

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

Date: Thursday 15 February 2018
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Engineering Services Committee

AGENDA

MEMBERSHIP

Chairperson	Cr S G Bryant	
Deputy Chairperson	Cr P F Sangster	
Members	Mayor R G Kempthorne	Cr S R Brown
	Cr P L Canton	Cr M J Greening
	Cr P H Hawkes	Cr T B King
	Cr C M Maling	Cr D E McNamara
	Cr D J Ogilvie	Cr T A Tuffnell
	Cr A C Turley	Cr D M 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 Engineering Services Committee meeting held on Thursday, 23 November 2017, 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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9 REPORTS

9.1 CHAIRMAN'S REPORT

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	15 February 2018
Report Author:	Stuart Bryant, Chairman, Engineering Services Committee
Report Number:	RESC18-02-01

1 Summary

- 1.1 Welcome to our first meeting of 2018. I trust that you have enjoyed a relaxing holiday break with friends and family and that you are prepared for yet another busy year.

2 Draft Resolution

That the Engineering Services Committee receives the Chairman's Report, RESC18-02-01.

3 Update

- 3.1 While the Waimea Dam, Long Term Plan and Activity Management Plans will continue to be the focus for many of our staff this year, business as usual continues.
- 3.2 The draft Regional Land Transport Plan – Mid-Term Review and the Parking Strategy for Motueka and Richmond have both been released for public consultation and close on 23 February 2018.
- 3.3 I attended the first meeting of the Joint Waste Management Plan Working Party on 25 January 2018. Members of the Regional Landfill Business Unit Committee were joined by staff from both councils to start the process to renew our Joint Waste Management Plan. The last plan was developed in 2012 and the working party will now need to consider a number of environmental changes in developing the 2018 plan including the New Zealand Waste Strategy and government legislation.
- 3.4 Joanne and I travelled to Christchurch via the reopened State Highway 1 route over the holiday break. While we were very impressed with how quickly the contractors have worked to reopen the road, its vulnerability is still evident and it could (and has) be closed at any time with weather or maintenance issues.
- 3.5 In that light, I have asked staff from the New Zealand Transport Agency to ensure that the Murchison and St Arnaud communities are advised well in advance of any closure of State Highway 1 so that they can be prepared for extra traffic on the inland route.
- 3.6 It is timely that I take this opportunity to publicly thank the businesses and residents in Murchison and St Arnaud for their support in meeting the challenges associated with a huge growth in traffic on the inland route after the 17 November 2016 Kaikoura earthquake. While there were a few issues in getting the infrastructure in place and ensuring the road remained open, the support that both communities gave to the travelling public was fantastic. Thank you to everyone who had a part to play whether it was large or small – I am very proud of my community.
- 3.7 I would also like to thank those Engineering Services staff who worked through the Christmas-New Year holiday break to ensure we continued to provide infrastructure support and services for our residents and visitors to the region. In particular, thanks to Mike Schruer, Helen Lane and Robyn Scherer who worked the three-day break in between Christmas and New Year and ensured the emergency after hours phone service was maintained.
- 3.8 There were a few minor issues mainly with water pipe breaks and people complaining that there rubbish and recycling hadn't been collected. The rubbish and recycling collection days always change during the holiday break to allow for the Christmas and New Year statutory days. Although we advertise the change in collection days over this period, invariably residents and ratepayers complain when there rubbish and recycling isn't collected on their "normal" day.
- 3.9 Once again the Engineering Services Department has hosted two University students during the summer vacation. Hugh Knight and Harry Woodyear-Smith have just completed their first year of study in civil engineering and working with our Engineering staff provides them with a great insight to the real world of asset management. Their tasks this year included annual surveys of the resource recovery centres, the car parking survey and pedestrian and cycle

counting at the Mapua Wharf Precinct. Again, I would like to record my thanks to Hugh and Harry and wish them all the best for their continuing studies at the University of Canterbury.

- 3.10 Finally, as you can see from the photo below, it was not all rest and recreation for me during the holiday break. I regularly visit the Tapawera Menz Shed to lend a helping hand, or, in this case, some wise advice.



9.2 HAMAMA WATER SUPPLY**Decision Required**

Report To:	Engineering Services Committee
Meeting Date:	15 February 2018
Report Author:	Jeff Cuthbertson, Senior Engineer Utilities; Mike Schruer, Utilities Manager
Report Number:	RESC18-02-02

1 Summary

- 1.1 Tasman District Council owns the Hamama Water Supply Scheme but the Hamama Water Supply Committee manages the day-to-day operations and maintenance of the scheme.
- 1.2 The current agreement between the Council and the water supply users is outdated, does not comply with current legislation and provides a significant risk to the Council particularly relating to compliance with the Health & Safety Act and the Drinking Water Standards New Zealand.
- 1.3 Two options for the future ownership and management of the Hamama Water Supply Scheme have been discussed with the Hamama Water Supply Committee:
 - The Council operates the water scheme through the Utilities Operations and Maintenance contract; or
 - The Council transfers ownership and operations and maintenance of the Hamama Water Supply Scheme to the Hamama water supply users.
- 1.4 We recommend that the Council discuss the proposal to transfer the Hamama Water Supply Scheme to the Hamama water supply users with the Medical Officer of Health to determine his views.
- 1.5 Subject to the views of the Medical Officer of Health, staff intend to consult with the Hamama water supply users on the option to transfer the scheme to them.
- 1.6 The outcome of the consultation with the Medical Officer of Health and the Hamama water supply users will be reported back to the Engineering Services Committee.

2 Draft Resolution**That the Engineering Services Committee:**

- 1. receives the Hamama Water Supply report, RESC18-02-02; and**
- 2. instructs staff to undertake consultation with the Medical Officer of Health with a view to transfer the Hamama Water Scheme to the Hamama water supply users; and**

Item 9.2

- 3. instructs staff to consult with the Hamama water supply users to determine if they are in favour of transferring the Hamama Water Supply Scheme to them; and**
- 4. requests that the outcome of the consultation with the Medical Officer of Health and the Hamama water supply users be reported back to the Engineering Services Committee.**

3 Purpose of the Report

- 3.1 The purpose of this report is to seek approval from the Engineering Services Committee to initiate the process to transfer the Hamama Water Supply Scheme from Council ownership to the Hamama Water Supply Scheme users.

4 Background and Discussion

- 4.1 The Hamama Water Supply Scheme was proposed in 1957 when a group of farmers applied to the then Department of Agriculture for an assessment to make an application through the marginal lands grant scheme to set up a water supply scheme. The Golden Bay County Council made an application to the Ministry of Works for a 1:2 subsidy, which was approved by Treasury. The water supply reserve was gazetted in 1959, the construction contract tendered in 1960 and the Hamama Water Supply Scheme commenced operation in 1960 with a formal opening on 23 November 1960.
- 4.2 The following year the Golden Bay County Council and the Hamama Water Supply Committee entered into a maintenance agreement for the Hamama Water Supply Scheme, which came into effect on 18 June 1980. The Hamama Water Supply Bylaw was created later that year.
- 4.3 In accordance with the Local Government Act 2002 (Sections 158 and 160) a bylaw needs to be reviewed every five years. If this review does not occur, the bylaw expires two years after the final review period. Therefore, the Hamama Water Supply Bylaw has expired.
- 4.4 The Hamama Water Supply Committee has negotiated two further loans through the Council to pay for major upgrades to the Hamama Water Supply Scheme. The first, in 1984, replaced the pipeline from the crossroads to Spring Brook. The second, in 2004, replaced the original concrete pipeline with a 100 mm diameter uPVC water main from the crossroads to 50m from the end of the new seal. This project was funded by the Hamama water supply users by either the payment of a lump sum or a targeted rate spread over 20 years.
- 4.5 The Hamama Water Supply Committee has undertaken further minor upgrades; replacing most of the galvanised pipe on the lower section of Hamama Road with alkythene pipe and upgrading all the draw-off points.
- 4.6 The Hamama Water Supply Committee undertakes minor repairs using a retired plumber or if more major work is required, a registered plumber and drainlayer, with appropriate traffic management certification and qualifications.
- 4.7 The Council only provides financial services to the Hamama Water Supply Scheme, which is operated as a closed account.
- 4.8 The scheme is funded by three separate rates, as follows:
- A targeted rate to pay off the existing loans;
 - a fixed charge on each connected property; and
 - a variable charge based on property valuation.
- 4.9 Water charges are not based on water usage and the connections are not metered.

- 4.10 The operational account currently has a surplus of \$46,000 and the intention is to use these funds to pay for the installation of water meters later this year.

5 The Existing Maintenance Agreement

- 5.1 The maintenance agreement (**Attachment 1**) comprises eight key points, which are discussed below:

- a) The Committee on and after the last day of January, 1980 shall undertake on behalf of the Council all works of maintenance to at least the same safe and adequate standard appertaining at the date of transfer of responsibility to the Committee, and such emergency work as may arise from time to time.

The Hamama Water Supply Committee undertakes operations and maintenance for the Hamama Water Supply Scheme. A number of issues, standards and laws have changed over the years since this agreement was put in place. However, limited records are passed back to the Council as to what work has been carried out on a daily basis and to what standard. The Council holds limited as-built information of the scheme and has no knowledge of the Hamama Water Supply Committee's Health and Safety plans, processes and procedures.

- b) That the costs of maintaining the Hamama Water Supply shall be borne by the consumers and shall be recovered by the Council by way of a special rate on the capital value of the properties supplied.

The Council rates for water on behalf of the Hamama Water Supply Committee and pays for the work performed by or on behalf of the committee.

- c) All the accounts and charges incurred in the maintenance of the water supply shall be paid by the Council after written authorisation from the Committee Chairman and Secretary.

In accordance with the maintenance agreement, all invoices are signed off by the Hamama Water Supply Committee Chairman or Secretary before being sent to Tasman District Council for payment. The current operational account is in credit to the sum of \$46,000. The outstanding balance of the current loans is \$42,000.

No asset register exists and depreciation is not set aside for future renewals or upgrades. While not formally depreciated the committee has agreed to maintain the rates at current levels, which is now building up a surplus to cover limited future renewals.

- d) The Committee shall consult with the Council regarding any major maintenance works necessary for each ensuing year prior to 1 May of that year.

- e) That a suitable public liability insurance policy to cover the Committee or any of them or their servants or agents or workmen shall be taken out by the Council during the term of agreement.

The Council's public liability insurance will cover the plant and assets but does not cover servants, agents or workers outside of Council's employment.

- f) In the event of serious damage to the water supply which would require abnormal manpower and equipment, the Council shall come to the committee's aid in restoring the supply to working condition.

The Council is able to instruct its Operations and Maintenance contractor to undertake any works required to get the scheme operational. The costs of these works would be recovered from the Hamama Water Supply Scheme account.

- g) Any technical expertise required, of an advisory nature, pertaining to the maintenance and capital works exercised by permanent Council staff shall be borne by the Council out of general rates.

Such work is not covered by general rates and therefore all advice and support is funded by the Urban Water Club, which is not fair to those ratepayers who are, in effect, subsidising these costs for the Hamama Water Supply Scheme.

- h) It is hereby further agreed that should it be found necessary from time to time due to unforeseen or special circumstances to alter, vary or add to one or more of the terms, conditions and stipulations herein contained, such variations, alterations and additions may be mutually arranged and agreed to by correspondence between the parties without the necessity of the execution of a new agreement. Provided however and it is hereby agreed that this agreement may be terminated at any time by three months' notice in writing by either of the parties to the other.

The Council is undertaking this review to determine the best ownership model for the users of the Hamama Water Supply Scheme. The status quo is no longer appropriate, the Council is responsible for the compliance of the scheme with resource consents and other legislation but has no control over the operation and maintenance of the network.

6 Options

- 6.1 Due to the size and permanent nature of the Hamama water supply, it is classified as a "drinking water supply". This means that all practical steps must be undertaken to upgrade the water supply to meet the bacteriological and protozoa requirements of the Drinking Water Standards. As it is likely that 75% of the volume of water consumed in the scheme is used for agricultural purposes, the scheme may be classified as a Rural Agricultural Drinking Water Supply. If this can be proved, there is an option to install treatment at each dwelling rather than treating the whole supply. This may be the cheaper option to upgrade the scheme, especially if the water is of good enough quality to allow simple cartridge filtration and UV disinfection. An approved Water Safety Plan is also required to meet the Drinking Water Standards.
- 6.2 Staff have met with the Chair and Secretary of the Hamama Water Supply committee and discussed the option of transferring ownership of the scheme to the water supply users and the likely implications. This was confirmed with a letter to the committee (**Attachment 2**). We also discussed the implications of continuing Council ownership and the need to comply with relevant legislation, in particular; the Health Act and Drinking Water Standards, Health and Safety Act, the Resource Management Act and the Local Government Act.
- 6.3 The Committee identified several concerns regarding the water user's ownership of the scheme and sought clarification from the Council before the water users agreed to consider ownership of the scheme.
- 6.4 The first related to the collection of water rates from the users of the scheme. They enquired if it was possible for the Council to rate the users on behalf of a privately owned scheme. We

have investigated this option with our Corporate Services staff and their advice is that the Rating Powers Act does not allow the Council to rate for the operation and maintenance of infrastructure that it does not own. Furthermore, the management of a privately owned scheme has the ability to cut off a water supply service to a customer who does not pay, which a council is unable to do under the Local Government Act.

6.5 Secondly, they enquired about the existing loans currently being paid off through targeted rates by some members of the scheme. A change of ownership of the scheme would not affect this arrangement, the Council would continue to apply the targeted rate until the loans are repaid.

6.6 Finally, they asked if Council assistance would be forthcoming in the event of a natural disaster causing significant damage to the water supply scheme. In the event of a natural disaster, the Council responds to the needs of the water users and ensures that essential services are restored in the District, irrespective of ownership. It would then address the issue of payment for that response once the recovery phase of the event has passed.

6.7 There are two options to be considered for the future ownership, operations and maintenance of the Hamama Water Supply Scheme:

Option 1 – the Council takes over the operations and maintenance of the Hamama Water Supply Scheme, which it already owns.

Option 2 – the Council consults with the Medical Officer of Health, the Hamama Water Supply Committee and the Hamama water supply users with a view to transferring the Hamama Water Supply Scheme to the water supply users to be owned, operated and maintained as a private water supply scheme.

Option 1 – The Council takes over the operation and maintenance of the Hamama Water Supply Scheme:

6.8 The Council would merge this operation into its Three Waters Utilities Operations and Maintenance contract. At a later stage Council could decide whether this scheme should have its own closed account or be included in the Urban Water Club.

6.9 The charging mechanism will be the same as for the Urban Water Club, depending on whether they have on-demand metering or restricted supplies.

6.10 The scheme would be brought up to the required standards to comply with necessary legislation thereby mitigating the risks for which the Council would currently be liable.

6.11 Should the Council take over the operations and maintenance of the scheme, the water supply users would not have the same level of involvement in the day-to-day running of the scheme and decisions on upgrades and other expenditure would be made by the Council but would be consulted through the Long Term Plan process.

6.12 A reasonable amount of work will be required to bring the scheme up to standard, such as:

- Accurate as-built records of the network
- Valuation of the network for audit and depreciation purposes
- Condition analysis of the infrastructure
- Water Safety Plans
- System Operating Plans

- Drinking Water Standards NZ requirements

Option 2 – Staff undertake consultation with the Medical Officer of Health and the Hamama water supply users with a view to transferring the Hamama Water Scheme to the Hamama water supply users.

- 6.13 Currently the Council owns the assets of the Hamama Water Supply scheme but it does not operate, maintain or upgrade the scheme. The Council could transfer these assets to the Hamama water supply users through a process outlined in Part 7 of the Local Government Act 2002. The Hamama Water Supply Committee would administer the scheme on behalf of the users.
- 6.14 The users believe that they could run the scheme cheaper than the Council can and we are not keen for the users to run the scheme on Council's behalf, as discussed above.
- 6.15 The Council would need to gain the support of the Hamama water supply users through a referendum, in order to transfer the scheme to the users.
- 6.16 At this stage it is uncertain what impact the recommendations of the Stage 2 Havelock North Inquiry will have on privately owned community water supply schemes, which does pose a risk that the Council may need to take over the scheme some time in the future.
- 6.17 Staff do not have a preferred option, but strongly believe that the status quo is not a viable option as the Council is responsible for the compliance of the scheme with resource consents and other legislation but has no control over the operation and maintenance of the network.

7 Strategy and Risks

- 7.1 Council staff have previously consulted with the Medical Officer of Health, who had no objection to the proposal at the time, however he has since retired. Therefore, Council staff will consult with the recently appointed Medical Officer of Health to ensure that the transfer of ownership, operation and maintenance of the water supply scheme will not result in a public health issue for the Hamama water supply users. The Medical Officer of Health will need to be assured that whoever is responsible for running the community scheme has the appropriate qualifications, skills and experience to operate and maintain the water supply scheme to provide drinking water to the appropriate standard.

8 Policy / Legal Requirements / Plan

- 8.1 Part 7 of the Local Government Act 2002 provides a methodology for the transfer of a water supply scheme from council to community ownership if there are 200, or fewer, persons to whom the water service is delivered.
- 8.2 Part 7 of the Local Government Act 2002 also requires the Council to carry out a referendum, which must achieve more than 50% of the total votes cast in order to transfer the scheme to the water supply users.
- 8.3 A formal agreement will be required to transfer the water supply scheme to the water supply users. The Medical Officer of Health must be consulted on this agreement and their minimum requirements for level of treatment and operator qualifications and training must be considered in the agreement.

9 Consideration of Financial or Budgetary Implications

- 9.1 Currently, Tasman District Council rates the Hamama Water Supply Scheme users for the water supply. The funding from the rates collected is used by the Hamama Water Supply committee to operate, maintain and upgrade the Hamama Water Supply Scheme.
- 9.2 The current operating account for the Hamama Water Supply Scheme is in credit and the Committee intends to use this surplus to install water meters later this year.
- 9.3 The Council will incur costs transferring the scheme, including but not limited to:
- Legal costs;
 - Potential costs associated with Operations and Maintenance training to operate the water supply;
 - Costs of the referendum.
- 9.4 The draft Long Term Plan 2018 – 2028 makes provision for the ongoing funding of the scheme in its current mode of operation but it does not allow sufficient funding to operate, maintain and upgrade the scheme to meet current legislation, including Drinking Water Standards. If the recommendations from the Stage 2 Havelock North Inquiry become mandatory this would likely be even more onerous.

10 Significance and Engagement

- 10.1 The decisions sought in this report are to decide whether to consult with the Medical Officer of Health and the Hamama water supply users on the proposal to transfer the Hamama Water Supply Scheme to the water supply users.
- 10.2 Prior to preparing this report, we discussed the proposal to transfer the water supply scheme to the Hamama water supply users with the Chairman and Secretary of the current Hamama Water Supply Committee.
- 10.3 It is considered that the decisions sought are of low to moderate significance.

Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	Low – District High - Hamama	There will only be interest from the consumers on the Hamama water supply. There will likely be an increase in water charges if the scheme is included in the Urban Water Club.
Is there a significant impact arising from duration of the effects from the decision?	High	If the Council transfers the Hamama Water Supply scheme, then the decision is likely to be long term.
Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The asset will only affect the consumers on the Hamama water supply.
Does the decision create a substantial change in the level of service provided by Council?	Low	The Council will not be involved with the provision of a water supply to the Hamama water supply users but the Council's overall water supply level of service will not change.
Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	Rates will no longer be collected by the Council, however, the remaining debt for upgrades to the scheme will continue to be rated through until 2024.
Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
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	
Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	It only relates to the Hamama Water Supply.

11 Conclusion

- 11.1 The current arrangement of Council ownership of the Hamama Water Supply Scheme and the water supply users responsible for the operations and maintenance, poses a number of legislative compliance risks for Council and is not sustainable.
- 11.2 We have discussed the proposal to transfer the water supply to the Hamama water supply users with the Chairman and Secretary of the current Hamama Water Supply Committee and they are in favour of further investigating this option as they believe it would be more

affordable for them to take over the scheme. They raised a few concerns, as discussed in Section 6, but we believe we can cover these through the legal agreement to transfer ownership to the water supply users.

- 11.3 The Engineering Services Committee’s approval is sought for staff to consult with the Medical Officer of Health and the Hamama water supply users to investigate the option of transferring the Hamama Water Supply Scheme to the water supply users.

12 Next Steps / Timeline

- 12.1 Staff estimate that the process for the Council to transfer the Hamama Water Supply scheme will take approximately two years.
- 12.2 Subject to approval of the Engineering Services Committee, staff will consult with the Medical Officer of Health and his views need to be provided to the Hamama water supply users as part of the consultation with them.
- 12.3 Staff will then consult with the Hamama water supply users.
- 12.4 If there is general agreement that transferring the scheme to the water supply users is the best possible option, staff will present a report to the Council requesting approval to undertake a binding referendum of the Hamama water supply users to gauge support.
- 12.5 If a majority of over 50% is achieved with the referendum to transfer the scheme, the transfer process outlined in the Local Government Act will then follow.

13 Attachments

1.	Hamama Water Supply-Maintenance Agreement	19
2.	Letter-Hamama Water Supply Committee-2017-12-13	21



HAMAMA WATER SUPPLY
MAINTENANCE AGREEMENT

Jeff Cuthbertson

Memorandum of Agreement made this 18th day of June 1980 Between the the Golden Bay County Council (hereinafter called the Council) of the one part AND the Hamama Water Supply Committee (hereinafter called the Committee) of the other part Whereas the Council has delegated some of its powers thereby invested in it in respect of the Hamama Water Race District And whereas any maintenance work now required on the said Water Race District shall be carried out by or for the said Committee.

Now therefore these Presents Witness and it is hereby agreed by and between the parties hereto:

1. The Committee on and after the 1st day of January, 1980 shall undertake on behalf of the Council all works of maintenance to at least the same safe and adequate standard appertaining at the date of transfer of responsibility to the Committee, and such emergency work as may arise from time to time.
2. That the cost of maintaining the Hamama Water Supply shall be borne by the consumers and shall be recovered by the Council by the way of a special rate struck on the Capital Value of the properties supplied.
3. All the accounts and charges incurred in the maintenance of the water supply shall be paid by the Council after written authorisation by the Committee Chairman or Secretary.
4. The Committee shall consult with the Council regarding any major maintenance works necessary for each ensuing year prior to the 1 May of that year.
5. That a suitable public liability insurance policy to cover the Committee or any of them or the servants or agents or workmen shall be taken out by the Council during the term of agreement.
6. In the event of serious damage to the water supply which would require abnormal man power and equipment, the Council shall come to the Committee's aid in restoring the supply to working condition.
7. Any technical expertise required, of an advisory nature, pertaining to the maintenance and capital works, exercised by permanent Council staff shall be borne by the Council out of general rates.
8. It is hereby further agreed that should it be found necessary from time to time due to unforeseen or special circumstances to alter, vary or add to one or more of the terms, conditions and stipulations herein contained, such variations, alterations and additions may be mutually arranged and agreed to by correspondence between the parties without the necessity of the execution of a new agreement Provided However And IT IS HEREBY AGREED that this Agreement may be terminated at any time by three months notice in writing by either of the parties to the other.

IN WITNESS WHEREOF this agreement has been executed the day and year first hereinbefore written.

Signed for and on behalf of the)
Hamama Water Supply Committee)

M. O. Lewis

Chairman

A. J. Schryer

Secretary

The Common Seal of the Golden Bay)
County Council was hereunto)
affixed pursuant to a resolution)
of the said Council in the)
presence of)

P. Wroble

Chairman

M. A. Pina

County Clerk





File: W204
Mike.Schruer@tasman.govt.nz
Phone 03 543 8686

13 December 2017

M Symonds and G Petterson
C/- 409 Hamama Road
RD1
Takaka 7183

Dear Mik and Gavin

Hamama Water Supply Scheme Ownership

Thank you for meeting Jeff and me on 28 November 2017. As discussed, the current Hamama Water Supply agreement is no longer valid and raises a number of compliance risks and liabilities for the Council in relation to the Hamama Water Supply Scheme (the Scheme) over which we have no control.

We discussed two possible options for the future ownership and management of the Scheme, as follows:

1. The Hamama Water Committee form an appropriate legal entity and the Council divest ownership of the Scheme in its entirety to the Hamama community, or;
2. The Council takes over the management, operations and maintenance of the Scheme. It already owns the Scheme.

You identified several concerns regarding community ownership of the Scheme and sought clarification from the Council before the community agreed to consider ownership of the Scheme.

The first related to the collection of water rates from the users of the Scheme and you enquired as to whether it was possible for the Council to rate the users on behalf of a privately owned community scheme. We have investigated this option with our Finance staff and their advice is that the Rating Powers Act does not allow the Council to rate for the operation and maintenance of infrastructure that it does not own. Furthermore, a privately owned scheme has the ability to cut off a water supply service to a customer who does not pay, which a council is unable to do under the Local Government Act.

Secondly, you enquired about the existing loans currently being paid off through targeted rates by some members of the Scheme. A change of ownership of the Scheme would not affect this arrangement, the Council would continue to apply the targeted rate until the loans are repaid.

Tasman District Council
Email info@tasman.govt.nz
Website www.tasman.govt.nz
24 hour assistance

Richmond
189 Queen Street
Private Bag 4
Richmond 7050
New Zealand
Phone 03 543 8400
Fax 03 543 9524

Murchison
92 Fairfax Street
Murchison 7007
New Zealand
Phone 03 523 1013
Fax 03 523 1012

Motueka
7 Hickmott Place
PO Box 123
Motueka 7143
New Zealand
Phone 03 528 2022
Fax 03 528 9751

Takaka
14 Junction Street
PO Box 74
Takaka 7142
New Zealand
Phone 03 525 0020
Fax 03 525 9972

Finally, you asked if Council assistance would be forthcoming in the event of a natural disaster causing significant damage to the water supply scheme. In the event of a natural disaster, the Council responds to the needs of the community and ensures that essential services are restored in the district, irrespective of ownership. It would then address the issue of payment for that response once the recovery phase of the event has passed.

We will be reporting to the Engineering Services Committee in mid-February 2018 and recommending that the Council start the process of divesting the Hamama Water Supply Scheme to the community, starting with a referendum for the users of the scheme as per the process outlined in the Local Government Act. If the referendum fails to gain the required support the Council would then need to consider retaining ownership of the Scheme and the option to amalgamate it with the Water Club. It would also need to be upgraded to a minimum standard, the details of which are still to be confirmed.

We would be happy to meet with the committee and/or the users of the scheme prior to the report going to the Council.

Yours sincerely

Mike Schruer
Utilities Manager – Engineering Services

G:\Utilities\Water\W204 Water - Hamama\2017-12-11 Letter to M Symmons and G Petterson.docx

9.3 PAXSTER VEHICLES - NEXT STEPS**Decision Required**

Report To:	Engineering Services Committee
Meeting Date:	15 February 2018
Report Author:	Jamie McPherson, Transportation Manager
Report Number:	RESC18-02-03

1 Summary

- 1.1 This report outlines progress and recommends next steps regarding the request from New Zealand Post for the Council's permission to operate Paxster electric delivery vehicles on footpaths in the Richmond postal delivery area.
- 1.2 At the meeting on 29 June 2017 the Engineering Services Committee gave approval for Paxster vehicles to use the footpaths subject to engagement with Accessibility for All (A4A).
- 1.3 During the engagement process, A4A raised concerns about vulnerable footpath users being affected by the presence of Paxster vehicles, with fear of an incident leading to increased social isolation.
- 1.4 Staff recommend that the Council defer any approval for Paxsters to operate until the Hamilton City trial is completed and reviewed.

2 Draft Resolution**That the Engineering Services Committee**

- 1. receives the Paxster Vehicles - Next Steps report, RESC18-02-03; and**
- 2. defers any decision regarding approval for NZ Post to operate Paxster vehicles on Richmond footpaths until the outcome of the Hamilton City Council trial has been assessed and reported back to the Engineering Services Committee.**

3 Purpose of the Report

- 3.1 This report outlines progress and recommends next steps regarding the request from New Zealand Post for the Council's permission to operate Paxster electric delivery vehicles on footpaths in the Richmond postal delivery area.

4 Background and Discussion

- 4.1 At the Engineering Services Committee meeting 29 June 2017, the Committee resolved the following:

That the Engineering Services Committee

1. **receives the approval for footpath operation of electric NZ Post delivery vehicles report, RESC17-6-04; and**
2. **approves the use of electric delivery vehicles on Council footpaths in accordance with the terms and conditions set out in Attachment 1, Approval of the Footpath Operation of Electric Delivery Vehicles in the jurisdiction of Tasman District Council; and**
3. **refers this item to the Accessibility for All Forum for their feedback and comment and to report back to the next Engineering Services Committee meeting.**

- 4.2 Subsequent engagement with A4A raised concerns about the proposal which were outlined to the Engineering Committee Meeting on 17 August 2017. The Committee resolved the following:

That the Engineering Services Committee:

1. **receives the Engineering Activity Update report, RESC17-08-04; and**
2. **that the approval given by the Engineering Services Committee on 29 June 2017 for the introduction of the NZ Post Paxster service be delayed until staff can report back on any H&S issues to assess if the risk to footpath users is still considered minor.**

- 4.3 From a purely technical perspective, the extent and frequency of expected use of the footpath by Paxster vehicles and the proposed controls in place regarding how they are used and monitored, meant the proposal was, and still is considered low risk by staff. Detail about the proposed controls is available in the previous reports RESC17-6-04 and RESC17-08-04.

- 4.4 One of the key issues raised by A4A was the concern about vulnerable footpath users feeling as if the footpaths would be less safe for them, and the fear of being involved in an incident leading to them choosing not to travel on the footpath, with potential negative social and health outcomes such as social isolation.

- 4.5 This matter is the subject of a current study involving footpath user surveys in Hamilton City to determine whether the presence of Paxsters has caused a measureable change in footpath use by any type of pedestrians.

- 4.6 Use of the footpaths by others such as skateboards, bikes, and mobility scooters also create concern for vulnerable footpath users. Staff consider that the uncontrolled nature of these

activities, compared to the controlled Paxster use, present a much greater risk and hazard than Paxsters.

- 4.7 We have received preliminary survey results from Hamilton City Council from surveys conducted in August and November 2017. At this stage no significant conclusions have been drawn from the surveys, although there is no causal link between Paxster use and pedestrian numbers emerging as yet. The next survey is due in February 2018.
- 4.8 Most Councils in New Zealand have approved NZ Post use of Paxster vehicles on footpaths. It is understood Hamilton City is the only Council carrying out dedicated surveys to gauge effects on pedestrians.
- 4.9 On 16 November 2017, the Nelson City Council Works and Infrastructure Committee resolved to defer any decision regarding approval for NZ Post to operate Paxster vehicles on Nelson City footpaths until the outcome of the Hamilton City Council trial is known. This is likely to be July 2018 at the earliest.
- 4.10 NZ Post have indicated they do not intend to implement Paxsters on Richmond footpaths until they have approval from Nelson City.

5 Options

- 5.1 The Council has a range of options to consider, summarised below. Staff recommend option 2 – defer approval.

Option	Advantages	Disadvantages
1 – Give immediate approval for Paxsters to operate	<ul style="list-style-type: none"> Provides NZ Post with certainty and accommodates their and their customers' needs 	<ul style="list-style-type: none"> Would be unpopular with accessibility groups Trial results are not yet fully available to understand effects of Paxsters on footpath users
2 – Defer approval until more information is available	<ul style="list-style-type: none"> Council has more complete picture of effects of Paxsters on footpath users Meets calls for careful consideration by accessibility groups Aligns with Nelson City Council approach 	<ul style="list-style-type: none"> Delay to NZ Post and possible effect on customers Additional staff and committee time to consider another future report
3 – Decline approval	<ul style="list-style-type: none"> No effect on other footpath users 	<ul style="list-style-type: none"> Would be unpopular with NZ Post and likely affect cost of delivery to customers

6 Strategy and Risks

- 6.1 The main risks of Paxsters on footpaths are the wellbeing of vulnerable footpath users. People may be less inclined to use footpaths if they fear having an incident with many types of other users such as bikes, skateboards and mobility scooters. The Paxster vehicles would not necessarily exacerbate the fear any more than other types of users.
- 6.2 Previous assessment of the proposal from NZ Post, including driver training and vehicle operation requirements, and the controls imposed through the conditions of approval limiting where and when they can operate, resulted in a low risk of there being an incident involving a Paxster and other footpath users.

7 Policy / Legal Requirements / Plan

- 7.1 This report is consistent with the Council's Transportation Activity Management Plan which states "the Council enables the safe and efficient movement of people and goods which improves the economic and social well-being of the District".

8 Consideration of Financial or Budgetary Implications

- 8.1 Nil

9 Significance and Engagement

- 9.1 This proposal is considered of low significance. There has been engagement with stakeholders. The use of Paxsters would be of interest to the general public so further engagement including with the media would be important to ensure people understand the change and any concerns can be addressed.

10 Conclusion

- 10.1 Staff recommend that the Council defer any approval for Paxsters to operate until the Hamilton City trial is completed and reviewed.
- 10.2 Assessed safety risk of the use of Paxster vehicles on the footpath remains low.

11 Next Steps / Timeline

- 11.1 July 2018 – present results from Hamilton City trial.

9.4 ENGINEERING SERVICES ACTIVITY UPDATE

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	15 February 2018
Report Author:	Richard Kirby, Engineering Services Manager; Dwayne Fletcher, Activity Planning Manager; Russell McGuigan, Programme Delivery Manager; Jamie McPherson, Transportation Manager; Mike Schruer, Utilities Manager
Report Number:	RESC18-02-04

1 Summary

1.1 This report provides a six-weekly update of operational activity for Engineering Services.

2 Draft Resolution

That the Engineering Services Committee receives the Engineering Services Activity Update report, RESC18-02-04.

3 Departmental Update

- 3.1 Most of the Engineering Services team appreciated the opportunity to take a break during the Christmas-New Year holiday period with a small team working through to ensure we continued to provide customer service.
- 3.2 Everyone is now back on deck and keeping busy with the Long Term Plan, Activity Management Plans and the demanding construction period.
- 3.3 The long, dry spell during this summer period has provided a few challenges in the water supply area especially with people on rural supplies running out of water. We sent a letter to all rural water supply users in early December reminding them of the need to ensure they had sufficient water storage.
- 3.4 We currently have two key documents out for public consultation – the draft Parking Strategy for Motueka and Richmond and the draft Regional Land Transport Plan – Mid-Term Review. We expect keen interest in the parking strategy and submitters will have the opportunity to present their submissions to a future Engineering Services Committee meeting. The draft Regional Land Transport Plan – Mid-Term Review is a joint document with Nelson City Council and Marlborough District Council and is a requirement of the Land Transport Management Act. We don't expect too many submissions, if any, to this document as it is a review only.
- 3.5 Negotiation meetings have been held with the preferred tenderer for the new Utilities Operations and Maintenance contract. We expect to finalise this contract during February.
- 3.6 Councillors will be aware that Fergus Gammie, Chief Executive of the New Zealand Transport Agency (NZTA) has been making some changes to the Agency's structure over the past few months. We have received a booklet of information focusing on what these changes mean to local government. For those of you who are interested, you can access the booklet via this link - <http://www.nzta.govt.nz/assets/About-us/local-government-and-the-NZ-transport-agency-working-together.pdf>. Jim Harland is the Relationship Manager for the South Island and represents the Agency on the Tasman Regional Transport Committee.

4 Storm Event - 1 February 2018

- 4.1 On 1 February 2018, a deep low (formerly Tropical Cyclone Fehi) moved across our region, bringing heavy rainfall, strong northerly winds and a drop in barometric pressure. Combined with a king tide of 4.5 metres at 11.30 am, these conditions produced water levels about 500 mm above the 4.5m tide.
- 4.2 The high water levels and wave action caused coastal inundation across the region including significant property damage at Ruby Bay and Mapua, as well as Rocks Road and Monaco in Nelson City.
- 4.3 Residents were evacuated from residential streets in Ruby Bay, from the Mapua Leisure Camp, and Collingwood Campground and the Department of Conversation's Bark Bay campground in the Abel Tasman National Park. McKee Domain campground and Kina Campground had mostly self-evacuated.

- 4.4 Stafford Drive from Pine Hill to Aporo Rd was closed until the morning of Thursday 8 February. The section from Pomona Road to Pine Hill Road remained open to residents only.
- 4.5 Kina Peninsula Road remains closed from the end of the seal. This is due to erosion of Kina Peninsula Road.
- 4.6 The water supply networks continued to function without damage or interruption.
- 4.7 The wastewater network was affected in specific areas. The pumpstation at Little Kaiteriteri lost service and a generator backup was provided and service restored temporarily. There was damage to the Beach Road pump station which was repaired.
- 4.8 There was damage to Tasman's Great Taste Trail with sections of the trail missing in some places. These affected sections are between the Richmond Deviation and Lansdowne Road and along Whakatu Drive between the Honest Lawyer and the Richmond Aquatic Centre. These sections have been closed.
- 4.9 The Broadsea Avenue seawall was also damaged. The damage is not major and can be repaired reasonably easily. However other sections of sea wall on private property both east and west of the Broadsea Avenue seawall were breached in two locations. Although these are not directly the Council's responsibility, they will compromise the effectiveness of the other seawall defences. The key purpose of these coastal defences is to prevent erosion rather than inundation. There will be further discussion on remedying these breaches and the role of the Council in any repairs.
- 4.10 Thanks to the Engineering Services staff for their involvement in the response and the coordination of recovery efforts.

5 Activity Planning

Planning, Policy and Regulatory Group



Project	Description	Status	Comments
Transportation: Strategic Policy and Research			
District Car Parking Strategy Review	Planning process – develop a strategy for management of parking resource in the district especially Richmond Town Centre, also TRMP parking requirements.	On track	Draft strategy approved by Council for consultation on 14 December 2017. Consultation started on 22 January 2018 and finishes on 23 February 2018. Staff are planning a public open session where the public can talk to staff and Council about the draft strategy.


Project	Description	Status	Comments
Richmond Network Operating Framework	In conjunction with Nelson City Council, a Network Operating Framework (NOF) and Network Improvement Plan is being developed to better understand the current and future transport demand, and consider intervention options that make best use of the existing local and state highway network. This is in response to the NZTA's Richmond Arterial Strategic Case – SH6.	On Track	NZTA staff are leading the project with support from AECOM consultants. Staff from both Tasman District and Nelson City Councils are also members of the project steering group. NZTA and Tasman District Council are proposing to update the existing transportation model (TRAX).
Transport Strategic Case	The Council is required to prepare a strategic business case for its road maintenance and renewals programme in order to secure funding from the National Land Transport Fund.	On Track	Staff have now submitted the final strategic business case to NZTA and it is not under assessment for inclusion in the national land transport programme.
Regional Land Transport Plan	Mid Term review of the 2015 RLTP, including a top of the south strategic case, and the 10 year programme for transport in Tasman (Including proposed works by Council, NZTA, and the Department of Conservations).	On Track	Draft plan approved by the Regional Transport Committee on 27 November 2017. Consultation started on 22 January 2018 and finishes on 23 February 2018.
Public transport review	Review of potential public transport services in the District.	On Track	Full Council accepted the regional transport committee's recommendation at its meeting on 14 December 2017. Staff have programmed the Richmond extension into the draft Long Term Plan and Regional Land Transport Plan (which includes the regional public transport plan) for consultation.
Designation review	TRMP roading (road widening) designations lapse in 2018.	On track	Work has started on reviewing existing roading designations to identify those that the Council may wish to keep and those that meet the test of 'substantial progress' allowing rollover. Staff will also be identifying potential new designation sites. Staff will seek the Council's direction on these designations mid-year.

Project	Description	Status	Comments
Stormwater: Strategic Policy and Research			
Richmond Catchment Management Plan (CMP)	An integrated catchment wide plan for stormwater management. The plan will identify and address key issues such as water quality, quantity, stream health and effects from developments in a holistic manner.	Slight delay	Internal sessions have been organised for staff to provide input into an overarching stormwater strategy for the district. A first draft strategy is currently being development. Data collection for CMP Richmond has been finalised and data processing is currently underway. A slight delay is expected because of the delay in stormwater modelling and flood mapping.
Richmond stormwater modelling	A stormwater model for Richmond to identify locations that are at risk of stormwater flooding in 1% and 10% AEP events	Slight delay	Initial results from the stormwater model have been provided to staff and are currently being assessed. Key model parameters are also being peer reviewed before future potential improvements are modelled.
Motueka integrated flood modelling	An integrated flood model taking into account different aspects such as stormwater flooding, river flooding and coastal flooding.	On Track	Tonkin & Taylor have been commissioned to undertake a 2D+ stormwater model for Motueka. The model build is progressing well. Staff will present key outputs from the model to the Council mid-year.
Discharge Consent	A resource consent is required for the diversion and discharge of stormwater from the Council's public stormwater networks in accordance with the provisions of the Tasman Resource Management Plan.	On Track	A new approach and timeline has been agreed and this work has now fully commenced. A high level approach for the consent application has been agreed between the Council's regulatory team and work on a first draft consent application has commenced
Other Projects			
Development contributions review	Review development contributions policy, reviewing catchments, the way development contributions are calculated, and intensive housing provisions.	On track	Draft DC policy has been reviewed by Simpson Grierson for legislative compliance and submitted to the Council for review prior to adoption for consultation on 22 February 2018.

Project	Description	Status	Comments
Infrastructure Strategy	Overarching strategy for long term infrastructure management for 30 years	On track	Draft of Infrastructure largely complete and being submitted to the Council for review prior to adoption for consultation on 22 February 2018.
AMPS	Activity Management Plans for transportation, water, wastewater, stormwater, waste management and minimisation rivers and coastal assets.	On track	Draft of AMPs largely complete and being submitted to the Council for review prior to adoption as supporting material for LTP consultation on 22 February 2018

Development Engineering

Subdivision	Sections	Description	Comments
 Application Stage			
Arvida retirement complex	160	160 villas, 26 apartments, care facility, Clubhouse, Commercial area	Large development
Meadows	60	Residential section along Berryfield Drive	Pre application
 Engineering Plan Stage			
Tasman Holdings Waimea West Road (Brightwater)	12	Engineering Plans received November 2017	Services available for wastewater and water. Discharging stormwater to soak pits and overland flows to Waimea West Road. Awaiting update of plans following staff comments.
St Ledger, Champion Road	11	Residential fully serviced subdivision.	Engineering plans submitted in December 2017.
Appleby Fields, Richmond West	138	Residential fully serviced subdivision.	Awaiting update of engineering plans

Subdivision	Sections	Description	Comments
		See featured development below.	following staff comments. Some complexity in dealing with land levels and stormwater.
382 Pomona Road	8	Unserviced rural residential subdivision	Plans submitted in December.
Pastures (Richmond)	7	Seven residential lots served by existing Highland Drive formation and a new right-of-way.	Engineering plans approved. Construction not yet started.
 Construction Stage			
Grey Street Subdivision (Motueka)	26	Stage 4 of the subdivision	Sewer and stormwater are being installed.
Beaches and Bays (Little Kaiteriteri)	18	Stage 2 of the subdivision	Construction starting this month
Lord Auckland Road (Wakefield)	24	Residential subdivision	Plans approved. Earthworks starting.
Appleby Hills Stages 11-14 (Appleby)	23	The final stages of the Appleby Hills subdivision	Road formed, soon to be beam tested prior to sealing. Staff expect 224 request within the next couple of months.
Utopia Lifestyles Ltd (Galeo Estates)	16	The next stage of the Galeo subdivision	Subdivision formed, staff checking as-builts plans. Staff expect 224 request within the next month.
Mapua Land Holdings (Old Coach Road)	18	Rural residential subdivision	Construction continuing
Lower Queen Street Subdivision	64	64-lot subdivision off Lower Queen Street opposite NMIT	Works completed, 224 approval given by Engineering.
Mapua Joint Ventures	20	Final stage of 20 lots	Titles granted. All stages of this subdivisions have been completed.

Subdivision	Sections	Description	Comments
Puketutu Stage 3B (Motueka)	17	The final stage of the Puketutu subdivision	On hold due to archaeological finds. Developer is requesting resource consent variation to allow subdivision to progress away from archaeological finds.
Harley Road (Tasman)	11	11 rural residential lots located off Harley Road	Works completed, 224 approval given by Engineering.
Arizona – Hart Rise Stage (Richmond)	37 (current stage)	Located in Richmond South along Hart Road and Paton Road. 132 residential lots in total over seven stages	Titles granted for the first stages. Works progressing on current stage and staff expect 224 request for this stage within the next couple of months.
Carmello stage 2 (Richmond)	15	Extension of Campari Drive. These sites will provide underground tanks for stormwater detention	Construction continuing
Mapua Coastal Village Stage 2	15	Second stage continuation of Iwa Road to install private wastewater pump stations. This site has an allocation of reticulated water for these lots	Construction continuing
Aporo Road, Ruby Coast (Tasman)	15	Rural residential lots unserviced	Construction continuing

Featured Development – Appleby Fields, Richmond West

- 5.1 Appleby Fields is a 138-lot fully serviced residential subdivision in Richmond West – the first major development in the Richmond West housing area. It involves a mix of housing densities including several town-houses and sections with a lane running behind the area for access.
- 5.2 Council staff are collaborating with the developers to construct a bridge over Poutama Drain to access this site and the wider Richmond West area. Staff have also collaborated with these developers in constructing a portion of the Richmond South water supply trunk-main which will run parallel with a wastewater main the developers are laying.



Asset Data Management

- 5.3 The Activity Planning group now has a full complement of staff with the arrival of Bob Bartlett as Asset Systems Team Leader. Bob brings asset information management experience from the telco, local government and electricity utilities sectors.
- 5.4 He is leading a review of Tasman District Council’s asset information management capability including the key asset information system (Confirm) and associated asset information processes and practices and will present the findings and a roadmap of any potential improvement recommendations to the Engineering Services management team in late March.
- 5.5 As part of the review, Bob and a number of key IT, asset information staff and an expert from Pitney Bowes (the developers and suppliers of Confirm) have completed an intensive four days diagnostic and discovery workshop focusing on the functionality, capability and business fit of the Confirm asset management system.

6 Programme Delivery

Project Stage	Total
Preliminary Design	19
Detailed Design	6
Procurement	4
Construction	14
Grand Total	44

Tenders Awarded since last Report

ID	Name	Procurement Plan / Methodology	Date Contract awarded	Tender Value (Excl. GST)	Range of Tendered Prices	Contractor
1114	2017 Mapua Safety Improvements	Supplier Panel - Roothing Minor Works	02/11/2017	\$612,351.00		Asphalt & Construction
1103	2017 Motueka Poole Street Stormwater Upgrade	Open market tender, lowest price	06/12/2017	\$597,640.00	\$597,640 - \$701,692	Downer NZ Ltd
1060	Lower Queen Street Stormwater	Stage 1: Competitive Tender C1060 Stage 2: Agreement with Developer	15/12/2017	\$829,711.00	\$829,711.20 - \$1,135,030.96	Donaldson Civil Ltd
1118	2017 Richmond WTP Capacity Increase	Procured as a variation to C950. Pricing checked by Stantec.	21/12/2017	\$118,525.00	N/A	Process Flow

Projects in Preliminary Design Stage

ID	Name	Project Description	Project Status	Estimated Tender Upload Date	Comments
1106	2017 District-wide Closed Landfill Cap Renewals	Inspection, renewal and improvement to capping and edge protection at priority sites 2017/18.			Preliminary work on prioritising sites underway. wPhysical work to be procured via variations under various existing contracts
1107	2017 District-wide Footpaths New and Rehabilitation	Construction of new and reconstruction of various existing footpaths across the district to a minimum standard width of 1.4 metres.	On-Hold		Detailed design is under way for the seven sites throughout the district. The detailed design will be completed for all sites at the end of March. Funding will be allocated for financial years 17/18 and 18/19 to fund the Bateup Road project.
1125	2017 Lower Queen St-Waimea Estuary Stormwater	New stormwater pipe and drain between Lower Queen Street and Waimea Estuary. Connects to upstream pipeline from Lower Queen Street residential development (C1060).	Land		Design close to completion. Negotiation with developer to do work through direct contract. Work due to start March 2018
1059	Trewavas WWPS Emergency Storage	New emergency overflow storage	Cost	14/02/2018	Estimated cost of work exceeds current budget. Potential to achieve economy of scale if Ledger Goodman pump station wetwell upgrade is included.

ID	Name	Project Description	Project Status	Estimated Tender Upload Date	Comments
1058	Motueka New Water Treatment Plant	Design a new water treatment plant at Parker Street site to supplement the existing Recreation Centre supply.	Cost	14/02/2018	Scope at Parker Street site is to be confirmed once the preliminary design is finalised. The options are to account for staged development and water uptakes. Geotech investigation is complete
1057	Pohara Stormwater Improvements	Upgrade infrastructure to mitigate flood impact.	Late	07/03/2018	Options are being finalised. Next steps are to secure resource consents and land agreements. Meetings with affected landowners to agree options are ongoing.
1123	2017 Richmond McGlashen Av Stormwater Improvements	Stormwater intake to collect overland flow from McIndoe Place/McGlashen Avenue area into an existing stormwater pipe that is already installed across the deviation and discharges into the Beach Road drain. Pipe connection beside deviation and at the back of 40 McGlashen Avenue.		07/03/2018	The aim of this project is to install a grated inlet in the Richmond deviation berm close to McGlashen Avenue. Currently reviewing options.
1119	2017 Motueka New Caravan Dump Station	Design, consent, construct a new caravan dump point on Marchwood Park Road, on Motueka Aerodrome land (Council-owned).		21/03/2018	Funding is now in place from the Tourism Infrastructure Fund. It is proposed to use a similar design to the Richmond Caravan Dump Station. It is proposed to build the dump station at the Motueka Aerodrome. Consultation and design work will begin in February.
1112	2017 Riwaka-Kaiteriteri Rd Curve Widening	Investigate and construct localised curve widening for the worst corner on the Riwaka-Kaiteriteri Road from Stephen's Bay to Kaiteriteri Road.		28/03/2018	Sections along Kaiteriteri Road have been looked at and a priority one site has been chosen. Detailed design has commenced.
1101	2017 Waimea Water Treatment Plant Upgrade	Upgrade the Waimea WTP (flow to Mapua) to meet Drinking Water Standards		02/05/2018	Option assessments are under review.
1120	2017 Mapua Stafford Dr-Aranui Rd Water &WW Upgrade	1. (AMP 96007) Construction of a new Stafford Drive WWPS (replacing Tait WWPS) and new rising main to Mapua Wharf WWPS. 2. (AMP 96011) Upgrade of Ruby Bay WWPS including, greater pumping capacity (pumps and rising main), odour treatment, and emergency storage. 3. (AMP 86026) Replace water pipes from Mapua		16/05/2018	Stantec have been engaged as lead consultants for design. Survey and pothole work to locate existing services has been completed. An options assessment report due February 2018. It is proposed to complete the project in two stages. Stage 1 will include pipe installation work on Aranui Road. Stage 2 will include pipe installation work on Stafford Drive and two pump stations in Ruby Bay.

ID	Name	Project Description	Project Status	Estimated Tender Upload Date	Comments
		Wharf along Aranui Rd to Mapua Dr; Stafford Dr from Aranui Rd to the junction with the main to Pomona Rd Reservoirs; Stafford Dr to intersection at Brabant Dr.			
1121	2017 Wakefield Water Treatment Plant Pipe	New water pipeline to run off the main highway (Higgins Road/Telanius) and directly into the reservoir. Project split-off from 1019. Wakefield New WTP.		16/05/2018	Pipe route from the new plant to Wakefield Township has been confirmed with a connection into the existing Wakefield reservoir
1100	2017 Richmond Rezoning McGlashen Avenue	Stage 1) Connection from the end of McGlashen Street to Stratford Street Across SH6 and NZTA Land. Stage 2) Replacement and upsize of Cast-iron main in Salisbury Road to enable rezoning from Arbor-lea Avenue through to McGlashen/Talbot Street.		04/07/2018	Discussions underway with NZTA to cross State Highway 6 (for project Stage 1) Consultant engagement for design underway (for project Stage 2)
1105	2017 Takaka Resource Recovery Centre Upgrade	Upgrade of the Takaka RRC, including waste compactor, weighing system, bin storage, disposal pit & offload area, kiosk, recycling drop-off & storage and safety, drainage & security improvements.		04/07/2018	Initial scoping underway. Funding allows for design only in 2017/18. Construction in 2018/19
1086	Poutama Drain Upgrade 2017/18	Upgrade of Poutama Drain for stormwater to meet growth of Richmond.	Land	05/09/2018	Richmond West Development Company Limited land agreement signed. Valuations for Vercoe land due end of January 2018. Uncertainty about land requirement along Railway Reserve. Focus is on Washbourn diversion connection.
1019	Wakefield New Water Treatment Plant	New water treatment plant for Wakefield. \ Pipe into reservoir covered by new project - 1121.		12/09/2018	Design of access road into site from the State Highway has started. Water quality testing continues to provide data to size the water treatment requirements.
1098	2017 Brightwater Town Centre Upgrade	Investigation and design for renewal of streetscaping of Brightwater town centre.		03/06/2019	The inception stage and concept stage has now been completed and signed off. Detailed design is underway and this will be completed in June 2018. Construction will commence July 2019
1062	Borck Creek Widening Phase 2	Upgrade of Borck Creek from Poutama Drain confluence to SH60	Cost	01/07/2019	Work is focusing on an agreement with developers to dig the designation for fill. No construction planned this year. Funding to complete design to inform developers is limited - possible shortfall

ID	Name	Project Description	Project Status	Estimated Tender Upload Date	Comments
					this year to complete design. Pressure from developers is creating risk.

Projects in Detailed Design Stage

ID	Name	Project Description	Project Status	Estimated Tender Upload Date	Comments
1056	Pohara Water Treatment Plant Upgrade	Preliminary design is complete of the Pohara Water Treatment Plant upgrade. This is to improve water quality and to comply with the NZ drinking water standards (DWSNZ).	On-Hold		Scope yet to be confirmed. Current budget (\$409,000 2018-20) may not be sufficient to fund the preferred membrane filtration option. Design to be completed in 2017/18. Some minor improvements to be carried out on WTP building.
1068	Goodman Park Wastewater Pump Station - Wetwell Rehab	Relining of Ledger Goodman Park wastewater pump station wetwell. Potential for installation of by-pass chamber to be procured via Trewavas WWPS Emergency Storage contract	Late		The mechanical/electrical work is to be procured via a variation to Contract 688, and wetwell coating completed by a wetwell coatings specialist. Bypass chamber to be procured via Trewavas Pumpstation Contract
1102	2017 Richmond Waverley Street New Water Main	New water main in Waverly Street to replace existing 1960's AC main.	On-Hold		On-hold. All scope agreed in the professional services agreement delivered. Detailed design complete and approved. Tender document drafted. Project scope was reduced to design only in 2017/2018. Construction now forecast for 2023/24.
1115	2017 Waimea-West Challies Road Extension	Extend Challies Road eastwards of Waimea Road-East along the existing road reserve, over stop-bank then swing south and finish at trailhead/car-parking area beside fish out ponds (trailhead construction included in the project).			Contract documents have now been issued and construction is due to start in March.
1099	2017 Pohara Four Winds Pump Station & Rising Main	Upgrade the pump to meet current Council standards, capacity for growth, emergency storage and active odour treatment; Upgrade of the electrical and digital telemetry system, including capacity to connect to a backup generator; Rising main upgrade for growth and storm flow capacity.	Late	07/03/2018	Preliminary design completed for preferred site. Heritage NZ authority confirmed. Land purchase in progress. Further geotechnical investigations completed 21 December 2017. Seismic resilience option selected at extra cost, so budget impact will be reviewed. Tender upload target could slip, but being monitored.

ID	Name	Project Description	Project Status	Estimated Tender Upload Date	Comments
1071	Washbourn Gardens Stormwater Diversion	Washbourn Gardens Stormwater Bypass - new stormwater pipe from Washbourn Gardens to Poutama Drain to relieve stormwater flows on Queen Street including stormwater diversion from Gladstone Rd to Poutama Drain to allow the Washbourn Gardens Stormwater Bypass to cross Gladstone Road.		01/07/2021	Preliminary Design approved. Due to financial constraints within Council the project start date has been put off to July 2021. All preliminary and detailed designs will be completed 17/18 and 18/19 financial years.

Projects in Procurement Stage

ID	Name	Project Description	Project Status	Tender Close Date	Comments
1065	Three Waters Operational and Maintenance	New Three Waters Operations and Maintenance Contract, which will begin service on 3 July 2018. Key objectives are to efficiently and sustainably manage water, stormwater and wastewater services and networks, improve operational responsiveness, provide better data on the condition of assets, and reduce demand on Council's internal resources to manage day to day activities.		25/10/2017	Downer at preferred status. Negotiations in progress. Contract award expected by March, dependent on negotiations and approval from Tender Panel. Transition workshop 8 February to plan out transition work required ready for contract start 3 July 2018.
1047	Richmond Bateup Road Widening	Widening of Bateup Road to provide for growth in Richmond South. Year 1 and 2 design, Year 3 construction.	Cost	15/12/2017	Reallocation of funding required. The contract is due to commence in February 2018 and is expected to be completed in January 2019.
1108	2017 District-wide Bridge Structural Components	Key structural repairs and replacements to identified assets within the 2017-18 financial period. Works are District-wide.		07/02/2018	Design, Tender and Build 2017/18. Contract is currently out to tender.
1111	2017 Motueka WWTP Wetland Restoration	Wetland restoration as a follow on project from the Motueka Wastewater Treatment Plant.		21/02/2018	Plants purchased. Tender document for planting and maintenance contract in progress for tender upload 21 February 2018. Two stage planting scheduled for June 2018 and June 2019. Changes to project timeline and capex carry over 2018/19 approved via change request signed 27/9/17.

Projects in Construction Stage

ID	Name	Project Description	Project Status	Comments
1000	Kaiteriteri Replacement Wastewater Pipeline	Replace estuary pipeline with pipeline in road. Upgrade 2 pump stations. Improvements to local wastewater network.		Good progress being made on sewer main construction - main pipeline 100% complete. Pump station work starts February 2018. On track.
1040	Borck Creek Planting Programme	Planting programme for Borck Creek		Borck Creek has been planted. Closing out project. Ongoing maintenance under C1040 contract.
1044	District-wide Water Meter Renewals	Three year water meter replacement programme throughout the District. These new manifold meters will significantly reduce time and cost for meter replacements in the future.		Year 3 meter replacements completed. Awaiting final as-built data to determine number of meters replaced, before practical completion can be agreed. Final contract meeting scheduled for 12 February.
1048	Motueka WWTP - Outfall Pipeline	As part of the overall Motueka WWTP Upgrade, this contract is for the construction of the new pipeline, surge chamber and outfall structure which will improve the method of discharge into the South Channel (estuarine area) of the Motueka River.		Reviewing as built drawing
1060	Lower Queen Street Stormwater	Stormwater upgrade in Lower Queen Street to enable development.		Contract awarded. Work planned March-June 2018 for work in Lower Queen Street only.
1093	Headingly Lane Gravity Sewer	Part of Lower Queen Street 3-waters upgrade to service growth in the area. Originally all under 1060 – split out in January 2017.		Awarded to Donaldson Civil. There was a significant incident on 18 December 2017 when a pipe was thrust through the trunk water main servicing Richmond. The main had been relocated approximately 15 years ago and records not updated. The old main was found and protected. The new main was approximately 4m away and 600mm deeper. Fortunately the pipe was able to be repaired quickly. Work is progressing on pipe installation on Headingly Lane. A detailed methodology is being developed for when work resumes around the trunk water main that was broken.
1094	Lower Queen St Water and Sewer Pipelines	Renewal of watermain and installation of new sewer main.		Awarded to Downer NZ. Works started January 2018. Delayed owing to incorporation of Lower Queen Street sewer in same road area.
1103	2017 Motueka Poole Street Stormwater Upgrade	To increase the stormwater pipe system capacity from the Jocelyn Street area, down Poole Street to link into the upgraded pipe installed along High Street to Fearon Street in 2018.		The contract has been awarded to Downers. The contract started in late January and is due to be completed at the end of March.

ID	Name	Project Description	Project Status	Comments
1109	2017 Richmond South Watermain Arizona Paton-Bateup	Development of the new trunk main from the Richmond Water Treatment Plant to the proposed future reservoir site in Richmond South. This is for the Arizona Paton Road-Bateup Road section.		Awarded to Ching Contracting. There is still some work to complete in the Arizona subdivision which can only be done when the contractors working for the developer have finished work in the area. The rest of the contract works are complete.
1114	2017 Mapua Safety Improvements	1. Higgs Road new footpath; 2. Mapua Drive shared path; 3. Mapua Drive Pedestrian facility 4. Aranui Road/Stafford Drive Safety Improvements		Contract awarded on 2 November to Asphalt & Construction Ltd. Construction starts 20 November.
1118	2017 Richmond WTP Capacity Increase	The work is to construct a pipe from the existing header in the plant to approximately a meter from the site boundary which will link up to a pipeline to be installed under Borck Creek.		Awarded to Process Flow as a variation to the Kaiteriteri Water Treatment Plant project. Stantec have assessed the pricing to make sure it represents fair market value. Work is programmed for Apr-May 2018.
1124	2017 Richmond West Trunk Watermain – Section 1	Watermain from Richmond Water Treatment Plant alongside Borck Creek - approx. 840m.		Awarded to Ching Contracting. Approximately 130m of watermain has been laid. The thrusting under Poutama Drain has been completed but the pipe has been installed too shallow and will need to be removed and reinstalled. Chings have applied for a resource consent to dig out the pipe in the drain. The contract details have been sorted and a contract is now in place between Chings and Council (replacing the contract between Chings and Appleby Fields).
950	Kaiteriteri Water Treatment Plant Upgrade	Upgrade drinking water supply to meet NZ Drinking Water Standards		Awarded to Process Flow. Civil works are well advanced. Construction of the treatment plant building is programmed to start on 30 Jan 18. Detailed design of the pipework and treatment process components is nearly completed with outputs from the HAZOP workshop integrated.
967	Richmond Queen Street Infrastructure	Replace services in Queen Street and reshape street. Streetscape		The street has been upgraded to a point just past Sundial Square and the street is open for traffic and clear of construction equipment until the 7th February 2018. There is a temporary ramp/transition from the old street profile to the new inverted profile. We have used the break to plan and prepare for the start in February. The target completion date remains the 31st May 2018. The contracts with both Downer and Stantec have been amended to lump sums to provide a higher level of cost certainty. Updated Construction Staging maps have been communicated to the property owners and businesses which is being followed up by individual communication.

Queen Street Upgrade – Streetscaping

6.1 The Queen Street upgrade project budget includes a modest element of streetscape works which include:

- Planters which have a combination of shrubs and trees (with up-lighting)
- Benches
- Bike racks
- Two drinking water fountains
- Areas where the footpath is paved
- Information boards
- Wayfinding signage
- Rubbish bins
- Power outlet sockets on light poles
- A new 7m long bus stop shelter
- Outdoor dining structures

Outdoor dining structures

6.2 Prior to the upgrade there were two existing permanent outdoor dining areas and a wish to include this option in the new upgrade.

6.3 Our property team are managing the paperwork required for a business to sign up to a Right to Occupy a car space which includes an administration fee, proof of public indemnity insurance and payment up-front for six months rental of \$40 per week with an initial two year agreement and the right to renew. The Council provides the outdoor dining structure including soil and plants and the business provides all of the internal seats, tables and are responsible for the care of the plants.

6.4 The structures have been locally manufactured (see photo below) taking into account:

- The structure becomes part of our suite of Queen Street furniture – same colour as other furniture steel supports
- Solid enough to protect diners from passing vehicles
- Safety warning tape for day and night driver awareness
- Portable when empty with adjustable feet to accommodate the street gradient



Outdoor dining on the new part of Queen Street

- 6.5 At the moment we have set an initial limit of using five car spaces for outdoor dining. We have canvassed the current businesses and there are four who wish to sign up (including the two which are already in place).
- 6.6 Our strategy is to promote a user friendly and dynamic alternative use of our car spaces with a portable solution. If a business terminates their lease we may be left with a requirement to store the structure plus they will have to be emptied before being transported elsewhere.
- 6.7 Our property team are ensuring that we have fair agreements in place and there is an initial upfront lease payment prior to installation.
- 6.8 The costs to the Council include manufacture, erection and planting and works out at \$12,000 per planter. We will recover this cost over a six-year period which is likely to be the 'life' of these structures. We believe that there is an element of adding to the street 'look and feel' that should offset any difference between the investment and lease income. The only other private income to the overall project has been a \$5000 contribution from the Richmond Lions Club towards a seat and table outside the Richmond library.

7 Utilities

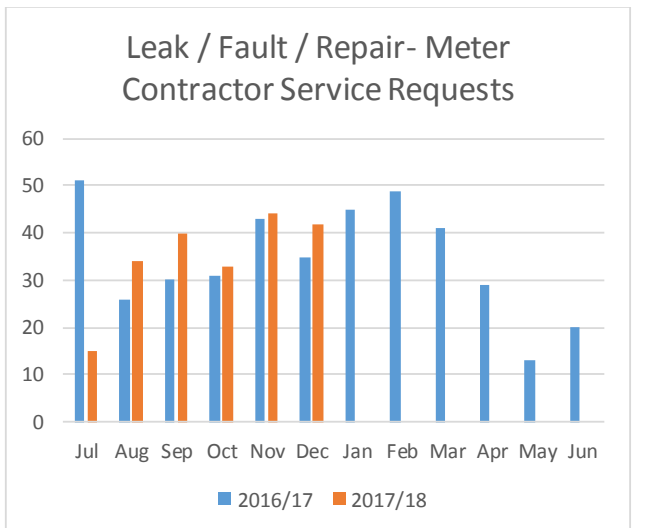
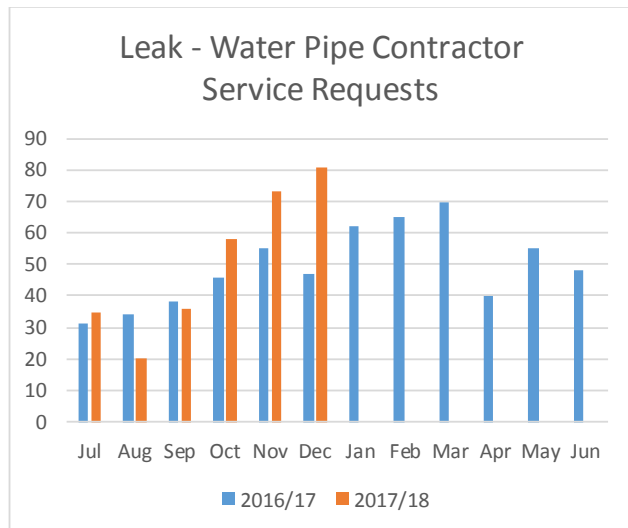
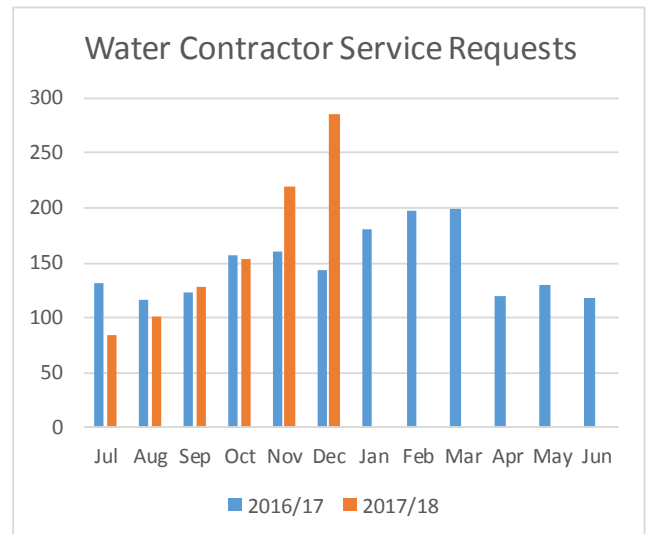
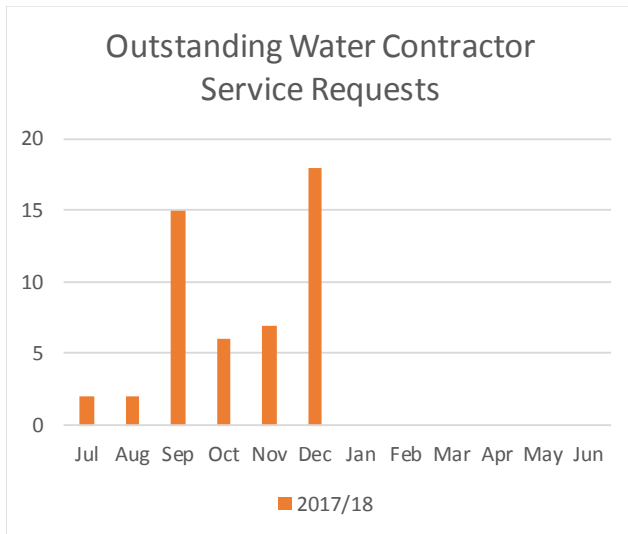
Health and Safety Lead Indicators (Audits/site observations) – 1 July 2017 to date

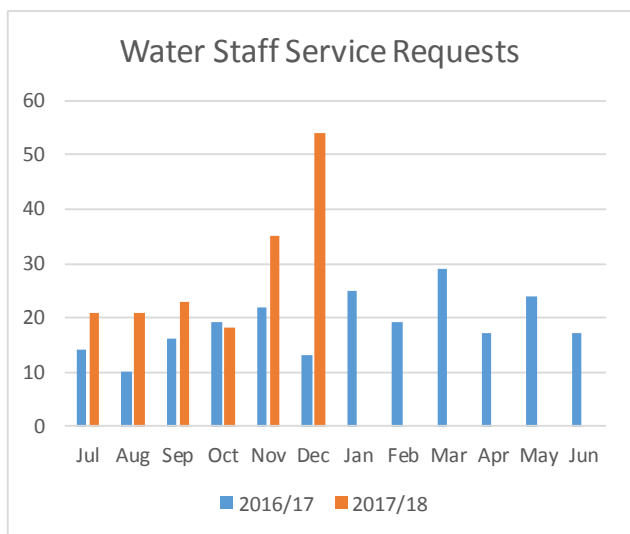
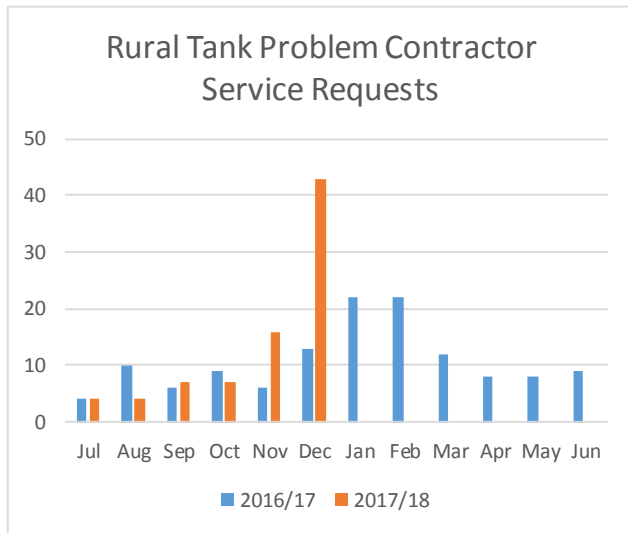
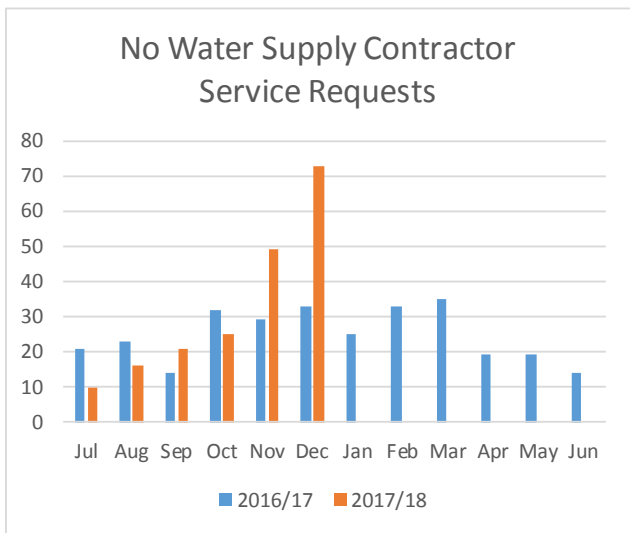
Measure	Total
H&S Risk Assessments	0
H&S Observations	8
H&S briefings (also as part of regular meetings)	30
Number of H&S courses attended by staff	7

Customer Service Request Trends

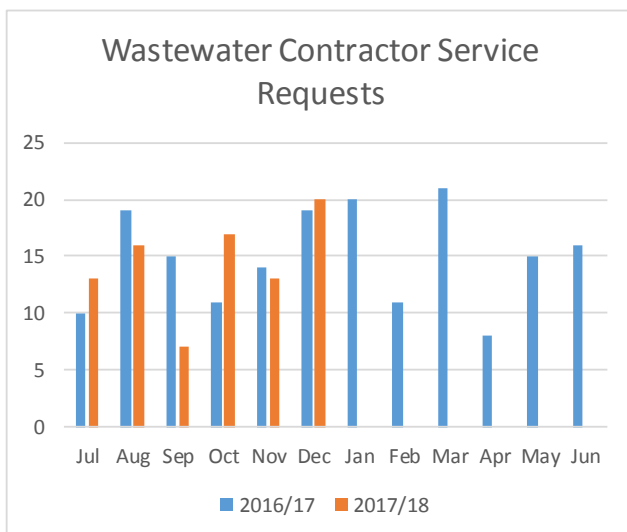
Water Supply

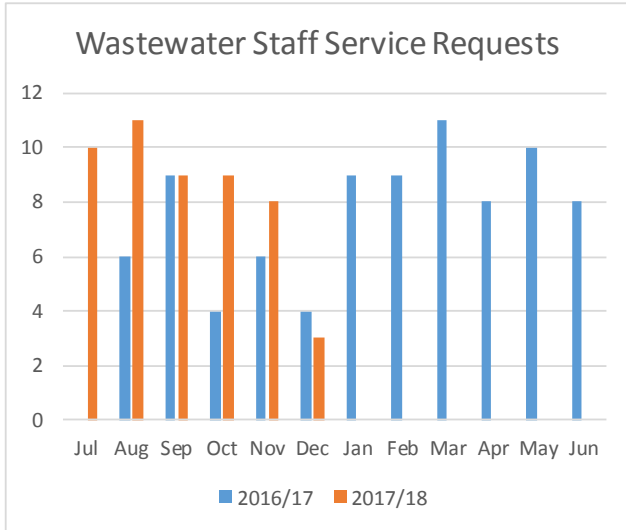
- 7.1 Water supply service requests were up in December due to Fulton Hogan water meter shutdowns (20) and the Richmond water main break (28). The Richmond main break resulted in 12 “Rural Tank Problem” service requests as customers on restrictors (with storage) were turned off to conserve water. Rural Tank Problem service requests are up (43 in December) due to the dry start to summer; some were due to blocked restrictors (5) but for many (13) no fault was found as customers were using more water than their allocation supplied through a restrictor.
- 7.2 Staff service requests are also up due to the dry weather related to information on neighbours breaking water restrictions and requests for more units. The Havelock North enquiry has also generated requests for information on water treatment.



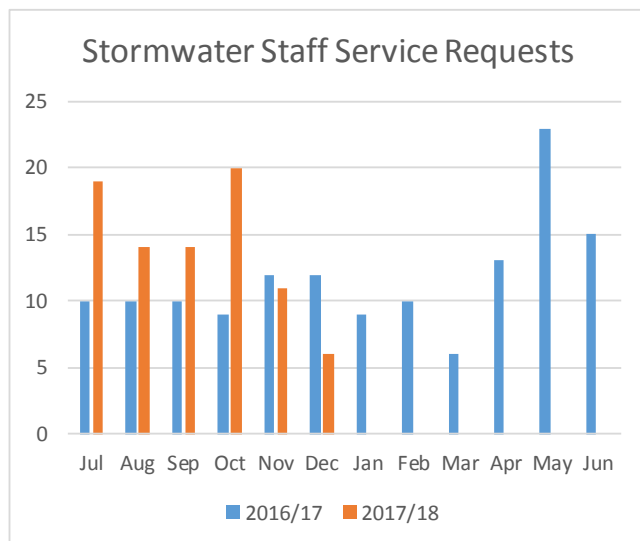
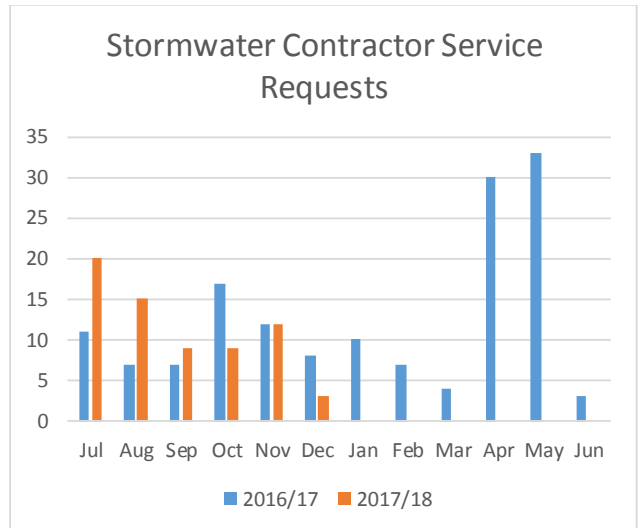
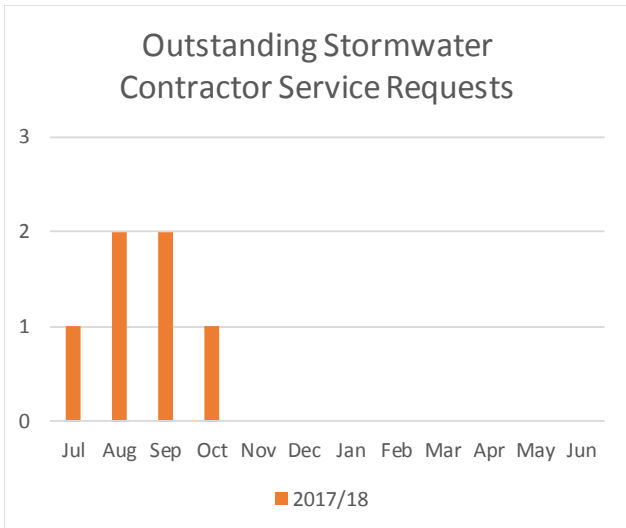


Wastewater



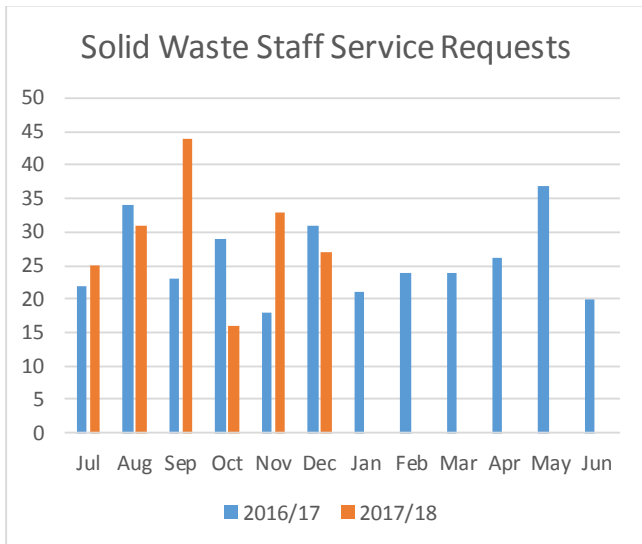
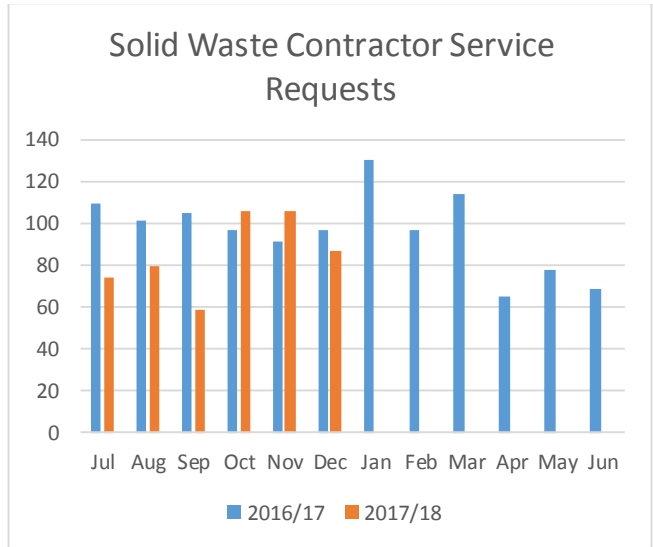


Stormwater



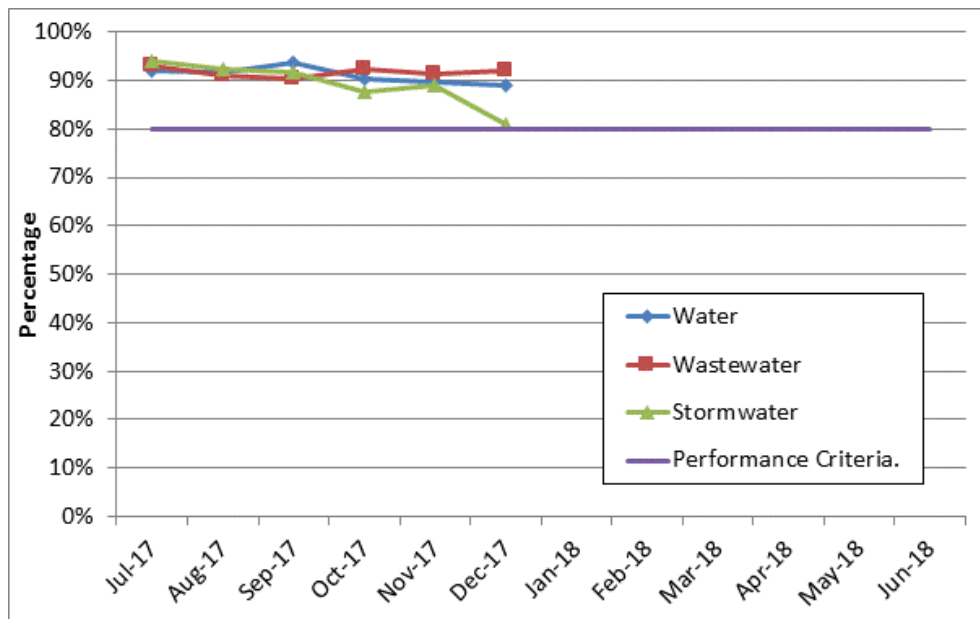
Solid Waste

7.3 Outstanding service requests increased in November due to a breakdown at the factory producing wheelie bins, delaying the delivery of new/replacement bins.



Contractor Performance

The performance for stormwater has dipped slightly due to poor maintenance of one the drains audited.



Water Supply

Activity Lowlights and Highlights

- Richmond Queen Street Trunk main break 18 December 2017
- Murchison main break 22 December 2017
- Dovedale rising main failure in the Dove River on 13 January 2018
- Main break on Aranui road adjacent to the tennis courts

Compliance

- 7.4 There have been no resource consent or bacteriological compliance issues during this period.
- 7.5 A Water Safety Plan (WSP) for the Riwaka/Kaiteriteri scheme was submitted to the local Drinking Water Assessor (DWA) before Christmas but was rejected as there are no Critical Control Points (CCPs) for treatment. This is because there is currently no treatment. This contradicts the original purpose of WSPs, which was to identify risks and ways to mitigate them, regardless of the current treatment. CCPs were introduced following stage 1 of the Havelock North enquiry last year. The DWA is now at a loss as to how to deal with this as we need to have a WSP to comply with the Health Act and therefore the plant is technically non-compliant. We are now waiting on official notification from the DWA as to why the Ministry of Health has made this change and how we should respond. The WSP won't be wasted as it can still be used in-house. When the plant is upgraded this document will be amended to include the new treatment processes and CCPs.
- 7.6 The DWA is to carry out an implementation audit of the Brightwater and Richmond Water Safety Plans in February and March respectively. This was notified before Christmas and involves a lot of work, impacting on our programme of updating the WSPs. Following on from the Havelock North enquiry, there is an increased level of scrutiny of our water supply schemes by the MoH/ NMDHB which is to be expected.

Operations Update

- 7.7 The Operations and Maintenance contractor has been performing well during this period and especially during some trying situations with a number of main breaks.
- 7.8 Leak detection work was carried out in December, the larger leaks were repaired before Christmas and the smaller ones over the past month. Where potential leaks were identified on private property, the customers were advised.
- 7.9 During December and January there were two ridermain renewals, 17 commercial backflow installations and replacement of a number of valves and hydrants in Murchison.
- 7.10 In late December and early January there were two incidents of unauthorised water takes from hydrants in Motueka and Richmond, in contravention of the Water Supply Bylaw 2016. Neither of the connections had a backflow prevention device nor a water meter. We are taking legal advice and will be writing to the parties concerned advising of what action will be taken. The risk to public health of potential backflow arising from such actions is unacceptable and it is, in effect, theft as the perpetrators do not pay for the water taken.
- 7.11 The Queen Street trunk main was badly damaged in the week before Christmas during works to install a casing across the road for a new sewer main. A number of changes were required to the water schemes zones to get water from the Champion Road system into the Queen Street system. A high degree of cooperation by a number of different parties meant water was available to nearly all Richmond customers and the repairs carried out as quickly as possible. There were a number of positive learnings about how the network operates and we will be following up with new pipe work above Hill Street to better direct water around the wider network for emergencies.



Removal of steel casing penetrating watermain in Lower Queen Street

- 7.12 The Dovedale rising main failed in the Dove River about 1.5km down the road from the treatment plant. We narrowly missed running out of water on the scheme due to the complexity of the job, rainy weather conditions and high river levels which meant it took a week to effect repairs. Due to the network being thoroughly drained it took more than two

days to get water out to the ends of the scheme and this was further hampered by air locks in the system which had to be cleared individually.

- 7.13 Had it not been for the drought prior to the rain and that many farmers had already sold off as much stock as possible, the demand for water would have been significantly higher and the scheme could very easily have run out of water. It is a concern that several households still did not have the required storage capacity for a restricted supply and ran out of water, expecting us to refill their water tanks. They were directed to local potable water carriers. In general there was good cooperation from the Dovedale scheme customers during this period with regular email updates advising of progress and reminding them to conserve water.



Temporary pipe bridge across Dove River

- 7.14 The section of pipeline from the treatment plant to Sunday Creek crosses the Dove River in two places and services no one on the Eastern side of the river. The number 1 river crossing failed in June 2011 and required temporary followed by a permanent repair. In July 2013 the number 2 river crossing was damaged by the contractor installing river bank protection. It is this area where the latest break occurred. The cost of the temporary works will be

approximately \$40-50,000. Work to install a permanent pipeline through the river will be in the range of \$70-100,000.

- 7.15 An alternative solution is to install a new pipeline from the treatment plant along the road easement to just past the number 2 river crossing. This work is proposed as part of the future Dovedale upgrade works (2023-2025) at a cost of approximately \$300-350,000. By bringing a portion of the work forward there is a potential saving of \$70-100,000 by not having to install a new river crossing. Until a permanent solution is in place we will be leasing the temporary pipe bridge.
- 7.16 The Silcocks Reservoir installation was completed in December and the old concrete tanks have been replaced with four 30,000 litre tanks, which provide some additional storage and are set up to allow two tanks at a time to be taken out of service for cleaning without having to shut the site down. Additionally, the telemetry work that was scheduled to occur **(when?)** was carried out at the same time.



Silcocks Reservoir Site

- 7.17 Work on the recently approved Kelling Road, Dovedale rural pipeline renewal was undertaken in the week of 22 January and the Malling Road, Redwood pipeline renewal is planned for February.
- 7.18 In October the Council approved a pilot PV installation at the Brightwater water treatment plant. The proposed layout is shown below.



Proposed solar photovoltaic array to power Brightwater water pump station and treatment plant

7.19 A vendor has been selected through a tender process and the installation is expected to be completed early in March.

Wastewater

Activity Highlights

- There have been very few pump blockages indicating that recent letter drops about the disposal of wet wipes etc. have been very successful.
- Odour management systems have worked well through the Christmas period with only one minor issue associated with a dosing breakdown at the Kaiteriteri Vessel.
- Prior to Christmas, a contingency plan was put in place for managing breaks on the Mapua Leisure Park rising main. A break occurred on 8 January 2018 to which the contractor responded quickly and the plan was implemented. The plan covered all eventualities, including the worst case scenario of a break on the causeway; fortunately this was not the case for this incident. The Leisure Park staff did an excellent job of taping off the area around the break and redirecting traffic.

Compliance

7.20 Since 25 October 2017, there have been 27 non-compliance events associated with the Collingwood Wastewater Treatment Plant for low UV dose and elevated total suspended solids, biochemical oxygen demand and two elevated faecal coliform result (one not related to low UV dose). The cause of the non-compliances relates to the poor establishment of plants in the rehabilitated wetlands, an infestation of duckweed and high flows as a result of rainfall. In late December 2017, 80 more plants were planted in the final wetland cell. These plants have survived the two recent heavy rainfall events and once established should provide better filtering and shading and reduce the turbidity of the water and therefore the frequency of non-compliance events.

7.21 Since 25 October 2017 there have been five non-compliance events associated with the Motueka Wastewater Treatment Plant. All the non-compliances relate to elevated concentrations of total nitrogen and ammonia-nitrogen. The ammonia-nitrogen

concentrations are now compliant, however it is unlikely the total nitrogen concentrations will comply without further intervention. Engineering staff have consulted with experts regarding options to improve denitrification and reduce the total nitrogen concentrations.

- 7.22 Since 25 October 2017 there has been one flow non-compliance event associated with the Upper Takaka Wastewater Treatment Plant. High flows continued for four days after 270mm of rain over three days.
- 7.23 On 28 November 2017, an electrical storm in St Arnaud resulted in a lightning strike that affected some of the wastewater monitoring equipment. The extent of the damage was not confirmed until 2Degrees and Chorus made repairs to some of their communication equipment. As the resource consent for the wastewater treatment plant requires continuous monitoring of certain parameters, the Council was in breach of those conditions until repairs could be made. The dissolved oxygen sensor was replaced and operational again by 19 January 2018, however the wind speed sensor and both inlet and outlet flow meters are still not operational.

Operations Update

- 7.24 Estimates of the impact of stormwater and groundwater (inflow/Infiltration I/I) entering the various wastewater networks have been completed as part of the annual Water NZ survey. The measure is coarse (peak day volume/annual average dry weather volume) but is a useful indicator of the catchments to be prioritised.
- Brightwater = 5.9 (some uncertainty around the split with Wakefield)
 - Collingwood = 5.6
 - Upper Takaka = 5.5
 - Richmond/Hope = 4.8
 - Mapua/Ruby Bay = 4.1
 - Takaka = 3.6
 - St Arnaud = 3.3
 - Tapawera = 3.2 (uncertainty on accuracy of flow data)
 - Murchison = 3.1
 - Wakefield = 2.2 (some uncertainty of split with Brightwater)
 - Motueka = 2.2 (this is not representative of the level of I/I due to the volume of groundwater entering the system during dry weather)
- 7.25 The industry practice is for wastewater networks to be designed for peak wet weather flows four to six times greater than average dry weather flows. Our standard is to design for six times dry weather flow, however, in some areas this capacity has been taken up by growth, which has been higher than originally designed for.
- 7.26 On 3 December the Beach Road trunk main flow meter started providing erratic readings. The electronic transmitter was sent back to the supplier for assessment and no error was found. The transmitter is being reinstalled and the supplier will come to site to investigate further. Until the meter is fixed, flows cannot be automatically restricted during heavy rainfall. The valve can be manually adjusted if the Nelson Regional Sewerage Business Unit (NRSBU) request us to restrict flows. The NRSBU has a flow meter downstream of the Beach Road pump station so they are able to estimate our flows (by subtracting off Nelson Pine flows) and they normally use their flow meter for monthly charging purposes.

7.27 Since 25 October 2017, there have been ten wastewater overflow events.

- Another overflow occurred outside the Fonterra factory on Motupipi Street, Takaka on 31 October 2017. The pipe downstream was thoroughly cleaned and there have been no issues since.
- Two breaks of the Abel Tasman rising mains near Four Winds pump station occurred prior to Christmas. Both were very minor with less than 1m³ discharged. Daily checks of the rising mains were completed throughout the peak summer period.
- On 11 November 2017, a blocked gravity main resulted in a small overflow of approximately 150l into the stormwater system outside 5 Tait Street, Mapua. Tree roots caused the blockage.
- On 19 November 2017, a blocked gravity main on Heaphy Street, Richmond caused an overflow of approximately 3m³ into the stormwater system. The blockage was caused by roots from a tree that had been cut down a year before.
- On 15 December 2017 a blocked manhole at 2a Lord Auckland Road, Wakefield resulted in a small overflow that soaked into the surrounding ground.
- The Mapua Leisure Park rising main broke on 8 January 2018. This is usual for this time of year. Due to good pre-planning and the quick action of all staff involved, there was no overflow to the estuary. Investigations earlier in 2017 had found that the large pumps in this pump station might be contributing to the rising main breaks so a smaller head pump was sourced. The plan was to operate the smaller pump over Christmas with the larger pump as a back-up if flows were too great. However, when the smaller pump was being installed just prior to Christmas, the contractor found that the base of the pump station and some of the pipework was in poor condition. The installation of the pump was put on hold and a contingency plan put in place in case of rising main failure over the peak summer period. The structural integrity of the pump station will be assessed in February.
- On 13 and 17 January 2018 there were overflows as a result of heavy rain in Pohara and at the Pohara Valley pump station. The overflow at the Pohara Valley pump station flowed into the stormwater system and into coastal water. The overflow in Pohara was limited to a hollow area in the road reserve and soaked away. Warning signs were erected at both overflow sites.
- On 17 January 2018 there was a minor overflow at the Mapua School. An error in telemetry programming changes meant that the Mapua Rise pump station did not shut down when the downstream pump station went into high level. The programming error has been fixed.



5 Tait St Overflow



6 Heaphy St Overflow



Pohara Overflow - 17 January



Pohara Valley Overflow – 17 January



Mapua School Overflow - 17 January

Stormwater

Activity Highlights

- 7.28 The absence of any significant rainfall through November and December limited the need for any stormwater responses over this period. However, January has seen a change in the weather patterns with some good rainfall occurring at regular intervals during the first half of the month.
- 7.29 Maintenance of vegetation in open drains will continue as a main focus until temperatures start to lower.

Operations Update

- 7.30 Pre-storm checks were issued prior to the Christmas break as a general precaution over this period. Further pre-storm checks were issued on 9 January and then again on 12 January 2018 prior to reasonably heavy rainfall in the Richmond area.
- 7.31 Staff are working with a landowner near Meihana Street, Takaka to divert surface water away from Lake Killarney as part of a subdivision resource consent process.
- 7.32 The Motueka tidal control gates operated in “Storm Mode” on 4-5 January 2018 during spring tide conditions and a forecast rain events. There were no issues reported as the rainfall was not heavy during this period.
- 7.33 Tree roots have been found blocking a pipe through the Waimea Intermediate School and these were cleared and the pipe inspected with CCTV to determine whether any follow up repair works are required.
- 7.34 Repairs to the stormwater pipe in Elizabeth Street, Richmond, are planned to commence mid-January. A new manhole and road sump are required to access the pipe and clear the sedimentation blockage.
- 7.35 In some new developments, in-ground stormwater detention tanks are being installed to restrict stormwater flows to flows that existed predevelopment, through a small orifice outlet. The issue is that the tanks are generally buried and the small orifice outlet is at the bottom of the tank and is prone to blockage. Staff will work with developers to ensure that the outlets can be maintained and clear of blockages to allow the storage tanks to perform as required.
- 7.36 The Council has programmed stormwater work in Elizabeth Street, Richmond to replace a broken 750mm diameter section of pipe and the installation of a new stormwater sump. During the installation of the new pipe it has been discovered that UFB ducts have been thrust through the 750mm diameter stormwater reticulation on both sides of Elizabeth Street. The location of the ducts mean that they have the potential to capture debris and cause blockages within the reticulation, potentially flooding private property. The thrusting of the ducts has caused significant damage to the concrete pipes, which will need to be replaced. Staff and our O&M contractors are working with the UFB contractor to cut and lower the fibre optic cable ducts and to repair the damaged pipes. All costs associated with the repairs will be recovered from the UFB contractor.



UFB duct through stormwater pipe Elizabeth Street

Solid Waste

Activity Highlights

7.37 Kerbside collections have been busy over summer but the operations contractor has kept up with demand. Contamination levels in recycling have been dropping and a new recycling drop-off container in Kaiteriteri is working well.

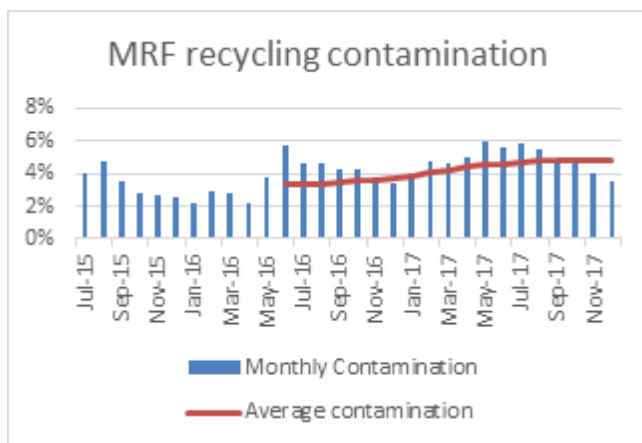
Compliance

7.38 A combination of high waste volumes and vehicle breakdowns from the waste transport contractor have resulted in two instances where waste remained in the Richmond Resource Recovery Centre pit overnight. This is a departure from the site management plan which requires the pit to be cleared each evening.

Operations Update

- 7.39 The kerbside collection contractor has been busy over the summer period with additional vehicles and staff rostered on to cover higher recycling volumes. Despite one vehicle being out of service with unscheduled maintenance immediately after Christmas, almost all properties were collected on time. This year collections were delayed by one day in the weeks following Christmas and New Year and most residents presented their recycling on the right day.
- 7.40 The supplier of wheelie bins and crates was unable to supply bins from late October to late December. This has led to some delays in distribution to new properties and use of some of the contractor's "Smart Environmental" branded bins. These will be replaced in the new year as replacement stock arrives. The new bins will have a slightly different shape to the existing stock due to design improvements by the manufacturer.
- 7.41 We are continuing to focus on reducing contamination in recycling and overloading of glass crates. This means that some recycling that was previously being collected is being stickered and left on the kerbside. We have produced new stickers to better explain the recycling requirements and these appear to be working well.

- 7.42 Contamination levels have been dropping over recent months and the long term average is stabilising at just under 5%. Over the next few months we will be focusing on keeping these levels low, as they have historically increased heading into autumn and winter.
- 7.43 Just prior to Christmas we installed the second drop off recycling centre at Kaiteriteri. Initial reports indicate that this site is very popular and the Kaiteriteri Domain Board is happy with the location and operation. The bin is emptied on average every two weeks. Contamination levels in the first load were very high but have reduced in subsequent weeks. We will continue to monitor operations at this site and plan to trial a third bin in Pohara.
- 7.44 The joint waste working party met on 25 January 2018 for their first meeting to review the Nelson Tasman Joint Waste Management and Minimisation Plan. The initial meeting reviewed the Waste Assessment adopted last year and the work required to review the plan. At this stage we expect the working party will report back to the Engineering Services Committee on 10 May 2018 with a draft Waste Management and Minimisation Plan for consultation. The working party will meet again on 12 February 2018.



MRF contamination levels



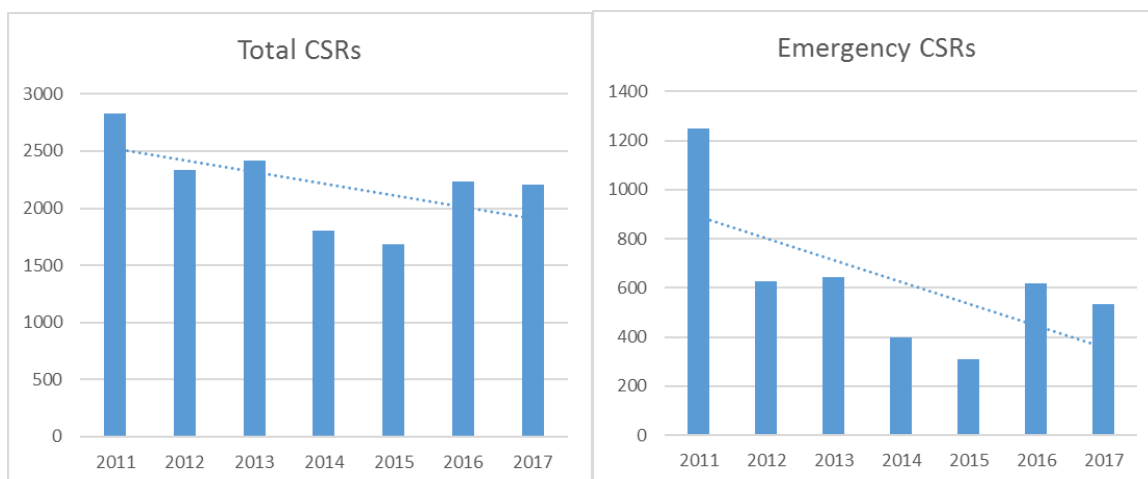
Kaiteriteri recycling container

8 Transportation

- 8.1 The Transportation team has welcomed Robert Deck who joined the team in December 2017. Robert is a Transportation Engineer and comes to the Council after some years with OPUS in Nelson and on the West Coast.
- 8.2 We have one vacancy in the team – the Road Operations and Safety Coordinator role which was previously held by Chris Pawson who has returned to Nelson City Council. The role has been advertised and we will be interviewing candidates in the next week or so.

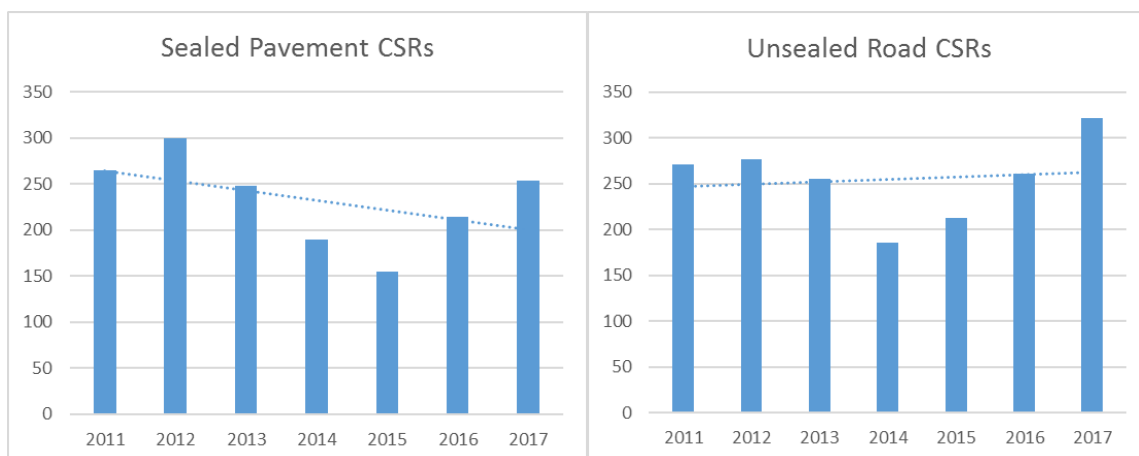
Roading Customer Service Request (CSR) Update

- 8.3 The following graphs summarise the number and type of CSRs received in the 2017 calendar year and compared with previous years.

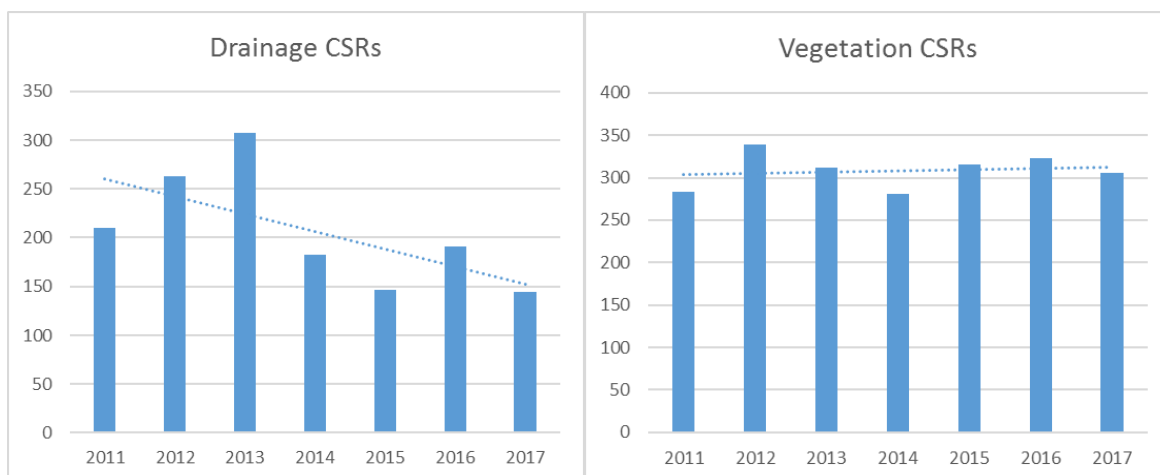


8.4 Total CSR numbers in 2017 were slightly down on 2016 and continued a downward trend from a peak in 2011 (which coincided with significant storm events).

8.5 Emergency-related CSRs were about average but a slight decrease from 2016.

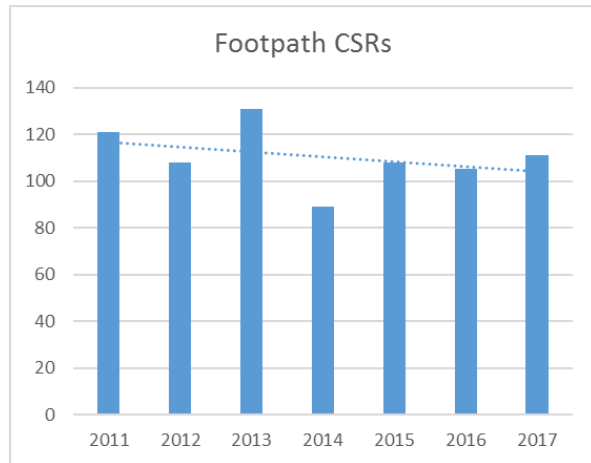


8.6 Sealed and unsealed pavement CSRs both increased from 2016. One contributor to this was ongoing wet weather particularly during winter when maintenance is more challenging. Unsealed roads CSRs reached an all-time high in 2017, although one-third of these were received in April and May when we had regular bouts of heavy rain. The increasing trend may suggest dissatisfaction with the current level of service and/or increased expectations for unsealed roads.



8.7 Even with the wet weather in 2017, drainage CSRs remained low, likely reflecting the increased emphasis on drainage system maintenance in recent years.

8.8 Vegetation CSRs were steady.



8.9 Footpath CSRs were steady.

Queen Street Traffic Speeds

8.10 Speed counts were completed on Queen Street from 15-21 January 2017 to review how effective the speed limit change and new road layout have been in reducing vehicle speeds.

8.11 One count site was in the completed new section of Queen Street near the library, and the other was outside the Police station where works have not yet been completed.

Site	Median Speed	85 th Percentile Speed	% Exceeding 30 km/h
Near library	22.0 km/h	28.4 km/h	11.4%
Outside Police station	30.6 km/h	36.4 km/h	56.2%

8.12 The results show that the new narrower road layout has been very effective at slowing traffic with a very high level of compliance with the 30km/h speed limit. This is a good outcome.

Transportation - General

8.13 There were no significant issues on our transportation network over the Christmas period. Any incidents, minor accidents or service requests were able to be dealt with by the on-call contractors.

8.14 The heavy rainfall events which occurred in early and mid-January caused the temporary closure of several roads in the District (particularly in the Golden Bay area), due primarily to surface flooding. The roads were re-opened quickly once the stormwater subsided.

8.15 Pest species (gorse and broom) were targeted in the Mapua, Tasman and Kina Peninsula areas in December. During the operation some concern was raised by local grape growers and the work was postponed until later in the year when they advised the potential risk for any collateral damage (particularly to vine species) would be negligible.

Contract 1096 – Tasman Road Maintenance and Resealing Contract 2017-2020

- 8.16 GSL (Downers nominated mowing and spraying contractor) have completed most of the second round (two of four) mowing operations in the District during December. However a number of roads will be completed in January as long as weather conditions and fire risk assessments permit.
- 8.17 Downer busied themselves during December quantifying, costing and programming pavement maintenance works in readiness for their return after the Christmas break. A significant portion of this work involves the investigation and evaluation of the 2018/19 reseal areas. Pre-seal repair works will commence in early January and go through until the end of March.
- 8.18 Significant works commenced on Lower Queen Street this month and will continue through February. A bulk of the work will be dig-outs but will also include asphalt overlays and surface defect repairs
- 8.19 The current resealing programme commenced in mid-December. Approximately 61km of road are programmed with a treatment area in excess of 370,000m². Works are expected to continue until early-March, weather permitting. Areas complete so far are Richmond, Murchison, Brightwater, Mapua and Collingwood.



Resealing on Champion Road

- 8.20 As part of the resealing works, Downer have been utilising a specialised chip spreader which drives forward and is able to provide greater control of chip application rates compared to the traditional method of using 6-wheel trucks operating in reverse. This has brought safety and quality benefits to the resealing works.
- 8.21 With the recent wet weather, maintenance metalling has been brought forward and programmed in late January for Wangapeka Plain Road, Clark Road, Phillips Road and Quail Valley Road.
- 8.22 All centre line markings planned on secondary collector roads following the revised delineation policy is now completed, along with additional 'Keep Left' arrows.

Urban Road Maintenance

- 8.23 Prior to Christmas, asphalt surfacing to Riwaka-Kaiteriteri Road at Kaiteriteri was completed.
- 8.24 Additional mowing of some un-kept areas in the urban road network will be undertaken shortly. This generally covers areas where there is not an adjacent resident.
- 8.25 The kerb and footpath work in the Florence Street area is due to start in February.

Streetlighting

- 8.26 Powertech has developed options for improving the streetlighting in the urban section of Waimea West Road, Brightwater. This will involve approaching Network Tasman for approval to install outreaches to its utility poles. Once approval is given, local residents will be informed of the proposed work and timing. The work is likely to take up to a week, however, the manufacture of the outreaches and delivery of the LED luminaires may take several months.
- 8.27 A solar light was installed in the Brightwater Village Green Carpark recently as well as luminaires upgraded in Charlotte Lane, Brightwater

Motueka Special Projects

- 8.28 Motueka township signage work planned for College Street is underway with Concrete & Metals undertaking the groundwork and traffic management. A local stonemason is constructing the wall.
- 8.29 The new concrete footpath on Courtney Street is progressing well.

Parking Issues

- 8.30 The Moonraker Way parking restriction trial for visitors to Split Apple Rock appears to be working well. However, parking issues along Martin Farm Road at Kaiteriteri between Christmas and New Year are still a problem caused by the demand for parking at Kaiteriteri over this period.
- 8.31 Investigation of various parking issues around Richmond CBD are underway due to parking being at a premium over the school holidays and made worse by demand from temporary workers.
- 8.32 Some further parking restrictions are planned for Dorset Street, Richmond, to improve the traffic flow before the school term starts.
- 8.33 Cr Ogilvie requested that the time-limited parking on Pah Street, Motueka be extended to provide more short-term parking close to the CBD. The investigation of this is completed and a plan showing the proposal will be prepared shortly.
- 8.34 The summer students are compiling the results of the 2017/18 Richmond parking survey which was carried out on 24 and 26 January 2018. Results will be reported when available.

Sundial Square Works

- 8.35 Ezi-Sweep cleaned the paving in Sundial Square prior to Christmas.
- 8.36 The fountains had new solenoids installed in December for the functioning of the water display cycles. The drinking fountain will also receive a clean and service shortly.
- 8.37 Work is ongoing with changing the Metal Halide street light luminaires to LED. These luminaires are being recycled from the Queen Street upgrade.

- 8.38 Work has halted on the installation of the Festoon lights for Richmond Unlimited and the installed lights removed with only the hanging cables left in place. This halt in work was due to concerns over the extent that the street light columns were beginning to lean. This issue is being worked through, and may require an alternative proposal than using the existing columns.
- 8.39 The continual cracking of pavers in the vehicle access crossings into the Mall, will be further investigated for a long-term solution.

Rural Road Maintenance

- 8.40 The hot dry conditions in December resulted in some seal bleeding. The contractor has spread chip on the Tadmor Hill, Neudorf Road and Dovedale Road to contain this.
- 8.41 The dry conditions in December allowed the contractor to continue with the dig-outs in Lower Queen Street.
- 8.42 The wetter conditions in January have resulted in a few slips around the district, including a slip across Kaiteriteri-Sandy Bay Road.
- 8.43 An accident on River Terrace Road resulted in a transporter and its cargo of aggregate crushing plant being deposited on the road. The road was closed for a day to allow the 40 tonne crusher to be righted, and removed from the site.
- 8.44 Downer were subsequently involved in the removal of soil, contaminated with hydraulic oil.



Truck accident – River Terrace Road

Golden Bay Road Maintenance

- 8.45 December and January have been busy months for construction with next year's pre-reseal repairs in full swing and several storm events causing downed trees, slips and washouts.



Washout on Collingwood-Puoponga Main Rd

8.46 Upcoming programmed work includes:

- Reinstatement of damage from January storm event
- Continuation of pre-reseal repairs for 2018/19 sites
- Network mowing
- Partial network remarking
- Minor footpath maintenance in Takaka township

Murchison Road Maintenance

8.47 The contractor has mainly focused on routine work in December and January. Other completed work includes drainage renewals on Owen Valley West Road and Maruia West Bank Road as well as some minor incident responses.

8.48 Upcoming programmed work includes:

- Pre-reseal repairs for 2018/19 sites
- Drainage maintenance Tutaki Valley
- Network mowing

Rivers Activity Update

Fully Maintained Rivers (X&Y)

8.49 The expenditure on the River Maintenance Contract 1064 up to the end of December 2017 is \$1,138,613 out of an available maintenance budget of \$1,500,000. Taylors Contracting are making good progress on programmed works and the budget is still tracking well ahead of the forecast. It is expected that due to the extent of flood damage repairs, expenditure will

exceed budget this financial year. There is sufficient balance in the rivers account to cover the estimated costs.

- 8.50 There are some minor flood damage repairs to be completed in the Dove River which should be completed early February 2018. This work will complete all the flood damage from the April 2017 floods.
- 8.51 The weather over the December period has been settled allowing access to most scheduled protection work sites.
- 8.52 The main works undertaken during this reporting period was completing rock bank protection works in Motupiko, Dove and Lower Motueka Rivers as well as Eves Valley Stream.
- 8.53 Native plant preparation sites have continued to be prepared for the 2018 planting year in the Lower Motueka, Moutere, Wai-iti and Sherry Rivers as well as Powley Creek.
- 8.54 We are still trying to confirm agreement with the New Zealand Transport Agency (NZTA) for the erosion repairs around the left bank abutment of the Waitapu Bridge.
- 8.55 The river bank and fairway maintenance spraying programme is in progress.

River Z Area Works

- 8.56 The demand for River Z works continues to be steady with further damage to some rivers and streams in the Golden Bay area. There are still outstanding works in the Murchison area.
- 8.57 Generally, it has been more of the smaller streams that have been affected by bank erosion and the trend has seen more pockets of intensive rainfall affecting smaller catchment areas over the recent heavy rainfall.

Coastal Update

Ruby Bay

- 8.58 The sea wall adjacent to Tait Street through to Chaytor Reserve has been overtopped during the last storm event in November 2017. There has been some minor displacement of the top rock and some movement of the main rock facing which has been repositioned and the concrete boat ramp cleared of large rock at the bottom of the ramp.
- 8.59 During the storm waves overtopping the revetment at high tide resulted in fences being flattened and flooding of properties along Broadsea Avenue.
- 8.60 A survey is due to be completed in January / February 2018 to determine if there has been any changes in the beach profile. This survey is required as a condition of the existing resource consent after any significant storm event or annually.

Collingwood – Beach Road

- 8.61 There has been some minor damage to the top of the revetment along Beach Road at Collingwood. This work will be coordinated with the river maintenance work programmed for the Aorere River in February 2018.

Road Safety Update**Motorbikes - Shiny Side Up**

- 8.62 This motorbike event is taking place on Sunday 4 February from 10am to 4pm at the Trafalgar Centre, Paru Paru Road, Nelson.
- 8.63 This is a joint event with local Councils, NZTA, ACC and Ride Forever. Activities include international speakers, police motorbikes, stunt demos, show and shine competition, free bike checks, live music and a food court. Local motorbike retailers and trainers will be on site. More information can be found on www.ridetolive.co.nz

Keep Left

- 8.64 A 'Keep Left' campaign was held over the summer months. There has been a high incident of crashes due to loss of control on bends across the District. Billboards were installed in December and will be in place for three months. A radio promotion was also held during December and January.

School Safety - Salisbury Road cluster

- 8.65 The new flashing warning signs for Salisbury Road and William Street should be installed by the end of February.
- 8.66 The replacement of static signs, as noted in the report presented at the November 2017 Engineering Services Committee meeting, has been completed.

Motueka Valley Highway – Crashes Kohatu to Tapawera

- 8.67 The Tapawera & Districts Community Council has raised concerns about a spate of crashes on the Motueka Valley Highway between Kohatu (SH6) and Tapawera. Staff have reviewed the CAS crash database. During the 18 month period June 2016-December 2017, 11 crashes were recorded spread over an approximate 5km stretch, 10 of which resulted in minor injuries. Six crashes were clustered over a 400m stretch near Kohatu.
- 8.68 Most crashes appear to have been caused by drivers travelling too fast around curves and either leaving the road or swinging wide into oncoming traffic. The cluster of six crashes all involved southbound vehicles. Vehicles travelling in this direction have been in a road environment of several longer straights interspersed with several curves of varying radius. The gentler curves are generally negotiable at cruising speed; although there are some tighter curves that have advisory speeds of 65km/h signposted.
- 8.69 Staff have reviewed the warning signs and delineation in this section of road. Edge marker posts (EMPs) along the Motueka Valley Highway were part of a wider survey of EMPs in late 2017, and 260 were installed or replaced by Downer which has helped delineate curves. There are a number of existing permanent curve warning signs, although clearly many drivers have not heeded the warnings.
- 8.70 Proposed short term improvements include:
- The addition of chevron signs which are highly visible in the eye line of drivers as they approach curves.
 - Adding curve advisory speed signs on the right hand side of the road to complement the existing signs on the left hand side (known as 'gating').
- 8.71 Together these measures will better highlight the hazard to drivers and ideally improve driver behavior and speed choice.

8.72 Curve realignments are not considered an economic option. Crashes are spread over some length and realigning even an individual curve is very expensive.

8.73 Reducing the speed limit for this road is unlikely to be feasible for two reasons:

- The NZTA speed management framework identifies the safe and appropriate speed limit for this road as 100km/h; and
- This road section is not identified as part of the top 10% of high-risk roads in the region which considers crash records, road type and hazards. Recent crashes, as they have not been classified as having serious or fatal injuries, will not affect the road risk rating.

Minor Improvements Update

Olivers Road Intersection

8.74 As directed by the Council at the Engineering Services Committee meeting on 5 October 2017, staff have entered into negotiations with the Kohatu Motorsport Park Trust regarding the proposed upgrade of the Olivers Road intersection. The cost of this project was estimated to significantly exceed the \$300,000 that the Council had previously approved for this work.

8.75 The Trust has confirmed that they will be able to meet the costs of the work over and above the \$300,000 allocated by the Council. They have a commitment from a number of contractors to undertake in-kind work, and have begun the process of becoming an approved contractor with the Council to enable them to undertake construction.

8.76 The next step will be for a contract to be prepared and signed between the Council and the Trust.

8.77 The table below provides an update of the minor improvements programme.

Project	Budget	Forecast Cost	Description	Status
Higgs Road Footpath	\$228,000	\$228,000	Footpath from Lionel Place to Mapua Drive.	Under construction. Expected completion March 2018
Olivers Road Intersection (Kohatu Motorsport Park)	\$300,000	\$300,000	Improve existing intersection to improve sight distances and widening for vehicles turning into Olivers Road.	Kohatu Motorsport Park delivering project, partially funded by Council. Construction drawings and estimate being reviewed.
Riwaka-Kaiteriteri Road Localised Curve Widening	\$230,000	\$250,000	Narrow section of road through curves does not provide for the tracking of large vehicles. Isolated widening proposed so that vehicles do not need to cross the centreline.	First site just past Cederman Drive, design received and under review. Target budget exceeded by 100k. Reviewing scope to be remain within budget.

Project	Budget	Forecast Cost	Description	Status
Mapua Pedestrian Refuge Crossings	\$106,000	\$80,000	Installation of two pedestrian refuge crossings Mapua Drive and Aranui Road.	Construction due to start February and will be completed by the end of March.
Seaton Valley Road shared path	\$70,000	\$70,000	Construction of a gravel shared path to link the rural residential area up Seaton Valley Road to Mapua.	Awaiting prices from contractors.
Lee Valley Road / Mead Road Intersection	\$50,000	\$50,000	Large forestry vehicles have difficulty getting on and off the bridge and are damaging the rails or going off the road into the water table to make the turn. Likely to become more of a problem with vehicle sizes increasing.	Preliminary structural design suggests bridge widening is not economic. Pursuing bank cutting option, which will require land purchase. This is likely to delay expenditure.
Abel Tasman Drive – curve widening	\$90,000	\$100,000	First curve south of the port needs widening so trucks do not need to cross the centreline on this blind bend.	Design and resource consent underway.
School Zone safety improvements	\$100,000	\$75,000	Minor safety improvements for schools in the Salisbury Road/William Street/Gilbert Street area.	6x School Zone electronic warning signs approved. To be installed in February.
High Street (Motueka) undergrounding – Poole Street to Fearon Street	\$230,000	\$290,000	Undergrounding of power and telecom and removal of poles.	Network Tasman-delivered project. Due to start mid-March and completion will be October. Tender price exceeded estimate.