	3 Detailed design	19/11/20	\$333,158	\$26,919	Consultation with the community is complete and the final route agreed. Negotiations are in progress to purchase the required land. If all land

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								for the agreed route cannot be secured, the project will be deferred.
1198c	Brooklyn Bridge & Footpath	Shared footpath and bridge from Old Mill Road down Motueka West Bank Road.		5 Delivery	03/12/21	\$0	\$0	Expenditure has exceeded budget for the overall footpaths budget. This has resulted the Brooklyn bridge being pushed out a year, with construction now set for the FY 21/22.
Sewerage Treatment and Disposal Services								
1182	New rising main Motueka West to wastewater treatment plant	Design, tendering and construction management of pump station and rising main from Motueka West Development Area to Motueka Bridge.		2 Preliminary Design	26/05/21	\$100,000	\$80,000	On track.
1183	Motueka Bridge to Motueka wastewater treatment plant rising main upgrade	Upgrading of wastewater pressure main from Motueka State Highway Bridge to wastewater treatment plant.		2 Preliminary Design	14/04/21	\$185,000	\$165,000	On track.

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1207	Tapawera wastewater reticulation replacement	Replace approx. 220m above-ground asbestos cement wastewater reticulation with 150mm diameter uPVC pipework		2 Preliminary Design	03/02/21	\$80,000	\$80,000	Initial site investigation undertaken. Contractor to be contacted to provide quote. Funding coming from renewals budget to be allocated once quote is received.
1135	Motueka wastewater treatment plant inlet works duplication	Upgrade of plant - two new inlet screens to replace the existing aging structure.		5 Delivery	31/03/21	\$623,098	\$541,000	Was due for completion in October 2020. Delayed by supply chain issues from COVID-19. First screen installed and commissioned December 2020, second screen to be installed and commissioned by March 2021.
1137	Richmond Headingly Lane wastewater pump station & rising main upgrade	Upgrade of Headingly Lane wastewater pump station and rising main to increase existing capacity of the sewer connection from Headingly Lane to the Beach Road NRSBU pump station.		5 Delivery	10/09/21	\$1,987,116	\$1,800,000	Contract was awarded to Tasman Civil Ltd December 2020. Finalising design detail and procurement with works starting in February 2021.

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1138	District-wide wastewater pump station emergency storage tanks	Emergency storage tanks at wastewater pump stations.		5 Delivery	10/12/21	\$1,287,000	\$1,250,000	The tank locations are Higgs Road Mapua, Ted Reed Reserve Riwaka, Everett Street Motueka, Malthouse Cres Brightwater. Work is due to start imminently.
Stormwater Collection and Disposal Services								
1057	Pohara stormwater improvements	Upgrade infrastructure to mitigate flood impact.	Land	2 Preliminary Design	28/05/21	\$935,000	\$460,360	Consent hearing date to be advised. Currently three submitters require submissions to be heard.
1168	Stormwater land purchase programme	Ongoing land purchase programme for Richmond Stormwater.		2 Preliminary Design	Not for Tender	\$2,643,000	\$2,200,000	Two property purchases in Richmond West are planned for the 2020/21 Financial Year. The first has been finalised and the land is being legalised. The second acquisition is being negotiated. The remainder of the land purchase programme is phased and budgeted in

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								the proposed Long Term Plan.
1149	Murchison Ned's Creek flood prevention	Flood protection.		5 Delivery	04/12/20	\$330,500	\$350,000	Earthworks are now complete after Issues with COVID-19, available fill material quality, and weather significantly delayed progress. Only minor items such as fencing and planting remain. Practical completion is on hold pending receipt of as built drawings.
1192	Borck Creek widening – Poutama to SH60	Increase the capacity of the Borck Creek Channel to be capable of containing a 1% AEP flow following completion of currently consented development. Lower the Borck Creek low flow channel to final design level to allow adjacent piped stormwater systems to function as designed.		5 Delivery	30/06/24	\$643,143	\$643,143	70% of the excavation and shaping of the full channel profile is now complete. Work in the 2020/21 financial year will include the design of two sectors, and the excavation of one sector of channel (which is now underway), the construction of

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
								environmental enhancement features, and planting.
1194	Poutama Stream widening	<p>The current Poutama Stream conveys water from a spring behind Jubilee Park to Borck Creek near McShane Road. The stream also provides stormwater and drainage to a small catchment of mixed horticultural/pastoral land. Rapid development in Richmond has driven the need for the stream to be widened to behead stormwater that could flood Queen Street, and to enable growth in Richmond West.</p> <p>This project is to coordinate the construction of the final channel profile and enhancements.</p>		5 Delivery	30/06/24	\$124,168	\$124,168	Work to upgrade the channel from Jubilee Park to Borck Creek is almost complete. The final section of low flow channel shaping is dependent on the health of the adjacent protected oak trees, which will be assessed in spring. An agreement has been reached with adjacent developers for the excavation of the upper channel.

Water Supply Services

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
1129	Richmond Salisbury Road watermain replacement	Upgrade existing 150mm pipeline to 200mm pipe		2 Preliminary Design	16/03/22	\$0	\$0	Budget for design only available from July 2021.
1144	Motueka Recreation Centre water facility upgrade	Site Upgrade is to supplement network - storage tanks and booster pump arrangement to be confirmed.		2 Preliminary Design	02/02/22	\$93,000	\$93,000	Feasibility and preliminary design only this financial year
1186	Motueka reticulation - Motueka West watermain stage 1	Installation of watermain along Grey Street between Green Lane and Pah Street, connecting into existing main in Pah Street. Extension of the new main down Whakarewa Street, connecting into the existing main.		2 Preliminary Design	31/03/21	\$30,000	\$30,000	Funding is available this year to carry out feasibility and design. Design underway.
1102	Richmond Waverley Street New Water Main	New water main in Waverly Street to replace existing 1960's AC main.	On-Hold	3 Detailed Design	01/04/21	\$0	\$0	Detailed design complete and approved. Tender document drafted. Construction forecast for 2023-24.

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1141	Richmond South Low Level Reservoir and Section H of pipeline	Construct new reservoir facility and pipeline (from Arizona subdivision to new reservoir) to extend water supply network in Richmond South.	Land	3 Detailed Design	02/02/22	\$446,000	\$250,000	Project has been delayed for 2-3 years due to land and cost issues. Current target is for construction start in FY 22/23. Land is secured for the tank location but not for the pipe line route. We are completing a strategy review to make sure we have the best solution given cost is higher than anticipated in the original business case.
1171	Richmond South trunk watermain C & D	New section of Richmond South water main from Richmond West to Bateup Road.	Land	3 Detailed Design	17/02/21	\$800,000	\$800,000	Land purchase is required. Negotiations are advanced but an agreement has not been signed yet. Detailed design is nearly complete. Construction is planned this year.
1185	Motueka reticulation - Thorp Street	Replacement of the 200mm main along Thorp Street between Old Wharf Road		3 Detailed Design	11/02/21	\$150,000	\$150,000	Funding is available this year to carry out feasibility and design. Design

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	water main renewal	and Fearon Street (approx. 2.1km) with uPVC pipe. The new pipe will be installed parallel to the existing pipe.						underway. Contract procurement will be direct source.
1056	Pohara water treatment plant upgrade	Improve water quality and to comply with New Zealand Drinking Water Standards.		4 Procurement	26/02/21	\$248,271	\$185,838	Tender under evaluation.
1184	Brightwater water treatment plant upgrade	Temporary upgrade (5-10 year) of the WTP to meet drinking water standards.		4 Procurement	12/02/21	\$700,000	\$703,795	A Request For Quote has been sent to a sole source contractor.
1197	Richmond WTP Utilities Storage Facility	Construct a new storage facility at the southern end of the Richmond Water Treatment Plant		4 Procurement	12/03/21	\$347,000	\$347,000	A Request for Quote has been issued to a sole source supplier. Planned start date for works is March 2021.
1215	Wakefield water treatment plant upgrade	Temporary upgrade (5-10 year) of the WTP to meet drinking water standards		4 Procurement	24/02/21	\$658,663	\$610,000	A Request For Quote has been sent to a sole source contractor.
1058	Motueka new water treatment plant	Design and construct a new water treatment plant at Parker Street site to become the future main		5 Delivery	31/03/22	\$2,777,640	\$2,750,000	The contract has been awarded to Apex Ltd as design and build. Design is underway and

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		point of supply and treatment.						construction is expected to commence in March 2021
1069	Collingwood water treatment plant upgrade	Upgrade bore and treatment plant to meet DWSNZ.		5 Delivery	28/01/22	\$952,254	\$900,000	Commissioning of the plant is scheduled for the end of January 2021.
1120	Mapua Stafford Drive-Aranui Road water and wastewater upgrade	Construction of a new Stafford Drive wastewater pump station and new rising main to Mapua Wharf wastewater pump station. Upgrade of Ruby Bay wastewater pump station. Replace water pipes on Aranui Rd and Stafford Dr from Mapua Wharf to Pine Hill Rd.		5 Delivery	30/04/21	\$2,719,000	\$2,719,000	Construction is progressing well and completion is now forecast for April 2021.
1147	Waimea water bores upgrade	Upgrade the raw water supply line from the 5 bores adjacent to the Waimea stop-bank to the Water Treatment Plant on Lower Queen Street. Upgrade the power and system control cabinets. All of this to		5 Delivery	23/12/20	\$1,591,924	\$1,591,924	Awarded to Tasman Civil Ltd. Construction has gone well but has been hindered by rain - the site gets water logged after heavy rains - and slow delivery of materials (linked to COVID-19). As

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		improve the safety of supply to Richmond and Mapua/Ruby Bay.						a result, practical completion has been delayed until February 2021.
1148	Waimea (Mapua/Ruby Bay) water treatment plant upgrade	Water treatment plant process Design and Build: Upgrade the existing building and balance tank to meet seismic requirements. Upgrade the treatment at the plant to meet NZ Drinking Water Standards. Probable upgrade will be cartridge filtration and UV. Chlorine disinfection will remain.		5 Delivery	08/10/21	\$1,719,916	\$1,400,000	This design-build contract has been awarded to Process Flow. The first stage of finalising the design is underway. A design HAZOP has been completed to support the detailed design. Design for the temporary bypass has been submitted January 2021.
1170	Richmond West trunk water main - Section B	New section of Richmond West water main - from Berryfield Dr towards SH16.		5 Delivery	26/02/21	\$400,000	\$400,000	Construction is underway and is being coordinated with the dig out of Borck Creek and adjacent subdivision work. A 250 dia. pipe across Borck Creek has been added to the scope to service future development

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								adjacent to State Highway 60.
1180	Rabbit Island (Moturoa) reticulation - trunk main renewal	Renewal and upsize of the 200mm PVC water main from Best Island across Rabbit Island to the side of the estuary opposite Mapua Wharf.		5 Delivery	26/02/21	\$2,800,000	\$2,800,000	Construction began on 3 September. Approximately 6.5km of pipe has been installed. The project is nearly completed.
1190	Mapua reticulation - Pomona Road reservoir upgrade	Replace existing temporary wooden reservoir with a new 2500m ³ concrete reservoir.		5 Delivery	26/11/21	\$1,000,000	\$1,400,000	Awarded on 22 December 2020.
1221	Dovedale source - new Motueka River Valley water source	Improve water quality and to comply with NZDWS.		2 Preliminary Design		\$649,700	\$649,700	A Request For Quote has been sent to a sole source contractor.

Attachments

Nil