

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

Date: Thursday 24 June 2021
Time: 9.30am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Operations Committee

AGENDA

MEMBERSHIP

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

(Quorum 7 members)

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AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF MINUTES

That the minutes of the Operations Committee meeting held on Thursday, 13 May 2021, be confirmed as a true and correct record of the meeting.

7 REPORTS OF COMMITTEE

Nil

8 PRESENTATIONS

Nil

9 REPORTS

9.1	Chairman's Report	5
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9.6	Programme Management Office - Post COVID-19 Stimulus Funding Packages Progress Report.....	51
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9.8	Engineering Service Activity Report	87

10 CONFIDENTIAL SESSION

Nil

9 REPORTS

9.1 CHAIRMAN'S REPORT

Information Only - No Decision Required

Report To:	Operations Committee
Meeting Date:	24 June 2021
Report Author:	Stuart Bryant, Deputy Mayor and Chairman, Operations Committee
Report Number:	ROC21-06-1

1 Summary

- 1.1 The Mayor, Councillor Mackenzie and I attended the opening of the McGazzaland pump track and jump course on 22 May at Wakefield. This community driven bike track has proven popular with all ages and was built in memory of Kelly McGarry a local freeride mountain bike legend who sadly passed away at an early age.



- 1.2 After a public forum attendance by several Golden Bay residents to the Tasman Regional Transport Committee meeting held on 1 June 2021, expressing their extreme frustration with the lack of progress on the SH60 Takaka Hill reinstatement, a letter has been sent to Waka Kotahi New Zealand Transport Agency, expressing these concerns.
- 1.3 Susan Edwards and I attended the Rural and Provincial Sector Councils meeting on 10 and 11 June 2021. A clear message coming through the presentations and discussion was that the Government has the view that things have to change across the sector, as some councils haven't done what they should have over the years to deal with asset maintenance and renewals, etc.
- 1.4 Attendees expressed their frustration at the confidentiality requirements LGNZ is under when they find out information on the various reforms which means they are not able to pass the information onto the sector.

- 1.5 The LGNZ National Council has four bottom lines on the 3 Waters Reform:
- Things have to change.
 - Mandation/compulsion is not acceptable.
 - No Council can be worse off due to the reforms.
 - Timelines are too tight.
- 1.6 Some key points raised in the discussion on the various reforms facing the sector, included the following:
- There is a vacuum in the information which is available to councils on the 3 Waters Reform and it is being filled by misinformation.
 - There is a huge amount of reform coming at the sector at the moment – 3 Waters, Resource Management Act changes and the review of Local Government functions and funding.
 - 3 Waters Reform – LGNZ is aware of very little information that hasn't already been released to the local government sector. Four reports have recently been released. It's clear that there will be between 3 – 5 new water entities. All the reports have agreed that more investment is needed in water infrastructure and that the status quo is not sustainable. The new model needs to be fit for purpose. Local government sector input into the 3 Water Reform process has tested and challenged the robustness of the 3 Waters work, which has improved the outcomes. The media reports have focused on the 50% increase in investment needed in water infrastructure and that this amount is unsustainable for councils to fund on their own. Various views were expressed within the local government sector on the case for change. Councils need to consider the impacts of the reforms on their districts. There will be data/dashboards released by Government in the next few weeks, which councils can consider relating to the water infrastructure in council areas. The work is to optimise the 3 Waters Reform proposals. The Government will make further announcements on timeframes in the next couple of weeks as well as releasing the council dashboards/data.

2 Draft Resolution

That the Operations Committee receives the Chairman's Report ROC21-06-1.

Attachments

Nil

8.14 TREASURY REPORT**Information Only - No Decision Required**

Report To:	Operations Committee
Meeting Date:	24 June 2021
Report Author:	Matthew McGlinchey, Finance Manager
Report Number:	ROC21-06-2

1 Summary

- 1.1 The Council's borrowings as of 30 April 2021 are \$213.5m, no change from 28 February 2021. The \$15.0m of Local Government Funding Agency (LGFA) short-term borrowing that matured in February was rolled over, primarily to improve liquidity by taking advantage of relatively low interest rates.
- The net debt level at the end of April 2021 is \$172.8m. There is \$40.7m on deposit, including \$25.0m pre-funding for maturing debt and a \$9.0m provision for the Waimea Community Dam shareholder advance.
- 1.2 The Council's funding and liquidity risk position is currently compliant with Treasury Management Policy parameters. This has been achieved with the implementation of the following strategies:
- We have pre-funded \$25m of LGFA debt which is due on 15 May 2021 and deposited these funds at a weighted average interest rate of 1.93%.
 - Pre-funding a \$9m loan commitment made to Waimea Water Limited (WWL), through the LGFA at a bespoke lending rate of 2.8% over a five-year term. This provides an interest rate certainty to align with the \$8.75m loan agreement with WWL. These funds are scheduled to be drawn in mid-May and mid-June, so short-term borrowing will be used until December to not waste the relatively high term deposit interest rate of 3.74% by breaking it early.
- 1.3 The interest rate differential between the amount the Council has borrowed from the LGFA and the amount re-invested is a current side benefit and not the driver of the pre-funding strategy. Given the historically low current term deposit rates, pre-funding of maturing debt beyond the next three years may come at a cost to the Council – borrowing >3 years currently has a higher interest cost than term deposit gains.
- 1.4 The Council's cost of funds (including interest rate swaps, bank margins, and line fees) is 3.85%, compared to a budget of 4.4% (in 2019-2020 it was 4.35%). The Treasury cost centre has a retained surplus due to the lower than forecasted debt levels and the lower than budgeted finance costs over the past few years. Staff continue to closely monitor the markets to capitalise on opportunities to reduce the Council's external borrowing costs.
- 1.5 The Official Cash Rate (OCR) remains at 0.25%. On 16 March 2020, the rate was cut by 0.75% in an emergency announcement from the Reserve Bank to navigate economic implications from the COVID-19 pandemic. The Reserve Bank continues to give guidance that the OCR will likely remain at 0.25% at least until early 2022. Monetary policy will remain

as it is while inflation is forecast to be ~2% (the mid-point of the Reserve Bank's 1-3% target).

- 1.6 In addition, the Reserve Bank added \$3 billion of LGFA debt to its large-scale asset purchase programme in April 2020. The Government also announced an amendment to the LGFA Crown Liquidity Facility that extends the term of the facility to 31 December 2031 (from 31 December 2021) and increases the size of the facility to NZD1.5 billion (from NZD1 billion). The LGFA welcomed support from central government as the facility plays an important role in enabling LGFA to deliver low-cost financing to the local government sector.
- 1.7 The Council is considering options for pre-funding \$15m of LGFA debt maturing in April 2022. \$25m of pre-funded LGFA loans were paid back in May 2021. The Council also rolled over \$12m of maturing LGFA short-term borrowing on 25 May 2021 and \$15m on 19 February 2021 for a further 9 months each. Staff continue to monitor cash flows closely which will inform the timing of any additional borrowing requirements.
- 1.8 An additional \$18m facility agreement on concessional terms has been arranged with Crown Irrigation Investments Limited (CIIL) to be used when funding is required for the Waimea Community Dam (WCD) cost over-runs. Total CIIL Council facilities are \$28m, including \$10m already drawn.

2 Draft Resolution

That the Operations Committee receives the Treasury Report RCN21-06-02.

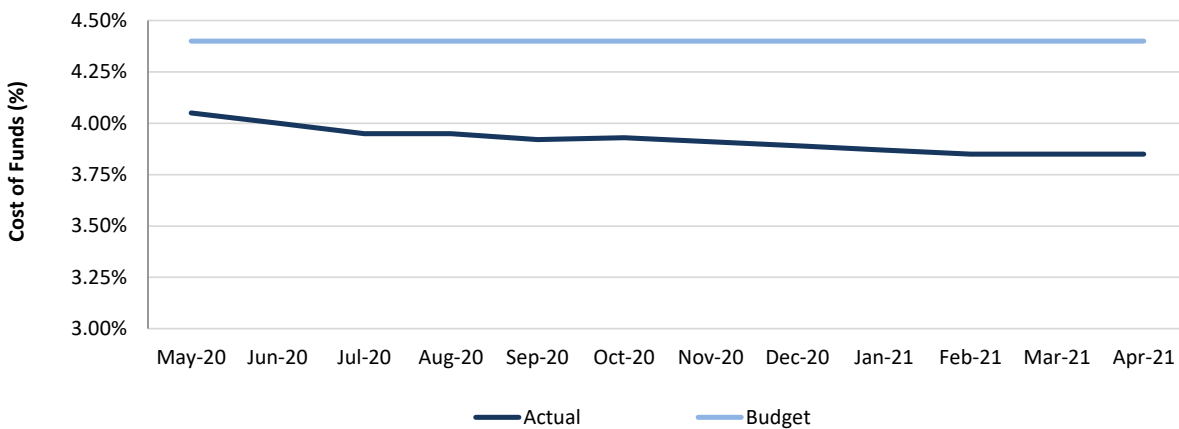
3 Treasury February 2021

Debt Levels

- 3.1 The Council's debt at 30 April 2021 stands at \$213.5m with an average interest rate of 3.85%.

Cost of Funds

Cost of Funds - Actual versus Budgeted



- 3.2 The above graph shows the Council's actual weighted average cost of funds as at 30 April 2021, including interest rate swaps, bank margins and an average interest rate of 3.85% against a budgeted rate of 4.4%.

Interest Rate Swaps

- 3.3 The Corporate and Governance Services Manager has delegated authority to enter into interest rate swaps on behalf of the Council on the proviso that such transactions are reported back to the Council. The Council's approval is required before entering into long-dated swaps with a maturity over 12 years.
- 3.4 No swap transactions were entered into since June 2018.
- 3.5 As of 30 April 2021, the Council had \$98m of interest rate swaps in place. This, along with the fixed debt of \$98m, equates to >100% cover over our forecast gross debt less pre-funding of \$186m.

Treasury Limits

- 3.6 The following are details of the Council's compliance with Treasury limits.

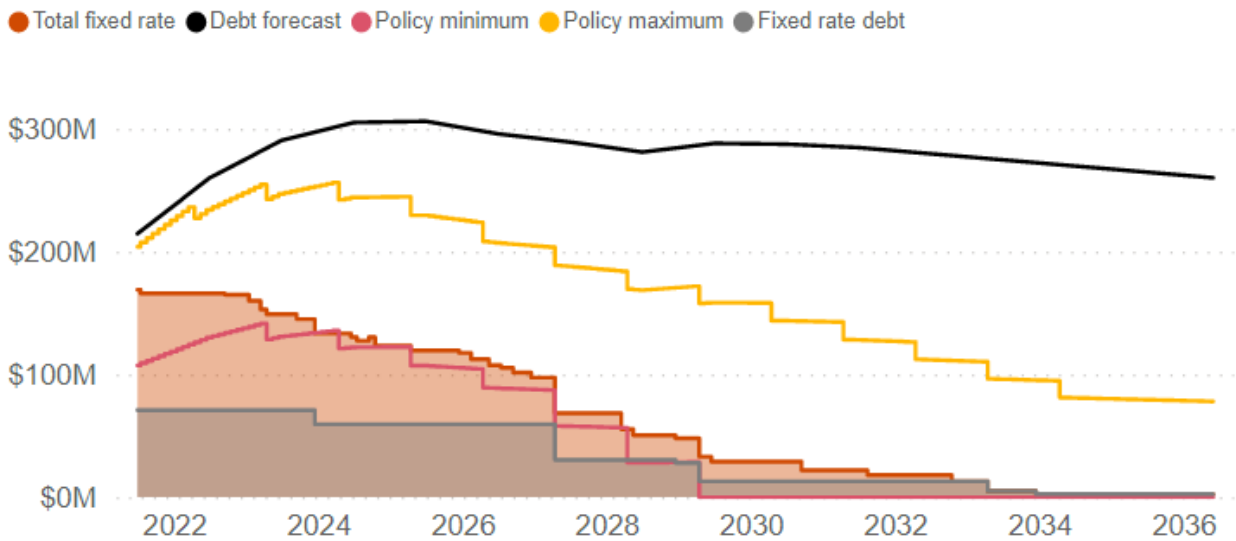
Treasury Policy Limits	Actual April 2021	Within Limits	Total Net Debt ratio limit
Net debt not to exceed 20% of equity	10.9%	✓	\$318m
Net external debt not to exceed 225% of total operating revenues	129.8%	✓	\$300m
Net interest as a % of total revenues to be less than 15%	4.3%	✓	\$609m
Net interest as a % of total annual rates to be less than 25%	9.0%	✓	\$481m
Liquidity over existing external debt to be at least 110%	137.2%*	✓	
* Includes CIIL facilities that can only be used to fund the Waimea Community Dam			

- 3.7 The lowest Treasury limit sets the indicative maximum borrowing amount. In this case, the net debt to operating revenue ratio would be the first limit reached, i.e. that ratio sets the current \$300m maximum theoretically-affordable debt if the self-imposed \$200m net debt cap was not in place. The net interest to total revenues and net interest to annual rates limits are sensitive to movements in borrowing costs. These provide a high limit at this time due to the historically low interest rates.
- 3.8 With a projected increase in debt, combined with a reduction in rates and other income in 2020/2021, the debt to revenue ratio will deteriorate over the coming year. This ratio is key in assessing our credit rating. On 30 June 2020, LGFA shareholders agreed to change the LGFA debt covenants. The new covenants allow for a debt to revenue ratio of 300% in 2020-2021 and 2021-2022 for 'A' or better-rated councils, with a reduction back to 280% over the coming years. The Council's Treasury Policy debt to revenue ratio limit is currently 225%. If the Council wanted to increase its internal debt to revenue ratio limit, it would need to amend the current Treasury policy.

Interest Rate Risk Position Graph

3.9 The chart below displays the interest rate risk position of the Council.

Interest rate risk timeline



3.10 The interest rate risk position graph visually represents the interest rate position within approved interest rate control limits, as set out in the Council’s Treasury Policy. This chart takes a snapshot of the risk position as of the reporting date.

3.11 The orange section depicts the amount of debt that is fixed, this includes fixed-rate bonds (below the grey line) and payer swaps (below the dark orange line), meaning debt that is reprised in one year or later.

3.12 The key areas of focus are:

Fixed-Rate Percentage Limit (wholesale interest rate certainty):

- The fixed-rate percentage calculation is the total amount of fixed-rate debt/interest rate hedges over the 12-month forecast net debt amount. The fixed-rate is defined as having an interest rate resetting maturity/expiry date of greater than 12-months.

Fixed-Rate Maturity Limits (spreading of wholesale interest rate maturity risks):

- Fixed-rate repricing maturity dates are spread based on defined maturity band limits; one to three years, three to five years, and five to ten years. Minimum and maximum percentage limits within each time band ensure a spread of maturities and reduce the risk of maturity concentration.

Fixed/Floating Profile

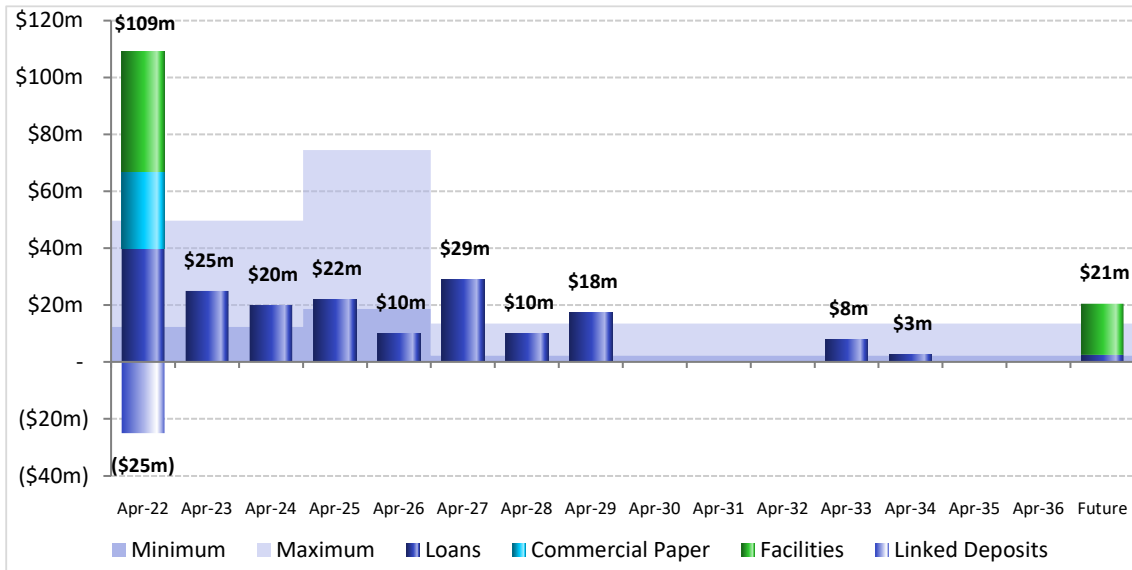
3.13 This measure shows the balance between minimising exposures to negative fluctuations in floating rates, against savings opportunities. The Council’s strategy is to limit negative exposure and provide certainty of future interest rate costs. This is achieved through its use of interest rate swaps.

(A maturity greater than one year is defined as fixed).

Minimum	Maximum	Fixed Actual: February 2021	Within Limits
50%	95%	81%*	✓
* Current fixed-rate loans and swaps still available in 12 months' time ÷ forecast debt in 12 months' time			

Liquidity and Funding Maturity Risk Position Graph

3.14 The chart below represents the Council’s funding maturity profile. The measures indicate how effectively the Council has spread the risk of refinancing its facilities and loans. The liquidity ratio is 137.2% (target: >110%) and represents the debt headroom available in the Council’s facilities, along with cash available over and above its existing external debt.



3.15 The liquidity and funding risk position visually represents the approved funding maturity limits as set out in the Council’s Treasury Policy. The chart takes a snapshot of the risk position as of the reporting date.

3.16 The key areas of focus are:

Liquidity Ratio: (maintaining additional committed liquidity):

- The liquidity ratio calculation represents the total committed bank facilities and term debt amounts, together with liquid investments, over the total debt amount.

Funding Maturity Risk Position (spreading of debt maturity dates):

	Minimum	Maximum	Actual: April 2021	Within Limits
0-3 years	15%	60%	52%	✓
3-5 years	15%	60%	13%	X
5+ years	10%	60%	35%	✓

- Existing committed bank facility expiry dates and term debt maturity dates are spread, based on defined maturity band limits of up to three years; three to five years and five years plus. Minimum and maximum percentage limits within each time band ensure a spread of maturities and reduce the risk of maturity concentrations.

- 3.17 The Council was non-compliant with the maturity profile at 30 April 2021 as new bank credit facilities were still being negotiated. However, §6.2.2 of the TDC Treasury Risk Management Policy allows this if it is self-correcting within 90 days. New facility agreements came into effect on 14 May 2021 and 28 May 2021, so Council is now complying with its Treasury Management Policy and is within all funding and liquidity limits.

Counterparty Credit Risk

- 3.18 The Council's policy is that New Zealand registered banks must have a minimum S&P's (or equivalent) short term rating of A-1+ or long-term rating of AA-. All counterparty banks are S&P AA- rated.
- 3.19 The policy credit limit (NZ\$) for each New Zealand registered bank is \$30m. This covers the Council's interest rate risk management instruments and cash investments.

Bank	Cash/Cash Investments \$m	Swaps credit exposure \$m	Credit Exposure \$m	Compliance
Westpac	15.00	12.50	27.50	Within Policy
ASB	5.44	2.72	8.16	Within Policy
ANZ	0.00	3.79	3.79	Within Policy
BNZ	20.26	0.00	20.26	Within Policy

Current Borrowings

- 3.20 The Council's current gross borrowings of \$213.5m are made up of \$176.5m LGFA long-term debt, \$27m LGFA short-term Commercial Paper and a \$10m interest-free Crown Irrigation Investments Limited loan.

4 Investments

- 4.1 The Council's cash investments total \$40.7m with an average interest rate of 2.04% (June 2020, 1.71%). In line with the Treasury Policy, specific reserves are not kept as cash. The Council continues to maintain adequate cash reserves and committed bank facilities to support any drawdown against specified reserves.
- 4.2 The individual investment balances are as follows:

	\$ Invested	Interest Rate
Term Deposit (1,097 days)	9,000,000	3.74%
Term Deposit (337 days)	15,000,000	1.79%
Term Deposit (337 days)	10,000,000	2.13%
ASB on call Money Market	4,887,401	0.25%
Other Investments	1,809,100	0%
Total	40,696,501	2.04%

5 Emissions Trading Scheme

- 5.1 The objective of the ETS carbon credit policy is to minimise the impact of the movements in the carbon credit prices on Council.
- 5.2 ETS risk is managed under the below risk control limits
- 5.3 Consultation has started on proposed amendments to the New Zealand Emissions Trading Scheme (ETS). There are two sets of proposed amendments to strengthen the ETS framework and to reduce the complexity around the forestry scheme. The Council has no direct exposure to landfills as these are managed through the Nelson Tasman Regional Landfill Business Unit.

	Minimum Cover	Maximum Cover	Actual October 2019	Within Limits
*Committed	80%	100%	100%	✓
Forecast period				
0 – 1 years	0%	80%	80%	✓
1 – 2 years	0%	50%	50%	✓
2 – 3 years	0%	30%	0%	✓

**exposure becomes committed in January-March (quarter following emission period as the Council must report emissions from the previous year).*

6 Market Comment

- 6.1 The OCR remains at 0.25%. However once operationally ready, the Reserve Bank has said that a negative OCR remains an option “if needed”. Our treasury advisor PwC has advised that a negative OCR is now less likely than not, and a growing number of forecasters now share this view. The Reserve Bank also reported that a package of additional monetary instruments must remain in active preparation. The deployment of such tools will depend on the outlook for inflation and employment. The package of further instruments includes a negative OCR supported by funding retail banks directly at OCR (a Funding for Lending Programme). Purchases of foreign assets also remain an option.
- 6.2 New Zealand’s terms of trade (the ratio between New Zealand export and import prices) is back down to normal levels (following the record high in 2020 Q2), same as 2020 Q4. This follows the usual pattern of a negative balance of trade over winter/spring and demand for NZ exports in summer.
- 6.3 According to Statistics New Zealand, gross domestic product rose by 7% (previously reported as falling 1%) in the December 2020 quarter, following a revised 11.1% increase in the September 2020 quarter. The September quarter reflected a bounce back after a slump in the June quarter, due to the impact of COVID-19. Year-on-year, 2020 nominal GDP is almost identical to 2019; not good, given population increase between years.
- 6.4 Internationally, Australia’s GDP exceeded expectations in the December quarter, increasing by 3.3% from the previous quarter driven by a relaxing of COVID-19 restrictions, the United Kingdom’s increased by 1% but remains 7.8% below its December 2019 level, China continues to rebound strongly from COVID-19 with a 6.5% GDP increase contributing to an

overall increase of 2.3% for the 2020 year, economists are predicting China will be the only major economy to experience GDP growth in 2020. The world's largest economy, the United States grew by 4% in the December Quarter but full year GDP declined by 3.5% the worst result since the end of World War II. There is however cautious optimism from some economists that the economy will pick up through 2021 with the rollout of vaccinations across the country and the \$1.9 trillion COVID-19 relief package recently passed by Congress.

- 6.5 Council staff continue to work closely with our PwC advisors regarding the best debt financing strategy going forward, given the ongoing uncertainty in global markets.

7 Treasury Cost Centre

- 7.1 The Treasury cost centre operates as the Council's internal bank. It manages the external costs of borrowing and allocates them across internal loans within individual activities. It also pays/charges interest on reserves and activity balances. As per the Treasury Risk Management Policy, these interest rates are set quarterly. For the quarter starting January 2021, interest is charged on loans and overdrawn closed account balances at 3.35% and paid at 0.28% on credit balances for the next quarter.

8 Attachments

Nil.

ROC21-06-3 APRIL 2021 QUARTERLY FINANCIAL UPDATE**Information Only - No Decision Required****Report To:** Operations Committee**Meeting Date:** 24 June 2021**Report Author:** Josh Douglas**Report Number:** ROC21-06-3**Item 9.3****1 Summary**

- 1.1 This quarterly financial report provides an update on key financial information as at the end of April 2021. The budget included in this financial update reflects the reforecast Annual Plan approved by the Council on 1 October 2020. This was in order to achieve a 0% rates income increase for 2020/21.
- 1.2 In the revised Annual Plan 2020/21, the Council budgeted for an April year to date (YTD) controllable deficit of \$6.8m; the actual February YTD result was a deficit of \$4.0m, which is a favourable variance of \$2.7m. Controllable operating income contributed \$2.6m to the favourable variance driven in the main by favourable Building Consents revenue, central government funding and the early receipt of the interim Port Nelson dividend. Controllable operating expense contributed \$0.2m to the favourable variance driven in the main by a lower depreciation charge, consultancy and employee related expenses. This was offset by an unfavourable variance in maintenance expense. Staff do not expect there to be a significant controllable operating surplus at the end of the financial year.
- 1.3 The Council's financial position remains strong. Although we have not carried out a full operating re-forecast for the year, after taking into account timing variances we expect that the Council's financial position will continue to be favourable to budget through to the 30 June 2021 year-end
- 1.4 Council carried out a capital reforecast in March based on February YTD actuals. The total Capital Budget for 2020/21 is \$79.5m, including carryovers. At the end of April, Capital Expenditure was \$36.1m while the full-year forecast is \$59.1m, a \$20.4m variance to budget. Although historically there is an increase in capital expenditure towards the end of the financial year, history suggests that the full-year actual spend could be less than the \$59.1m forecast. This would result in a larger capital carryover from 2020/21 into future years than forecast.
- 1.5 The level of carry overs were discussed with Audit New Zealand in early June to ensure they were not considered material in terms of the adoption of the LTP. A written advice to Audit New Zealand was provided to the Audit and Risk committee meeting on the 10th of June.
- 1.6 External net debt is \$173m, compared to a full-year Annual Plan budget of \$199.7m. The Council's net debt has increased from \$156.3m at 30 June 2020. The increase is due in the main to the funding of capital expenditure during the first ten months of the year.

2 Draft Resolution

That the Operations Committee receives the April 2021 Quarterly Financial Update report, ROC21-06-3.

3 Purpose of the Report

- 3.1 The purpose of this report is to update the Council on the YTD financial performance to 30 April 2021.

4 Background and Discussion – Quarterly Financial Report (April 2021 YTD)

- 4.1 This is the third Quarterly Financial Report for the 2020/2021 financial year.
- 4.2 Controllable operating income for April YTD is \$103m. This is a YTD favourable variance of \$2.6m against an April YTD budget of \$100.4m. The key drivers are set out in section six.
- 4.3 Controllable operating expenditure for April YTD is \$107m. This is a favourable variance of \$0.2m on the April YTD budget of \$107.2m. The key drivers are set out in section seven.
- 4.4 Capital expenditure totals \$36.1m as at 30 April 2021, against a full-year budget including carryovers of \$79.5m. Council is forecasting to spend \$59.1m by year end, expenditure by the department is set out in section ten. A carryover of \$20m to 2021/22 is possible.
- 4.5 The level and makeup of the carry overs were discussed with Audit New Zealand in early June to ensure they were not considered material in terms of the audit and adoption of the LTP. The advice provided to Audit New Zealand was also provided to the Audit and Risk committee meeting on the 10th of June.
- 4.6 Total net debt as at 30 April was \$173m compared to the 2020/21 full-year budgeted net debt of \$199.7m.
- 4.7 The below table shows the key drivers of April YTD controllable operating variance to budget.

Financial summary Apr YTD, \$000's	
Budgeted Apr YTD total controllable Operating Surplus	(6,763)
Actual Apr YTD total controllable Operating Surplus	(4,046)
Indicative favourable variance to budget	2,717
Key Drivers	
Favourable Movements	
Operating subsidies and grants	289
Building Consents Revenue	1,222
Interim Port Dividend (timing)	750
Finance income	397
Depreciation	634
Consultancy expense	358
Other	103
Total Favourable Movements	3,753
Less: Unfavourable Movements	
Engineering Maintenance	822
Finance expense	214
Total Unfavourable Movements	1,036
Total Indicative Favourable Variance	2,717

- 4.8 The focus of this report is the year to date position as at 30 April 2021. The table below provides a reconciliation of the accounting position compared to the controllable operational position. This table strips out non-cash items and items that can only be used to fund capital expenditure, e.g. development and financial contributions, swap revaluations, vested assets and capital subsidies.
- 4.9 Development and Financial Contributions are now included in the non-controllable items (previously included in controllable operating surplus). The budgeted deficit is a reflection of the inclusion of the full cost of depreciation in controllable operating expenses. We will not have transitioned to fully funding depreciation until June 2025 hence the budget deficit position.
- 4.10 Net finance income/expenses are \$183k favourable to budget driven in the main by less capital expenditure than budgeted.

Accounting Surplus v Operating Surplus, Apr YTD \$000's			
	YTD Actual Apr 2021	YTD Budget Apr 2021	Variance YTD \$000
Accounting Surplus/(Deficit)	29,060	20,569	8,491
Less Non Controllable			
Development and financial contributions	14,419	11,784	2,635
Revaluation of Swaps (non cash)	7,765	0	7,765
Vested Assets (non cash)	185	3,710	(3,525)
Capital subsidies	10,737	11,838	(1,101)
Share of Associates	0	0	0
Total	33,106	27,332	5,774
Controllable Operational Surplus/(Deficit)	(4,046)	(6,763)	2,717
Explained by			
Income	103,016	100,465	2,551
Expenditure	107,062	107,228	166
Total	(4,046)	(6,763)	2,717

- 4.11 Development and financial contributions were \$2.6m favourable to budget YTD. The key driver of this variance is the release from revenue in advance of \$5.8m of contributions that were collected in 2019/20 but related to future year's expenditure, the recalculation of revenue in advance will be completed at year end.
- 4.12 The unfavourable variance in capital subsidies is largely driven by a \$1.7m unfavourable variance relating to the Motueka Stopbank funding which is now forecast to be received in 2021/22. This is offset by three-waters funding that was received in full early in the year but budgeted evenly across the year resulting in a \$0.8m favourable variance to budget.

5	Statement of Comprehensive Financial Performance
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Statement of Comprehensive Revenue and Expense			
For the year to 30 April 2021, \$000's			
	YTD Actual Apr 2021	YTD Budget Apr 2021	Variance YTD
REVENUE			
General rates	34,033	34,051	(18)
Targeted rates	31,002	30,843	159
Development and financial contributions	14,419	11,784	2,635
Operating subsidies and grants	8,010	7,650	360
Capital subsidies and grants	10,737	11,838	(1,101)
Fees and charges	14,271	13,002	1,269
Other revenue	14,916	18,123	(3,207)
Fair value gain on revaluation	7,765	0	7,765
Other gains	118	51	67
Finance income	851	455	396
Revenue of joint ventures	0	0	0
Total revenue	136,122	127,797	8,325
EXPENSE			
Finance expense	6,139	5,925	(214)
Employee related expense	22,368	22,522	154
Other expenses	35,834	36,240	406
Maintenance	19,306	18,492	(814)
Depreciation and amortisation	23,415	24,049	634
Expenditure of joint ventures	0	0	0
Total expense	107,062	107,228	166
Surplus/(deficit) before taxation	29,060	20,569	8,491
Income tax expense	0	0	0
Surplus/(deficit) after tax	29,060	20,569	8,491
Total other comprehensive revenue and expense	411	0	411
Total comprehensive revenue and expense	29,471	20,569	8,902
TOTAL OPERATING SURPLUS (as above)	29,060	20,569	8,491
Less Non-Controllable Activities			
Development and financial contributions	14,419	11,784	2,635
Capital subsidies	10,737	11,838	(1,101)
Vested assets	185	3,710	(3,525)
Fair value movement on revaluation	7,765	0	7,765
Share of JV & associates surplus/deficit	0	0	0
Total Non-Controllable Activities	33,106	27,332	5,774
Total controllable surplus/deficit	(4,046)	(6,763)	2,717

5.1 Commentary is provided on the revenue and expenditure in sections six and seven.

6 Income Analysis

Income by Department Apr YTD, \$000's			
	Actual	Budget	Var
Environment & Planning	21,090	19,291	1,799
Engineering	52,940	53,451	(512)
Community Development	16,060	16,182	(122)
Council Enterprises	10,093	9,816	277
Governance	3,045	2,872	173
Departmental Overheads	(212)	(1,147)	936
Total Controllable Income	103,016	100,465	2,551
Non-Controllable Income			
Development and Financial Contributions	14,419	11,784	2,635
Fair value movement on revaluation swaps	7,765	(0)	7,765
Capital subsidies and grants	10,737	11,838	(1,101)
Revenue of joint ventures	(0)	(0)	(0)
Vested assets	185	3,710	(3,525)
Total Income	136,122	127,797	8,325

- 6.1 We have received additional controllable income of \$2.6m over and above the April YTD budget.
- 6.2 The key driver of the favourable variance to budget in Environment and Planning relates to funds of \$1.8m received from the Ministry of Primary Industries against a budget of \$1.4m, additional revenue for Building Control of \$1.3m; this is demand-driven and reflects the level of consent processing required to support the District's growth.
- 6.3 The unfavourable revenue variance in Engineering Services relates to less income received than budgeted from resource recovery centres and rivers recoveries (due to less maintenance performed).
- 6.4 The unfavourable revenue variance in the Community Development activity is largely due to the timing of Saxton Field Nelson City Council maintenance contribution.
- 6.5 The favourable revenue variance in Council Enterprises is mainly due to a favourable variance in camping ground income which is partially offset by bad debts expense. Government grants for MBIE funding for the Port Tarakohe development investigations are also favourable to budget.
- 6.6 The main driver of additional revenue in governance is unbudgeted Government grants relating to the February 2019 Pigeon Valley fire event, this will come back into line with budget by year end.
- 6.7 The favourable variance in Departmental Overheads is mainly as a result of interest earned on investments and the Interim Port dividend of \$0.8m being received earlier in the year than was budgeted, this is forecast to align more closely to budget by year-end.

7	Operating Expenditure Analysis Operating Expenditure Analysis
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Operating expenditure by Department Apr YTD, \$000's			
	Actual	Budget	Var
Environment & Planning	11,533	11,911	378
Engineering	28,309	27,968	(341)
Community Development	9,846	10,306	460
Council Enterprises	6,626	6,387	(239)
Governance	1,524	1,673	149
Departmental Overheads	19,670	19,008	(661)
Total Departmental Expenditure	77,507	77,253	(254)
Finance expense	6,139	5,925	(214)
Depreciation and amortisation	23,415	24,049	634
	29,555	29,975	420
Total (including dep, amort & recoveries)	107,062	107,228	166

- 7.1 There was an unfavourable April YTD variance of \$0.3m in controllable operating expenditure. There are a number of significant items that drive this variance.
- 7.2 Environment and Planning had a \$0.4m favourable YTD variance to budget, this is driven in the main by a favourable variance of \$0.6m in contractor costs in the Jobs for Nature programme as the projects are in the process of getting established, this is offset by an unfavourable variance in Building Consultancy as the team looks to manage their heavy workloads driven by growth and demand for services.
- 7.3 Engineering Services had a \$0.3m unfavourable YTD variance to budget. There has been a higher level of roading maintenance carried out in the first ten months of the year than budgeted. This is offset by favourable variances in consultancy fees where work relating to the Motueka Long Term Wastewater Strategy, CCTV inspections and data capture and wastewater modelling has been delayed. There has also been less river maintenance carried out than budgeted which is partially offset by lower river recoveries from landowners.
- 7.4 Community Development had a \$0.5m favourable YTD variance to budget mainly due to professional fees which are lower than YTD budget, the timing of various community grants and the Saxton Field grant. This is a phasing issue and will come back into line with the budget by year-end.
- 7.5 Council Enterprises had a \$0.2m unfavourable YTD variance to budget mainly due to higher than budgeted professional fees which relates to consultancy fees paid in respect of the Port Tarakohe Development Business Case which offsets the favourable variance in income.
- 7.6 Departmental overheads had a \$0.7m unfavourable YTD variance to budget due to a range of areas, including professional fees relating to structural assessment of the Richmond office, Programme Management Office costs that will be recovered over the life of the managed projects and software licensing that is forecast to come into line with the budget by year-end.

8 Statement of Financial Position

Statement of Financial Position		
As at 30 April 2021, \$'000's		
	YTD Actual Apr 2021	Budget 2020/21
CURRENT ASSETS		
Cash and cash equivalents	11,581	10,128
Trade and other receivables	25,246	16,434
Other financial assets	32,083	1,371
Non current assets held for resale	0	0
Total current assets	68,910	27,933
CURRENT LIABILITIES		
Trade and other payables	23,646	20,429
Employee benefit liabilities	2,466	2,219
Current portion of borrowings	27,003	16,636
Current portion of derivative financial instruments	0	3,625
Total current liabilities	53,115	42,909
Working capital	15,795	(14,976)
NON CURRENT ASSETS		
Investments in associates	169,652	137,599
Other financial assets	33,150	22,296
Intangible assets	1,300	2,376
Trade & other receivables	0	0
Forestry assets	47,058	44,722
Investment property	5,612	5,279
Property, plant and equipment	1,553,851	1,625,736
Total non current assets	1,810,623	1,838,008
NON CURRENT LIABILITIES		
Term borrowings	183,177	191,409
Derivative financial instruments	15,632	15,511
Employee benefit liabilities	316	406
Provisions	3,729	2,296
Total non current liabilities	202,854	209,622
Total net assets	1,623,564	1,613,410
EQUITY		
Accumulated equity	687,420	670,121
Restricted reserves	33,615	24,272
Revaluation reserves	902,529	919,017
Total equity	1,623,564	1,613,410

- 8.1 Overall, the financial position of the Council remains strong and ahead of year-end budget expectations.
- 8.2 In other financial assets, there is a mismatch between current and long term other financial assets. This part of the balance sheet is where we pre-fund any debt maturing in the next six

months or any longer-term requirements. Having a mismatch between short and long-term assets such as this is a reflection of market conditions in terms of what length of maturity we enter into.

- 8.3 Higher than full-year budget trade receivables and payables are in line with historical trends. Because of the demand arising from high growth in the District, less work has occurred on focused debt management than would be ideal.
- 8.4 Investments in associates is favourable to budget due to the revaluation of the Nelson Port in 2020.

9 Total Net Debt

- 9.1 Total net debt is \$173m as of 30 April 2021, compared to a full-year budget of \$199.7m. The Council net debt has increased from \$156.3m as of 30 June 2020. The reduced increase in net debt is due to less loan funding of capital expenditure during the first ten months of the year than budgeted.
- 9.2 Net debt is gross debt less cash on hand and other liquid financial assets.

Net Debt, \$000's

Opening Net Debt July 2020	156,300
Net Debt April 2021	173,000
Budgeted Net Debt June 2021 (2020/21 Annual Plan)	199,700

10 Capital Expenditure Analysis

Capital Expenditure	YTD Actual Apr 2021 \$000	Full Year Budget 2020/21 \$000	Forecast 2020/21 \$000	Var Bud/F'cst \$000	% Actuals Spent to Budget (10/12 = 83%)
Environment & Planning	608	1,063	863	200	57%
Engineering	28,369	57,659	46,152	11,507	49%
Community Development	4,402	12,166	8,561	3,605	36%
Council Enterprises	618	4,523	1,392	3,131	14%
Governance	42	0	0	0	0%
Departmental Overheads	2,079	4,046	2,096	1,950	51%
Total Capital Expenditure	36,119	79,457	59,064	20,393	45%

- 10.1 Council carried out a capital reforecast in March using February YTD actuals. Overall, the capital programme is tracking behind budget and forecast. Although historically there is an increase in capital expenditure towards the end of the financial year, history suggests that the full-year actual spend will still likely be less than the \$59.1m forecast. This would result in a larger carryover into 2021/22 than forecast.
- 10.2 The level and makeup of the carry overs were discussed with Audit New Zealand in early June to ensure they were not considered material in terms of the audit and adoption of the

- LTP. A written advice to Audit New Zealand was provided to the Audit and Risk committee meeting on the 10th of June.
- 10.3 Council has carried out an analysis of the impact of the carryover on the first year of the LTP's project deliverability. Council is confident that by realising savings in the current year, spreading the carry forward over 3 not 1 year and building a greater capability to deliver on capital projects through the organisational change programme, and other measures we can deliver on the full capital programme.
 - 10.4 Environment and Planning are tracking close to budget with the largest single capital spend being the Challies Wetland Road Upgrade, the bulk of the favourable forecast variance also relates to Challies Wetland Road Upgrade.
 - 10.5 Engineering Services is forecasting a full-year capital spend of \$46.2m, a favourable variance of \$11.5m against a budget of \$57.7m. Although we expect capital project works to increase over the coming two months, it will be a challenge to meet forecast. Outside of the impacts of COVID-19 on project timelines the other main driver of project delays are land purchases/negotiations including the Richmond South low-level reservoir, Pohara stormwater improvements and the Upper Moutere shared path.
 - 10.6 Community Development's favourable forecast variance is due in the main due to delays in the project start date for the Motueka Library in part as a result of COVID-19, this delay will push the project well into 2021/22. In addition the Saxton Field Roding and Reserve Financial Contributions are tracking behind budget. It is always difficult to forecast accurately when land for reserves will become available to purchase.
 - 10.7 Council Enterprises favourable forecast variance is due to planned Port Tarkohe capital works being on hold as we develop an alternate more staged development plan for the port.
 - 10.8 Departmental Overheads YTD capital spend relates largely to laptops purchased during the year. The full year forecast favourable variance largely relates to the suspension of the Richmond Office refit works.

11 Attachments

Nil.

9.4 ENVIRONMENTAL INFORMATION

Information Only - No Decision Required

Report To: Operations Committee
Meeting Date: 24 June 2021
Report Author: Rob Smith, Environmental Information Manager
Report Number: ROC21-06-4

Item 9.4

1 Summary

- 1.1 The report covers the period December 2020 to early June May 2021 covering the general activities of the Environmental Information team.

2 Draft Resolution

That the Operations Committee receives the Environmental Information report ROC21-06-4.

3 Purpose of the Report

- 3.1 To update the Operations Committee on the activity areas of the Environmental Information team. Most of the team is involved in State of the Environment monitoring and resource management monitoring and survey. This is to enable support and advice to the wider Council and to ensure Tasman's compliance with national reporting requirements. More recently there is a growing component of operational deliver as we engage project managers and initiate the Jobs for Nature and stimulus project work. We do not have an extensive capital programme.

4 Commentary

- 4.1 In order to cover the range of activities of the section the broad areas are split out to domains or activity areas with commentary against each, not all areas of work are covered each quarter.

Biodiversity

- 4.2 Over 750 Native Habitats Tasman sites have been surveyed by our two contract ecologists Michael North and Mike Harding. At the current rate of progress, it will take a further 18 months to complete surveys on the land of all willing landowners. Current focus is on completing the Golden Bay programme and moving to sites into the Buller. That will leave the 30% of sites where owners have declined voluntary involvement with the Native Habitats Tasman programme. It is expected that the National Policy Statement for Indigenous Biodiversity will outline the need to have all NHT sites mapped, which means the remainder of the sites will be addressed in some form. The NPSIB is due for release in August, though this date has been pushed several times. This is not a new process for this Council and we have been making progress for quite some time now, and are making contact with each landowner and discussing the programme.

Biosecurity

- 4.3 Tasman District Council have granted funding for 150 traps to Farmers for Whio to aid in the expansion of their community trapping project in the Baton Valley. As a joint 50/50 project, TDC will supply the traps, while landowners and Farmers for Whio supply the trap boxes and ongoing maintenance and reporting with support from the Tasman Environment Trust. Under Te Mana o te Taiao, the Aotearoa New Zealand Biodiversity Strategy aims to encourage working together for the protection and restoration of our biodiversity. TDC's biodiversity community grants aim to support local volunteer groups who are demonstrating long term commitment to achieving conservation outcomes.
- 4.4 The trapping network maintained by Farmers for Whio supports the goal to see Whio return to the Motueka River. The project provides important corridor links to a Whio protection area in Kahurangi National Park maintained by Friends of Flora and the Department of Conservation. Controlling predators in these corridors will allow native species to expand out of the National Park and reduce the number of predators moving into the Park.
- 4.5 The Asian Knotweed eradication programme, contracted to FutureEcology has been very successful this year. Asian Knotweed is found by rivers and can be easily spread by flooding events. The chemical Unimaz has been found to be very effective, staying in the plant for up to a year, and we are seeing growth reduction between 50-70%. There is an expectation that

with the same continued control, Asian Knotweed can be eradicated from Riuwaka River, Pigeon Valley, Hoult Valley and Wai iti River in the next three years.



Before and after Asian Knotweed following a single treatment with Unimaz

- 4.6 In January a landowner reported an infestation of an unknown weed growing on their property in the Graham Valley. This was identified as *Luma Apiculata* (Arrayan), an introduced myrtle, and it was displaying a worrying habit of being able to grow under the canopy, in the wet, and in open pasture. DOC joined Tasman District Council staff in a full day of control in which hundreds of plants were removed or poisoned. Arrayan is not recognised as a Pest Plant, so TDC will work with DOC to get it formally recognised and listed in the National Pest Plant Accord (NPPA) to prevent its sale in nurseries.



Luma Apiculata (Arrayan) infestation. Note the tree resprouting from branches touching the ground

- 4.7 Implementation of the Regional Pest Management Plan 2019-2029 (RPMP) is now 18 months into the new Plan's delivery. Recruitment is currently underway for a third biosecurity officer in Tasman District Council as Phil Cochrane has resigned. Nelson City Council has now taken their biosecurity programme in house with a dedicated biosecurity officer, therefore Tasman District Council is no longer contracted to cover biosecurity in Nelson city. There will be continued 0.25 FTE filled using contractors to the end of the year, focussing on work in the Tasman to maintain a consistent cover.

Wetlands

- 4.8 Mapping of the remainder of the region (Motueka/Riuwaka, Moutere and Waimea catchments) by remote sensing methods is behind target timeframes due to work for the Freshwater Improvement Fund (FIF) Wetland Restoration project and input required to a number of resource consent applications. We have also chosen to delay this by a few months to coincide with the release of the new MfE wetland mapping model later this month. Now that we have the work programme document for the FIF project completed for the next year we should be able to return to this mapping work and aim to have it completed for the Moutere/Waimea by October 2021.
- 4.9 There is now a lot more awareness amongst consents officers and consultant planners of the need to consider wetlands and so we are getting a lot more requests for advice and fewer wetlands are being over-looked and lost or degraded. In March and May presentations about wetlands were given to consents staff and consultants. These presentations outlined the importance of wetlands, how to define and map them, the new NES requirements and examples of 'mistakes' in the process.
- 4.10 About four days per month of field surveys have been completed in the last quarter, mostly in Golden Bay. Some pragmatism has been employed with some marginal wetlands in farmland that have very limited benefit for water quality and very low ecological value (dominated by fast-growing exotic wetland plants such as swamp willow weed), especially where there is wetland restoration occurring at other sites.
- 4.11 Over a week of work in the last quarter was spent advising landowners or groups of landowners about wetland restoration, and other wetland-related issues.

Jobs for Nature

Freshwater Improvement Fund (FIF) - Wetland Restoration and Fish Passage remediation projects.

4.12 The major achievements on the ground were in the Berkett Creek sub-catchment of the Motupipi River catchment. A new wetland was installed adjacent to the main stem and intercepted pasture runoff and, further downstream the creek was re-meandered and connected to its floodplain. Planting of these wetlands will occur this winter. Special thanks to farmers Jason Berkett and Tony and Kathy Reilly.



Restoration underway on Berkett's wetland



Before and after the re-meandering of Berkett Creek on the Reilly property

4.13 Recruitment is well under way for Project Managers and Māori Liaison Officer. An Iwi Working Group has been set up to manage the \$150,000 Mātauranga Māori project and provide some governance for the wider projects. Two hui have been held to date. It is heartening to have such a high level of cooperation with iwi. The report for the Deed of Contribution has been filed with Ministry for the Environment. The main achievement under this preliminary funding was scoping the pest plant control work required for several wetlands to better develop budgets. A procurement plan has been developed for the fish passage work and a request for tender issued in mid-June to enable the project manager for this work to hit the ground running by selecting the preferred contractors. This procurement is split into three parts: training and auditing, field assessment and remediation operations

and monitoring effectiveness. A series of video about these projects have been produced and these will be loaded on the Council website.

Item 9.4

Wilding Conifer Control programme

4.14 The Takaka Hill project is 99% complete – a wrap up report from the Takaka Hill Biodiversity Group Trust is to follow summarising the work undertaken and identifying further scope for the project.



Bob's Lookout, Takaka Hill



Wildings controlled on the border to Kahurangi NP

4.15 The Mt Richmond Forest Park Wilding Conifer project (MRFP) has almost reached its climax for the season. The project so far (up till the end of April) has covered 6500ha. A lot of this has been in and around the Hackett, Gordons and Red Hills areas of the forest park. Work will cease at the end of June for the winter and resume mid-September. A team of 16 is currently employed on the MRFP project. It has been a great project to be able to support both for biodiversity and employment.

4.16 An additional \$300,000 of funding has recently been granted to the Mount Richmond Forest Park Wilding Conifer project and this must be spent within the current financial year. This will fund further ABBA work and a contribution to the overhead costs of the Kaimahi for Nature ground control project in the management unit. This is a credit to good project management and the contractors being able to react and respond as needed.

Waimea Inlet Enhancement Project

- 4.17 Weed control has been undertaken estuary wide with the present target species being Tamarisk, Juncus gerardii, jelly bean iceplant and pampass. Further weed mapping work is to commence in spring that will inform a weed management strategy for the entire inlet. Additionally planning is underway for restoration at the Waimea Delta and numerous salt marsh areas. A review of the Waimea Inlet Management strategy and Action plan is underway.
- 4.18 Gravel replenishment of Reservoir Creek downstream of Hill Street is completed for now with staff volunteering along with the community to see it finished. We hope to make this an on-going project given that gravel is taken out of this system from above the urban area. Returning the gravel downstream helps manage the down-cutting of the bed in gravel starved areas and maintains essential in-stream habitat.

Waimea Inlet Billion Trees Phase 2

- 4.19 There are 27,000 plants to be planted this winter; 22,000 at Rough Island, 3000 at Best Island and 2000 at Mataahua Wetland. Planting will commence on the 8 June at Rough Island. A fence was installed and ground ripped to enable easier establishment at Best Island prior to planting.



Best Island site preparation



Weed control and mulching prior to planting at Rough Island

- 4.20 Weed control is also underway across a number of previously planted areas and sites identified for planting in 2022, with plant orders in place to secure supply.

Significant Natural Areas Weed Control project

- 4.21 Though slow getting started the Significant Natural Areas Weed Control project is now getting under way. Initially this Top of the South Wide project was proposed to be managed by Tasman District Council but as the project covers the entire Kotahitanga mō te Taiao Alliance area, the decision was made to have this project hosted by The Nature Conservancy (TNC) on behalf of the Alliance. The funding deed between Jobs for Nature and TNC are now signed and provide for two weed busting team of 4.5 FTE each (9 FTE total) within the Tasman District Council area for three years. The deed provides for direct procurement of this work through Project DeVine Environmental Trust (PDVET) and this supply contract is currently being negotiated between TNC and PDVET. It is anticipated one team will be located in Takaka and the other in Motueka working across the entire district.
- 4.22 In addition to the weed busting teams a further 0.4 FTE for three years will be established working for Tasman District Council to identify priority sites for work, liaise with private landowners and audit contractor performance. Negotiations are currently underway with a very experienced rural advocate to undertake this role.
- 4.23 Work will be undertaken on sites with ecological significant which are subject to high threat, sites of significance to iwi and sites of conservation significance.



Banana passionfruit vine invading a significant natural area

Teapot Valley fire project

- 4.24 A collaborative effort to regenerate damaged landscape from New Zealand’s largest wildfire is about to begin with the help of a \$1 million funding boost for work in the Tasman district. The Pigeon Valley fire started on 5 February 2019 and burnt through an area of approximately 2,400 ha. Of the total area burnt, 1400ha was plantation pine forest managed by Tasman Pine Forests Ltd. Significant Natural areas and wetlands within the pine plantation were also affected.
- 4.25 This project will run over a four-year period as part of Government stimulus funding through Forestry New Zealand’s One Billion Trees and Jobs for Nature programmes.
- 4.26 Three sites within the Teapot Valley catchment, identified by Tasman District Council as Significant Natural Areas (SNAs), will be restored in this project through a mixture of weed control, inter planting and replanting, as well as direct seeding.
- 4.27 A project manager has now been appointed to oversee this restoration work and contracts let to develop the detail of the restoration plan and to commence weed control.



Restoration target area in the fire impacted forest

Natural Hazards

Slope instability hazards

- 4.28 Beca Ltd are finalising a report on slope instability hazards for some key locations within the district. This work is to underpin a review of the existing Slope Instability Risk Area of the Tasman Resource Management Plan. Public consultation on this work is planned for later this year as part of the wider Tasman Environment Plan review work.
- 4.29 Beca have undertaken a similar assessment for Nelson City Council, whom are in the midst of consulting the public on the outputs of the report. Tasman staff will continue to liaise closely with their Nelson counter parts to ensure consistent messaging and to share learnings.

Off-shore faults in Tasman Bay and Golden Bay

- 4.30 Staff are in the midst of some promising discussions with NIWA regarding marine seismic surveying to map the active faults on the wider Tasman Bay and Golden Bay sea floor. Whilst there is a lot of existing information of the sea floor around Taranaki and on onshore in Nelson/Tasman there is very little data of the sea floor in between. It is intended to undertake a smaller near shore survey of the Waimea Flaxmore Fault System and the Surville Fault next financial year. Tasman along with Nelson is to contribute some “seed” funding from existing budgets with NIWA providing the rest. It is hoped that following this initial work that external funding can be obtained for a larger survey across the wider sea floor area across both bays.
- 4.31 A key driver of this work is to better understand our nearshore fault hazards and tsunami hazard. As well as identifying potential local tsunami sources, it should also contribute to an improved understanding of how regional and distant tsunami behave as they propagate into Tasman and Golden bays and on shore. The seismic survey data will also underpin preliminary investigations of sedimentation patterns in Tasman and Golden bays.

Coastal risk assessment

- 4.32 Following the completion of Council’s coastal hazards map viewer (2019) and ‘coastal risk assessment’ (2020), the next round of public engagement is scheduled to commence July 2021. This will include a high-level discussion of issues and options around how we, as a community, might respond to our coastal hazards and the impacts of climate change and

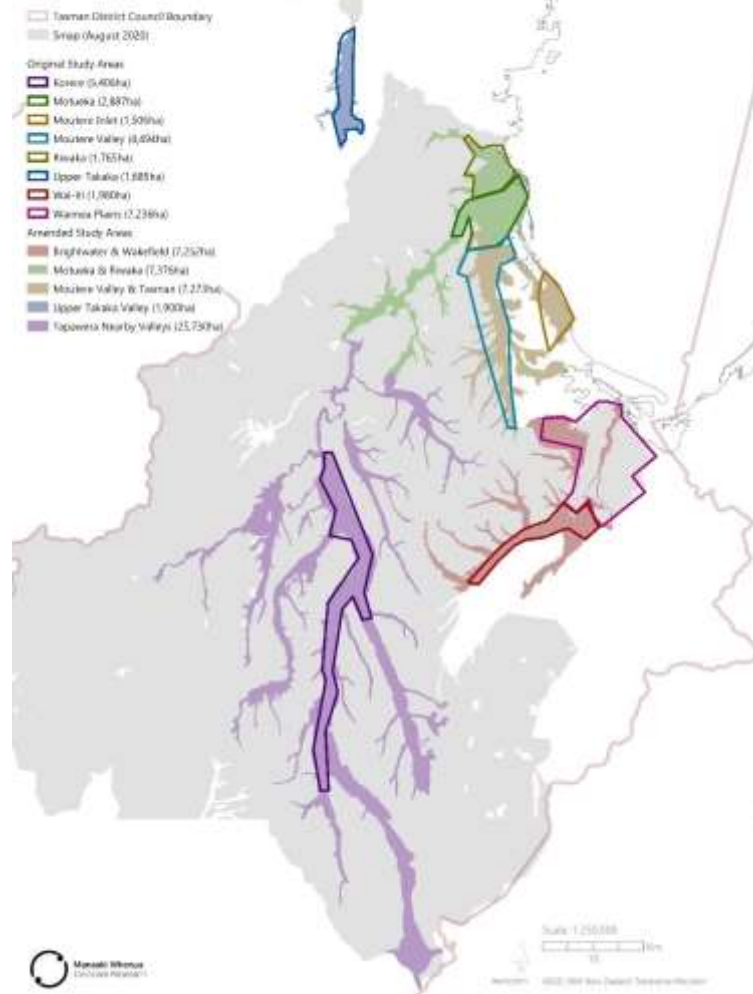
sea level rise. We are anticipating that as the community conversation transitions from what the hazards are to what we might do about the hazards, it will present some challenges in managing public expectations. Particularly around the use of hard protection measures such as sea walls.

- 4.33 Further detail can be found here: (<https://www.tasman.govt.nz/my-council/projects/coastal-management-responding-to-climate-change/>).

Soils

- 4.34 Tasman is in the process of reviewing the Takaka Irrigation Rate Modelling. The model had been developed by Bernard Simmonds and uses soil attributes and irrigation rates of the Waimea Plains to predict irrigation rates for various soil types elsewhere in the district, in this case Takaka. The Report has gone to Landcare Research for peer review and once reviewed will be used to set irrigation takes for new and renewed irrigation consents. As part of this work we are also looking into the current Irrigation Management Plan template to see if it is still fit for purpose and how it could better reflect the adoptions of good management practise and as such more efficient water use with each consent renewal.
- 4.35 Mana whenua Landcare Research is extending its S-map database for areas not surveyed previously in the Tasman District. The focus is on soil mapping for agricultural soils with LUC classes 1-4. The project is co-funded by MPI and is a three-year work programme of which year one is near completion.
- 4.36 Year one work included:
- 4.36.1 Reconnaissance work conducted across all 6 study areas.
 - 4.36.2 Legacy data compiled, evaluated, and prepared for use. Including listing provisional soil and map unit legend.
 - 4.36.3 Based on the reconnaissance field work and evaluating existing digital data the study area boundaries were amended from the original rough generalised block areas of interest and redrawn to outline more precisely what should be mapped (figure attached below).
 - 4.36.4 The aim is to seamlessly merge into existing areas that are already in S-map and also to fill gaps so that the end result is complete soil map coverage. The result of this is a potential doubling of area to be surveyed, from original about 17,800 ha to more than 40,000 ha. We believe the work can still be completed within the existing budgets and schedule because of the similarity and continuity of the landscape, and likely repeatable soil patterns.
 - 4.36.5 Additionally, the original study areas highlighted some locations that are already in S-map, these areas will be rechecked and updated as necessary. The new digital data such as LiDAR means that we can more accurately refine the map unit linework boundaries, and our soil landscape understanding has improved so that soil type and map unit characterisations can be updated.
- 4.37 The six study areas identified ranked in order of priority with the first 3 areas to be mapped next year and the 3 study areas the year after.

Original & Amended SMap Study Areas, Tasman



Nursery

4.38 We are due to harvest poplar and willow material from the Council nursery in early July. As there has been a major refresh of the old stock over the last year there is a reduced amount of material available this year. The supply will rapidly increase over the next couple of years as the replacement stock matures and as we get additional stock in to trial new varieties. Given the reduced stock this year we have not proactively sort out additional orders as we have an extensive list of requests already that we will endeavour to supply some or all the material requested.

HAIL

4.39 Given the extensive area of former orchard land in Tasman there is high demand in the service request and commentary requirement for building consents/LIMs and resource consents. HAIL data consistency checks and register updates for HAIL properties is progressing well.

4.40 We are in the process of using some Envirolink funds to seek advice from Landcare Research on cleanfill and controlled fill information to help deal with the policy review of cleanfills and the disposal of surplus soils, particularly from sites with low levels of contaminants.

Air Quality

- 4.41 Air Quality monitoring in Richmond for both PM10 and PM2.5 will be reported from the new beta attenuation monitor (BAM 5028) instrument this year. The old monitor (BAM FH62) has been discontinued, following vandalism and two break-ins to the old air quality shed at the Plunket Rooms. The machine has run long past its expected operational life and has allowed us to run both machines simultaneously to allow a good correlation to be established. There have been two exceedances of the PM10 air quality standard so far this winter.
- 4.42 An air quality study of smoke in Riwaka using Dustmotes is being undertaken this winter. This will be reported back to this committee later in the year once the study is complete.

Catchment Enhancement Programme

- 4.43 Our most involved and precise stream restoration project undertaken to date was undertaken in March on a 200m reach of the main stream of the Motupipi River. The aim was to restore a highly functioning stream ecosystem that includes building up the numbers of the rare Giant Kokopu (one of the five whitebait species). The land ownership is in the process of being transferred to Council. We appreciate the assistance of the present owner in this process.
- 4.44 The stream was heavily laden with fine organic sediment that had very high biological and chemical oxygen demand and phosphorus meaning that the downstream water quality had reduced oxygen and excessive plant and algae growth from the higher nutrient concentrations. Undoubtedly some of the sediment would have come from runoff from cultivated pasture, but there were also markers of waste from the dairy factory. This is a legacy issue captured by the sediments. We employed a consultant ecological engineer who provided exceptional service, not only by providing a very functional design from an ecology and river process perspective, but teaching operators the practical skills to install the wood structures (such as faggots) that provide the habitat that is needed to be highly successful in achieving the project aim. Soon after completing this work a Kotuku was seen at the site over several days - a good omen many would say.



Motupipi River restoration site showing the use of logs for stream management.

- 4.45 Almost 50 people attended a two-day wetland construction workshop held in Golden Bay on 14-15 April. The aim was to provide landowners with the practical know-how to construct wetlands on their own. These constructed wetlands were for the purpose of treating pasture run-off (to reduce disease-causing organisms, sediment and nutrients in waterways

downstream). Much of the workshop was hands-on in the field while a wetland (adjacent to Berkett Creek) was being constructed. While only four farmers attended the workshop, we hope to encourage more to attend a similar workshop in two years time. The contractors and practitioners got a lot out of the event. Iwi who attended were also excited about the potential to put more wetlands back into the landscape. Over-all the feedback was very positive. Thanks to Jason Berkett and NZ Landcare Trust for the big part they played in making this such a success.

- 4.46 An application for a district-wide ‘global’ consent for installation of constructed wetlands is almost ready to be lodged. Consent is likely to be needed where there is diversion of floodwaters through the wetland, earthworks over an average of 0.5m below the surface or diversion of a stream. It is intended that Council assist landowners install wetlands by allowing them to do work under this global consent. Some level of supervision of works will be required to ensure the consent conditions are being met. As contractors come up to speed with the requirements and greater levels of trust develop, this level of supervision may well decrease.
- 4.47 Staff have been involved in meetings with the Sherry River catchment group (discussing farm environment plans that were provided at the end of 2020), the Moutere catchment group (including a field day to the Moutere River to discuss river bank protection and providing ecological function), a meeting with the forestry company 141 Ltd with their paired catchment study in the upper Tadmor Valley, and a presentation to landowners along Reservoir Creek about all the work we have been doing for fish passage, pollution prevention and habitat enhancement.
- 4.48 Monitoring equipment at Page Wetland is being installed and some storm damage from a side gully is being mitigated.
- 4.49 Our Catchment Enhancement Officer has recently resigned and recruitment is underway for a replacement.

Riparian Management Fund

- 4.50 The programme had delayed while we undertook a recruitment process. It is great to be able to have Mirka Langford in the team now who many of you will already know from her work with landowners while at Fonterra. Mirka has contacted 30 landowners that had made enquiries for the Riparian Management Fund over the last 8 months. For four of these fencing materials has now arrived on site and fencing is underway. Whilst site visits for a further 14 landowners are booked in over the next 2 weeks, with fencing likely to be undertaken in the 21/22 season.
- 4.51 We are currently reviewing the Riparian Land Management Strategy to ensure that it has met the objectives of the TRMP and will continue to fit as the TEP is being developed. Some of this review may also include how we allocate and prioritise the riparian management fund.

Forestry Management

- 4.52 TOTS iwi collaboration project - the part specific to Tasman is the iwi owned Kaiteriteri forest where a situation analysis and long-term management plan is currently being finalised with the initial work to be completed over the next few months.
- 4.53 By the time of this report staff will have met with James Griffith from DOC to discuss potential forestry impacts on Tasman Bay following the presentation given to council by DOC in May.

- 4.54 The 'Back to nature reversion project', helping landowners revert land from plantation forestry back to permanent native cover is progressing well with the case study sites finalised and one final site visit to complete on 22 June before the guidelines can start to be produced.
- 4.55 We note that the Nelson and Marlborough Councils have adopted the use of the GeoInsight forestry management platform to provide consistency to forest companies across the TOTS when submitting notifications. Tasman is in the process of reviewing this platform also.
- 4.56 Work has developed on a Vulnerable slope assessment tool with MDC and the University of Canterbury. It is aiming to be able to easily identify slopes most vulnerable to erosion with case study sites in Marlborough and on Separation Point Granite land in Tasman.
- 4.57 Staff recently held a Top of the South post-harvest inspection (PHI) timing meeting with MDC, NCC and ECan forestry officers to work towards using the same process to gain consistency across the TOTS. Agreement was reached to aim to do PHI's as soon as practicable and when the machinery is still on site to work with the forestry industry. This continues on from the work being undertaken by forestry staff in promoting the Hill Country Erosion Programme with the likes of ECan, MDC, West Coast showcasing work and learning from each other and how we can learn from and work more effectively.

Hydrology

- 4.58 Telemetered rain gauges in the headwaters of catchments provide advanced warning of rising river levels during flood events. The instrumentations' reliability at such times is critical to providing flood warning advice to river engineers, emergency services and the community. This data is available in real time on the TDC website.
- 4.59 The Biggs Tops rain gauge in the headwaters of the Wangapeka River and the Little Devil at Tarn rain gauge in the headwaters of the Waingaro River were upgraded in recent months. They are both located in the Kahurangi National Park and support flood management in Motueka and Takaka respectively.



Wangapeka at Biggs Tops Rain Gauge communicates via satellite telemetry. It records highest rainfall during events with winds from a north-westerly direction. The site has operated since 1989.



Little Devil at Tarn is in the headwaters of the Waingaro River, behind Takaka and records highest rainfall during events from a northerly direction. The site has operated since 1993.

Groundwater/Water Resources

- 4.60 The June round of the three monthly SOE groundwater quality sampling was undertaken on the week of 8 June. We sample 22 sites covering the various catchments in the District.
- 4.61 Three new investigation bores were drilled in the Aorere Valley as part of water resource information collection on the Aorere/West Coast Freshwater Management Unit. These bores provide information on the existence of any appreciable aquifers, their depth and distribution. Preliminary data indicates the existence of reasonably productive water bearing gravels at all three locations. The bores encountered Tertiary mudstone bedrock (referred to as “papa” by locals) between 12 m to 9 m depth below ground. Groundwater samples are to be collected and groundwater level monitoring equipment are to be installed on these bores. These bores are the first dedicated groundwater level monitoring devices for the mid– Lower Aorere Valley. There also seems to be another groundwater basin upstream of Bainham from farm bore information.



WWD 24433 – Kaituna. Photo showing the bore undergoing a pumped aquifer test



WWD 24431 – Swamp Road. Photo showing the water level being read during a pumped aquifer test.



WWD 24432 - Wigzell Road. Photo showing the bore being developed (via air lift) to clear the fine grained sediment from the bore in preparation for the pumped aquifer test.

4.62 Council Staff have also investigated a site for the lower Aorere River flow recorder that has been planned for some years. This is to get better total catchment flow output and this will be important in allocation setting for this catchment. A final site decision is to be made upon the merits of the sites considered from a flooding/access and location perspective. This site is proposed to be installed in the coming financial year.

- 4.63 Sampling for the Aorere / West Coast ground and surface water quality investigation was undertaken during April and May 2021. 25 groundwater bores / wells and 22 rivers / springs were sampled across Aorere and West Coast catchments. We have now received the water quality results from the laboratory and are in the process of sending the laboratory reports to the participating property owners. A summary report detailing the findings of water quality results will be produced shortly. Further detail can be found here:

<https://www.tasman.govt.nz/my-council/projects/aorerewest-coast-groundwater-quality/>



Taking a groundwater sample from a bore in the Aorere Valley.



Turimawivi River along the West Coast. Site location for taking the water quality sample and measuring the river flow.

- 4.64 The water resources data collection work will continue through the 21/22 year and we are planning to obtain more medium to low flow data from the Aorere and its tributaries including rivers and streams towards Puponga and the West Coast of Tasman.

Coastal and estuarine

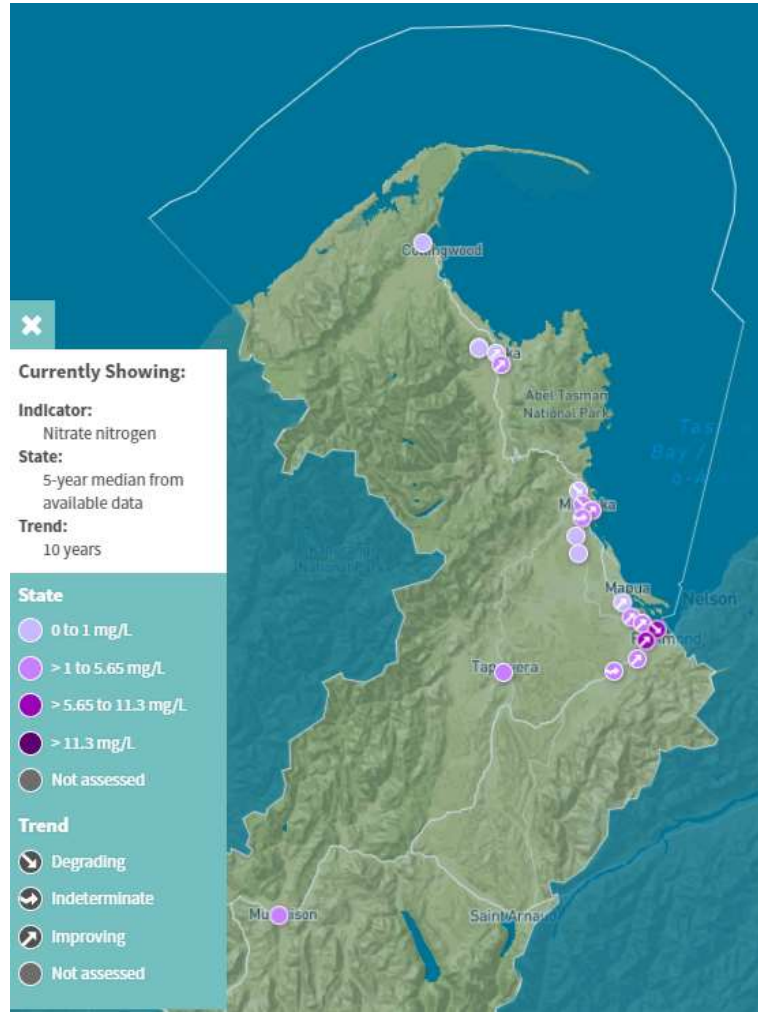
- 4.65 A report was recently produced considering opportunities to restore saltmarsh in the Waimea Inlet. Five sites in the south-east part of the estuary have been chosen as priorities for the work programme under the Waimea Inlet Enhancement Project with the first of these sites already off the rank.
- 4.66 A StoryMap for the Waimea Inlet, Moutere Inlet and Mouteka Delta to Riuwaka Delta is almost ready to be published.
- 4.67 Estuarine fish monitoring was undertaken in February-March with a report due by December this year. It was obvious that the highest fish values are in the area between Monaco and Bell and Best Islands.
- 4.68 Coastal nesting bird surveys were completed over the summer and a report should be available soon. High numbers of oyster-catchers were found but banded dotterels were found in much lower numbers than expected. Another report on threats to and opportunities for coastal birds is likely to be available in July.

Water metering

- 4.69 The 2020/21 irrigation season saw the total number of telemetered water meters increase by 9, bringing the total number to 103. These meters cover 89 consents (several Consents have more than one meter). The new meters are predominantly from businesses with multiple meters. There appeared to be minimal missing and bad data throughout the season compared to previous seasons. A good sign, considering the increase in telemetered water meters and the data coming in via third parties.
- 4.70 The annual process of Quality Coding the data has begun, as the telemetered water meter data is aligned with other hydrological data collected by the Environmental Monitoring section. The data is being archived and quality coded to the National Environmental Monitoring Standards (NEMS), and comments are logged when issues have occurred. The request of a manual 'end of season' meter reading from the consent holders is underway. The post season reading combined with the preseason, and mid-season meter audits, allows the data to be archived with a quality code.
- 4.71 There are still 8 water meters that need telemetry installed as a result of the Waimea Dam project. The implementation of the Waimea Community Dam means that the unaffiliated permit holder conditions require consent holders who take more than 2000 cubic meters of water per week to install telemetry on their water meter. This installation must be done prior to 1 July 2021. This date allows time to have equipment installed and testing to ensure the system is working prior to the 2021/2022 summer irrigation season.

LAWA

- 4.72 The council provides environmental data to the Land Air Water Aotearoa website (LAWA).
- 4.73 The aim of LAWA is to provide access to environmental information in a concise and consistent manner across the country. Tasman Council provides information to LAWA on air and water quality, water quantity, land cover and also bathing water quality during the summer swimming months.
- 4.74 Some data is provided as distinct datasets updated on an annual basis while data is also provided in real time direct from Council databases.
- 4.75 Currently the Land Cover module is being updated and the Air Quality module is being enhanced and updated. Data updates for the groundwater and river water quality modules is scheduled for September.



An example page from the LAWA Groundwater Quality site

Attachments

Nil.

9.5 CONTRACT RECREATION WATER QUALITY REPORT - SUMMER 2020-21**Information Only - No Decision Required**

Report To: Operations Committee

Meeting Date: 24 June 2021

Report Author: Trevor James, Resource Scientist

Report Number: ROC21-06-5

Item 9.5**1 Summary**

- 1.1 A total of 12 sites (six freshwater, four coastal and two tidal river) were sampled each for faecal indicator bacteria between mid-November 2020 and March 2021.
- 1.2 Out of a total of 215 samples taken there were a total of 11 (“Alarm/Red”) exceedances of national microbiological water quality guidelines. Of the 11 samples, only one “Alarm/Red” level was during a fine weather period, and that was at Pohara Beach. This occurred within two hours before high tide. It is a common occurrence to have high faecal indicator bacteria concentrations near high tide at this site. Over all samples in dry weather conditions approximately 99.4% of samples meet (alarm level) guidelines. This compares to the average for the last 10 years of 97%. This rate of compliance is well within the Long Term Plan (stretch) target of 98%.
- 1.3 Included in the 12 sites sampled this season were three river recreation sites in the Buller: Buller River at Riverside Campground, Buller at O’Sullivan’s Bridge (SH60), and the Maruia River 1km upstream of the Buller. Results showed that each of the sites were well within “swimmable” levels on all but one occasion which was influenced by rain.
- 1.4 No non-compliance (alarm level) results were recorded for freshwater sites.
- 1.5 Using the Ministry for the Environment “Suitability for Recreation Grade” for core marine sites criteria including rainfall-affected samples, Rabbit Island Main Beach continues to be graded “Very Good”. Mapua Leisure Park Beaches were “Good” and Pohara Beach was again graded “Poor” due to occasional very high faecal indicator bacteria results (mostly around very high tides). Kaiteriteri was downgraded from “Good” to “Fair” due to three samples above 140 Enterococci/100ml (but below 280/100ml). A large flood in the Motueka River may have influenced two of those three samples.
- 1.6 For freshwater sites: Takaka at Paynes Ford, Takaka at Waitapu Bridge and Lee Reserve were all in the ‘Blue/Excellent’ category, with Roding at Twin Bridges in the ‘Green/Good’ category and Collingwood Boat Ramp in the “Orange/Poor” category when assessed against the attributes in the National Policy Statement for Freshwater Management, when rain-affected samples were included.
- 1.7 Toxic algae levels never exceeded interim guidelines at monitored sites over the 2020-21 season. No dog deaths have been recorded since 2010 that were likely to be due to toxic algae.

2 Draft Resolution

That the Operations Committee receives the Contract Recreation Water Quality Report - Summer 2020-21 ROC21-06-5

3 Purpose of the Report

- 3.1 To present information from the regular Contact Recreation Water Quality Monitoring Programme over the 2020-21 season, toxic algae issues and any other related investigations or issues.

4 Background and Discussion

- 4.1 Out of a total of 215 samples taken there were a total of 11 (“Alarm/Red”) exceedances of national microbiological water quality guidelines (see Table 1 below). Of the 11 samples, only one “Alarm/Red” level was during a fine weather period, and that was at Pohara Beach. This occurred within two hours before high tide. It is a common occurrence to have high faecal indicator bacteria concentrations near high tide at this site. Over all samples in dry weather conditions approximately 99.4% of samples meet (alarm level) guidelines. This compares to the average for the last 10 years of 97%. This rate of compliance is well within the Long Term Plan (stretch) target of 98%.

Table 1: Statistics for the 2020-21 Season (November to March)

Total number of samples	215
Total number of exceedances (alert and alarm)	18
Total number of exceedances (alarm only)	11
Overall rate of compliance with guidelines (alert and alarm)	91.6%
Overall rate of compliance with guidelines (alarm only)	94.9%
Exceedances – Freshwater	13/132
Exceedances – Coastal	5/83
Exceedances – Fine weather	4/165
Rate of compliance in fine weather	97.6%
Rate of compliance in fine weather when amber alerts are ignored (red alerts only)	99.4%

- 4.2 This season only Rabbit Island Main Beach was fully compliant in all weather.
- 4.3 For most sites, particularly freshwater sites, an exceedance of the standards or guidelines is likely after more than 20mm of rainfall in 24 hours. For a few sites, more than 10mm of rainfall within 48 hours can be enough to produce an exceedance, particularly if there is intensive farming or urbanisation in the upstream catchment (e.g. Pohara Beach). To keep the public aware of this risk, Council issues standard guidance for people to avoid swimming within 48 hours of rain. Standard warning signs are only installed after two consecutive samples are found over alarm levels, or at the instruction of the Public Health Office of the District Health Board. These signs are taken down as soon as there are two consecutive samples under alarm levels. Sampling frequency is very high in these situations.
- 4.4 **Marine Sites.** Data for all coastal beaches monitoring programme for the 2020-21 season are presented in Figure 1 below.

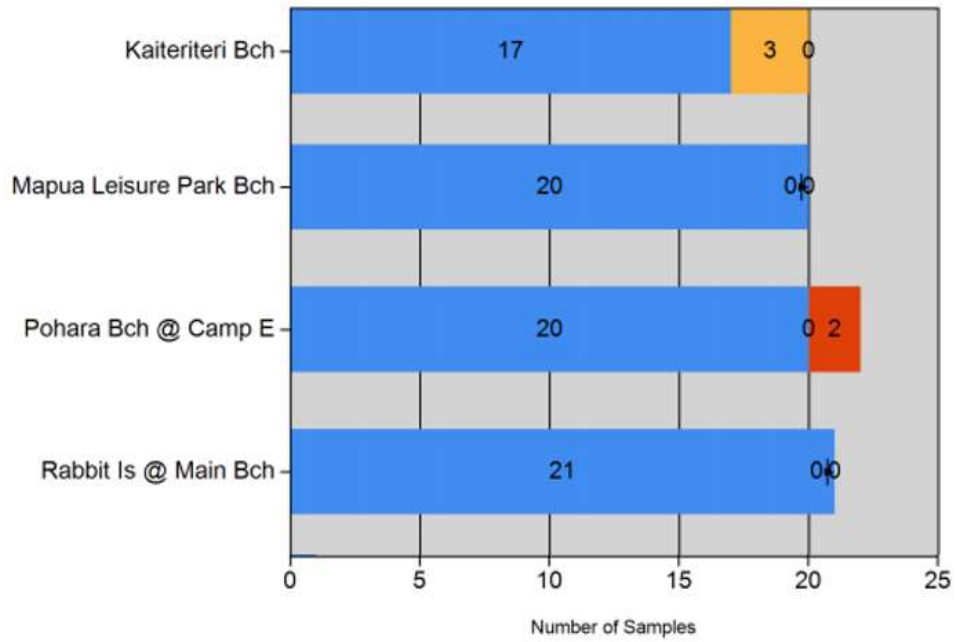


Figure 1: Number of samples exceeding national guidelines for contact recreation water quality at coastal beaches for the 2020-2021 season. **Red** results are over alarm levels (>280 *Enterococci*/100ml) and **orange** results are in the alert range (140-280 *Enterococci*/ 100ml).

4.5 **Beach Grades.** In the absence of a National Policy Statement for coastal water, we use the Ministry for the Environment “Suitability for Recreation Grade” (2003) criteria and have assessed this using data over the last five years. The Mapua site oscillates between “Good” to “Very Good”. This season it remained the same as the previous season at “Good”. Rabbit Island Main Beach continues to be graded “Very Good”, Kaiteriteri declined from “Good” to “Fair”. A large flood in the Motueka River on 21 January may have influenced two of those three samples (on 26 and 29 January) but the other on 23 February was within a long dry period. Pohara Beach improved from “Poor” to “Fair” (see Table 2).

Hazen 95th percentiles for coastal sites, all-weather (minimum 100 samples required):

Site	From	To	N	Hazen 95th Percentile	Microbiological Assessment Category	Sanitary Inspection Category	Suitability for Recreation Grade	Change from 2019-20
Kaiteriteri Bch	2016-11-22	2021-02-23	113	261	C	Low	Fair	↓
Mapua Leisure Park Bch	2016-11-22	2021-02-23	114	138	B	Moderate	Good	NC
Pohara Bch @ Camp E	2016-11-22	2021-02-23	115	383	C	Moderate	Fair	↑
Rabbit Is @ Main Bch	2016-11-22	2021-02-23	107	40	A	Very Low	Very Good	NC

Table 2. Assessment of Suitability for Recreation Grade (all samples in all weather) for the Marine sites in the contact recreation bathing water quality programme from 2016-2021. ‘NC’ = no change.

* Indicate interim gradings.

4.6 **Freshwater Sites.** Data for the freshwater site monitoring programme for the 2020-21 season are presented in Figure 2 below. There was no change in the overall site categorization from the 2019-20 season.

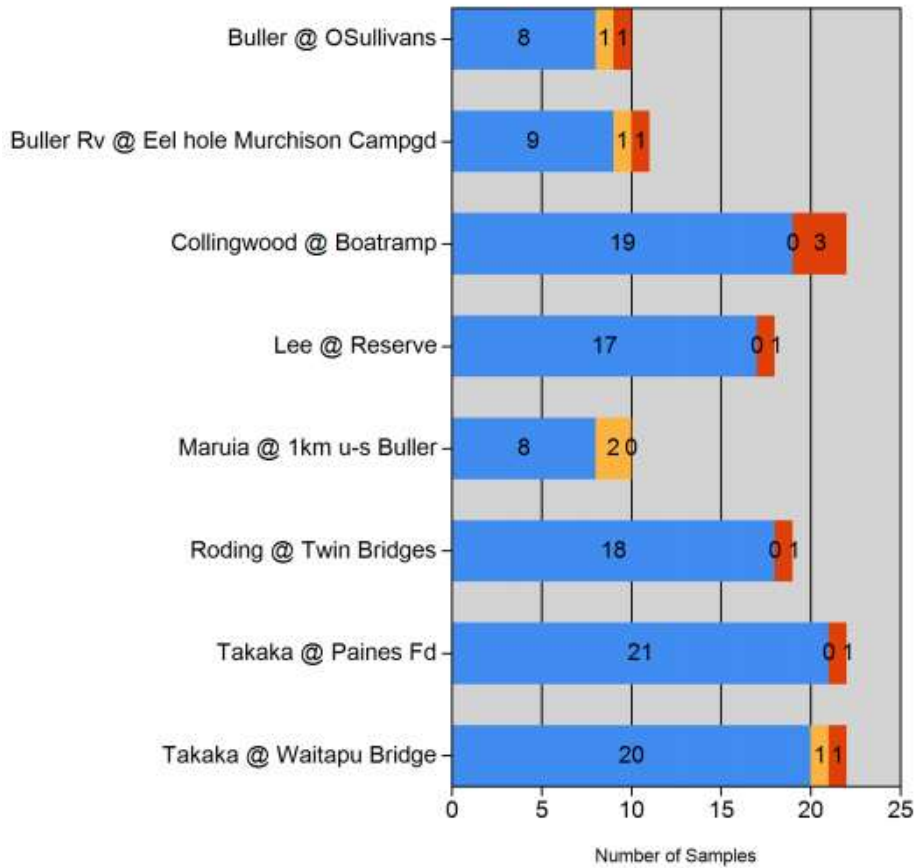


Figure 2. Number of samples exceeding national guidelines for contact recreation water quality at freshwater swimming holes for the 2020/21 season. Red results are over alarm levels (>550 E.coli/100ml) and orange results are in the alert range (260-550 E.coli/100ml).

CATEGORY	PERCENTAGE OF EXCEEDANCES OVER 540: E. COLI PER 100 ML	MEDIAN: E. COLI PER 100 ML	95 TH PERCENTILE: E. COLI PER 100 ML	PERCENTAGE OF SAMPLES ABOVE 260: E. COLI PER 100 ML
Blue	< 5 per cent	≤ 130	≤ 540	< 20 per cent
Green	5-10 per cent	≤ 130	≤ 1000	20-30 per cent
Yellow	10-20 per cent	≤ 130	≤ 1200	20-34 per cent
Orange	20-30 per cent	>130	>1200	>34 per cent
Red	> 30 per cent	>260	>1200	>50 per cent

Table 3. Ministry for the Environment proposed *E.coli* “swimming categories” (attribute states).

4.7 **Swimmability Categorisation.** Based on data over the last five years against the criteria shown in Table 3, all of our core monitored freshwater swimming sites are very suitable for contact recreation. The predicted average infection risk of 1% (Blue category), except for the Roding which was 2% (Green category) (see Table 4). The Roding River was very close to being in the Blue category. For freshwater sites it is the 95th percentile that is the most likely statistic to cause a site to fail. Most of the other statistics are highly correlated with each other and all have relevance to assessing suitability for swimming.

Site	From	To	N	Percentage of samples over 260 E.coli/100ml	Percentage of samples over 540 E.coli/100ml	Median E.coli/100ml	95 th percentile E.coli /100ml	Category	Change from 2019-20
Lee @ Reserve	2016-11-22	2021-02-23	104	5.8	4.8	26.0	324	A	NC
Roding @ Twin Bridges	2016-11-22	2021-02-23	114	10.5	6.1	47.0	668	B	NC
Takaka @ Paines Fd	2016-11-22	2021-02-23	110	4.5	2.7	23.0	249	A	NC
Takaka @ Waitapu Bridge	2018-12-04	2021-02-23	68	8.8	4.4	44.5	375	A	ID
Collingwood @ Boatramp	2018-12-04	2021-02-23	68	23.5	13.2	78.0	1430	D	ID

Table 4. Analysis of E.coli at Council's core freshwater monitoring sites against the swimming categories in the National Policy Statement for Freshwater Management 2020. Statistics over five sampling seasons (November 2016 to March 2021 inclusive). This is for samples taken in all-weather including wet weather (minimum 60 samples).

NC = no change, ID = insufficient data record

- 4.8 A one-off sampling campaign of 10 samples from three sites was undertaken in the Buller catchment near Murchison in January-March 2021. The sites included Buller River at Riverside Campground (very popular for swimming and kayak rolling training), Buller at O'Sullivan's (just upstream of the SH6 bridge, very popular for kayaking and rafting) and the Maruia River 1km upstream of the Buller (seldom sampled but has a reasonable amount of intensive farming in the catchment). Median *E.coli* concentrations over the 10 samples were: 24, 39 and 30 *E.coli*/100ml respectively. The sites were "swimmable" on all but one occasion (29 March) which was influenced by rain (21.5mm on the 28 March and 0.5mm on 29 March).
- 4.9 Sampling in the Buller catchment is undertaken at four sites near Murchison monthly as part of the River Water Quality Monitoring Programme and *E.coli* concentrations are generally very low except after rain. Contact recreation at Kerr Bay at Lake Rotoiti is moderately popular but sampling has not been undertaken for many years and regular sampling ceased at Black Valley Stream (the main at-risk waterway feeding the lake) in 2016. Sampling at this site is being considered for the 2021-22 season.
- 4.10 **Toxic Algae in Rivers.** There has not been a reported dog death suspected as being caused by toxic algae since 2010. Toxic algae levels were below interim guidelines (>20% bed coverage) the whole season at all the monitored freshwater sides. It appears that the coverage of toxic algae in the lower Wai-iti River continues to reduce. However, our monitoring, while according to the guidelines is very limited due to the small area sampled. While the use of drones for this assessment over a much larger area would be a much more effective way to sample, this is currently beyond Council resources.

Predicting Faecal Indicator Bacteria Concentrations in Golden Bay and Tasman Bay

- 4.11 Unfortunately, after a reasonable amount of effort the model that aimed to predict faecal indicator bacteria in Golden Bay and Tasman Bay did not work. The model works for rivers and appeared to work for *E.coli* in near-shore waters, but only Enterococci is used for sampling in the marine environment. If it had worked, it would have been a major advance in being able to warn people of the risks of contact recreation at the time of the risk occurring, and not two days later when the lab results are provided. The model development was funded by the Sustainable Seas funded programme with Council provided some data for the model.

5 Conclusion

- 5.1 Over all weather conditions approximately 94.9% of samples meet the regulations or guidelines. When only dry weather conditions are considered, the rate of compliance for both marine and freshwater sites over the past summer was almost 99.4%. This rate of compliance is above the Long Term Plan (stretch) target of 98%. The average dry weather compliance rate of 97% over the last 10 years.
- 5.2 Toxic algae coverage was very low at all monitored sites.

6 Next Steps / Timeline

- 6.1 Next summer, sampling will occur at the core seven bathing water quality sites and at least six sites in the Buller catchment for at least 20 samples for the season. Sites to include: Lake Rotoiti at Kerr Bay.
- 6.2 Work with Council's Information Technology Department for the development of a system to tag samples affected by wet weather so we can more efficiently present fine weather data. This is an analysis tool that would save staff 1.5 days each year for this programme alone and potentially 1-2 weeks for river water quality reporting.

7 Attachments

Nil.

9.6 PROGRAMME MANAGEMENT OFFICE - POST COVID-19 STIMULUS FUNDING PACKAGES PROGRESS REPORT

Information Only - No Decision Required

Report To: Operations Committee
Meeting Date: 24 June 2021
Report Author: Anette Becher, Reporting and Insight Analyst - PMO; Chris Blythe, Programme Delivery Advisor
Report Number: ROC21-06-6

1 Summary

- 1.1 This report outlines progress with the delivery of projects funded or partially funded by various Government departments as part of the post-Covid-19 Stimulus Funding Packages that are overseen and co-ordinated by the Programme Management Office.

2 Draft Resolution

That the Operations Committee receives the Programme Management Office - Post COVID-19 Stimulus Funding Packages Progress Report ROC21-06-6.

3 Purpose of the Report

- 3.1 To provide an update on the delivery of projects funded or partially funded by various Government departments as part of the post-Covid-19 Government Stimulus Funding package.

4 Programme Management Office (PMO) Update

- 4.1 At the Operations Committee 13 May 2021 there was a question as to whether there was any feedback from the public about the proposed requirements of landowners with Significant Natural Areas (SNAs) on their properties. The Biosecurity Team has not reported any specific feedback to the PMO, but they expect that the new requirements may not be well received by some landowners. The Department of Conservation funding for weed control in SNAs through the Kotahitanga mō te Taiao (KMTT) Alliance provides an opportunity for the Council to be able to support landowners with meeting requirements to control weeds on their property. Approximately \$2M over three years has been allocated to the Tasman region through the SNA Weed Control programme.
- 4.2 Delivery of projects in the Government Stimulus Package continues to be on track. Two Roding Re-deployment projects are expected to be formally closed this week. Four Town and Memorial Halls projects are expected to be formally closed by the end of this month.
- 4.3 All six Crown Infrastructure Partners (CIP) Three Waters projects are on track to meet their next milestone (construction started by 30th July 2021). These projects continue to be under spent. This is in part due to the large amount of funding (50% of the total) received in advance. The CIP requirement to have commenced construction by the end of July 2021 indicates the period from October 2020 until June 2021 is the pre-construction phase which normally uses between 15 and 20% of the total project budget. The Council will be able to recognise the revenue held in advance once the projects are partway through the construction phase.
- 4.4 Additional funding has been received for projects in the environment sector. The Ministry of Primary Industries has made an extra \$300K available to fund a scope change and to assist with overhead costs to achieve employment targets in the Wilding Conifers Control project. The PMO expects to receive \$250K from the Overseas Investment Office to assist with our co-ordination cost for the Wilding Conifer control project. There is potential for receiving \$300K from The Nature Conservancy targeted at supporting project co-ordination for the Significant Natural Area weed control project.
- 4.5 All Council applications for projects eligible to be funded by the Government Stimulus Funding Package have now been processed. The Significant Natural Area weed control deed between the Department of Conservation and The Nature Conservancy is expected to be countersigned this week. The focus of the PMO has therefore shifted from initialising new projects to overseeing project delivery and project closure.
- 4.6 There are reports of emerging cost risks for construction projects owing to impacts of COVID-19 on the global supply chain and rapid growth in the Nelson Tasman region. The impending developments at the Cawthron Institute and Nelson Hospital could put additional demand on the supply chain. Feedback from suppliers suggest the Council could see a 15-20% price increase on current prices for some materials in the next 12 months. This is expected to affect Three Waters infrastructure projects and the capital programme more

widely, but projects in the environment sector to a lesser degree. Mitigations include early contractor engagement and early purchase of materials to lock in prices.

- 4.7 In terms of benefits, the six projects that are currently closing out have realised the anticipated amenity enhancement and have exceeded the targeted employment benefits.
- 4.8 The attached Dashboard and Reference Table provide a visual summary of Government Stimulus Programme project status, key progress indicators, risks and issues and a map of the location of projects. This map is currently still incomplete as locations for some of the environment projects are still being identified.

5 Attachments

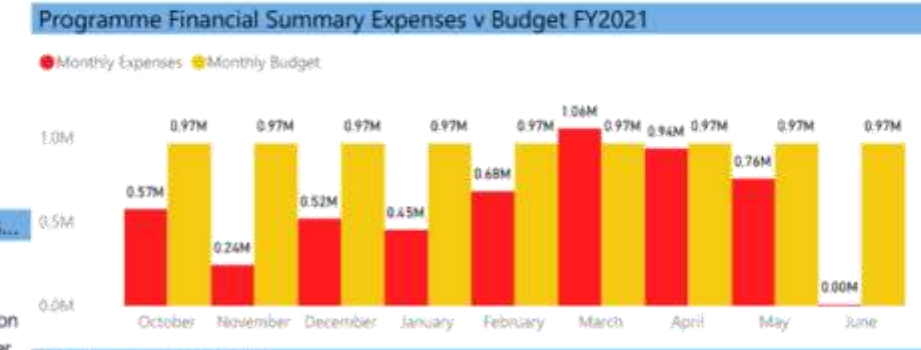
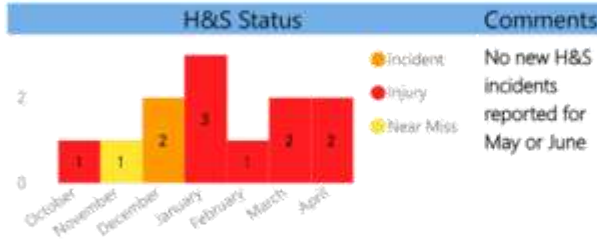
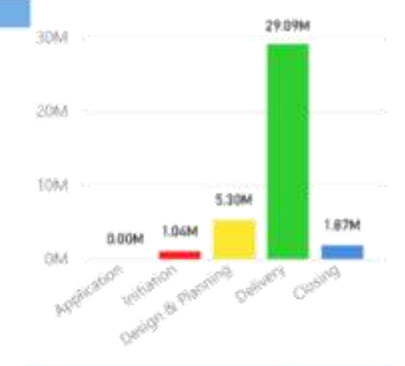
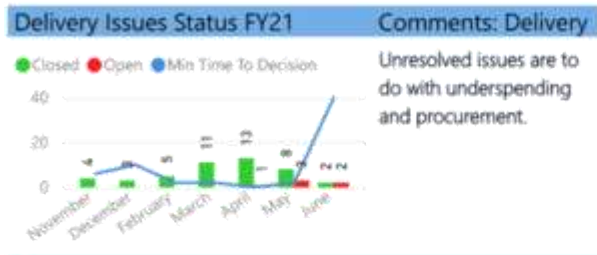
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GOVERNMENT STIMULUS FUNDING OPERATIONS COMMITTEE 14th June 2021

Update Time Stamp
8/06/2021 15:40

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



Comments: Financials
Stimulus projects are underspent. This is explained by the absence of budget phasing and by long lead times in pre-delivery stages with low expenditure.



Top Programme Risks

Risk Description	Residual Likelihood	Residual Consequence	Residual Risk
Construction supplies price escalation, significant spike in construction pricing & possible shortage of construction workers due to upcoming Nelson Hospital construction Project	4	2	3
Council and Government procurement processes not followed	3	3	3
COVID Level 3 - Mar 2021 - potential for UK variant to create cases in South Island	3	3	3
Cuts to 2021-22 budgets by central government	3	3	3
Funders will change their reporting requirements over the course of	4	2	3

- Snapshot**
- MPI awarded 300K to cover employment overheads for the Wilding Conifers project
 - The Council may still receive: 250K from the Overseas Investment Office towards project management expenses; 300K to assist with co-ordinating The Nature Conservancy's Significant Natural Areas weed control project
 - New risk: Imminent large projects in the area (Nelson Hospital, Cawthron Institute rebuild) compounded by COVID-19 mediated supply chain issues foreshadow a significant price hike in construction resources (estimated at 15-20% in the coming year)

Government Stimulus Funding OPERATIONS COMMITTEE 14th June 2021

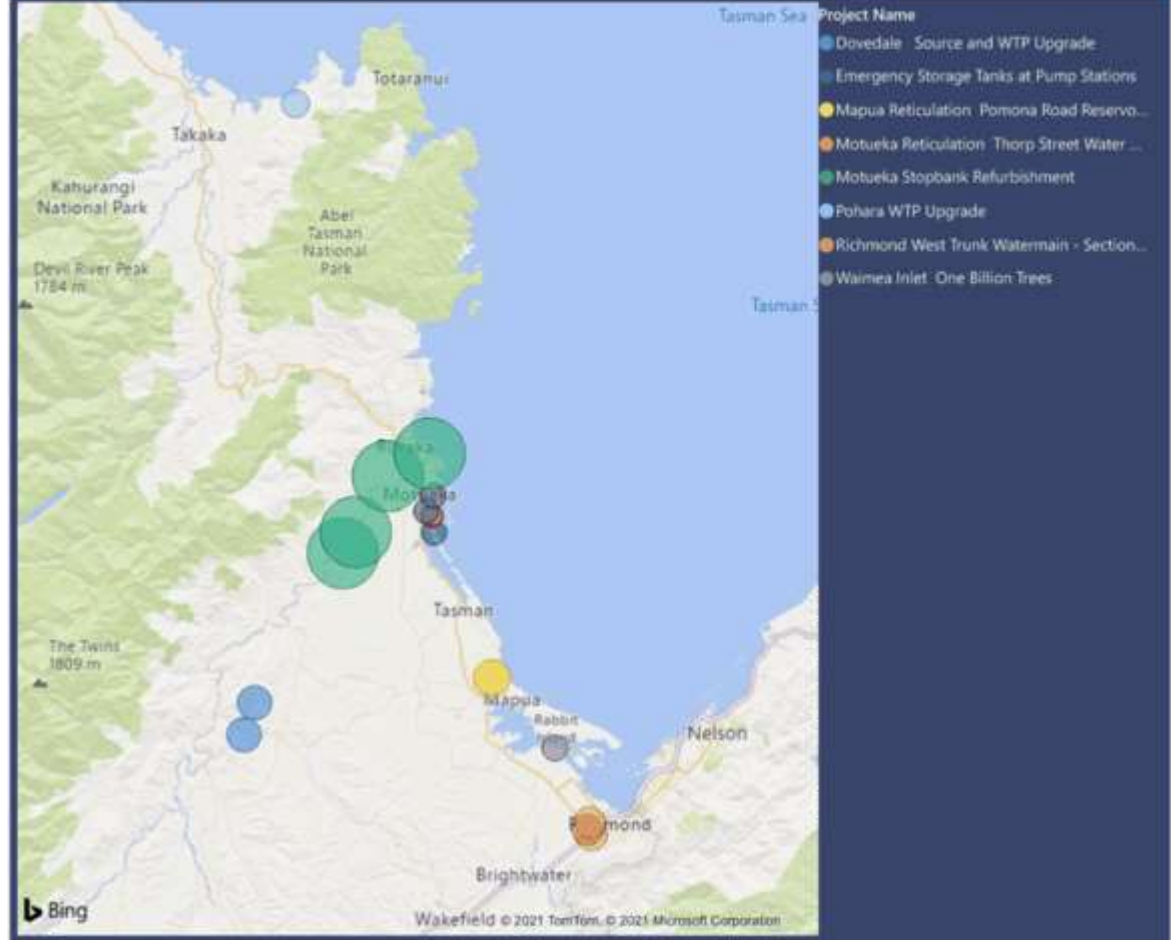
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Project ID Reference Table

Project ID	Project Name	Government Ministry	Project Stage	Total Value
1056	Pohara WTP Upgrade	DIA	Delivery	1,685,899.00
1138	Emergency Storage Tanks at Pump Stations	DIA	Delivery	1,012,007.00
1171	Richmond West Trunk Watermain - Section B2, C, D1, D2, D3	DIA	Delivery	2,184,734.00
1185	Motueka Reticulation Thorp Street Water Main Renewal	DIA	Delivery	2,249,770.00
1190	Mapua Reticulation Pomona Road Reservoir Upgrade	DIA	Delivery	4,365,962.00
1213	Motueka Stopbank Refurbishment	MBIE	Delivery	10,000,000.00
1221	Dovedale Source and WTP Upgrade	DIA	Delivery	2,329,257.00
1223	Waimea Inlet One Billion Trees	MFE	Delivery	1,525,680.00
1224	Wilding Conifer Project	MPI	Delivery	2,294,250.00
1225	SNA Invasive Plant Removal	DOC	Application	0.00
1227	FIF Wetlands	MFE	Design & Planning	3,359,000.00
1228	FIF Fish Passage	MFE	Design & Planning	1,944,000.00
1231	Pigeon Valley Fire Zone Restoration	MPI	Initiation	1,039,640.00
1233	Library Secondment Funding Project	DIA	Delivery	352,000.00
1234	Collingwood Memorial Hall Interior Repaint Project	MBIE	Closing	13,398.00
1234	Lower Moutere Memorial Hall Interior Repaint Project	MBIE	Closing	10,546.00
1234	Motueka Recreation Centre Roof Insulation Lighting	MBIE	Closing	302,949.00
1234	Spring Grove Drill Hall Reroof project	MBIE	Closing	42,426.00
1235	PGF Drainage	MBIE	Closing	500,000.00
1235	PGF Hazardous Trees	MBIE	Closing	1,000,000.00
1237	Waimea Inlet Enhancement	MFE	Delivery	1,085,480.00
Total				37,297,018.00

Project Locations and Total Value



9.4 COMMUNITY DEVELOPMENT OPERATIONS UPDATE REPORT

Information Only - No Decision Required

Report To:	Operations Committee
Meeting Date:	24 June 2021
Report Author:	Richard Hollier, Reserves and Facilities Manager; Chris Choat, Community Relations Manager; Suzanne Westley, Customer Services Manager
Report Number:	ROC21-06-7

1 Summary

- 1.1 This report provides the Committee with an update on some of the key highlights of the Community Development department’s operational work on our approved work programmes. This report covers the work undertaken by the Community Relations, Reserves and Facilities and Customer Services sections of the Community Development Department.
- 1.2 The ‘commentary and patronage’ pages of the March and April 2021 reports from the Richmond Aquatic Centre Manager are attached (Attachment 1 and 2).

2 Draft Resolution

That the Operations Committee receives the Community Development Operations Update Report ROC21-06-7.

3 Purpose of the Report

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

4 Richmond Aquatic Centre

- 4.1 For members' information, attached is the 'commentary and patronage' pages of the March and April 2021 reports from the Richmond Aquatic Centre Manager (Attachment 1 and 2).

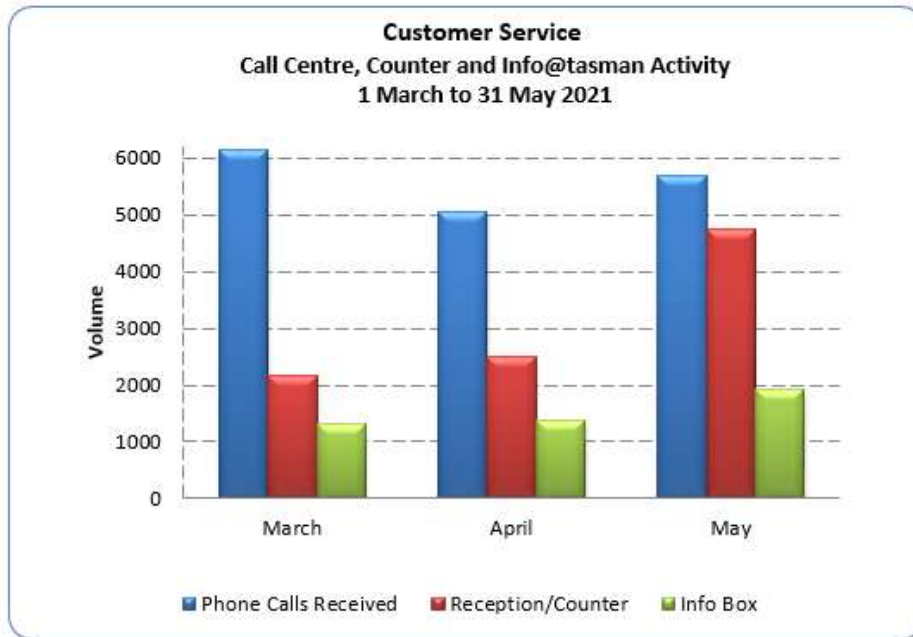
5 Customer Services Update – Suzanne Westley

- 5.1 This is an update of the Customer Services activities from 1 March to 31 May 2021.
- 5.2 Customer Services staff are responding to a range of queries at our counters with topics from Council business through to property purchases. Cheque payments for accounts stopped at the end of May with very little comment from customers. As a result we are seeing an increase in the up-take of either direct debit or online banking methods for settling accounts.
- 5.3 Dog registration invoices for this year have been sent and owners are now coming in to complete the annual renewal of their registration. Martin from the Bernese Mountain Dog Club put a nice post on Facebook after coming in to register his dog Avalon.

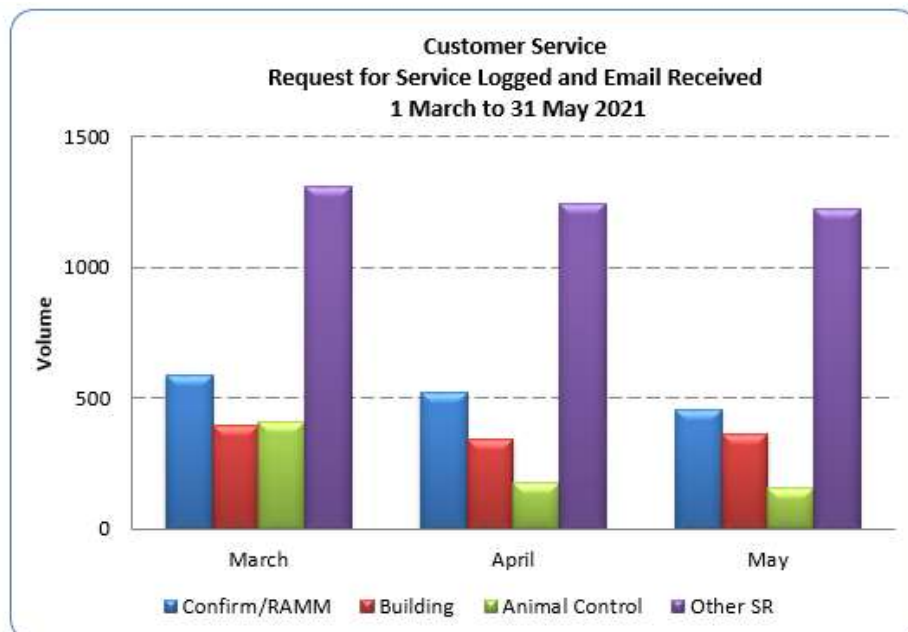


- 5.4 The rate of phone calls received has been comparable to previous years, with no major trends showing in the call types. We are still trialling the Soft Phone (phones on computers)

update with more changes to come in the future so the rest of the organisation can transition over to the new options.



- 5.5 Service Requests: With no major storm or natural disaster events this year, our Call Centre and service requests for noise complaints or Animal Control are at a constant level. From the calls received, we have had an increase for Duty Building and Duty Planner queries and service request follow up, as face to face meetings are less often held than in previous years.
- 5.6 Applications for Land Information Memorandums (LIM) are higher than the previous year and 100% processed within the 10-working day timeframe. With the introduction of more Microsoft products in the workplace, it has provided an opportunity to streamline the LIM process for the customer and the administration process for staff. One major change is that the customer is no longer required to provide a Certificate of Title. We have used more online tools to ensure the information provided is correct and completing the application form is easier.



- 5.7 There has been a pleasing response to the published articles on Rate Rebate applications still being open for the period of June 2020 to July 2021. We are averaging 50 applications a week at the moment with 30 June fast approaching. We will be sending out applications for the next rating year after 20 August.

6 Reserves & Facilities Update – Richard Hollier

Capital Programme Update

- 6.1 The table in Attachment 3 contains the key projects and activities that occurred in Council's reserves and facilities since the last Operations Committee meeting in May 2021.

7 Community Relations and Media Update – Chris Choat

Communications activities

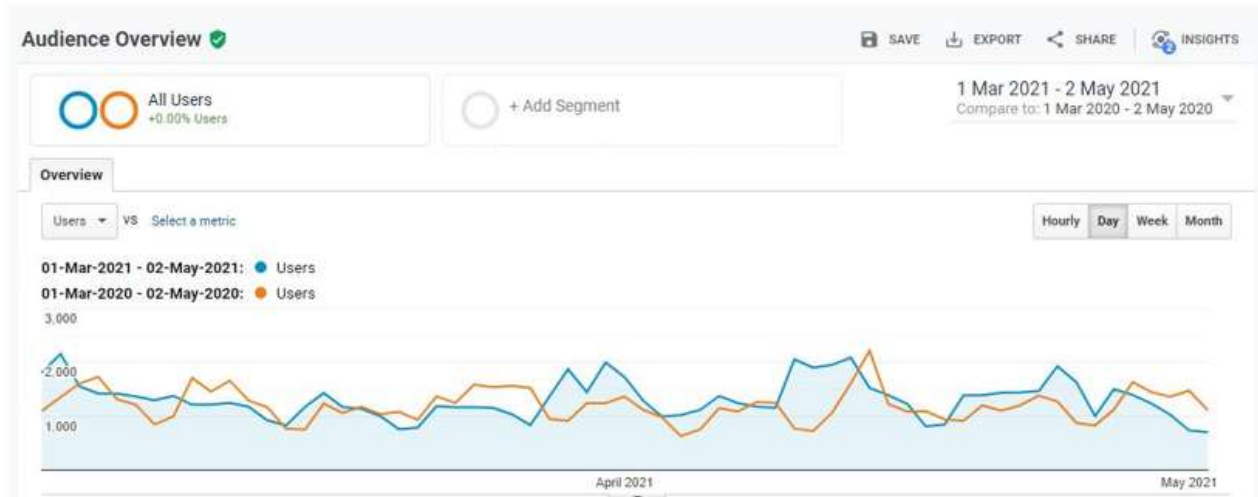
- 7.1 Media activity we have undertaken since the last meeting has included:
- 7.1.1 Berryfield intersection safety improvements;
 - 7.1.2 Success of redirecting eight metric tonnes of waste to Tākaka reuse shop for sale;
 - 7.1.3 The money saving benefits of working with contractors in Richmond West residential development;
 - 7.1.4 Safe drinking water – chlorination decision;
 - 7.1.5 Harbourmaster's national search and rescue award;
 - 7.1.6 Produced the 500th edition of Newline on its 30th anniversary;
 - 7.1.7 New pensioner housing agreement for Tākaka;
 - 7.1.8 \$1 million given to Teapot Valley fire restoration work;
 - 7.1.9 \$5 million worth of wetlands and fish passage projects set to begin as part of Freshwater Improvement Fund;
 - 7.1.10 Providing swift updates on the Waimea Dam overruns spending and investigation announcement; and
 - 7.1.11 Shovel ready projects as part of PMO, such as wilding pine control work in Mt Richmond, and the social procurement aspects.

Contract roll-over

- 7.2 The first roll-over in the current 3+1+1 Single Supplier contract for Communication Services contract, currently held by HotHouse, is to be taken up in July 2021. This contract has provided many benefits within a cost-effective delivery model. The right of renewal of one year is driven automatically through a record of no contractual breaches and pricing remaining within contracted levels.
- 7.3 This renewal is awarded with the knowledge there is one more roll-over year. If the further roll-over is granted, we will review the current arrangement within that year, predominantly focusing on the outsourcing versus internal delivery capability question within the bounds of the Section 17A of the Local Government Act 2002.

Online activity

- 7.4 In the six weeks since the previous report, the website has been visited by 30,634 users, 23,697 (66%) of which were new users. 160,814 pages were viewed during this time.
- 7.5 We are at the start of a project to improve the usability of forms on the website. The forms will be gradually updated to a variety of writeable pdfs, MS Forms or website embedded forms, based on the requirements for each form.



Social media data from 11 April 2021 – 11 June 2021

7.6 Facebook:

- Likes: increase of 303 or 4.83%;
- Followers: increase of 372 or 5.20%;
- Total likes: 6577; and
- Total followers: 7530.

7.7 Antenno

- Antenno Survey Results: 167 responses. Survey ran 11 May 28 May. Results attached;
- Installs: number of installs 194, number of uninstalls 24 = net installs 169;
- Post statistics: 102 posts, 48% average impression rate (seen post in post list), 15% average view rate (viewed details of post), 1.1% average thank rate (post thanked), 0.4% share rate (post shared);
- Reports from the public: 30 reports over 62 days (0.5 reports per day); and
- Total number of people in Tasman using Antenno: 608.

- 7.8 We are currently working with Nelson City Council and Marlborough District Council to provide top of the south coverage in a partnership to meet the need of users that travel frequently between the regions and do not recognise the boundaries and/or responsibility for messaging across them (i.e. road closures or events that affect one region will invariably affect users from next door regions).

Community Partnerships activities**Grants**

- 7.9 Grants of \$17,550 were allocated in the last Sport NZ Rural Travel funding round to 10 clubs and schools, providing financial assistance with travel costs to attend regular organised sport competitions. Recipients included netball, swimming, rugby, hockey and football teams from Motueka, Golden Bay, Tapawera and Murchison.
- 7.10 In collaboration with the Rata Foundation and Department of Internal Affairs, we hosted a number of funding 'drop in sessions' at the Golden Bay, Motueka and Richmond Libraries, and the Murchison Recreation Centre. The sessions provided an opportunity for the community to find out what funding and support is available for their project or idea. The sessions were well attended, receiving a variety of community initiatives and ideas from community gardens, maintaining golf courses to timebanks.

Youth Councils and Youth Programmes

- 7.11 Richmond Lions Club has agreed to support Youth Leadership Grants with donations enabling 2 more youth places.
- 7.12 Staff delivered Youth Week 2021 in partnership with the Libraries and Kohine Maia, (Sport NZ funded programme for teenage women). Approximately 150 young people attended events throughout the week including:
- 7.12.1 Escape rooms (Richmond and Motueka);
 - 7.12.2 Skate and paint in Motueka;
 - 7.12.3 Woodwork workshop with Waimea MenzShed; and
 - 7.12.4 Mountainbike skills workshop on Rabbit Island.
- 7.13 Feedback from parents and attendees was positive requesting more events on a regular basis. For the first time, a sign language interpreter was present and hosted a special event for children experiencing difficulties with communication.
- 7.14 A Matariki Rock Art charitable auction, in partnership with NMIT Trades Academy, is being organised with the proceeds going to charities throughout the District.
- 7.15 Street artist, Chris Richards, is installing a mural in the Richmond Deviation Underpass. Mr Richards recently painted the Salisbury underpass.

Events

- 7.16 We are working with Te Awhina Marae on delivering the region's Matariki celebration on 2 July 2021.

Streets for People and Greenways

- 7.17 The results of the community feedback survey on the Takaka Streets for People project show that the 54% of the respondents agree/strongly agree that the new crossing will make it safe for pedestrians and 47% agree/strongly agree that it will make it safe for cycling/scooting and mobility devices.
- 7.18 Only 27% agree/strongly agree that the changes to the cut-through road will make it safe for pedestrians, and 32% that it will make it more convenient for them. Summary of the results is available [here](#).

- 7.19 After a meeting with the Golden Bay Community Board and Cr Celia Butler, it was decided to collect more community feedback, including from the School Board, School Council and businesses. We will present these results at the Community Board meeting in August.
- 7.20 The results of the D’Arcy/Croucher Street community feedback survey show that 70% of the respondents don’t support the closure of Elizabeth Street. The summary is available [here](#). At the community meeting, which was attended by ~60 residents, this sentiment was confirmed. However, the residents enjoy the lower speed environment but prefer to install traffic calming devices.
- 7.21 Neighborhood Greenways: Crescent street and beyond – we have distributed the first information flyer and asked residents to provide their ideas on how to improve the safety of their neighbourhood. We have started collecting feedback through online survey, but a printed copy of the survey is also available from Customer Services staff. The first community meeting to identify the issues is on 30 June 2021.

Climate Forum

- 7.22 The Forum released their “A Climate Action Plan for Nelson Tasman”, which they presented to the Nelson and Tasman councillors. The 24-page document contains a summary of actions that the community, businesses and governing bodies in the region could take to reduce greenhouse gas emissions. During the next 12 months, the Forum is planning to present the Plan to other groups and organisations in the region. The Forum has employed a staff member in communications. They are also replacing their current coordinator.
- 7.23 The Forum held a hui in May, where they appointed a new co-Chair Joanna Santa Barbara and members of their Leadership Group. The space of Co-Chair selected by tangata whenua iwi will remain open until iwi are able to select a suitable person.

Future plans and events

- 7.24 Proposed events include:
- Movie in the park in September;
 - ITO Graduation in November; and
 - Youth concert in December.

8 Health & Safety – Susan Edwards
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- 8.1 The investigation into the track slide trolley which failed in Richards Reserve in Motueka, has now been concluded. Advice received from an engineer on the failure determined that the probable cause was metal fatigue where the cracks propagate over a period of time and that this was unlikely to have been visible during a routine inspection. The fracture was likely to have occurred due to the set-out of the stoppers on this particular item where the trolley barely comes in contact with the stopper. The trolley appeared to have been replaced at some stage as the playground was installed circa 1990 and the trolley date stamp indicated manufacture between 2008 and 2011. The trolley has now been replaced with an updated model which appears to be more robust. Track slides on other playgrounds were removed, inspected for damage or issues and have now been reinstated with no other issues found.
- 8.2 The other main concern is the pressure on staff in the Strategic Policy Team (along with other areas of Council) as they are finalising the Long Term Plan 2021-2031, and on the

Reserves and Facilities Team in terms of delivering on the capital works programme for the year by the end of June.

Item 9.7

9 Attachments

1.	↓	Richmond Aquatic Centre March 2021 Report	65
2.	↓	Richmond Aquatic Centre April 2021 Report	71
3.	↓	Reserves and Facilities Capex Report June 2021	77



RICHMOND AQUATIC CENTRE MONTHLY REPORT

Report for: Tasman District Council.
Attention: Susan Edwards
Month: March 2021
Prepared by: Vaughan Hope

Summary

This report outlines the progress with the Richmond Aquatic and Fitness Centre over the month of March 2021.

Contents:

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

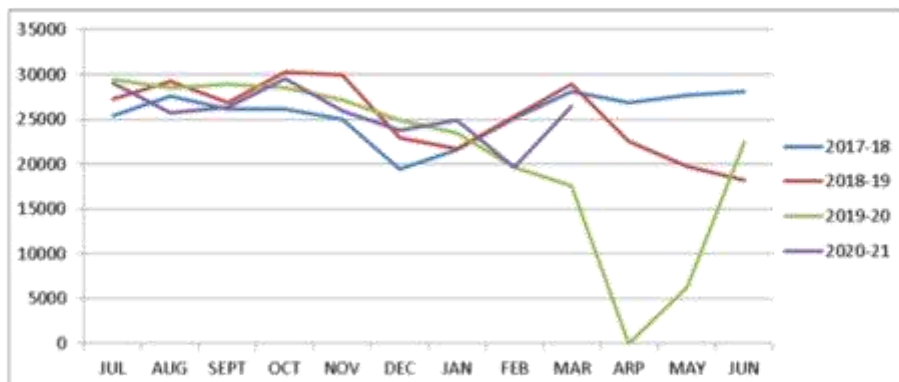


1.0 Commentary and Patronage

User	Total March 2021
Adult	1554
Adult Concession	642
Adult/ Preschooler (x2)	1514
Adult/ Preschooler Concession (x2)	202
Child	1626
Child Concession	131
Green Preciption Swim	25
Community Service Card Holder	114
Community Service Card Holder Concession	134
Family (x4) Shark pass	728
Special Needs/Caregiver (x2)	12
Special Needs/Caregiver Concession (x2)	158
Preschooler	180
Preschooler concession	5
Birthday Parties	357
Splash Time Visit (x2)/Baby Trial Class	137
Senior	225
Senior Concession	1077
Visitor	0
Student	256
Student Concession	24
Aquatic Memberships	896
Holiday Programme	0
Before + After School Care	333
Kayaker/Freediver/SUP	13
User Groups	854
Day Rave	0
Wave Rave	652
Promotional Visits Swimming	222
Child School Swim	178
Adult School Swim	0
Child Group Swim	110
Adult Group Swim	0
Swim School	7004
Shower	44
Supervised Child Care	0
Aqua Fitness concession	519
Aqua Fitness casual visits	147
Group Fitness Concessions	15
Group fitness casual visits	18
Green Prescription Gym visit	7
Promotional Visits Fitness Centre	288
Fitness Centre casual visits	48
Fitness Centre concessions	7
Fitness Centre Memberships	5575
Legends Casual Gym Visits	0
Legends Member Visits	346
Legends Group Fitness Visits	28
Building Champions Visit	35
Total Patronage for the Month	26440

March 2020 - 17637 - Covid-19 impacted

Patronage Tracking



Comparisons:

A good bounce back for March this year in comparison to March 2020 due to COVID-19 levels. Noting that 1 week of March this year was also effected with Level 2 restrictions. Patronage across all areas was effective by these operational restrictions



3.0 Marketing and Promotion

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

Additional Promotions

- **International Woman's Day**
 - Promotion to win a spa/sauna pass went really well on social media
- **Children's Day**
 - We have run this event in conjunction with TDC for many years now. Unfortunately due to COVID-19 restrictions the event was postponed to later in March. On the day the event was re-scheduled to run the weather was wet and therefore all activities that could run moved inside. The event was very popular and we received outstanding feedback on the day.
- **COVID-19 LEVEL 2**
 - The start of March saw the facility operate under Level 2 restrictions Customers and regular bookings were notified across a number of platforms about the changes to expect during these times.
- **Wave Raves**
 - The number of Wave Raves was reduced this month due to COVID restrictions. However the events that did operate had good attendance. Our donate to the food bank event raised a large table of food to support those in need.
- **Water safety**
 - Our "be safe in and around the water" message was promoted strongly again this month. This was done in local schools and childcare facilities and also on social media and around the facility.

Active and On-going:

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

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

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

Inclusive Trust – water safety



Trial Baby Lessons



Wakaama Water Safety



Kori Out and About



Food Donation – Wave Rave



Children's Day





RICHMOND AQUATIC CENTRE MONTHLY REPORT

Report for: **Tasman District Council.**
Attention: **Susan Edwards**
Month: **APRIL 2021**
Prepared by: **Vaughan Hope**

Summary

This report outlines the progress with the Richmond Aquatic and Fitness Centre over the month of April 2021.

Contents:

Commentary and Patronage	1.0
Financial Report	2.0
Marketing and Promotion	3.0
Pool Closure Report	4.0
Maintenance and Plant Room Report	5.0
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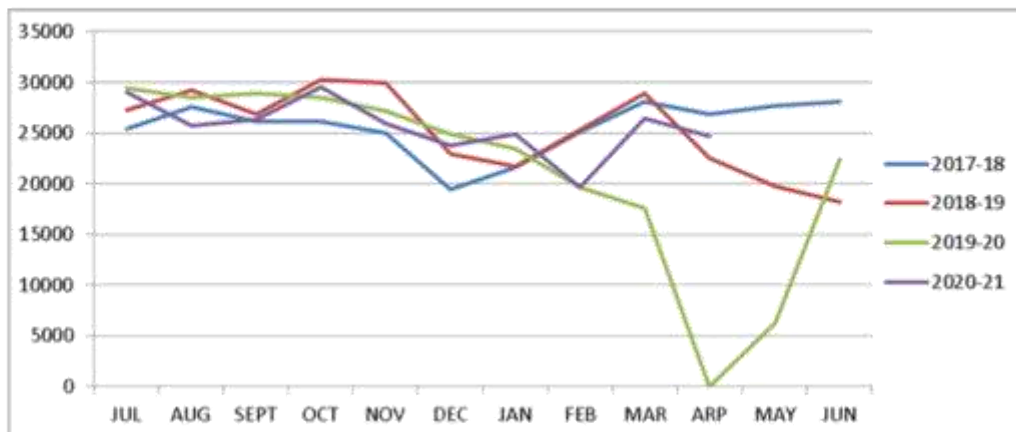


1.0 Commentary and Patronage

User	Total April 2021
Adult	1585
Adult Concession	583
Adult/ Preschooler (x2)	1650
Adult/ Preschooler Concession (x2)	168
Child	3188
Child Concession	129
Green Prescription Swim	29
Community Service Card Holder	120
Community Service Card Holder Concession	110
Family (x4) Shark pass	1532
Special Needs/Caregiver (x2)	22
Special Needs/Caregiver Concession (x2)	158
Preschooler	196
Preschooler concession	7
Birthday Parties	328
Splash Time Visit (x2)/Baby Trial Class	48
Senior	234
Senior Concession	909
Visitor	0
Student	336
Student Concessions	36
Aquatic Memberships	677
Holiday Programme	388
Before + After School Care	113
Kayaker/Freediver/SUP	9
User Groups	1063
Day Rave	0
Wave Rave	500
Promotional Visits Swimming	342
Child School Swim	244
Adult School Swim	8
Child Group Swim	200
Adult Group Swim	1
Swim School	4008
Shower	74
Supervised Child Care	0
Aqua Fitness concession	342
Aqua Fitness casual visits	102
Group Fitness Concessions	32
Group fitness casual visits	25
Green Prescription Gym visit	6
Promotional Visits Fitness Centre	154
Fitness Centre casual visits	40
Fitness Centre concessions	6
Fitness Centre Memberships	4709
Legends Casual Gym Visits	
Legends Member Visits	237
Legends Group Fitness Visits	13
Building Champions Visit	30
Total Patronage for the Month	24689

APRIL 2020 - Closed for Covid-19 Level 4

Patronage Tracking



Comparisons:

Patronage was pleasing for the month, no comparisons can be made to last April as we were closed for COVID-19 Level 4. However it is good to see that the data shows a busier month than the year prior to this. Visit numbers were also slightly down in the fitness centre this month – this can sometimes happen around this time of the year with other commitments taking place in people's lives.



3.0 Marketing and Promotion

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

Additional Promotions

- **Holiday Programme**
 - Another successful holiday programme was run by our Chillout Team. So many adventures and memories were made in the region. We received overwhelming feedback on the activities and staff.
- **Positive Aging Expo**
 - The team attended the expo and had a great time showcasing some of the programmes we have on offer. A number of those attending have been to the facility since the expo which was great to see.
- **Easter Egg Hunt**
 - A favourite with the children is our easter egg hunt that has happened for a number of years now. Hundreds of children participated during their visit to the facility.
- **Sponsored Lessons**
 - We succeeded to fund another 80 local children to have lessons for the term in partnership with local businesses. We again proud of this achievement. This time we also added a fund water safety day with BBQ to the programme. A great afternoon was had by all involved.

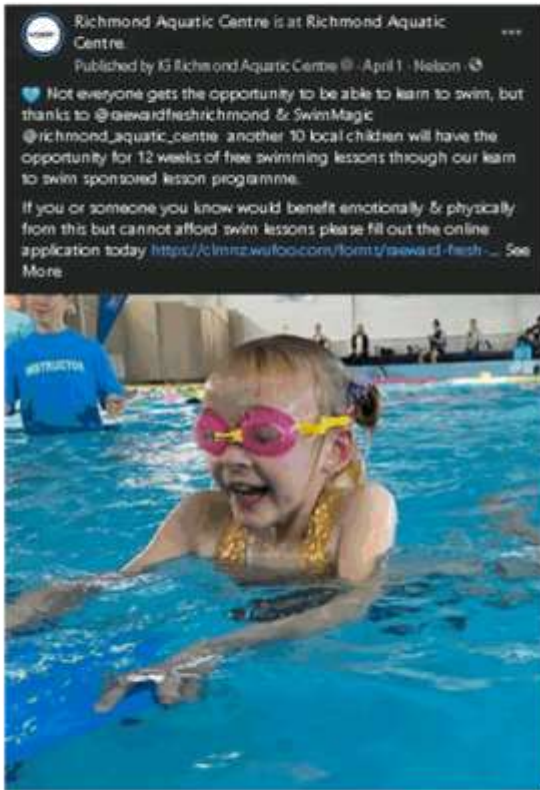
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Facebook, Instagram and the website in conjunction with appearances in the community have been very positive for swim school, the fitness centre and the wave rave programme. These means of marketing have been pin pointed as vital in moving the facility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

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

Sponsored lessons



Easter Egg Hunt



Aging Expo



Head Coach Recognition



Water safety day for sponsored lessons



Reserves and Facilities Projects Update

14 June 2021

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
District							
Saxton	Saxton Fields	Champion Drive Link - Stage 2 construction	Complete	Phase: Complete Complete: Feb 21	1,534.500	1,534.500	Project completed on budget May 2021.
Saxton	Saxton Fields	Complete Tree Planting (Alliance & Champion)	Complete	Phase: Complete Complete: Sep 20	35.000	35.000	Project completed on budget Sept 2020.
Saxton	Saxton Fields	General Development	On Track	Phase: Construction Complete: Jun 21	45.990	45.990	Oval wastewater complete, piping drain nearing completion.
Saxton	Saxton Fields	BMX Track development - design	On Track	Phase: Design Complete: Jun 21	35.000	35.000	Detailed design being progressed. Construction in programme for 2021/2022.
Golden Bay Ward							
Halls	Bainham Hall	Water tank, pump & boiler	Complete	Phase: Complete Complete: Feb 21	5.700	5.700	Project completed on budget Oct 2020.
Halls	Collingwood Hall	Interior painting - toilets & library	Complete	Phase: Complete Complete: Apr 21	14.500	14.500	Project completed on budget Oct 2020.
Halls	Golden Bay Community Centre	Interior painting - foyer, toilets and reception	Complete	Phase: Complete Complete: Feb 21	14.500	14.500	Project completed on budget Jan 2021.
Halls	Kotinga Hall	Carpark extension	Complete	Phase: Complete Complete: Jun 21	9.000	9.000	Project completed on budget.

Reserves and Facilities Projects Update

14 June 2021

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
Halls	Pakawau Hall	Interior Painting - toilet & foyer	Slightly off track	Phase: Construction Complete: Apr 21	15.900	15.900	Work underway to be completed June 2021.
ResFac	Coastcare	Coastal protection works	On Track	Phase: Construction Complete: Jun 21	50.531	50.531	2020 planting complete. 2021 planting in Aug 2021.
ResFac	Collingwood Cemetery	Develop new area	Complete	Phase: Complete Complete: Nov 20	5.000	8.000	Project completed on budget Oct 2020.
ResFac	Golden Bay Rec Park	Footpath & cricket block surfacing	Complete	Phase: Complete Complete: Nov 20	51.150	51.150	Project completed, on budget Nov 2020.
ResFac	Golden Bay Rec Park Grandstand Upgrade	Upgrade of grandstand plus carpark and drainage works	On Track	Phase: Design Complete: Feb 22	1,182.997	1,182.997	Tenders panel approval 24 June approval of contractor. Draft programme & schedule of prices complete.
ResFac	Rototai Cemetery	Install signs	Slightly off track	Phase: Design Complete: Jun 21	10.000	7.000	Aerial available work on signs progressing, completion August 2021.
ResFac	Ruataniwha Reserve	Develop new reserve	On Track	Phase: Construction Complete: Jun 21	24.377	20.252	Concrete works complete, planting work underway.
ResFac	Walkways/Esplanade development	Developments at Sunbelt Cres Esplanade Reserve,	On Track	Phase: Construction Complete: May 21	27.184	27.184	Sunbelt Cres Esp & Bydder Reserve, - complete prep and

Reserves and Facilities Projects Update

14 June 2021

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
		Bydder Reserve & bird interpretation signs					some planting June. Bird interp signs to 2021/22 year.
RFC Other	East Takaka Walkway	Construction of Takaka walkway - Community project	On Track	Phase: Construction Complete: Jun 21	6.062	6.062	Trail from Paynes Ford to East Takaka complete. Signs to be installed August then official opening.
RFC Other	Small Wharf Rebuild	Wharf restoration - Community project	Off Track	Phase: Planning Complete: Jun 21	40.000	40.000	GB Community Board advise formation of Community Trust now underway.
RFC Other	Takaka Drama Society	Roof replacement - Community project	Complete	Phase: Complete Complete: Sep 20	13.100	13.100	Project complete Sep 2020.
Motueka Ward							
Halls	Motueka Memorial Hall	Replace fire doors & supper room painting	Complete	Phase: Complete Complete: Feb 21	10.000	3.800	Project complete. Fire doors completed Dec 2020 & painting completed March 2021.
Halls	Riwaka Memorial Hall	Upgrade car park	Complete	Phase: Complete Complete: Mar 21	25.000	25.000	Work completed on budget May 2021.
ResFac	Coastcare	Coastal erosion control	On Track	Phase: Construction Complete: Jun 21	10.000	10.000	Planting Torrent Bay Sep 2020 complete, further planting Spring 2021.

Reserves and Facilities Projects Update

14 June 2021

PROJECT ID Number (as relevant)	PROJECT NAME Name of project	WORK DESCRIPTION Brief description of scope of work	STATUS Colour code Green – on track Yellow – slightly off track Red – off track cost concerns	COMPLETION DATE What phase is project in? – date of anticipated completion	PROJECT BUDGET Total budget approved (\$000)	PROJECT COST Total project cost (forecast) (\$000)	COMMENTS General Comments
ResFac	Community Projects	KMB Projects	On Track	Phase: Construction Complete: Jun 21	12.000	12.000	Sanctuary Ponds replanting nearly complete. Thorp Bush fencing planted areas largely complete and weed control ongoing.
ResFac	Goodman Rec Park	Toilet and carpark stage 2 - Consent & construct	Slightly off track	Phase: Procurement Complete: Jun 21	302.000	302.000	Tendering carpark work. Toilet purchased, installation and consent by supplier, installation August 2021.
ResFac	Little Kaiteriteri - Stephens Bay Walkway	Track formation & planting	Slightly off track	Phase: Planning Complete: Jun 21	45.000	45.000	Project carry forward to 2021/2022.
Halls	Lower Moutere Hall	Paint Interior	Complete	Phase: Complete Complete: Jun 21	9.600	9.600	Project completed on budget Feb 2021.
ResFac	Memorial Park Renewals	Replace irrigation bore and pump, meter	Complete	Phase: Complete Complete: Oct 20	16.329	16.329	Project completed on budget Dec 2020.
ResFac	Motueka Cemetery	New beam	On Track	Phase: Complete Complete: Jun 21	10.000	10.000	Completed on budget May 2021.
ResFac	Motueka Quay old wharf area	Car park area - stage 2 landscaping	Slightly off track	Phase: Planning Complete: Jun 21	50.000	50.000	Awaiting Heritage consent consultation & application, unlikely to proceed current year.
ResFac	Motueka Skate Park	Skatepark design & development	Slightly off track	Phase: Planning Complete: Jun 21	60.000	60.000	Scope change, Submissions being

Reserves and Facilities Projects Update

14 June 2021

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							considered. Application for Rata funding underway. Construction 2021/22.
ResFac	Nga Piko Place Reserve	Development of reserve including planting & playground	On Track	Phase: Construction Complete: Nov 20	65.000	65.000	Park furniture installed, planting underway, play equipment June 2021.
ResFac	North St Beach Reserve	Toilets stage 2 - Consent & construct	Slightly off track	Phase: Construction Complete: Jun 21	165.000	165.000	Toilet purchase June with installation by Oct 2021.
ResFac	Picnic Areas/Gardens	Park furniture & planting	On Track	Phase: Construction Complete: Jun 21	5.115	6.500	Seats & bollards at Riwaka underway, completion June 2021.
ResFac	Tana Pukekohatu Reserve	Development of reserve including planting & playground	Slightly off track	Phase: Construction Complete: Nov 20	65.000	65.000	Park furniture installed, planting underway, play equipment ordered.
ResFac	Tapu Bay Toilet	Construct new toilet	Slightly Off Track	Phase: Construction Complete: Oct 20	25.000	25.000	Consents approved, installation June 2021.
Moutere/Waimea Ward							
Halls	Brightwater Hall	Carpark Lighting	Complete	Phase: Complete Complete: Jun 21	12.600	12.600	Project completed on budget Dec 2020.
Halls	McKee Campground	Signs and other capex	Complete	Phase: Construction Complete: Oct 20	21.328	21.328	Project completed under budget in June 2021.

Reserves and Facilities Projects Update

14 June 2021

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Halls	Ngatimoti Hall	Fence - Roadside	Complete	Phase: Complete Complete: Aug 20	26.000	26.000	Completed Aug 2020
Halls	Spring Grove	Reroof	Complete	Phase: Complete Complete: Jun 21	38.500	38.500	Project completed on budget April 2021
Halls	Wakefield Hall	Bargeboards	Complete	Phase: Complete Complete: Aug 20	3.500	3.500	Completed Aug 2020
ResFac	Brightwater Rec Reserve	Playground Upgrade	Slightly off track	Phase: Construction Complete: Jun 21	82.070	82.070	Play equipment ordered waiting delivery, fencing etc in June 2021
ResFac	Coastcare	Mapua Grossi Point - Stage 1 Coastal protection	Slightly off track	Phase: Planning Complete: Jun 21	55.000	55.000	Arch Mgmt Plan brief being prepared.
ResFac	LEH Baigent	Designation of picnic area - fencing & planting	Complete	Phase: Complete Complete: Dec 20	10.000	10.000	Completed Aug 2020.
ResFac	Mapua - Ngaio Reserve Development	Landscaping of green space in wharf area	Slightly off Track	Phase: Construction Complete: Nov 20	187.837	187.937	Construction underway, concrete works 50% complete, stormwater issue resolved, scheduled complete end June 2021.
ResFac	Mapua Recreation Reserve	Playground development	Slightly off track	Phase: Construction Complete: Dec 20	208.000	208.000	Equipment installed, partially open. Wet pour installation from 15 June 2021.

Reserves and Facilities Projects Update

14 June 2021

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ResFac	McLeans Beach	Toilet	Slightly off track	Phase: Construction Complete: Mar 21	51.000	51.000	Site preparation complete, awaiting arrival of building, installation June 2021.
ResFac	Moturoa /Rabbit Island	Esplanade Reserve development	Slightly off track	Phase: Construction Complete: Jun 21	20.495	20.495	Site preparation progressing. Planting August 2021.
ResFac	Reserve Purchases	Purchase of additional reserve land	Slightly off track	Phase: Planning Complete: Jun 21	270.450	117.000	1 purchase settlement July 2021, other unlikely 2020/21.
ResFac	Robsons Scenic Reserve	Planting and access	Complete	Phase: Complete Complete: Oct 20	5.000	5.000	Access area & planting complete
ResFac	Rough Island	Toilet	Slightly off track	Phase: Construction Complete: Jun 21	70.000	70.000	Consents granted, installation likely July 2021.
ResFac	Stringer Reserve	Reserve development	Slightly off track	Phase: Construction Complete: Dec 21	5.000	5.000	Sign installed Dec 2021. Furniture & planting June 2021.
ResFac	Waimea River Park	Carry out plantings and projects on river berm land	On Track	Phase: Construction Complete: Jun 21	25.129	18.000	Paths completed May 2021, Planting 50% complete.
ResFac	Wakefield Recreation Reserve	Concept design & consenting	On Track	Phase: Planning Complete: Jun 21	50.000	20.000	Site investigation complete, survey underway.

Reserves and Facilities Projects Update

14 June 2021

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Richmond Ward							
ResFac	Dellside Reserve	MTB downhill	Slightly off Track	Phase: Construction Complete: Nov 20	26.150	26.150	Track underway, bridge consented, construct August 2021.
ResFac	Easby Park	Construct new toilets	Slightly off track	Phase: Consent Complete: Oct 20	53.000	53.000	Awaiting building consent, construction start July 2021.
ResFac	Easby Park	Design carpark extension	On Track	Phase: Construction Complete: Jun 21	25.000	25.000	Construction underway, complete June 2021.
ResFac	Estuary Place	Construct toilets	Slightly off Track	Phase: Consent Complete: Jun 21	80.000	80.000	Toilet procured with supplier to consent & install, complete Aug/Sep 2021.
ResFac	Hart Reserve - Fairrose Drive	Reserve development including playground	Slightly off Track	Phase: Construction Complete: Jun 21	50.000	50.000	Landscape works complete, kids pump track & furniture installed, awaiting supply play equipment.
ResFac	Hope Recreation Reserve	Fitness equipment	On Track	Phase: Construction Complete: Jun 21	23.876	23.876	Equipment ordered, pads installed, complete June 2021.
ResFac	Jubilee Park	Cricket wicket	On Track	Phase: Complete Complete: Jun 21	35.000	35.000	Completed within budget April 2021.

Reserves and Facilities Projects Update

14 June 2021

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ResFac	Jubilee Park Renewals	Replace goal post sleeves	On Track	Phase: Complete Complete: Jun 21	5.000	5.000	Completed within budget April 2021.
ResFac	Kingsland	Stage 1 - preparation and planting	On Track	Phase: Construction Complete: Jun 21	205.076	205.076	Landscape masterplan progressing. Native planting underway, 33% complete.
ResFac	Kingsland Tracks	Reinstate tracks post forestry	Slightly off track	Phase: Construction Complete: Jun 21	120.000	120.000	Some walking track work underway, MTB work underway complete Sep 2021.
ResFac	Reserve Purchase - Richmond	Reserve land purchase (Richmond Central/West)	On Track	Phase: Planning Complete: Jun 21	460.000	130.000	Richmond Central purchase completed. Richmond West purchase progressing complete Jun 2021.
ResFac	Richmond Cemetery	Develop new ash berm (F block) & extend road (E block)	On Track	Phase: Construction Complete: Jun 21	203.450	203.450	Road & carpark sealing complete, gate in construction, prep for landscaping underway. Ash berm installation largely complete.
ResFac	Richmond West	Reserve development	On Track	Phase: Planning Complete: Jun 21	45.575	45.575	Paths Borck Creek complete, planning progressing other areas.

Reserves and Facilities Projects Update

14 June 2021

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ResFac	Richmond West	Play area design & development	Slightly off track	Phase: Design Complete: Jun 21	143.220	143.220	Construction drawings underway, construction in sync with completion commercial area.
ResFac	Sabine Drive Reserve	Reserve development including small playground	Slightly off Track	Phase: Design Complete: Jun 21	130.000	130.000	Final design progressing plus layout for path. Construction likely Sep 2021.
ResFac	Waimea River Park	River berm works	Slightly off track	Phase: Construction Complete: Jun 21	18.000	18.000	Planting July/Aug 2021 site preparation complete.
ResFac	Washbourn Gardens	Install security cameras in gardens	Slightly off track	Phase: Design Complete: Feb 21	15.000	15.000	Work to be undertaken July 2021.
ResFac	Washbourn Gardens	Replace caretaker shed barge boards and gazebo roof	Slightly off track	Phase: Construction Complete: Jun 21	10.664	10.664	Barge boards complete. Gazebo roof awaiting contractor availability.
ResFac	Washbourn Gardens	Drinking fountain for people & dogs	Slightly off track	Phase: Pricing Complete: Jun 21	8.000	8.000	Fountain ordered awaiting delivery, installation July 2021.

9.8 ENGINEERING SERVICE ACTIVITY REPORT

Information Only - No Decision Required

Report To: Operations Committee
Meeting Date: 24 June 2021
Report Author: Richard Kirby, Engineering Services Manager
Report Number: ROC21-06-15

1 Summary

- 1.1 This report provides a summary of Engineering Services activity since the last report to the Operations Committee on 13 May 2021.

2 Draft Resolution

That the Operations Committee:

1. receives the Engineering Service Activity Report ROC21-06-15; and
2. approves the four submissions and gives the Mayor and the Engineering Services Manager delegated authority to make minor amendments as necessary:
 - a. on the NZ Infrastructure Commission – Te Tuapapa ki te Ora, Infrastructure for a Better Future (an Infrastructure Strategy consultation document) (distributed separately);
 - b. on the Land Transport Rule: Setting of Speed Limits 2021 (attachment 1);
 - c. on the Supplementary Order Paper No. 38 on the Health (Fluoridation of Drinking Water) Amendment Bill (attachment 2); and
 - d. on the Minister of Transport’s Green Paper: Transport Emission: Pathways to Net Zero by 2050 (attachment 3).

ENGINEERING SERVICE ACTIVITY REPORT

3 Purpose of the Report

- 3.1 This report provides a summary of Engineering Services activity since the last report to the Operations Committee on 13 May 2021.

4 Management

Three Waters Reform Update

- 4.1 The Government is reviewing how to improve the regulation and supply arrangements of drinking water, wastewater and stormwater (three waters) to better support New Zealand's prosperity, health, safety and environment. Most three waters assets and services, but not all, are owned and delivered by local councils.
- 4.2 The review, which began in mid-2017, has been led by the Department of Internal Affairs (DIA). The Operations Committee and Council have been consistently updated on progress with the review and potential reforms.
- 4.3 In July 2020, the Government announced a funding package of \$761 million to provide immediate post-COVID-19 stimulus to local authorities to maintain and improve three waters infrastructure, support reform of local government water services delivery arrangements, and support the operation of Taumata Arowai.
- 4.4 Council received \$9.78 million of this funding and this has been committed to fund investment in various water supply and wastewater projects. In return Council signed a Memorandum of Understanding (MOU) to remain involved in the reform programme.
- 4.5 In December 2020 DIA released the initial analysis undertaken by WICS. This was the **WICS Phase 1 Report**.
- 4.6 In December 2020, Council was issued with a request for information (RFI) which was submitted to DIA in February 2021. This RFI along with those from other Councils in the country was sent to the Water Industry Commission of Scotland (WICS) for further analysis.
- 4.7 In May 2021, DIA released the **WICS Phase 2 Report** which comprised the analysis and modelling to advance the evidence base informing the case for change for the Three Waters Reform Programme.
- 4.8 The **WICS Phase 2 Report** comprises four separate reports. DIA has stated that it believes that these four reports further demonstrate the need for reform and its potential benefits, and address some of the important questions raised by local government members through recent engagements.
- 4.9 The **WICS Phase 2 Report** includes analysis of the economic benefits of reform by WICS. It also includes independent reviews of WICS' methodology by Farrierswier and Beca to confirm that the analysis and modelling is applicable to New Zealand. The reports also contain an analysis, undertaken by Deloitte, of the effects of the proposed reform on the economy and affected industries.

ENGINEERING SERVICE ACTIVITY REPORT

- 4.10 The report highlights the huge investment required over the next 30 years to ensure that New Zealanders have access to safe drinking water and our wastewater and stormwater networks achieve good environmental outcomes.
- 4.11 The **WICS Phase 2 Report** updates the WICS economic analysis of water services aggregation, based on the data councils supplied as part of the RFI process. The key findings are in three parts:
- The report's modelling indicates that a future investment of \$120 billion to \$185 billion will be necessary at a national level, for NZ to meet current levels of compliance that water utilities in the UK achieve with EU standards, over the next 30 years. (These standards were assessed by WICS to be broadly comparable with equivalent New Zealand standards). This represents a 50% increase in investment.
 - NZ's Three Waters sector is in a broadly similar position to Scotland in 2002, in terms of relative operating efficiency and levels of service. In just under two decades, Scottish Water lowered its unit costs by 45% and closed the levels of service gap on the best-performing water companies in the UK. WICS considers that NZ can achieve similar outcomes to Scottish Water over a longer period (30 years). Similar improvements have been made across the UK and in several other jurisdictions including, closer to home, in Tasmania and Victoria.
 - The WICS analysis shows that aggregation scenarios ranging from one to four entities provide the greatest opportunities for scale efficiencies and related benefits in terms of improved levels of service and more affordable household bills (when compared against the likely outcomes 'without reform').
- 4.12 The report points to the opportunities that reform will provide in reducing the costs of water services compared to the status quo. They also indicate the substantial economic benefits the reforms would deliver.
- 4.13 Although the **WICS Phase 2 Report** outlines the significant investment to the New Zealand three water activities, they are not specific enough to detail the impacts on individual Councils. This information will be presented to each Council in the form of dashboards. DIA has indicated that these dashboards be released to Councils in July 2021.

Submissions on Four Documents

- 4.14 Over the last month or so Council has been given the opportunity to submit on four various documents. The submissions are included as attachments. The respective agency and documents that have been released for submissions are;
- NZ Infrastructure Commission – Te Tuapapa ki te Ora, Infrastructure for a Better Future (an Infrastructure Strategy consultation document) (**distributed separately**);
 - Ministry of Transport - Land Transport Rule: Setting of Speed Limits 2021 **Attachment 1**;
 - Ministry of Health - Supplementary Order Paper No. 38 on the Health (Fluoridation of Drinking Water) Amendment Bill **Attachment 2**; and

ENGINEERING SERVICE ACTIVITY REPORT

- Minister of Transport - Green Paper: Transport Emission: Pathways to Net Zero by 2050 **Attachment 3**.

NZ Infrastructure Commission – Te Tuapapa ki te Ora, Infrastructure for a Better Future (an Infrastructure Strategy consultation document) (distributed separately)

- 4.15 The New Zealand Infrastructure Commission, Te Waihanga is developing a 30-year Infrastructure Strategy for Aotearoa New Zealand. It has produced a consultation document that sets out a proposed direction for the Strategy and is open to your feedback, ideas and views. Submissions are open from 12 May to 2 July 2021.
- 4.16 The consultation document is very large and covers significant aspects related to infrastructure. It covers three main themes with questions related to each;
- Building a Better Future;
 - Enabling Competitive Cities and Regions:
 - Creating a Better System.
- 4.17 Our submission provides answers from a Council perspective.
- 4.18 Following consultation, this information will be used to finalise the draft Infrastructure Strategy that will be provided to the Minister for Infrastructure.

Ministry of Transport - Land Transport Rule: Setting of Speed Limits 2021 (Attachment 1)

- 4.19 Waka Kotahi NZ Transport Agency is seeking feedback on the draft Land Transport Rule: Setting Speed Limits 2021. Our submission expresses support for its intention to set safe and appropriate speed limits, taking into account the places on the street, rather than just the volume of vehicle traffic. We are particularly in support of creating safer speed zones around schools, and creating targets to ensure councils around the country meet their goals. However, we have recommended that Waka Kotahi NZ Transport Agency take this opportunity to strengthen national leadership to mandate safe speeds around the country, rather than proposing speeds over what we know to be safe and appropriate for vulnerable road users.
- 4.20 Despite the positive “whole of network approach” to speed management, there are some concerns. Primarily, we have noted in our submission that Council does not see the feasibility of implementing the needed traffic calming infrastructure without more national funding. While the expectation to lower speed limits in order to ensure that all road users are safe is a welcome strategic goal to reach zero deaths and serious injury, Waka Kotahi NZ Transport Agency is not currently providing enough funding to support Council to do this quickly and effectively around the district.

Ministry of Health - Supplementary Order Paper No. 38 on the Health (Fluoridation of Drinking Water) Amendment Bill (Attachment 2)

- 4.21 The Government has drafted the Supplementary Order Paper No. 38 (SOP) that would amend the Health (Fluoridation of Drinking Water) Amendment Bill. At present, the bill would empower district health boards (DHBs) to direct a local authority drinking-water supplier to add or not to add fluoride to drinking water supplied from a drinking water supply:
- Owned by the local authority drinking-water supplier; and

ENGINEERING SERVICE ACTIVITY REPORT

- From which the drinking water is supplied to the DHBs' resident population.
- 4.22 The SOP would instead confer the power on the Director-General of Health.
- 4.23 The Health Committee has initiated an inquiry into the change proposed by the SOP (conferring the power on the Director-General of Health instead of DHBs) and would like to hear your thoughts.
- 4.24 Our submission provides some thoughts on the proposal. It does not comment on the ethical or medical facts around fluoridation, but comments on the consequential impacts on Councils as water suppliers. The submission attached outlines this in more detail.
- 4.25 Submissions closed on Friday 18 June 2021.

Minister of Transport - Hīkina te Kohupara – Kia mauri ora ai te iwi: Transport Emissions: Pathways to Net Zero by 2050 (Attachment 3)

- 4.26 This green paper identifies what Aotearoa could do to shift the transport system onto a zero emissions pathway. It sets out a system-wide approach for reducing transport emissions. This discussion paper will contribute to the Government's Emission Reduction Plan, which must be completed by December 2021. It will also be used to develop a 10-15 year time horizon action plan for how Aotearoa will continue to reduce its transport emissions.
- 4.27 Hīkina te Kohupara identifies opportunities to reduce emissions across three themes, based on the 'Avoid, Shift, Improve' framework;
- **Theme 1** - Changing the way we travel: We need to shape our towns and cities to make it easier, safer, and more attractive for people to access work, schools, shops, and other opportunities by public transport, walking, and cycling. This will reduce dependence on private motorised vehicles, and avoid/reduce emissions. Transport needs to be integrated with land-use planning to encourage quality compact mixed-use urban development, while providing better transport options. Transport pricing, and other demand management tools, could also play an important role.
 - **Theme 2** - Improving our passenger vehicles: 67 percent of Aotearoa's transport emissions currently come from light vehicles (including cars, small vans, and SUVs). Decarbonising the light vehicle fleet is crucial. We need to increase the supply of clean vehicles, increase demand for them, and provide supporting infrastructure. Biofuels could also play an important role in reducing emissions from the current fleet (and other modes). Public transport fleets, particularly buses, also need to shift to being cleaner vehicles. Cleaner aviation technologies are in the early stages of development, but there are opportunities to reduce emissions by using sustainable aviation fuel.
 - **Theme 3** - Supporting a more efficient freight system: 23 percent of Aotearoa's transport emissions currently come from heavy vehicles (mostly trucks). While light vehicles currently produce the most emissions, trucks will produce the most emissions by 2055 without further interventions. Emissions could be reduced by improving the efficiency of supply chains, shifting freight to low emission modes, and improving the fuel efficiency, and carbon intensity of freight modes and fuel. Trucks will need to be decarbonised through the uptake of alternative fuels such as biofuels, electrification, and/or green hydrogen.

ENGINEERING SERVICE ACTIVITY REPORT

4.28 Our submission attempts to provide some feedback from Council's perspective.

Health and Safety

4.29 Our Health and Safety Lead Indicators (audits/site observations) – 1 July 2020 to 30 June 2021 are listed below.

Measure	Activity Planning	Programme Delivery	Transport	Utilities	Total
H&S observations	0	19	7	18	44
H&S briefings (also as part of regular meetings)	34	58	58	57	207
Number of H&S courses attended by staff	1	13	12	31	57

5 Development Engineering
Key Subdivisions/Developments

Development and Location	No of Lots	Description	Status
Application Stage			
Whites Road, Hope (Vines/Mudgeway)	46	Residential Development	With commissioners
Hill Street-Retirement complex (Olive Estate), Richmond	74	Residential Development/care facility	Hearing closed, awaiting decision
Total lots Application Stage	120		
Engineering Plan Stage			
Richmond Road development - Pohara	70	Residential serviced for stormwater and wastewater by private pump stations no reticulated water	Plans returned for amendments
Richmond West Stage 5	26	Residential serviced with private pump stations	
Harley Road Stage B	9	Rural Residential un-serviced	Plans signed and forwarded to consultant
Total lots Engineering Plan	105		
Construction Stage			
Freilich subdivision Les Wakefield extension, Māpua	34	Residential serviced	Development in construction

ENGINEERING SERVICE ACTIVITY REPORT

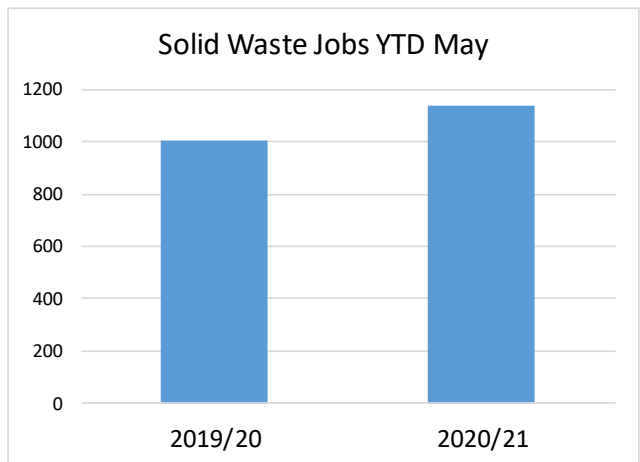
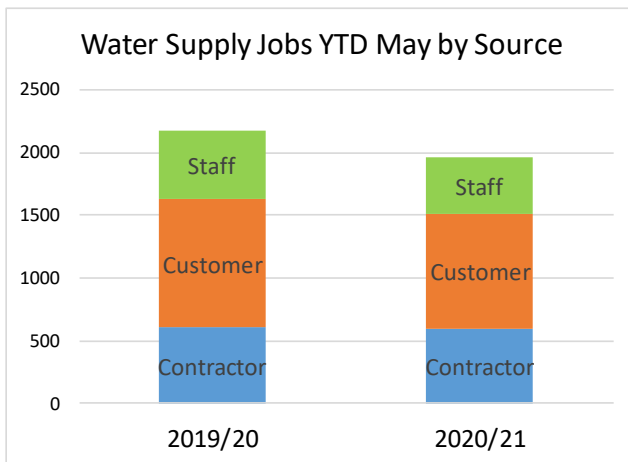
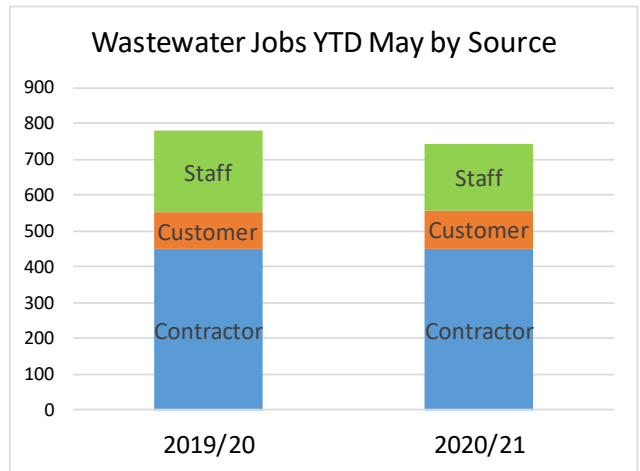
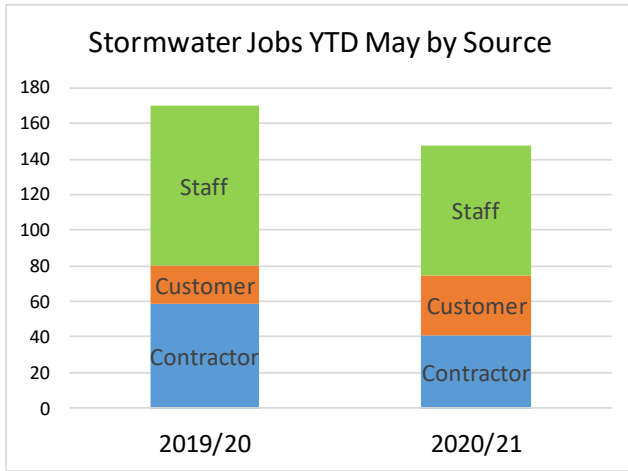
Wensley Road Developments, subdivision of existing house site, Richmond	6	Residential serviced with private pump stations
Eden Stage 2B, Wakefield	6	Residential serviced with private pump stations
Māpua Coastal, Iwa Road, Māpua (last stages)	40	Residential serviced to receive water after August 2021. No titles granted before this date.
Mahana Ridge Ltd, Old Coach Road, Coastal Tasman	9	Rural residential un-serviced
Meadows Stage 6, 8 and 9, Richmond West	68	Residential serviced with private pump stations
Richmond West Stage 8	67	Residential serviced by individual pump stations
Harley Road, stage C, Coastal Tasman	8	Rural Residential
Richmond West Stage 4b	84	Residential serviced with individual wastewater pump stations
InHaus 3 lots, 57 Hill Street, Richmond	3	Residential serviced with stormwater retention
Wakefield Village Developments, Pitfure Road, Wakefield	60	Residential serviced
Meadows Stage 9A, Richmond West	18	Residential serviced
Totara Hill Estates 45 Hart Road, Richmond	32	Residential serviced
Gardiner, Maisey Road, Coastal Tasman	2	Rural residential un-serviced
Cushen, Edward Street, Wakefield	12	Residential serviced
Ben Nevis Holdings, Edward Street, Wakefield	5	Rural residential un-serviced
Paton Rise, Bateup Road, Richmond	23	Fully serviced residential

ENGINEERING SERVICE ACTIVITY REPORT

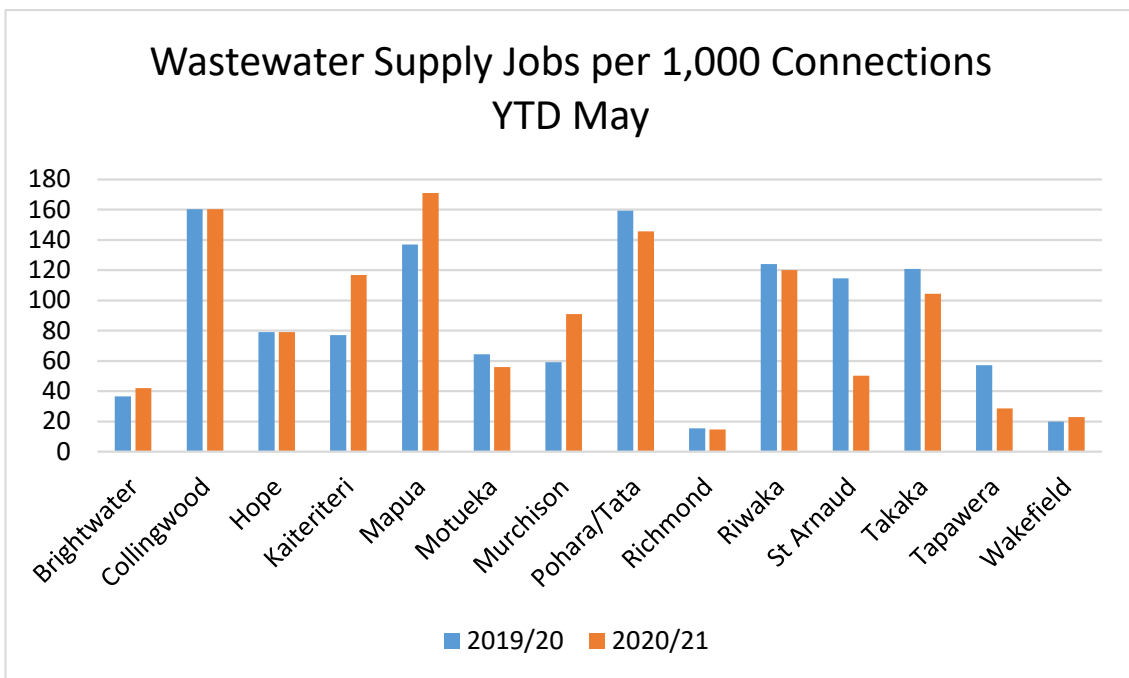
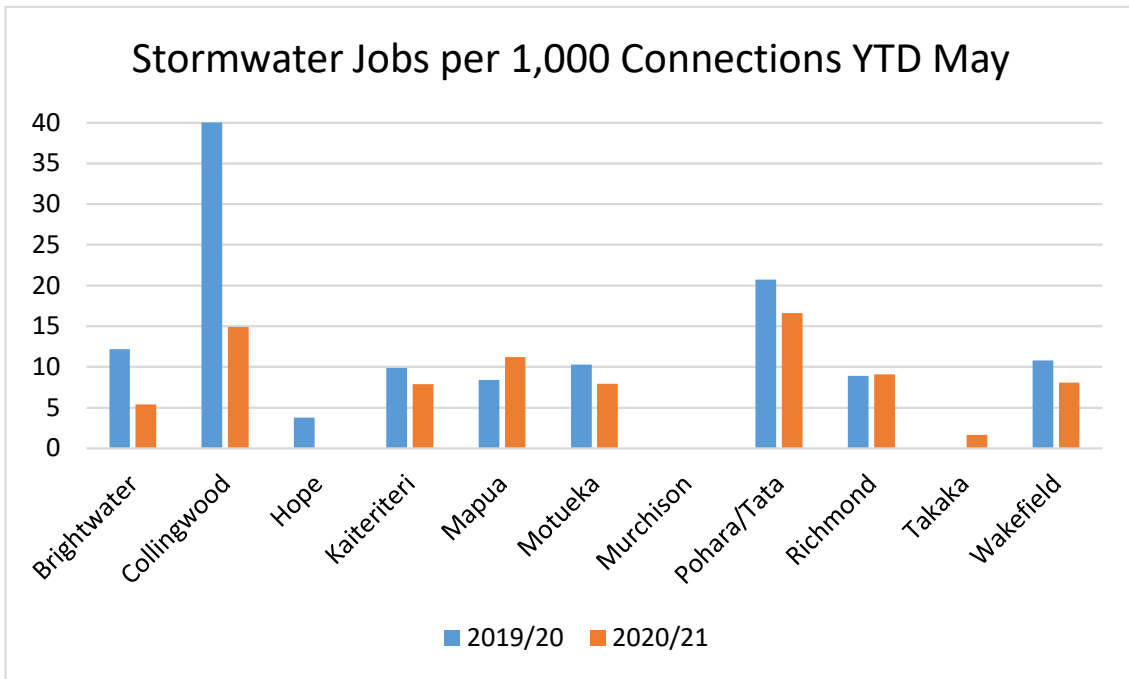
Greenways Plan, Park Avenue, Tākaka	25	Residential serviced for wastewater and stormwater, private water for firefighting	As-built stage
Appleby Fields 4A, Richmond West	78	Residential serviced	
Appleby Fields stage 4B, Richmond West	10	Residential	
144 Rocklands Road, Tākaka	4	Rural residential	
Eden stages 1 and 2, Wakefield	33	Residential fully served	
Total lots in construction	627		

6 Utilities

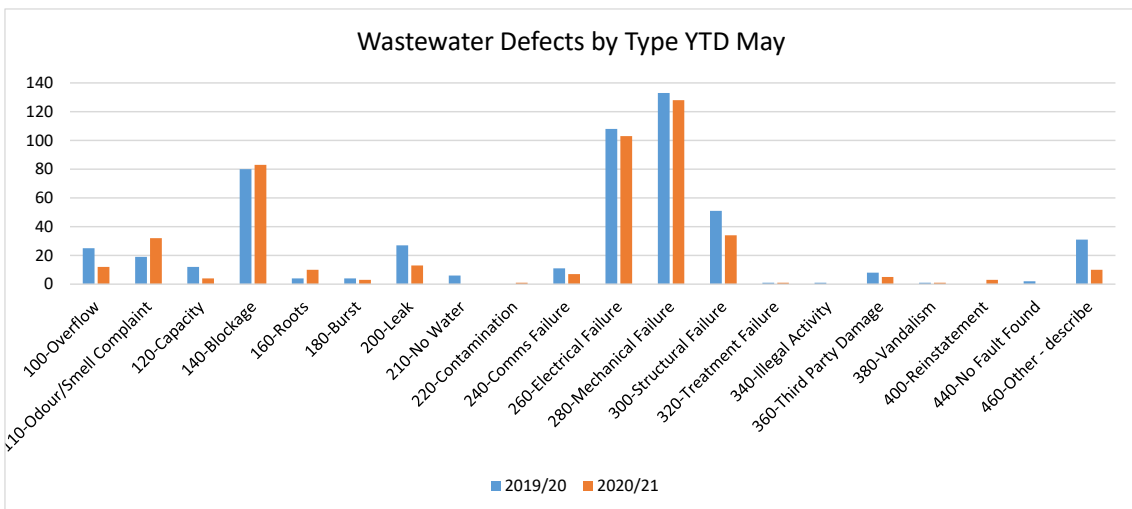
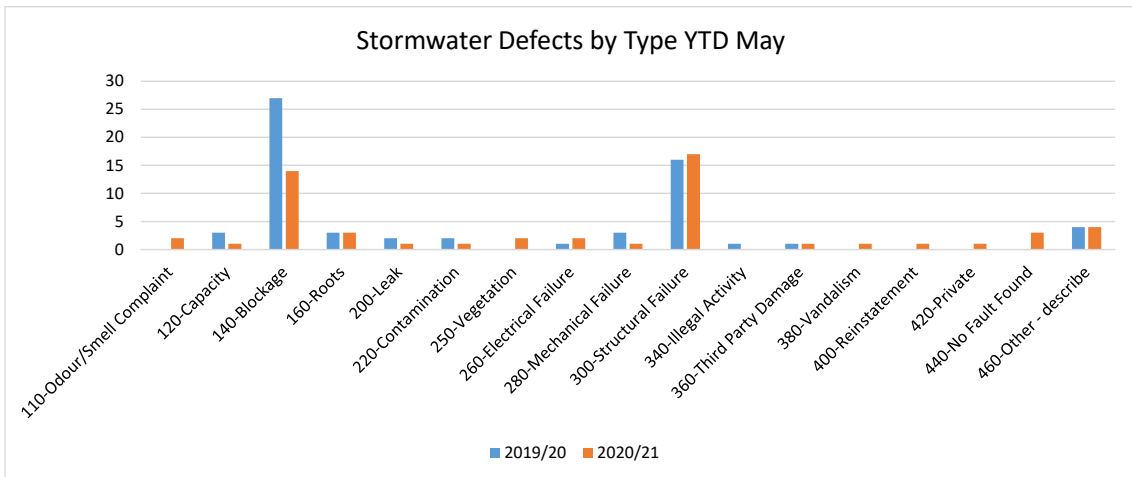
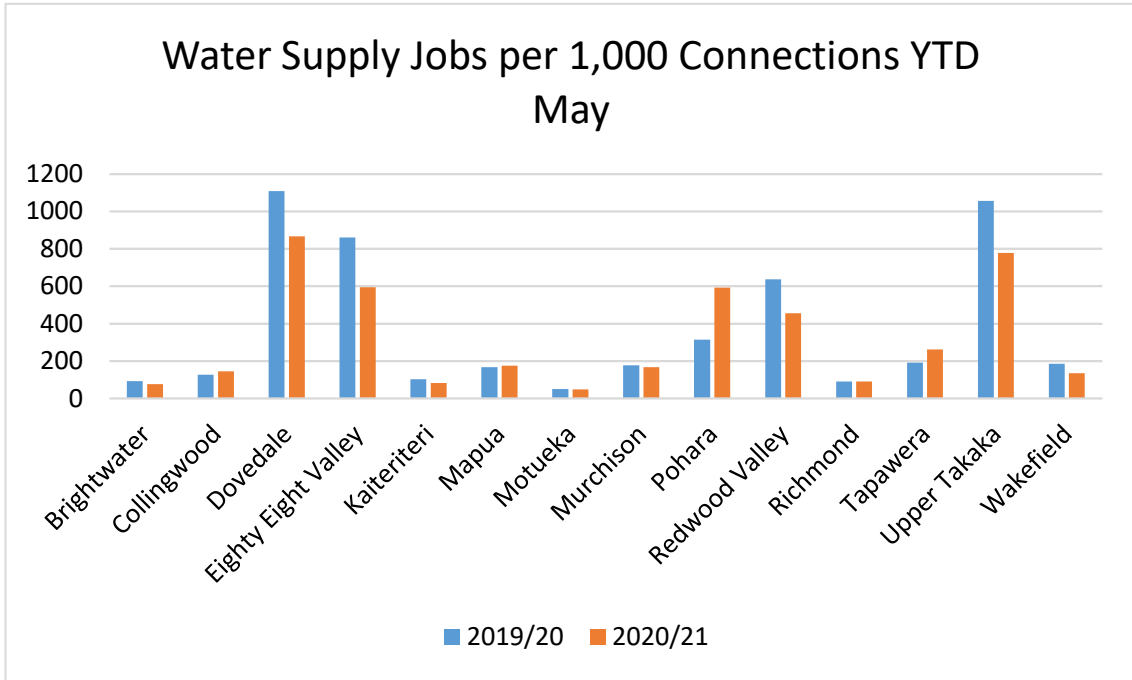
Utilities Trends



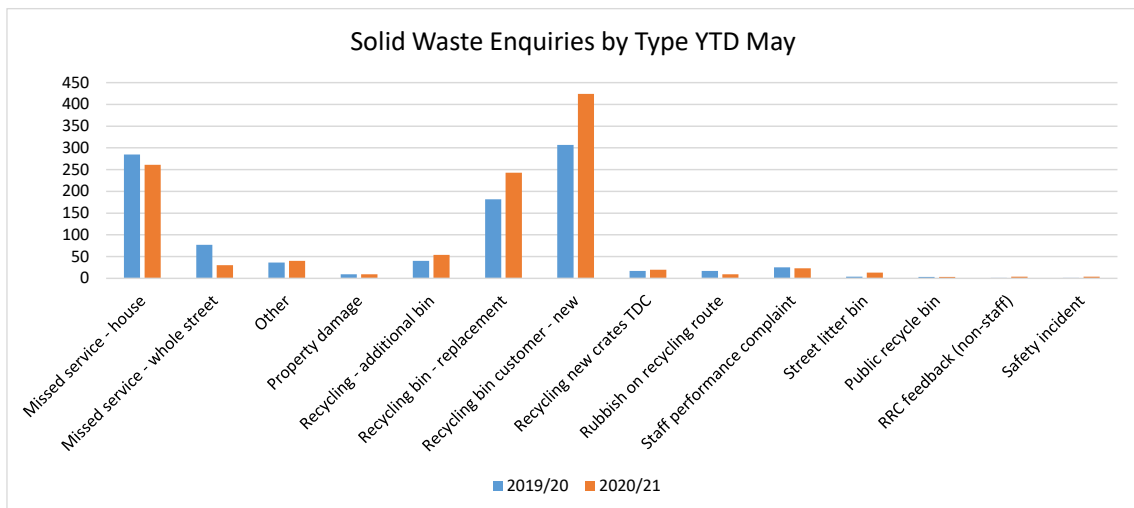
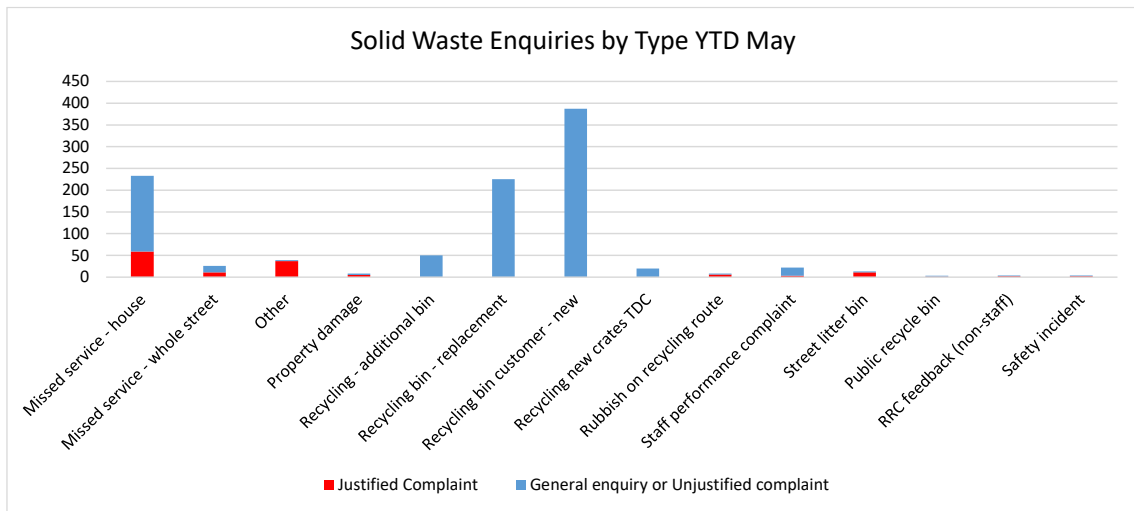
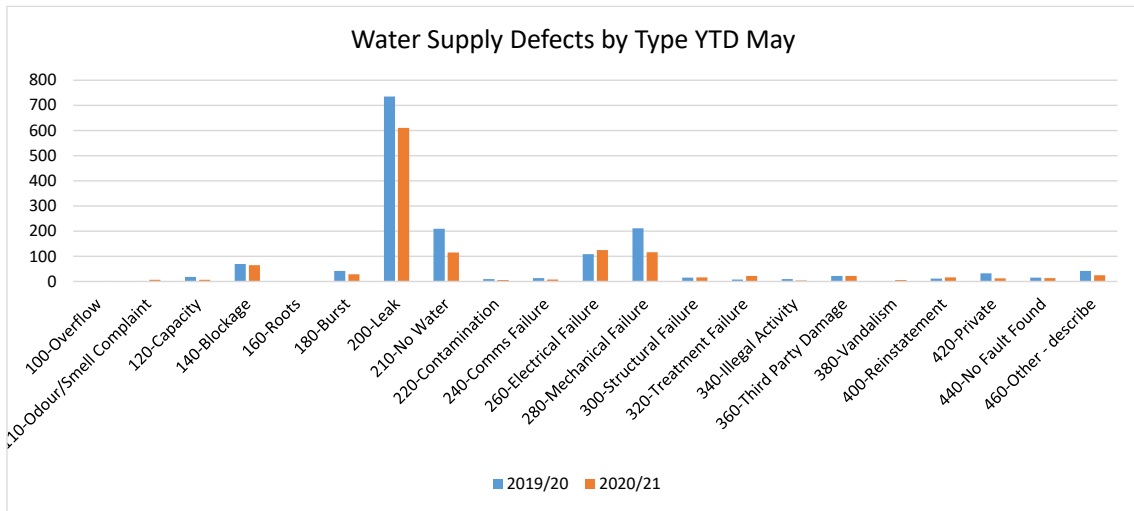
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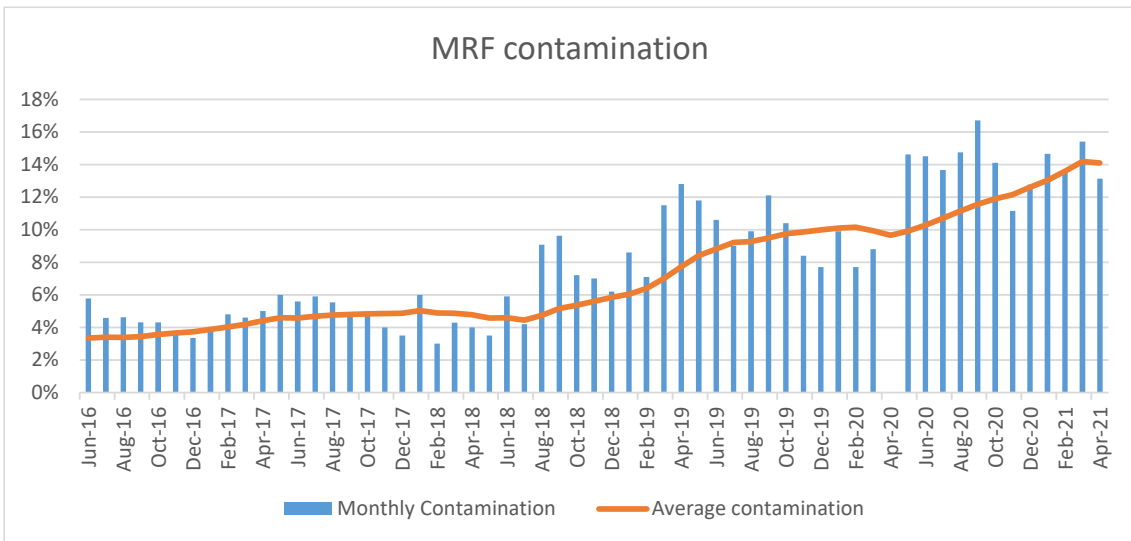
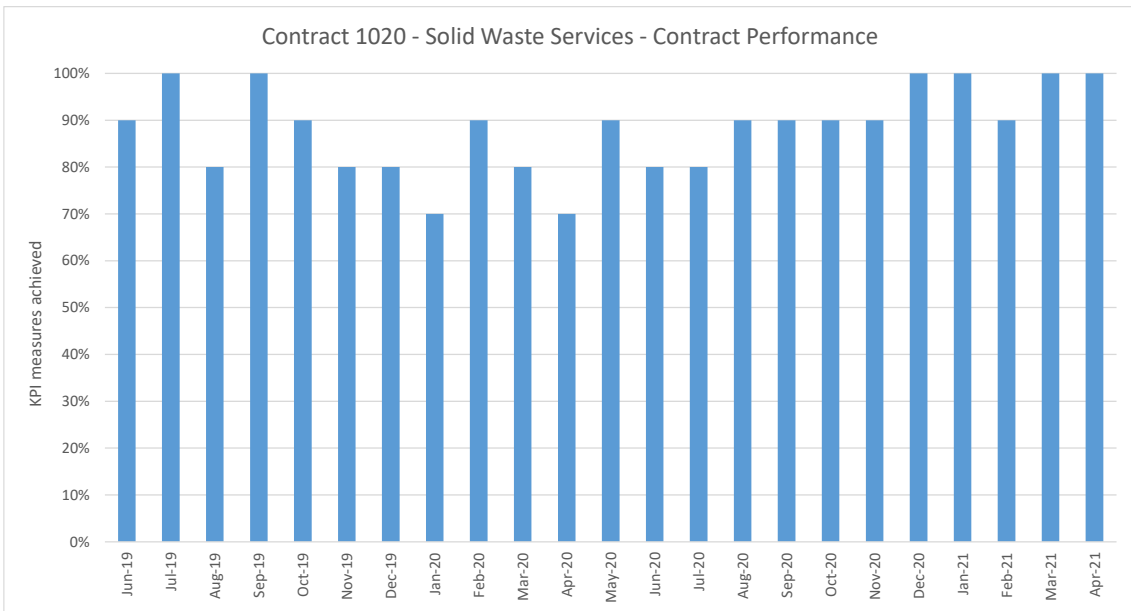
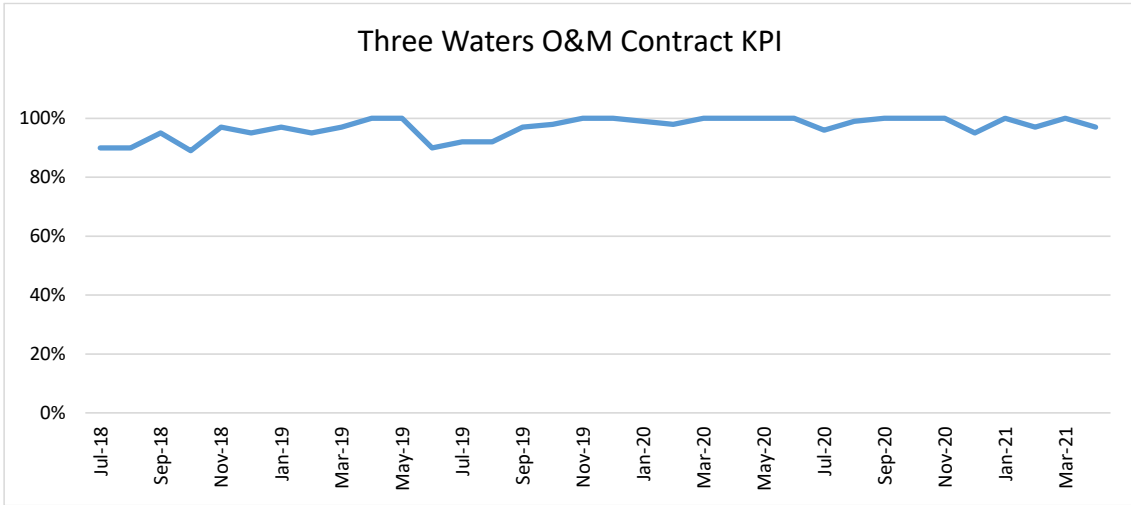
ENGINEERING SERVICE ACTIVITY REPORT



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ENGINEERING SERVICE ACTIVITY REPORT**Water Supply****Activity highlights**

- 6.1 Permanent chlorination of the Riwaka/Kaiteriteri supply started on 1st June 2021.
- 6.2 Water Safety Plan Implementation audits were carried out by the Drinking Water Assessors (DWA) for the Collingwood, Pohara, Upper Tākaka and Brightwater supplies.

Compliance

- 6.3 Permanent chlorination of the Riwaka/Kaiteriteri supply started on 1st June 2021. Chlorination of the Richmond water supply had been temporarily in place, this has now become permanent. The Motueka water supply will be chlorinated once the new water treatment plant at Parker Street comes online.
- 6.4 Water Safety Plan (WSP) implementation audits were carried out by the DWA for the Collingwood, Pohara, Upper Tākaka and Brightwater supplies. Reports from these audits will be due in the next couple of weeks. Any changes to a treatment process will usually require the Water Supplier to update the current WSP. Following an upgrade of the Collingwood UV treatment in March, the WSP will be updated. The Redwood 1 and 2 supplies are still to be audited and this will occur in June.
- 6.5 Many New Zealand source waters have high particulate matter, which includes natural organic matter. Disinfection By-Products (DBP) are commonly found in swimming pool water and form when organic matter combines with chlorine. This process is influenced by a variety of conditions including the amount of natural organic matter in the water, the chlorine dose, its mixing efficacy, residual concentration, seasonal conditions and water temperature. The pH of the water is a strong controlling factor and we aim to keep it neutral. A balance needs to be found between microbiological safety and the risks posed by DBPs. The Ministry of Health advocate that the microbiological quality of the water must not be compromised for the sake of reducing the formation of DBP.
- 6.6 DBPs are routinely monitored in accordance with the Drinking Water Standards for New Zealand. Regular screening programmes for DBPs are set to become a mandatory requirement for all supplies for the trihalomethanes (THM) and haloacetic acids (HAA) groups. In anticipation of changing compliance rules, which will parallel the introduction of the Water Services Bill, DBP testing was conducted for a handful of Tasman District supplies, which had displayed high levels of Total Organic Carbon. These results have been presented to the Drinking Water Assessor (DWA) and it is confirmed that the Pohara and Dovedale supplies, which both source their water from creeks have levels of the haloacetic acid DBP group at greater than 50% of the Maximum Acceptable Value (MAV). Fifty percent of the MAV is the level of significance for public health. We are now awaiting further direction from the DWA.
- 6.7 It is expected that the upgrades of the Pohara and Dovedale supplies this year will result in a decrease of the organic matter in the source water and will mitigate the formation of DBPs.
- 6.8 The accepted standard in NZ for the level of nitrate in water supplies is based on the World Health Organisation recommendation for the MAV. There is some confusion about what numbers are being talked about and what levels are being used. The two limits quoted for the MAV are 50mg/l and 11.3mg/l. The 50mg/l is a measurement of the total nitrate

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component which is made up of nitrogen and oxygen (NO₃) whereas the 11.3mg/l is a measurement of nitrogen only. To date, the Council has taken a conservative approach and reduced the level of nitrate in Richmond water by mixing supplies from the Waimea bores and Richmond bores to achieve a level that is approximately 45% of the MAV and is now further reducing that to 35% of the MAV by a higher dilution ratio.

Operations update

- 6.9 On Wednesday 9 June, two 1000 litre containers containing 50% caustic and 50% water came off a truck just below Horseshoe Bend on the Tākaka Hill. Emergency services were in attendance and there was concern at the early stages that this could make its way into the Upper Tākaka water supply catchment. It seems that the vast majority of the spill was able to be contained on site and contours indicate it is very unlikely that any would make its way to Whiskey Creek. As a precaution, the set points at the water treatment plant (WTP) were set very low to prevent the storage tanks filling. The contractor then sent one of their operators to physically isolate the system by shutting a couple of valves leading to the tanks and treatment plant. The tanks were about 75% full, meaning there was enough supply for at least a week. We kept the plant off-line for a couple of days to carry out further testing of the raw water. The few residents we had email details for were contacted to advise them of the situation and a similar message was posted to social media.
- 6.10 The container for storing chlorine cylinders has been shifted from the Māpua Water Treatment Plant (Lower Queen Street) to Richmond WTP (McShane Road). Project work to upgrade the Māpua WTP necessitated the move. Certifiers have inspected the new chlorine storage location at Richmond as well as the existing facility at Dovedale WTP to ensure compliance with the hazardous substance regulations.



Chlorine storage container, Richmond WTP

- 6.11 Significant leaks were found and repaired on the trunk mains feeding Murchison and 88 Valley.

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- 6.12 Inspections of the restrictor units on the rural water schemes and rural extensions of the urban water schemes will get underway in July. These routine inspections are also an opportunity to identify tampering and illegal connections on our networks.

Wastewater

Activity highlights

- 6.13 April and May have been quiet with few issues in the reticulation network. There have been a couple of rain events but none have resulted in overflows.
- 6.14 Apart from the aeration basin and membrane issues at the Motueka Wastewater Treatment Plant, the other treatment plants have been operating well.
- 6.15 A CCTV inspection of a section of wastewater pipeline in Elizabeth Street, Richmond, which had been identified as a source of inflow and infiltration, revealed an Ultra-Fast-Broadband (UFB) duct through the sewer.

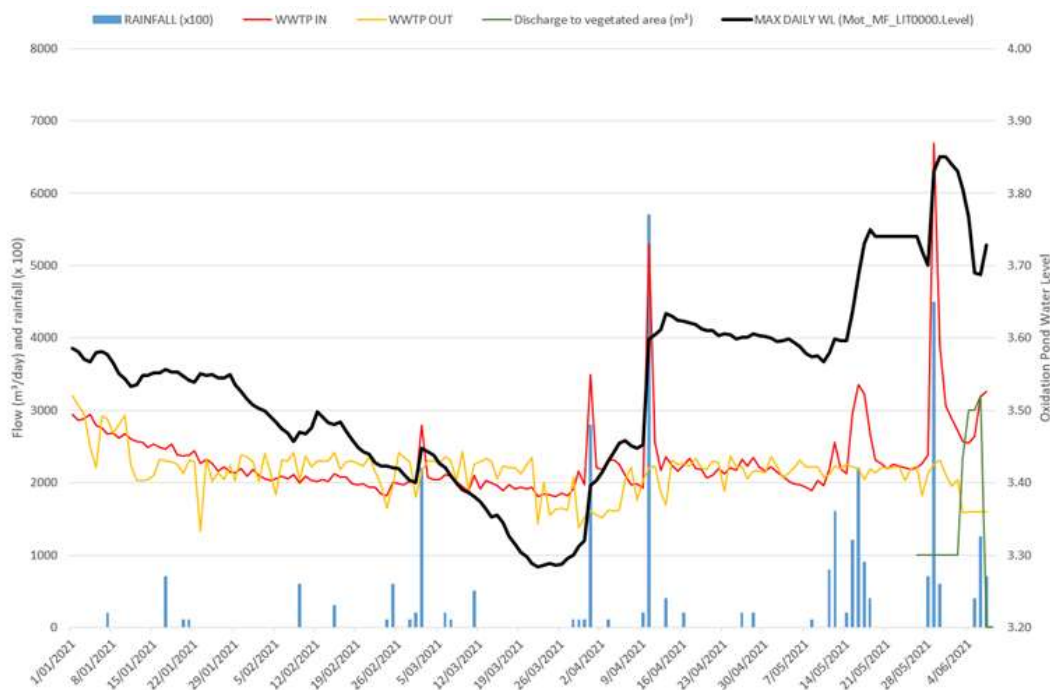
Compliance

- 6.16 There are no new compliance issues to report for this reporting period.

Operations update

- 6.17 Work is progressing on the repair of the Motueka aeration basin liner. However, due to recent wet weather and shrinkage of the geosynthetic clay liner in the base of the basin, the original methodology had to be reviewed. A 30 tonne excavator, with longer reach, has been sourced and is able to excavate a wider toe trench from the top of the embankment. This will delay the project by two weeks. The liner will start being installed on Monday 14 June, weather permitting.
- 6.18 As a result of rainfall induced high inflows to the Motueka Wastewater Treatment Plant, pond levels increased significantly in mid-May. In consultation with the Consents Department and mana whenua iwi, over-pumping from the final pond to the revegetated area began on 26 May 2021. Over-pumping has continued since to mitigate forecast rain events and more recently the disruption to chemical deliveries as a result of flooding in Canterbury. Rain predicted for the long weekend (5 to 7 June) did not turn out to be as bad as forecast and some gains were made on reducing the pond level (black line on the chart below). Seepage has been seen flowing from near the re-vegetated area into the adjacent estuary, so investigation is underway to determine if the source is the over-pumped wastewater.
- 6.19 The next delivery of cleaning chemical will most likely be Wednesday 9 June, after which the membrane plant production rate will be able to be increased.

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Motueka Wastewater Treatment Plant Inflows, Outflows and Pond Levels

6.20 Due to the recent wet weather, the Fonterra Tākaka factory has restarted discharging factory waste into the Tākaka wastewater network. The factory was scheduled for an off-season shutdown but has had to continue operating to ease the strain on Canterbury operations affected by the rain event in late May.

6.21 There have been ten network pump blockages between mid-April and the end of May 2021. Two blockages were due to clothing in Māpua, six were the result of wipes at four different locations and the other two were rags/cloths; all items that should not be flushed down the toilet.

Stormwater

Activity highlights

6.22 There have been frequent rainfall events through May and the start of June, and the stormwater systems have coped well with very few reports of property flooding being received. The rainfall intensity has not been high and hence localised flooding impacts have not been severe.

6.23 A pre-storm check was completed on 24 May and post-storm checks on 31 May and 8 June. Lots of leaves are accumulating over the pipe inlet grilles at this time of year.

6.24 The Motueka Wharf Road tidal gate was closed against the high tides and forecast of rain on the 28 April to 29 April, 8 May to 12 May, 14 May to 18 May and then again between the 28 and 31 of May. The gates were closed for any forecast of rain through May due to the work taking place for the Everett Street wastewater pump station upgrade. It was important to keep this site from flooding, particularly during the de-watering of the site and the installation of the new storage tank.

Compliance

6.25 There were no known compliance issues from the operation of the stormwater network.

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Operations update

- 6.26 Open drain vegetation maintenance continues but has slowed as winter approaches and vegetation growth rates decrease.
- 6.27 A services trench in Pohutukawa Place, Pohara has been undermined by a watercourse that had been diverted following the 2011 storm event. The watercourse was diverted from an underground outlet that had blocked in the 2011 storm event. This has resulted in further erosion which will require remediation. Staff are reviewing the situation and assessing the various options to facilitate flow and reduce erosion at the outlet.



Services trench undermined - Pohutukawa Place, Pohara.

- 6.28 Our contractor has inspected a blocked 300mm diameter pipe with CCTV camera and found a blockage. This has now been exposed and a pipe extension installed at the end of Courtney Street East, Motueka.
- 6.29 Our contractor has undertaken a CCTV inspection of a blocked 600mm diameter pipe in Hill Street, Richmond. We are presently working on access agreements with owners to undertake root cutting and jet cleaning of the pipes.

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Item 9.8



Restrictive pipe outlet location of 600mm diameter pipe - Hill Street, Richmond.

6.30 Tidal inundation was reported at the corner of Everett Street and Massey Street, Motueka in late April, during a spring tide event and during wastewater pump station upgrade works. The cause of the flooding was the result of both in-line floodgates on the stormwater line not sealing. The floodgates were checked and debris cleared from around them. There was a large amount of floating bark present which may be the reason for the floodgates not closing properly. The two gates are installed one after the other to reduce the likelihood of failure, but from time to time both gates experience blockage. We will be scheduling these gates for more frequent inspection. This flood event highlighted a flooding risk for the Everett Street pump station upgrade works. In order to reduce the risk of further flooding occurring during the upgrade, the Wharf Road gates were used to reduce tidal levels in the inner estuary during periods of predicted rainfall. The Wharf Road tidal control gates were used through to the end of May and this reduced the likelihood of the low areas flooding during the dewatering and installation of the new storage tank in Everett Street.



Sea inundation at the corner of Everett Street and Massey Street, Motueka.

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The two in-line floodgates – one upstream in a manhole chamber and the other opening out into the estuary – near Everett Street, Motueka.

Waste Management and Minimisation

Activity highlights

- 6.31 The Richmond Materials Recovery Facility (MRF) is operating as normal, and recycling contamination dropped slightly to 13% at the MRF and 6.5% overall.
- 6.32 Kerbside audits of bins are continuing to educate and reduce contamination.
- 6.33 Closed landfill gas monitoring will resume shortly with new gas monitoring equipment.

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6.34 We are in the process of installing new equipment at the Resource Recovery Centres to improve the management of commercial customers.

Compliance

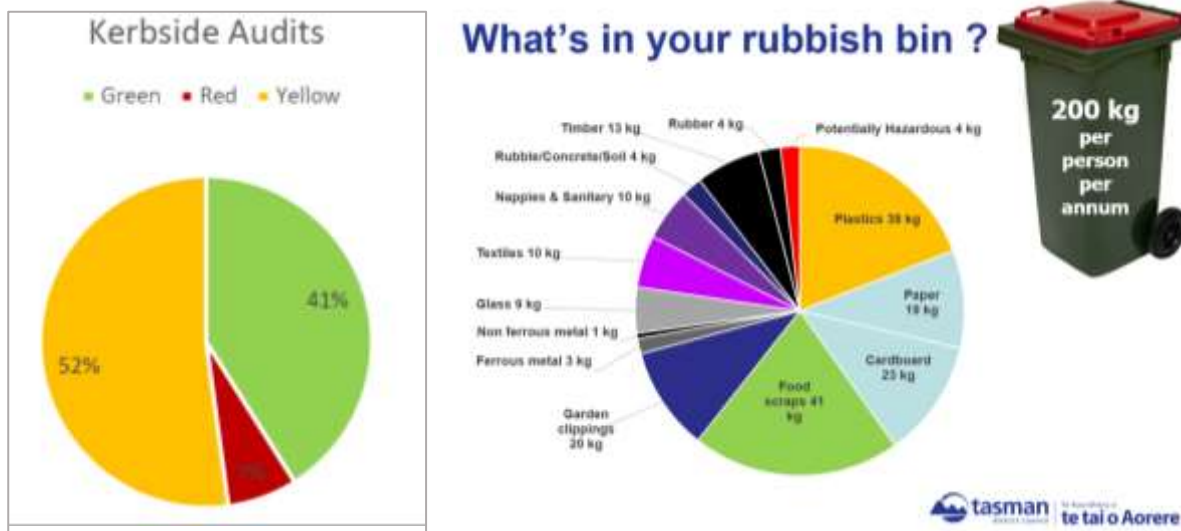
6.35 There were no known non-compliances for the reporting period.

Operations update

6.36 Kerbside recycling collections continued over the reporting period with good performance by the contractor. Recycling volumes are consistent with the normal seasonal trends, and recycling contamination dropped slightly to 13% at the MRF and 6.5% overall. This gives a 12 month average of 14.1% at the MRF and approximately 7% overall.

6.37 We are continuing to work with our contractor to reduce contamination and non-recyclable materials in our kerbside collections. This work includes identifying the sources of contamination, auditing recycling bins in Tasman District and working with other customers of the MRF.

6.38 In April 41% of audited bins were free of contamination, and a further 52% showed minor contamination. A further 7% were identified as ‘major’ contamination, and not collected. The most frequent ‘minor’ contamination items were non-recyclable plastics, and the most frequent ‘major’ contamination items included food, soft plastics and sanitary items and tissues.



April kerbside audit results (left), Community engagement material (right)

6.39 Educational tours through the MRF and other community engagement are ongoing. There seems to be increased interest in the visits, which helps inform our community.

6.40 Closed landfill gas monitoring will resume shortly, with new gas monitoring equipment. The monitoring will focus on sites with buildings where landfill gas can accumulate.

6.41 We are in the process of installing new equipment at the Resource Recovery Centres so that all commercial customers can present an RFID tag which will identify the customer and remove any confusion when charging. If the tag is not presented the customer will have to pay prior to tipping. This will improve the speed and accuracy of commercial transactions.

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- 6.42 We continue to collaborate and share information with Nelson City Council and staff from the regional landfill business unit. In May we submitted a joint application with Nelson City Council for funding from the Waste Minimisation Fund. The application was for additional funding to reduce construction and demolition waste.
- 7 We have received results of our audit of contamination levels at the MRF and survey to identify attitudes and behaviours relating to waste minimisation and recycling. The survey results have identified 80% of customers still feel that it's worth taking the time to get their recycling right, but that we should focus efforts on making it easier to understand what is and is not recyclable. The MRF survey did not identify any standout contamination items, but the attitudes and behaviours survey identified that people are more uncertain about the recyclability of some items. The key uncertainties are compostable packaging, coffee cups and juice cartons (which are not recyclable) and meat trays and pizza boxes (which are recyclable as long as they are clean). We will be using the results of these two surveys in July to identify where we need to improve our waste minimisation engagement work.

8 Transportation**Roading Activity Report****Summary**

- 8.1 On 14 May Waka Kotahi made the Transport team aware that there was additional funding available for MOR (Maintenance, Operations and Renewals) activities for the 2020/21 financial period. The Team worked closely with the Alliance and Fulton Hogan to prepare and submit a costed, detailed FIR (Funding Increase Request) for works what could realistically be programmed and completed effectively in June.
- 8.2 This FIR was calculated by the Team to bring funding back in line with existing Council budgets (and originally programmed works) after some activities had to be re-scheduled due to a lack of approved funding for 20/21.
- 8.3 The FIR was reviewed and approved by Waka Kohati on 1 June. This has meant additional key works will be completed (weather permitting) such as:
- Maintenance metaling (in line with what was initially forecast).
 - Roding envelope vegetation trimming.
 - Signage upgrades.
 - Culvert inspections (in readiness for next year's drainage maintenance and renewal programme).
 - Asphalt overlay work at the intersections of Lower Queen Street and McShanes Road, Headingly Lane and Berryfield Drive.

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Asphalt overlay work on Lower Queen Street

Roading indicative funding allocation 2021 - 24

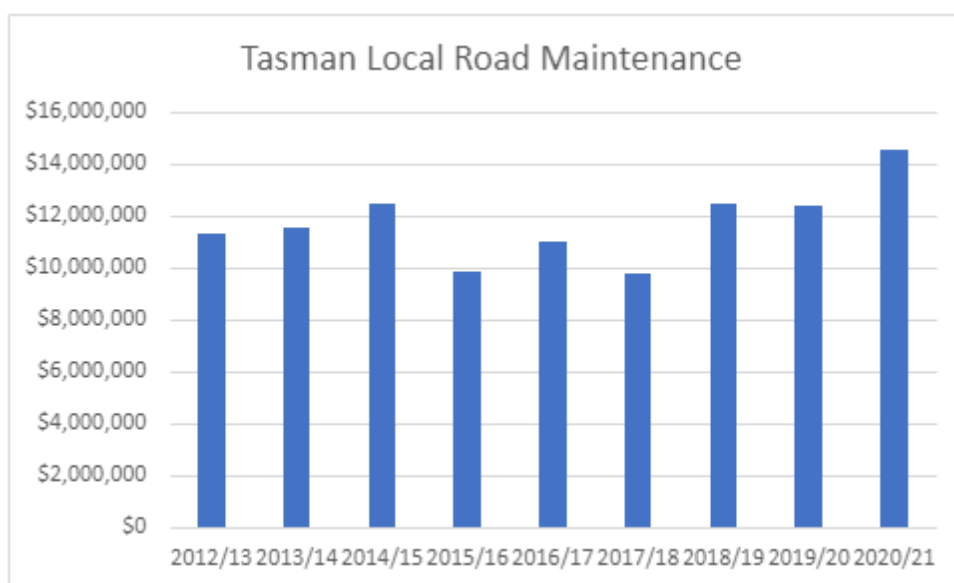
The information below was initially reported to the Full Council - 4 June 2021

- 8.4 On 31 May 2021 Waka Kotahi sent the Council a letter advising the indicative funding allocations for 2021-24. This was for local road maintenance, public transport and road safety promotions.
- 8.5 Waka Kotahi advised that it will fund 51% of the local road maintenance programme to a total value of \$45,400,000, instead of the total programme that the Council planned of \$54,626,000. This means that for the first three years of the LTP 2021-2031 the Waka Kotahi subsidy will effectively be reduced by \$1,568,420 per year.
- 8.6 Advice from Audit NZ and the Office of the Auditor General stated that the Council must amend its local road programme funding in the LTP 2021-2031 to reflect the reduced Waka Kotahi funding. Failure to do so would severely compromise the Council's ability to adopt its LTP 2021-2031 on 30 June 2021 due to delays associated with an Opinion Review Committee process.
- 8.7 Given this advice staff recommended that the Council reduce its sealed road resurfacing and pavement renewal budgets by \$1,568,420 in Year 1, Year 2 and Year 3, and agree to maintain the Council's full share of funding as per the LTP 2021-2031 consultation material.
- 8.8 This reduction will have a minor short-term impact on levels of service, specifically *'the percentage of sealed local road that is resurfaced each year'*. In the LTP 2018-2028 the performance target was 5% - 7%. Through the LTP 2021-2031, the Council proposed to increase its funding of sealed road resurfacing and pavement renewals from \$2.7 million (in 2017 \$) to \$4.9 million (in 2020 \$) per year. This allowed for the performance target to be increased to 6%-8%, if Waka Kotahi would fund the full programme. It is important to note that the increase is not solely related to increasing the length of resurfacing, for example there are increases in bitumen, traffic management and other costs as well.
- 8.9 Considering further feedback from Waka Kotahi, staff recommended to Council on 4 June that a resealing performance target be retained at 5% - 7% for the first three years of the LTP 2021-2031.

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8.10 Staff are concerned that ongoing constrained funding for local road maintenance will have negative effects on the long term costs and condition of the road network, and have raised this issue with Waka Kotahi. The Council is also raising awareness of this issue with local MPs. The following is a summary of information regarding road maintenance funding and its effects, which was provided to West Coast-Tasman MP Damien O’Connors office.

Actual historic spend



8.11 The construction sector, and particularly sealed road maintenance, is experiencing significant upward cost pressures at the moment due to:

- Requirements for the use of emulsion binders instead of hot cut back bitumen (health and safety).
- Greater costs of safety around temporary traffic management.
- Labour and material cost increases.
- Environmental management around freshwater.

8.12 For example, in 2017/18 we could reseal a road for around \$5/m². In 2020/21, costs were over \$7/m². This is significant when we are resurfacing about 400,000m² per year.

Our spend relative to other similar road networks

8.13 Chart 2 below shows that Tasman have been spending comparatively less per kilometre than our provincial peer group on sealed road maintenance and renewals. This is quite pronounced through 2013-2018, which was primarily due to the Council’s cost pressures at the time and deliberate plan to reduce renewals through this period (our sealed network was in excellent condition).

8.14 The plan was always to restore the quantity of work completed (and therefore level of investment required) back up to what would be considered sustainable and prudent to ensure the network condition remains very good. See chart 3 below.

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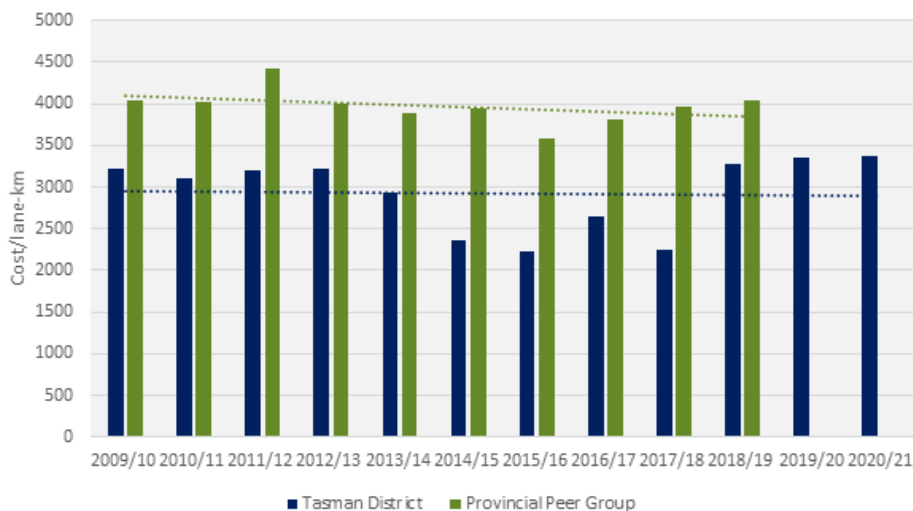


Chart 2 – Tasman sealed road maintenance and renewal spend compared with peer group.

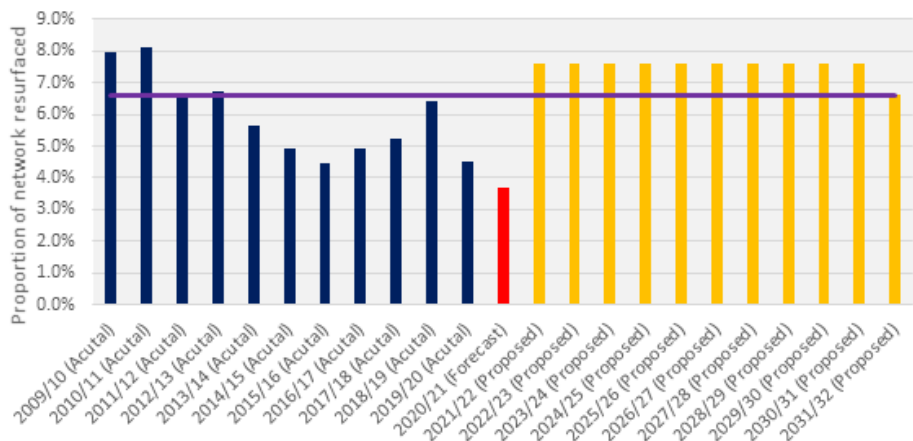


Chart 3 – Tasman proportion of our sealed roads resurfaced each year. A ‘sustainable’ level is indicated with purple line. Resurfacing 6.7% of the network each year equates to an average expected seal life of 15 years – which is at the upper limit of prudent asset management and just before a seal should ‘fail’ due to brittleness of the bitumen.

8.15 An independent network condition survey completed for Tasman in 2020 stated the following:

“Generally, the survey indicates a network for which the condition has deteriorated compared to previous years and, all things remaining the same, is likely to continue to deteriorate. In particular, the increased levels of cracking will drive increased rates of rutting and shoving and vice versa.”

Consequences of inadequate maintenance

8.16 The consequences of not renewing road surfaces before they fail is that the underlying pavement could also deteriorate due to water ingress, requiring more expensive reconstruction (~\$60+/m², compared with \$7/m² to renew the surface). And the safety concerns that arise from poor quality surface (potholes, loose chip, deformations) particularly for motorcyclists.

8.17 The funding allocation from Waka Kotahi for 2021 - 24 NLTP is insufficient to enable us to achieve the required amount of sealed road resurfacing. It is likely we will be able to achieve between 4 - 5% of roads resurfaced per year. This means it is likely the total

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costs of maintaining our network in the long term will be much higher than they should be if we invested in maintenance now.

- 8.18 Gisborne District is an example of a road network that has been allowed to reach poor condition. Gisborne's local roads maintenance funding allocation for 21-24 NLTP is 58% higher per kilometre than Tasman's. This represents Tasman's future if our network is allowed to deteriorate. The cost of maintaining a network in poor condition is much higher than maintaining a network in good condition.

Alliance Contract Area

Sealed network

- 8.19 Some heavy pavement maintenance (dig outs and stabilisation) were identified for urgent repair and undertaken on Church Valley Road last month.
- 8.20 The severest of pavement faults on the network have been programmed for a secondary holding treatment, pending further budget and warmer weather.
- 8.21 Crack sealing continued in May, with a further 800m² completed as both a proactive repair strategy for waterproofing and a holding strategy for lesser pavement faults.
- 8.22 Asphalt levelling and edge break repairs have continued on identified problem areas.

Unsealed network

- 8.23 Continued cyclic grading programme has continued around the network. The unsettled weather and the associated effects on unsealed roads has been noticeable.
- 8.24 Maintenance metalling has been programmed to commence in the new financial year.
- 8.25 A major road collapse on Rosedale Road, caused by erosion around a misaligned pipe joint in a culvert, was attended to immediately.



Rosedale Road repair

Environment

- 8.26 Very early and unseasonable freezing caused early ice issues on several spots around the network for a short period. As a result, ice gritting commenced in late May.

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8.27 It is important to note that whilst grit mildly assists on icy roads, drivers still need to drive to the conditions.



Icy conditions on Motueka Valley Highway

8.28 Continued unsettled weather continues to generate issues around the network – flooding, slips, trees down, wash outs.



Golden Hills Road ford, and fallen trees on Motueka Valley Highway

8.29 Roadside berm mowing continues on a cyclic basis.

8.30 A full roadside spraying of signage, assets and water channels commenced in April and was completed mid-May.

8.31 A full round of envelope mowing is programmed to commence early June.

8.32 Illegal dumping of rubbish, graffiti on walkways and sign damage continue to keep patrolmen busy.

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Examples of maintenance undertaken

- 8.33 Autumn leaf fall whilst unavoidable continues to generate plenty of public calls. Our sweeping subcontractor is doing additional sweeping around problem areas, as well as frequent patrolling to clear blocked grates.

Pomona Rd Ruby Bay – Drainage improvements

- 8.34 Tasman Alliance is undertaking this work which involves constructing a concrete swale along the road edge below the embankment. The swale will also provide some additional road width.

Non- Alliance Urban Work

Street lighting

- 8.35 Hart Road infill lighting through the cutting below Pine Crest Drive is being completed in June.
- 8.36 A new streetlight pole was installed in Chartwell Place after a car transporter hit the previous one. The new pole was placed back on the boundary and the cost recovered from the company.

Marlborough Crescent - parking upgrade

- 8.37 This work is being undertaken by CJ Industries and will provide additional parking along the frontage of Easby Park. The work is being funded from Parks & Reserves and is due for completion by end of June.

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Marlborough Crescent parking

Martin Farm Road – speed control

8.38 After consulting with the Motueka Community Board and local residents and business owners of Martin Farm Road, three speed humps are planned for installation in June to help achieve good driver compliance with the 30kph speed limit.

Bus stop shelters and seats - Richmond

8.39 Ten new seats for Bus Stops including two shelters are on order for installation in June and July once the concrete pads are laid. The sites are part of the Richmond Bus service route.

Golden Bay and Murchison Areas

Golden Bay area

8.40 As we are now coming into winter, the sealed pavement maintenance construction season has come to an end. The contractor is now focused on drainage and winter maintenance.

8.41 Heavy rain on 18th and 29/30 May did result in a number of slips, slumps and blocked culverts. Contractors have replaced a culvert on Cowin Road which was triggered by scour damage from the heavy rain fall.

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Cowin Road culvert



Wainui Hill slip

- 8.42 The grader was busy during May, completing 83.3km of grading and 270m³ of metal applied.
- 8.43 The contractor has also been undertaking culvert cleaning and marker post replacements on Falconer and Kaihoka Lakes Roads. Flanking and water table cleaning were completed on Collingwood-Puponga Road.
- 8.44 Cobb Valley Road also had a delineation upgrade with 181 edge marker posts installed to help keep this key tourist route safe.

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Tataranui Road slip

Murchison Area

- 8.45 Another quiet month in Murchison with work limited to reactive and lump sum maintenance due to the limited budget available.
- 8.46 Heavy rain on 13th and 29/30 May did require the team to respond to slips, primarily in the Matakītaki Valley but also Owen Valley East. The works previously completed at the Blue Rocks site in the Matakītaki worked well with the rock wall capturing most of the slip material that came down and maintaining access for residents.



Blue Rocks slip

- 8.47 Dust suppression works were also completed in the Howard Valley to mitigate the effects of the log extraction currently underway. This work was completed with engineering approval but was funded by the forestry operation. 60m³ of lime and 35m³ of AP40 were applied at the first site at RP1218 and traffic control was provided for Taylors Contracting who applied a liquid dust suppressant either side of the house located at RP2821.

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Service Requests Received



8.48 Total number of service requests received this year are slightly below typical average numbers. Lower numbers of sealed pavement requests reflect the extra efforts that have gone into monitoring and completing timely repairs on our sealed roads over the last two years.

River Activity Update

Physical works progress (Council maintained river reaches)

8.49 \$1,912,000 has been spent year to date on maintaining the Council managed river network (May and June costs still to come).

8.50 The weather during the reporting period was relatively dry and did not hinder progress with the work programme, up until the end of May with a final wet weekend.

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8.51 Since last period, rock and willow maintenance work has been undertaken in the Wai-iti, Motupiko, Waingaro and Kaituna Rivers and another section of Pauley Creek widened. The access over the stopbank to our willow and poplar nursery on the Waimea River has been upgraded making it safer, and two jobs have been completed in the Tākaka River. Riparian native planting is underway.

River Z (Z rated river sections)

8.52 Calls have now come in from the 10th April rainfall event, with another ten jobs in Golden Bay resulting, in the area between Puramahoi and Tukuru.

8.53 We have thirty-three River Z jobs on the books for this financial year, twenty-two are completed and the rest in progress.

8.54 We have spent \$276,000 of \$406,000 for this activity year to date and expect to come close to the budget.

Other work

8.55 Discussions with the landowners affected by the opening of the section of stopbank along the lower Waimea are in progress. The River Road access to the Waimea River has been closed to the public with a sign directing the public to the new fit-for-purpose Challies Road access in place.

8.56 Processing of the riverbed surveys for the Waimea/Wairoa and Lower Motueka is underway.

8.57 A resource consent application for Downer to undertake the clean-up of the spoil heaps at the Bartlett Road quarry is about to be lodged.

8.58 Re-signing of and variations to various Waimea berm leases are underway.

8.59 Gravel extractions in the lower and upper Motueka are in progress.

8.60 Planning and consultation to aerial spray old man beard smothering willows along parts of the Tadmor and Motupiko Rivers is underway.

8.61 Refurbishment of the first section of at risk stopbank at Whakarewa Street is completed, with works to raise a smaller section at Blue Gum corner imminent.

Coastal Activity Update**Marahau Rock Revetment**

8.62 There has been no damage to the main rock revetment, wharf or access steps from the storm that occurred 29/30 May 2021.

8.63 There has however been erosion at the northern end of the rock revetment extending along the Wakatu Incorporated beach frontage.

8.64 A sand replenishment where sand is relocated from the southern end of the beach will be carried out shortly.

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Erosion at northern end of Marahau rock revetment

Ruby Bay

- 8.65 There has been no additional damage to the rock revetment or beach access steps from the storm event that occurred 29/30 May 2021.
- 8.66 The sea has gone overtop of the rock revetment between Tait Street and Chaytor Reserve but there has been very little damage other than a few armour rocks being displaced along this section of the revetment.
- 8.67 The beach profile appears to have further lowered in the last storm event.

Māpua Wharf

- 8.68 The floating jetty ramp on the Māpua wharf has been fitted with marine carpet to provide a nonslip surface for accessing the floating pontoon.
- 8.69 The broken wooden wharf-rubbing rail has also been repaired as well as the wharf ladder attachment points checked.
- 8.70 The wharf ladders will need to be placed soon as the rust on the rungs is in an advanced stage of decay.

Torrent Bay sand replenishment

- 8.71 Nothing further to report. The Harbourmaster will check the site for erosion after the 29/30 May storm when next in the area.

Riwaka Wharf

- 8.72 The rock protection at the main old wharf area is still in good repair.

Tasman's Great Taste Trail

Operations and maintenance

- 8.73 Predominant work areas this reporting period have been mowing, spraying and trimming of vegetation.

ENGINEERING SERVICE ACTIVITY REPORT**Development**

8.74 No significant update to report, we continue to progress the Baton River bridge consenting and procurement. We continue to work with landowners to gain access for the Pokororo to Ngatimoti section which has some challenging sections to resolve where the route is pinched between the Motueka Valley Highway and the river. Observing traffic on-site, it is clear that resolving these pinch points will also give a significant improvement to local residents wishing to walk or cycle.

Innovating Streets Trials**Golden Bay**

8.75 The purpose of the trial was to test improvements for walking and cycling around Golden Bay High School, with key project goals:

- To improve safety of walking and cycling,
- To reduce vehicle speeds,
- To reduce vehicle movements and conflicts.

8.76 To establish if the trial was successful, we have been collecting pedestrian counts, traffic speed and count data and completed a sentiment survey. The sentiment survey looks to capture what people think about the treatments that we are trialling. An independent Road Safety Audit has also been undertaken.

8.77 We are currently pulling together all the evidence we've been collecting and identifying any improvements or suggestions that have cropped up during the process. This will let us recommend a way forward, whether that is full removal of the trial, keep certain elements, or try some slight variations on what we have been testing.

8.78 The initial results summarised from the sentiment survey show a positive shift in how many people think the area is safe for pedestrians. However, many respondents think the cut-through road should be open again, stating increased waiting time at the intersection. Our traffic and queue length monitoring and video footage taken during the trial does show that there is congestion for around 10 minutes with queues commencing at 3:00pm when parents leave Tākaka Primary School and clearing around 3:10pm. A vehicle entering the back of the queue during its peak length, at 3:05pm took until 3:08pm to clear the intersection. Although we have not fully assessed our before and after data yet, this was fairly typical of what was observed before the trial.

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Questions	First survey (before the changes)	Second survey (After the changes)	Change
The area is friendly & welcoming	29%	16%	
The area is visually attractive	24%	16%	
The speed of traffic in this area is safe for other users	19%	44%	
Peoples driving is considerate towards other users in this area	35%	61%	
The area is safe/very safe for kids and youth to walk/scoot/skate or cycle.	7%	35%	
the area is safe for elderly and people with limited mobility, in the second survey.	5%	29%	

Table: Golden Bay Streets for people initial sentiment survey results

8.79 We are discussing the project with the Golden Bay Community Board and once all the data has been collated, we intend to involve the Board in determining any permanent solution.

This may include:

- Making the trial layout permanent.
- Modifying the trial layout (this could involve opening the cut through road and developing a pedestrian solution).
- Removing the trial.

D’arcy / Croucher Neighbourhood

8.80 This streets for people project came about for two reasons:

- To test street treatments to improve local safety.
- Enhance urban amenity and community wellbeing.

8.81 The background for this project started during the Covid lockdown. The Covid lockdown gave neighbourhoods and the people who live in them the opportunity to use their streets to create a more community feel, rather than just a place to drive through and store private vehicles. This opportunity was taken up by a number of communities throughout the country, enough for Waka Kotahi to provide funding for pilots within the communities that wanted to give the redesign of their streets a go.

8.82 As with our Golden Bay project, we are currently pulling together all the evidence we’ve been collecting and identifying any improvements or suggestions that have cropped up during the process. This will let us recommend a way forward, whether that is full removal

ENGINEERING SERVICE ACTIVITY REPORT

of the trial, keep certain elements, or try some slight variations on what we have been testing.

- 8.83 The outcome recommended will be influenced by the community response, particularly the success (or not) that these treatments are able to enhance urban amenity and community wellbeing. Measurement of community support or otherwise for the pilot is being collected via a survey and working group meetings. All residents were given the chance to participate in a survey at the start of the project to set the bounds of the project. The second survey, which we are now evaluating, is identifying what residents may want to change as a result of the initial pilot – now that it has been in place for several months. A project working group meeting was held on Wednesday 9 June to discuss and work through the initial feedback we have received. The project working group is a group formed by invitation of all local residents at the beginning of the project.
- 8.84 The initial results from the sentiment survey show people think there has been some positive changes, but many don't agree with the Elizabeth Street closure and some think that there are too many speed humps.
- 8.85 A final decision could still be some time away as there is a need to test the 'tweaks' the latest survey and discussion with residents provides. This may include:
- Making the trial layout permanent.
 - Modifying the trial layout.
 - Removing the trial.

New residential greenways

- 8.86 This project is now underway with our first co-design meeting to work with the residents on solutions and concepts for your streets on 30 June 2021, 5.30 pm, Ernest Loney Memorial Hall, 4 Wensley Road, Richmond.
- 8.87 At this co-design workshop we will work with participants to identify priorities and jointly work on a plan that could include temporary or permanent treatments to reduce vehicle speeds, improve walking and cycling connections and generally enhance neighbourhood amenity. This will build on what we have learnt from our Innovative Streets projects. Some things won't need to be re-tested, although the "testing" approach will be used where we can do so at low cost, and particularly where there is some uncertainty in the community over the effects that any treatments may have.

Lower Queen Street / Berryfield Drive

- 8.88 Given the delay expected in implementing the traffic signals that have now been designed for this intersection, we have implemented a two-stage right turn out treatment. As observed during its first morning of operation, this allows right turn out vehicles to turn into their own southbound Lower Queen Street lane, before merging with traffic.
- 8.89 This layout was made possible by NMIT allowing us to temporarily close one of their driveways that is directly opposite Berryfield Drive.
- 8.90 We have received several instances of positive feedback from local residents regarding this new layout.

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Lower Queen Street/Berryfield Drive new intersection layout

Road Safety Update

Whanau evening – Driver licence support evening

- 8.91 On Wednesday 4 August we plan to hold a 'Whanau evening' at Saxton Cricket Pavilion. Residents that need some extra help, information or support with the licensing process can come and chat to various stakeholders and get the help they need. Tasman District Council will be working with Nelson City Council, Te Piki Oranga, ACC, Police, MSD, AA and local driving and motorcycle instructors to organise and promote this.
- 8.92 We will also be using the evening to recruit mentor drivers who we can train and then use to get young drivers driving hours up before they sit the next stage of their licence. They will also gather information on what are the main barriers in our region hindering people from getting their correct licence.
- 8.93 Information will also be provided to parents of young drivers on how to help them prepare for a physical test, such a checklist of what to practise and good areas of road/intersections to practice on.
- 8.94 If this evening is successful, we plan to run something similar in Motueka, Nelson Central and Golden Bay in the future.

Watch your speed – Road safety promotion video.

- 8.95 During our safe stopping distance demonstrations in March this year, we filmed some of the action to be used in a video to promote safe speeds around schools and residential areas.
- 8.96 We are working with the communications team to come up with a plan to launch the video in the coming weeks.

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Free child car seat checks and fittings for June

- 8.97 Tasman District Council and Nelson City Council have partnered with Baby On The Move Nelson on a campaign to ensure the region's young people are travelling safely in appropriate car seats.
- 8.98 Over 80% of car seats in NZ are NOT installed correctly. A seat that is not installed correctly cannot perform adequately in a crash. Children's car seats have a reputation for being difficult to understand and install, but this doesn't have to be the case. While installing car seats at Baby On The Move Nelson, the qualified and experienced Child Restraint Technicians will also educate the family on how to continue using their car seat safely for years to come.
- 8.99 We have collaborated with Baby On The Move Nelson to provide free car seat checks for the month of June – this will apply to all car seats regardless of where they were purchased. The team at Baby On The Move will check the car seat and provide recommendations on how to achieve a safe and compliant installation. This could be as simple as installing a locking clip or changing a belt path. We expect these free checks to be extremely popular and bookings are essential.



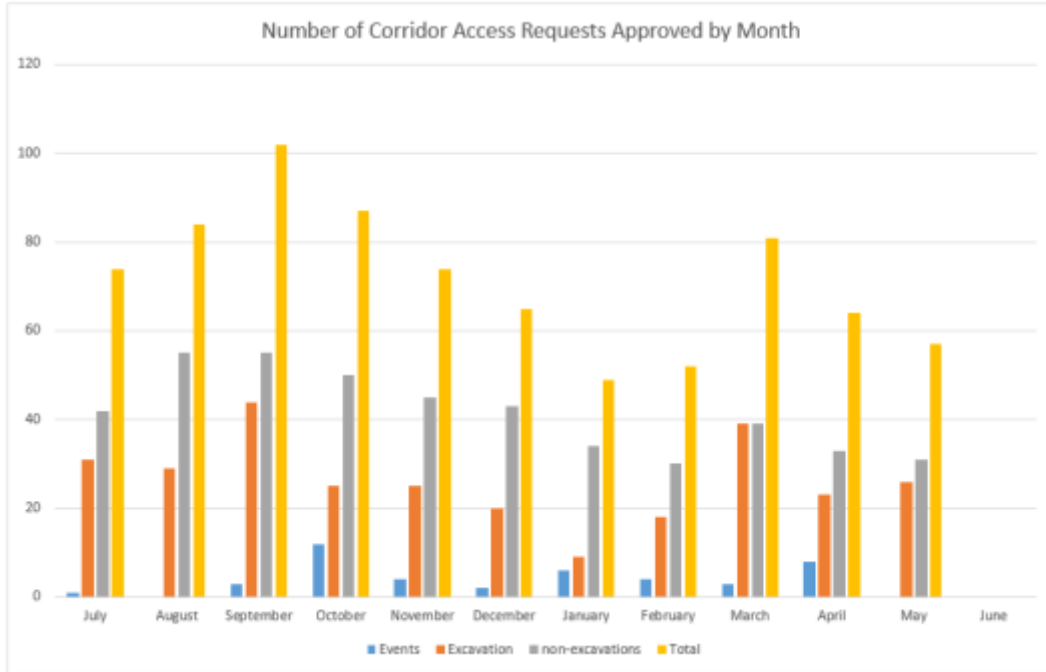
Share with Care

- 8.100 We are still planning to roll out a new campaign in partnership with Nelson City Council and Marlborough District Council called 'Share with Care'.
- 8.101 The idea behind this came from the increasing number of residents that contact their Council with concerns around their own safety, and sometimes confusion with other road users behaviour, especially on footpaths, when out and about in the Top of the South.
- 8.102 The campaign aims to promote respect, care and patience for all road users as our roads and footpaths get busier with various modes of transport.
- 8.103 Education around road rules and 'etiquette' on shared paths, cycleways and footpaths will form part of the messaging, with the first part of the campaign being the distribution of bike bells and information around how they should be used to let people know when you are coming up behind them.

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Corridor Access Requests

8.104 The graph below shows the number of corridor access requests approved by month this financial year. Numbers fluctuate but the baseline level is high.



9 Project Delivery

9.1 The following section outlines the progress and status of the various projects being managed by the Project Delivery Team.

Project stage summary

Stage	Total
Preliminary Design	10
Detailed Design	3
Procurement	0
Construction	24
Grand Total	37

Tenders awarded since last report

Project no.	Project name	Procurement Plan	Award Date	Contract Value at award	Tender Price Range	Contractor
1102	Richmond Waverley Street New Water Main	Direct Source: Request for Quote	04/05/21	\$662,690.75	n/a	Tasman Civil Limited
1171	Richmond South trunk watermain C & D	Direct Source: Request for Quote	04/05/21	\$1,537,330.80	n/a	Donaldson Civil Ltd
1280	Poutama Wetland Excavation	Direct award	06/05/21	\$175,826.00	n/a	CJ Industries Ltd
1247	Brooklyn Bridge & Footpath	Direct Source	24/05/21	\$181,800.88	n/a	Downer NZ Ltd
1197	Richmond WTP Utilities Storage Facility	Direct Source - Request for Quote	31/05/21	\$359,369.57	n/a	Total Span

Construction contracts completed since last report

Nil

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Project portfolio

PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
Rivers Management								
1213	Motueka Stopbank Refurbishment	Undertake rebuilds at the top four highest risk sites and top-up other areas of the Motueka flood protection scheme stopbanks, where below current level of service, as identified in the Tonkin & Taylor June/July 2020 report.		Detailed Design	07/07/21	\$4,000,000	\$950,000	Construction is almost complete at site 1 using imported material. Consent application, design and investigations for sites 2-12 are in progress. The main contract in this Central Government co-funded project will be awarded later in the year, for construction over 2021/22 construction season. Budget overstated this year by \$3m. \$1m planned budget.
Roads, Walkways, Cycle ways								
1239	Baton River Cycle Bridge	Construct a new cycle bridge for Tasman's Great Taste Trail.		Preliminary Design	25/06/21	\$275,000	\$5,000	Tender document being prepared. Construction planned for October 2021.

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
1240	Motupipi Shared Path Cycle Bridge	Construct new shared path bridge over Motupipi river, beside existing road bridge.	Cost	Preliminary Design	14/06/21	\$250,000	\$5,000	Tender document being prepared.
1208	Berryfield/Lower Queen Intersection Upgrade	Upgrade of Berryfield Drive/Lower Queen Street intersection.	Land	Detailed Design	12/01/22	\$102,300	\$384,000	Delay in land purchase. Tender document written and now on hold until we purchase the land.
1169	Richmond Champion-Salisbury Roads Roundabout	Double-lane Champion/Salisbury Roads roundabout, including 3 pedestrian/cycle crossings.		Delivery	30/04/21	\$2,323,397	\$2,473,397	Construction is complete with some minor works still to happen.
1198b	Upper Moutere Shared Path	Shared path between the Community Centre and the Village.	Land	Delivery	18/02/22	\$39,500	\$39,500	Project is on hold for a few months pending land agreement.
1210	Berryfield Drive Connection (Borck Creek Bridge)	Create road connection and shared pathway across Borck Creek to provide linkages between new housing developments.		Delivery	30/07/21	\$1,250,000	\$917,359	Construction underway, with three of the five spans now placed. Forecast expenditure remains on track. Bridge beam construction and placement continues on schedule. Bridge structure programmed for completion in July

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
								and approaches completed Sept/Oct.
1247	Brooklyn Bridge & Footpath	Shared footpath and bridge from Old Mill Road down Motueka West Bank Road to Mickell Road.		Delivery	30/07/21	\$200,000	\$200,000	Footpath construction is underway. The bridge is being built at Brightwater Engineering and is due on site at the end of June.
Sewerage Treatment and Disposal Services								
1182	New rising main Motueka West to wastewater treatment plant	Design, tendering and construction management of pump station and rising main from Motueka West Development Area to Motueka Bridge.		Preliminary Design	12/01/22	\$100,000	\$57,569	Basis of design report underway, as first stage of project feasibility.
1206	New Motueka WWTP Designation & Land	Seek Designation over preferred land for new Motueka WWTP.		Preliminary Design	01/08/25	\$0	\$0	5-year project. No funding allocated this year – planning only.
1135	Motueka wastewater treatment plant Inlet Works Duplication	Upgrade of plant - two new inlet screens to replace the existing aging structure.		Delivery	28/05/21	\$623,098	\$807,387	Both screens installed: First screen commissioned before Christmas 2020; second screen to be commissioned end of

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
								April. Additional budget approved.
1137	Richmond Headingly Lane wastewater pump station & rising main upgrade	Upgrade of Headingly Lane wastewater pump station and rising main to increase existing capacity of the sewer connection from Headingly Lane to the Beach Road NRSBU pump station.		Delivery	11/02/22	\$1,987,116	\$1,250,000	Construction is on track with pipe laying complete from Estuary Place to Green Waste to Zero (behind A&P Showgrounds).
1138	District-wide wastewater pump station emergency storage tanks	Emergency storage tanks at wastewater pump stations.		Delivery	24/09/21	\$1,287,000	\$1,134,000	The tank locations are Higgs Road Māpua, Ted Reed Reserve Riwaka, Everett Street Motueka, Malthouse Crescent Brightwater. Work is complete at Higgs Road and Everett Street, and underway at Ted Reed Reserve.
1207	Tapawera Wastewater Reticulation Replacement	Replace approx. 220m above-ground asbestos cement wastewater reticulation with 150mm dia. uPVC pipework.	Late	Delivery	08/11/21	\$80,000	\$30,000	Delayed to September 2021 due to contractor availability and landowner requirements.

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
Stormwater Collection and Disposal Services								
1057	Pohara Stormwater Improvements	Upgrade infrastructure to mitigate flood impact.	Consents	Preliminary Design	27/10/21	\$935,000	\$35,257	Consent hearing date was 11 May 2021. Currently the hearing is adjourned at the Commissioner's request for further information from Consent Officer and Applicant.
1168	Stormwater Land Purchase Programme	Ongoing land purchase programme for Richmond Stormwater.		Preliminary Design	Not for Tender	\$2,043,000	\$1,300,000	Two property purchases in Richmond West are planned for the 2020/21 financial year. The first has been finalised and the land is being legalised. The second acquisition is still being negotiated. The remainder of the land purchase programme is phased and budgeted in the proposed Long Term Plan.
1192	Borck Creek Widening – Poutama to SH60	1. Increase the capacity of the Borck Creek Channel to be capable of containing a 1%AEP flow following		Delivery	30/07/21	\$923,143	\$820,000	All bulk excavation has now been completed except for a small area where remediation of

ENGINEERING SERVICE ACTIVITY REPORT

PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
		completion of currently consented development. 2. Lower the Borck Creek low flow channel to final design level to allow adjacent piped stormwater systems to function as designed.						chemically contaminated soil is underway. Environmental enhancements and planting of the low-flow channel are now complete.
1194	Poutama Stream Widening	The current Poutama Stream conveys water from a spring behind Jubilee Park to Borck Creek near McShane Road. The stream also provides stormwater and drainage to a small catchment of mixed horticultural/pastoral land. Rapid development in Richmond has driven the need for the stream to be widened to behead stormwater that could flood Queen Street, and to enable growth in Richmond West. This project is to coordinate the construction of the final channel profile and enhancements.		Delivery	30/06/24	\$444,168	\$443,000	Excavation work to upgrade the channel is now complete for the current section. An agreement has negotiated with an adjacent developer's contractor for the excavation of the Poutama Wetland, which is now underway and due for completion in June.

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
1244	Seaton Valley Stormwater Detention Dam Construction	Construct a stormwater bund.		Delivery	30/06/22	\$100,000	\$100,000	Foundation of the bund will be constructed using excess fill from Pomona Road reservoir site. Stage 1, which includes sediment controls and bund foundation construction, will be completed before winter 2021 and the remainder of works, including the stormwater basin dig out, will proceed in the 2021/22 financial year.
Water Supply Services								
1129	Richmond Salisbury Road watermain replacement	Upgrade existing 150mm pipeline to 200mm pipe.		Preliminary Design	16/03/22	\$0	\$0	Budget for design will be available from July 2021.
1144	Motueka Recreation Centre Water Facility upgrade	Site Upgrade is to supplement network - storage tanks and booster pump arrangement to be confirmed.		Preliminary Design	02/02/22	\$93,000	\$0	Feasibility and preliminary design only this financial year.
1186	Motueka Reticulation -	Installation of watermain along Grey Street between		Preliminary Design	12/01/22	\$30,000	\$30,000	Design underway.

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
	Motueka West Watermain Stage 1.	Green Lane and Pah Street, connecting into existing main in Pah Street. Extension of the new main down Whakarewa Street, connecting into the existing main.						
1188	Redwood Valley Water Supply Upgrade - Golden Hills & O'Connor's Creek	Upgrade two water treatment plants to meet NZ Drinking Water Standards. Neither site currently has protozoa treatment. O'Connor's Creek needs iron and manganese removal. Protozoa treatment will probably be UV disinfection. Filtration will only be included if necessary. Chlorination is already in place.		Preliminary Design	09/02/22	\$51,000	\$20,000	Feasibility and preliminary design only this financial year.
1141	Richmond South Low Level Reservoir and Section H of pipeline	Construct new reservoir facility and pipeline (from Arizona subdivision to new reservoir) to extend water supply network in Richmond South.		Detailed Design	05/02/25	\$446,000	\$125,731	Project has been delayed for 2-3 years. Currently in LTP for 2027/28, but would be an option to pull this forward. Land is

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
								secured for the tank location but not for the pipeline route. We are completing a strategy review to make sure we have the best solution, given cost is higher than anticipated in the original business case.
1221	Dovedale Source - New Motueka River Valley Water Source	Improve water quality and to comply with NZDWS.	Land	Delivery	10/12/21	\$649,700	\$190,820	Contract awarded to Downer under the Three Waters Alliance Contract. Work scheduled to start in July.
1056	Pohara water treatment plant upgrade	Improve water quality and to comply with NZDWS.		Delivery	29/04/22	\$248,271	\$286,027	Contract awarded to Downer under the Three Waters Alliance Contract. Work scheduled to start in June.
1058	Motueka New water treatment plant	Design and construct a new water treatment plant at Parker Street site to become the future main point of supply and treatment.	Late	Delivery	31/03/22	\$2,777,640	\$851,034	The contract has been awarded to Apex Ltd as design and build. Design is undergoing final review. Building Consent application has

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
								been lodged and construction is expected to commence in July 2021.
1102	Richmond Waverley Street New Water Main	New water main in Waverly Street to replace existing 1960's AC main, which has failed several times.		Delivery	17/09/21	\$200,000	\$150,000	Construction due to start June 2021.
1120	Māpua Stafford Drive-Aranui Road water and wastewater upgrade	Construction of a new Stafford Drive wastewater pump station and new rising main to Māpua Wharf wastewater pump station. Upgrade of Ruby Bay wastewater pump station. Replace water pipes on Aranui Rd and Stafford Dr. from Māpua Wharf to Pine Hill Rd.		Delivery	30/06/21	\$2,719,000	\$2,710,000	Construction is nearly complete work is programmed to finish June 2021.
1147	Waimea Water Bores upgrade	Upgrade the raw water supply line from the 5 bores adjacent to the Waimea stop-bank to the Water Treatment Plant on Lower Queen Street. Upgrade the power and system control cabinets. All of this to		Delivery	24/09/21	\$1,591,924	\$1,536,915	Construction is almost complete. However weather is impacting on the final work. Scope is being expanded to include a pump replacement on Bore 6.

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PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
		improve the safety of supply to Richmond and Māpua/Ruby Bay.						
1148	Waimea (Māpua/Ruby Bay) water treatment plant upgrade	Water treatment plant process Design and Build: Upgrade the existing building and balance tank to meet seismic requirements. Upgrade the treatment at the plant to meet NZ Drinking Water Standards. Probable upgrade will be cartridge filtration and UV. Chlorine disinfection will remain.		Delivery	28/01/22	\$1,719,916	\$1,200,000	Contractor has taken possession of site and construction has started on the raw water supply bypass. Pre-commissioning is in trial operation.
1170	Richmond West trunk watermain - Section B	New section of Richmond West water main - from Berryfield Dr towards SH16.		Delivery	30/06/21	\$645,000	\$607,000	Work is nearly complete and there is just testing and commissioning to do.
1171	Richmond South trunk watermain C & D	New section of Richmond South water main from Richmond West to Bateup Road.		Delivery	26/10/21	\$555,000	\$530,000	Construction is underway. There is an unresolved issue with land purchase for a section of the pipe route, but we are close to an agreement with the landowner. Contract scope will be reduced if

ENGINEERING SERVICE ACTIVITY REPORT

PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
								land purchase cannot be completed.
1180	Rabbit Island (Moturoa) reticulation - Trunk Main Renewal	Renewal and upsize of the 200mm PVC water main from Best Island across Rabbit Island to the side of the estuary opposite Māpua Wharf.		Delivery	26/02/21	\$2,778,403	\$2,525,347	Construction on the pipeline across Rabbit Island and Best Island is complete. There was a second stage of the project proposed - to slip line the back up water main between Best Island and Rabbit Island. Staff have reviewed an options report for the slip lining and have resolved that costs exceed benefits and have decided not to proceed. There is a section of water main in Pomona Rd that is assessed to be higher priority and funds will likely be used for this.
1184	Brightwater Water Treatment Plant Upgrade	Temporary upgrade (5-10 year) of the WTP to meet drinking water Standards.		Delivery	22/10/21	\$700,000	\$420,383	Contract awarded to Process Flow Limited. Work scheduled to begin in June 2021.

ENGINEERING SERVICE ACTIVITY REPORT

PROJECT ID.	PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	STAGE COMPLETION DATE	PROJECT BUDGET THIS YEAR	PROJECT COST FORECAST THIS YEAR	COMMENTS
1185	Motueka Reticulation - Thorp Street Water Main Renewal	Replacement of the 200mm main along Thorp Street between Old Wharf Road and Fearon Street (approx. 2.1km) with uPVC pipe. The new pipe will be installed parallel to the existing pipe.		Delivery	21/12/21	\$1,450,000	\$450,000	Contract awarded to CJ Industries. This year budget is over stated by \$1m as construction started in May.
1190	Māpua Reticulation - Pomona Road Reservoir Upgrade	Replace existing temporary wooden reservoir with a new 2500m3 concrete reservoir.		Delivery	17/12/21	\$2,291,691	\$1,980,000	Work is progressing well.
1197	Richmond WTP Utilities Storage Facility	Construct a new storage facility at the southern end of the Richmond Water Treatment Plant.		Delivery	10/12/21	\$574,000	\$574,000	Project is now approved for construction. The building will commence in October 2022 with an 8 week construction period
1215	Wakefield Water Treatment Plant Upgrade	Temporary upgrade (5-10 year) of the WTP to meet drinking water Standards		Delivery	22/10/21	\$658,663	\$407,973	Contract awarded to Process Flow Limited. Work scheduled to begin in July 2021.

Attachments

1. [↓](#) Land Transport Rule: Setting of Speed Limits 2021 143
2. [↓](#) Supplementary Order Paper No. 38 on the Health (Flouridation of Drinking Water) Amendment Bill 149
3. [↓](#) Transport's Green Paper: Transport Emission: Pathways to Net Zero by 2050 153

15 June 2021

Waka Kotahi New Zealand Transport Agency
PO Box 1479
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Response to Land Transport Rule: Setting of Speed Limits 2021

Introduction

Thank you for the opportunity to submit on the Waka Kotahi Land Transport Rule: Setting of Speed Limits 2021.

Tasman District Council (the Council) is a unitary authority near the top of the South Island serving 56,000 people in a mix of urban and rural communities. Our economy and population are growing rapidly. Tasman has the highest vehicle ownership per capita in the country, and transport by road is growing at more than 5% per year.

As we are one of few Unitary Authorities in New Zealand, the proposed speed limit change processes affects us differently than Territorial and Regional Authorities.

The Council is very supportive of national efforts to increase road safety for all road users and recognises that safe and appropriate speeds are a cornerstone of doing this. We also support Waka Kotahi's 'whole of network approach' and the need to implement safety infrastructure to ensure that our street design reflects and encourages safe speeds.

While the Council is overall encouraged by the direction of the draft 2021 Land Transport Rule, we have identified a number of issues that we believe require more consideration.

Key themes that need to be addressed are:

- The national-level leadership coming from Waka Kotahi is not bold enough to provide needed support to local councils. The process suggested in this proposal does not make it sufficiently straight-forward for councils to lower speeds as needed.
- The funding provided by Waka Kotahi for speed management does not match the necessary amount required to carry out the work to lower the operating speed of key zones through traffic calming safety infrastructure.
- The suggested timeline of reviewing speed management plans at the same time as Long Term Plans places excessive burden on council staff and councillors.

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Leadership

1. Council considers that the draft 2021 Land Transport Rule, as it currently stands, is a missed opportunity to simplify and accelerate the process of setting safe and appropriate speed limits around the country for different roads types - and therefore make real gains in reducing death and serious injuries.
2. Road to Zero sets a target for 40% reduction in death and serious injuries by 2030. Setting safe and appropriate speed limits is critical to achieving this reduction. The draft Rule is fundamentally flawed by effectively leaving it up to every Local Authority to have what will be very challenging conversations with their communities, and to decide what (if any) speed limits will be reduced, and when (with the exception of relatively small lengths of roads around schools). The risk of slow and nationally inconsistent implementation of safe and appropriate speed limits is very significant using this approach. We doubt the draft Rule will contribute much towards achieving the Road to Zero targets without implementing more nationally consistent changes, more quickly.
3. While we acknowledge there are some benefits that the draft Rule would provide over the current process for setting speed limits, we strongly urge Waka Kotahi and the Ministry of Transport to take this opportunity to provide stronger leadership on default speeds. If more default safe and appropriate speeds were mandated nationally, it would also save councils and our communities a great deal of time and effort running through the processes proposed. It would enable us to instead focus our resources on situations where the safe and appropriate speed limits should be lower or higher than the national defaults.

Safe and Appropriate Speeds*School sites*

4. The Council supports lowering speed limits and operating speeds around urban schools to 30 km/hr. However, there appear to be some gaps in how, and to what extent, funding is provided to create a safe environment for children to walk and cycle to school.
5. The Council is pleased that the proposal gives the authority to the Council to determine which roads are considered to be a *road outside a school or expected routes to a school*. This flexibility allows us to look at the safety of children getting to school actively as an entire transport journey, rather than merely improving safety at the destination.
6. However, in order to assess the safety infrastructure and lower the operating speeds on expected routes that children take to school, the Council will require additional national funding over and above what is currently allocated to us through the National Land Transport Fund. This funding is needed not only for the implementation of the traffic calming infrastructure, but also the staff time and resourcing needed to deliver robust school travel planning and safety assessments.
7. Where variable speed signs are used around schools, the Council considers that the signs need to be able to be active for up to an hour before and after school (8am-9am, 3pm-4pm). This takes into account the varied travel times of school children and many

other functions of the school, as a community hub and location for afterschool activities.

8. We recommend that:
- All schools, including those with current 40 km/hr speed limits, be required to transition to a 30 km/hr speed limit by 2025.
 - Sufficient funding is provided by Waka Kotahi to implement speed management measures to bring the operating speed of the streets around schools to 30 km/hr by 30 June 2027.
 - Variable speed signs around schools be able to be active for up to an hour before and after school (8am-9am, 3pm-4pm).

Town Centres on a State Highway

9. The 2021 Land Transport Rule does not provide guidance on setting speed limits within the commercial and residential areas of rural townships. This is a significant concern for Tasman's growing rural communities and towns as the traffic volume along state highways continues to increase. Community severance due to the State Highway has become a pressing issue for several of our towns in the Tasman district.
10. The Council supports stronger national guidance on lowering speed limits along the State Highway to below 50 km/hr within rural towns. This would enhance the safety of those living, working and traveling to school in these townships, and make it easier to implement raised table crossings and other infrastructure treatments to improve the safety of those needing to cross the road.

Lowering Speed Limits before Infrastructure Change

11. Current legislation does not allow us to change the speed limit unless we can prove an operating speed in that location that is within 10% of the desired speed limit. The 2021 draft Land Transport Rule does not appear to change this regulation.
12. If speed limits cannot be lowered until the mean operating speed is not in excess of the speed limit set, we will not have the ability to, for example, assess speeds over 40 km/hr as inappropriate in neighbourhoods, thereby requiring traffic calming treatments.
13. The Council recommends increased flexibility by allowing speed limits to be lowered prior to reaching this threshold, and prior to installing the required engineering treatments to reinforce the new speed limit.

Speed Camera Revenue

14. The Council supports an increase in the use of speed cameras and welcomes Waka Kotahi's assistance to resource more cameras.
15. However, the Council does not believe local speed camera revenue should be returned to nationally consolidated funds. This has historically meant regions like Tasman do not receive a fair share of those funds. The revenue gained from the speed cameras on local roads should be provided to the district in which it was collected to support local road enhancements.

Insufficient Funding

16. The Council welcomes the direction of the proposed changes in the 2021 Land Transport Rule, particularly around lowering speeds to increase safety for vulnerable road users.
17. The cost of implementing these changes in accordance with the draft Rule will make it very difficult for us to achieve these speed limit aspirations. Given the limited funding and lack of national direction to lower speeds, we are seeking some additional information around the feasibility of achieving the desired speed management changes and safety infrastructure installations within the available budget.
18. We know that without appropriate traffic calming design engineered into the street layout, speed limits are not routinely followed, and operating speeds remain high. Unless Waka Kotahi provides increased funding to implement the necessary road changes to achieve lower operating speeds, we are unlikely to be able to reach our active transport targets and road safety goals.
19. The Council recommends that Waka Kotahi substantially increase the funding available for councils to use to deliver the required infrastructure changes to effectively lower operating speeds.

Speed Management Plan Review

20. The Council strongly recommends staggering the three-year cycle of reviewing local Speed Management Plans and Long Term Plans (and Regional Land and Public Transport Plans). Reviewing the Speed Management Plan at the same time as these other key documents creates a workload spike that is difficult to resource and manage, putting undue stress on already stretched council staff and councillors.
21. Additionally, reviewing the Speed Management Plan a year before the Regional Land Transport Plan and Long Term Plan means that the Speed Management Plan would be able to inform the amount of funding needed to carry out infrastructure changes to lower operating speeds around the region.

Good Partnership

22. The Council is concerned that the proposed process for the writing and approval of speed management plans (and the subsequent speed limit changes) enables Waka Kotahi to reject the proposed changes after the process has concluded. This would frustrate, and reflect poorly on, all parties involved in the process. To mitigate this risk, Council suggests entering into a formal shared commitment to work together in good faith with Waka Kotahi. This will ensure we achieve an acceptable speed management plan prior to the start of the consultation phase.
23. Thank you for this opportunity to provide feedback to the Waka Kotahi Land Transport Rule: Setting Speed Limits 2021. Please arrange for the appropriate Waka Kotahi officer to contact Clare Scott by phone at 027 248 5765 or email at clare.scott@tasman.govt.nz to discuss our questions and provide responses to the issues we have identified.

Yours sincerely

Tim King
Mayor, Tasman District Council

Stuart Bryant
Deputy Mayor, Tasman District Council and
Chair Tasman Regional Transport Committee

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Phone 543 8400

17 June 2021

Committee Secretariat
Health Committee
Parliament Buildings
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Submission from Tasman District Council on Inquiry into Supplementary Order Paper No. 38 on the Health (Fluoridation of Drinking Water) Amendment Bill.

The Tasman District Council (Council) thanks the Health Select Committee (Committee) for the opportunity to submit and provide feedback on the proposal set out in the Supplementary Order Paper (SOP) No.38.

The Council is a unitary authority located at the top of the South Island. The Council supplies drinking water to approximately 13,600 properties (approximately 33,000 residents or 55% of our population). We operate twelve urban drinking water supplies and four rural water supplies.

This submission has been submitted prior to being ratified by Council. This is expected to occur at on 24 June 2021. We will advise the Committee if our submission has changed following formal consideration and approval by the Council.

We wish to speak to our submission remotely.

We understand the intent of the original Bill and SOP is to empower a single agent (District Health Boards and Director-General of Health respectively) to make decisions to direct local authority drinking-water suppliers to add or not to add fluoride to drinking water supplies.

We have refrained from commenting on the ethicality or efficacy of adding fluoride to drinking water supplies. We instead focus on questions and concerns in relation to Te Mana o te Wai, Councils' decision-making processes, timing and costs of associated infrastructure. These are not limited to the provisions of the Bill, instead covering wider concerns and questions about the proposal to require councils to fluoridate public water supplies and how this will be implemented and funded.

We also wish to raise concerns about the process being followed for consideration of the Bill and SOP. The timeframe to provide feedback on the SOP has been extraordinarily challenging for us. We have not had a chance to canvas our community to formulate a collective view nor engage with local iwi to seek their perspectives.

We are equally concerned that New Zealanders in general have not been given adequate opportunity to provide feedback directly on the proposed legislation.

Consequently, we ask why the process has been so rushed?

Te Mana o te Wai

Māori values and perspectives are increasingly considered in the decision making around water as a resource (within the context of drinking water and water for other uses).

We recognise that all forms of water are taonga and embrace the principles of Te Mana o te Wai as part of the way we manage water going forward.

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We are concerned that the addition of fluoride to drinking water may potentially clash with both the principles and hierarchy of obligations within the Te Mana o te Wai framework.

We question whether the Government has considered if and how the addition of fluoride to drinking water sits in relation to the principles of Te Mana o te Wai, in particular Kaitiakitanga. Also how it sits within the hierarchy of obligations, in particular the health and well-being of water as a first priority.

We acknowledge the purpose of adding fluoride to drinking water is a public health measure but are concerned about the potential long-term negative impacts that continuous water fluoridation has on the receiving environment (either through discharge via wastewater treatment plants or via reticulation water loss). Has the Government adequately considered the long-term impact on plants and animals?

Councils' decision-making obligations

While the Bill will provide the Director-General of Health the ability to direct local authority drinking-water suppliers to add (or not to add) fluoride to drinking water supplies, it does not address Councils' decision-making obligations under Part 6 of the Local Government Act 2002.

These statutory obligations meant that we had to consult the public on the proposal to permanently chlorinate our water supplies. This consultation was undertaken even though residual disinfection is most likely to be mandatory when the Water Services Bill is enacted in the coming months. Chlorination is widely accepted as being the most cost-effective form of residual disinfection. The recent consultation process proved lengthy, challenging and consumed a lot of the Council time. It was cynically viewed by some in the community as consultation on a predetermined decision. We see a parallel between this and the proposed instruction to fluoridate. Consequently, to remove all doubt, we request the Committee explicitly exclude Councils from their statutory obligations to consult their communities on such changes.

Bill Recommendation

We request that the Committee make it explicitly clear in the Bill that if directed to add fluoride to water supplies, Councils are exempted from their statutory decision-making requirements outlined in *Part 6 of the Local Government Act 2002*.

Strategic Planning Considerations

It would be helpful for our long term strategic planning if the Ministry of Health provided a timeframes as to when water supplies are required to have fluoridation. There are significant capital and operational considerations associated with this proposal and forward planning and budgeting is imperative.

Currently we are in the process of building new and upgrading multiple water treatment plants (WTP). We only comply with the Drinking Water Standards of New Zealand (DWSNZ) on the larger schemes. Our key focus is on drinking water quality and safety, and we are prioritising the other WTP upgrades to meet the DWSNZ. If directed to add fluoride to water, we need to invest in additional infrastructure and increase operating budgets in response. These fluoridation funding requirements have not been factored into our Long Term Plan 2021/2031 (discussed below).

We request that the Committee carefully consider the many significant challenges facing local authorities including:

- Three Waters Reform;
- New regulations from Taumata Arowai to meet DWSNZ;
- Three Waters Service Delivery changes;
- Resource challenges:
 - Financial constraints on rates and debt cap; and
 - Constrained numbers of appropriate skills in the water sector.

We request that the Committee provide local authorities with clear direction on where adding fluoride sits in relation to these other priorities. Furthermore, we request that we are provided adequate lead-in times for compliance.

2

Long Term Plan 2021-31 and Funding Challenges

The Council is intending to adopt its Long Term Plan 2021/2031 on 30 June 2021. Council has been developing the Long Term Plan for over 18 months and has not planned for any of the capital or operational costs arising from this proposal.

The fluoridation proposal will require additional upfront capital investment and additional operational costs. The capital costs to add fluoride equipment to our WTP could be significant. We have not assessed the quantum of the additional operating costs. However, they would include chemical purchase and appropriate storage, equipment maintenance, compliance monitoring, health and safety requirements, reporting and auditing.

This fluoridation proposal is a decision from the Ministry of Health essentially. In making its decision the Ministry needs to consider the consequential costs of this decision and provide the necessary funding to help alleviate the additional burden on water supply rates, fees and charges.

It would be helpful if there was more clarity and certainty about when water supplies will be required to be comply with any decision.

Supporting Taituarā

Finally, we want to support Taituarā's (Local Government Professional Aotearoa) submission that recommends the Select Committee agree that the Bill be amended to:

1. Notify communities of the Director-Generals intention to issues a directive and allow the community 40 days to comment on it; and
2. Require the Director General to publish an assessment of the existing science of fluoridation at regular intervals.

Yours sincerely



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16 June 2021

Transport Emissions
 Ministry of Transport
 PO Box 3175
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Dear Sir/Madam

Tasman District Council's Submission on Hīkina te Kohupara

Background

Tasman District Council (the Council) is a unitary council near the top of the South Island. The district has a population of over 56,000 residents, growing at 2.1% pa in a mix of rural and township settlements. The Tasman District is a primary producer with notable exports in hops, apples and timber. The district has the highest vehicle ownership per capita in the country with transport by road growing at more than 5% per year.

The Council has recently completed the Transport Activity Management Plan, Regional Land Transport Plan and Regional Public Transport Plan which are prioritising active transport and public transport to cater for growth in the district.

Summary of the submission

The Council broadly supports the principles and actions identified in Hīkina te Kohupara consultation document. The Council strongly encourages greater financial investment in District and Regional Councils to achieve early transport changes identified in Pathway 4.

Tasman is a rural/provincial district with a large proportion of our community living outside of urban areas. The Council has made commitments to improving walking, cycling and public transport in our towns. Reducing the climate change impact of transport outside of these areas will rely more heavily on the levers that only central government (and Waka Kotahi) can use to influence the greening of the national vehicle fleet and renewable electricity generation and distribution, and improving the efficiency of vehicle movements on our State Highways.

We also recommend that a first-principles review be undertaken of:

- The transport sector's long-term funding needs to maintain and develop our transport system, much like government has with the three waters sector.
- How the sector is funded, particularly in light of the challenges to current funding sources that is presented by proposed climate change mitigations. The proposed road tolling and congestion charges should be considered in light of this wider review.

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Question 1: Do you support the principles in Hikina te Kohupara? Are there any other considerations that should be reflected in the principles?

1. We support the principles as outlined in Chapter 1. However, there should be some recognition that changes to the transport system to address climate change should also maximise other opportunities to improve other transport outcomes. Some of the key other community outcomes that addressing climate change can also positively impact are healthy and safe people, and inclusive access.

Question 2: Is the government's role in reducing transport emissions clear? Are there other levers the government could use to reduce transport emissions?

2. We would like to draw your attention to one area that has not been identified. There are a number of government ministries and agencies that undertake transport as part of their everyday activity that have transport policies which constrain public transport mode shift. Below are a number of examples:
 - Ministry of Education school bus policies are leading to parents driving pupils and Councils to limit public transport services
 - Centralisation of government services has meant that people in rural areas or towns are required to travel significant distances for in-person appointments.
 - Department of Conservation has national parks that require people to drive to. There has been no intention to work with local government or private companies to provide bus services.
3. The Council would like to see government departments co-ordinate and co-operate with each other and with local government in providing fit for purpose public transport services for all (especially those in rural communities).

Question 3: What more should Government do to encourage and support transport innovation that supports emissions reductions?

4. We support transport innovation, but do not specifically have anything else to add.

Question 4: Do you think we have listed the most important actions the government could take to better integrate transport, land use and urban development to reduce transport emissions? Which of these possible actions do you think should be prioritised?

5. In addition to the listed actions, legislation and policy statements could be amended to:
 - Specifically include walking and cycling infrastructure and public transport services as methods for addressing growth.
 - Prioritise road space commonly used for parking for beneficial modes, such as freight, cycling and public transport.
6. The Council believes that the following actions that were identified in Hikina te Kohupara that will have the greatest impact:
 - Increasing financial assistance rates for walking/cycling and public transport investments.

- Setting walking/cycling and public transport targets with financial consequences if they aren't delivered.

Question 5: Are there other travel options that should be considered to encourage people to use alternative modes of transport? If so, what?

7. The Council support all the options considered. Some other options that may be considered are:
 - Ensuring Project Next (the new national integrated public transport e-ticket system) has an ability to subscribe to public transport services. For example, a member of the public can pay a fixed monthly rate for unlimited public transport services. This will encourage people to maximise their use of public transport and justify their monthly investment.
 - Removing fringe benefit tax from public transport passes that companies purchase for employees.

Question 6: Pricing is sometimes viewed as being controversial. However, international literature and experiences demonstrate it can play a role in changing behaviour. Do you have any views on the role demand management, and more specifically pricing, could play to help Aotearoa reach net zero by 2050?

8. The Council agrees that road pricing can be beneficial in changing behaviour. The Council would like to make the following points about road pricing:
 - Tasman utilises Port Nelson as its main exporting terminal. A road pricing scheme in the Richmond/Nelson area may provide freight efficiency benefits, but a charge would also be unavoidable as exporters have no option to transfer freight to rail - Port Nelson is the only city centre port in New Zealand not to have a rail connection.
 - We submit that any revenue from road pricing in Tasman District is utilised in Tasman District for local network improvements and not included in a possible consolidated national fund.
9. We also consider that demand management tools such as road pricing can also be complimented by a wider range of 'supply' management tools.
10. Both Nelson City Council and Tasman District Council are considering, together with Waka Kotahi, how we evolve our transport networks to meet the challenges of today and tomorrow. One of the options being considered is prioritising road space for freight and public transport at peak times. For example, be providing freight and public transport only lanes approaching key interactions (jump lanes).
11. This enables high value movements to be prioritised, and for freight, would result in similar outcomes to road pricing – i.e. freight moves more freely. In the short term at least, this mitigates the need to provide additional road capacity to ensure efficient freight movements, which would otherwise induce more demand generally, running contrary to the government's other transport related goals.

Question 7: Improving our fleet and moving towards electric vehicles and the use of sustainable alternative fuels will be important for our transition. Are there other possible actions that could help Aotearoa transition its light and heavy fleets more quickly, and which actions should be prioritised?

12. The Council recommends that the feebate scheme be extended to not only include new and imported EV's but to repower existing internal combustion vehicles to EV. This will transition the existing fleet at a lower cost than purchasing brand new as well as encouraging investment in training to repair EV's.

Question 8: Do you support these possible actions to decarbonise the public transport fleet? Do you think we should consider any other actions?

13. The Council supports all these actions. However, we have some concern that decarbonisation of the current bus fleet will be prioritised over improving frequency and coverage of existing bus services.

Question 9: Do you support the possible actions to reduce domestic aviation emissions? Do you think there are other actions we should consider?

14. The Council supports all these actions. We also recommend that viable alternatives to air transport are also advanced. We need to provide an inter-regional transport system to support low emission travel around New Zealand. A planned Inter-regional network not only supports inter-city travel but also supports the smaller rural communities that live along the routes providing access to core services. This should be undertaken to facilitate international tourism when then international visitors return.

Question 10: The freight supply chain is important to our domestic and international trade. Do you have any views on the feasibility of the possible actions in Aotearoa and which should be prioritised?

15. The Council supports all these actions and has no specific views on prioritising possible actions.

Question 11: Decarbonising our freight modes and fuels will be essential for our net zero future. Are there any actions you consider we have not included in the key actions for freight modes and fuels?

16. The Council supports all these actions and has not identified any other actions for freight modes and fuels.

Question 12: A Just Transition for all of Aotearoa will be important as we transition to net zero. Are there other impacts that we have not identified?

17. The Council's growth is being characterised by avoiding development of high quality soils and areas of natural hazard risk. This means that residential growth is often separated from our largest urban areas. We are trying to address the transport issues that this creates through intensification of existing urban areas and development of new bus routes to service these development areas. Despite the measures we are undertaking, we are aware that these measures identified in the document will disproportionately affect existing rural and peri-urban residents. We agree with the impacts that have been identified, but do not have any other impacts to add.

Question 13: Given the four potential pathways identified in Hīkina te Kohupara, each of which require many levers and policies to be achieved, which pathway do you think Aotearoa should follow to reduce transport emissions?

18. The Council recommends following Pathway 4, for the following reasons:

- Pathway 4 is the only pathway that meets the Climate Change Commission's recommendations by 2035.
- Pathways 1, 2 and 3 require other industries (that are less able to make quick changes) to contribute around 2-3 Mt CO²-e more than the Climate Change Commission's recommendation which will have a greater economic impact.
- Pathways 1, 2 and 3 require private individuals and businesses to make changes quickly, which may be difficult for government to achieve.
- Pathway 4 better contributes to other transport related goals including:
 - Minimisation of congestion.
 - Travel equity.
 - Road safety.
 - Improved community health and wellbeing.

We thank you for the opportunity to submit to this important discussion on the future of transport in New Zealand.

Yours sincerely

Tim King
Mayor, Tasman District Council

Stuart Bryant
Deputy Mayor, Tasman District Council and
Chair Tasman Regional Transport Committee