

Notice is given that an ordinary meeting of the Motueka Community Board will be held on:

Date: Tuesday 20 July 2021
Time: 4.00pm
Meeting Room: Motueka Office
Venue: 7 Hickmott Place
Motueka

Motueka Community Board

AGENDA

MEMBERSHIP

Chairperson	B Maru
Deputy Chairperson	D Armstrong
Members	R Horrell
	J Tomsett
	Cr B Dowler
	Cr D Ogilvie
	Cr T Walker

(Quorum 4 members)

Contact Telephone: 03 528 2015
Email: emma.gee@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 KARAKIA, OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

4 DECLARATIONS OF INTEREST

5 CONFIRMATION OF MINUTES

That the minutes of the Motueka Community Board meeting held on Tuesday, 15 June 2021, be confirmed as a true and correct record of the meeting.

6 PRESENTATIONS

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7 REPORTS

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8 CORRESPONDENCE

8.1 Correspondence 129

9 CONFIDENTIAL SESSION

Nil

6 PRESENTATIONS

6.1 COUNCIL'S DIGITAL STRATEGY

Information Only - No Decision Required

Report To: Motueka Community Board
Meeting Date: 20 July 2021
Report Author: Emma Gee, Team Leader - Customer Services (Motueka)
Report Number:

PRESENTATION

Steve Manners, Group Manager – Information, Science & Technology, will make a presentation to the Motueka Community Board on Council's Digital Strategy.

Appendices

Nil

7 REPORTS

7.1 RESERVE FINANCIAL CONTRIBUTIONS

Decision Required

Report To:	Motueka Community Board
Meeting Date:	20 July 2021
Report Author:	Richard Hollier, Reserves and Facilities Manager
Report Number:	RMCB21-07-1

1 Summary

1.1 This report provides an update on:

- the current status of the Motueka Ward Reserve Financial Contribution (RFC) account; and
- the reserves and facilities projects proposed for the next 3 financial years; and
- the Special Purpose Committee (halls and community centres) capital project and maintenance requests for the 2021/2022 financial year.

1.2 The RFC account includes funds received from land subdivision and large resource consents and taken under the Resource Management Act as financial contributions. The RFC funds received in the Motueka Ward are largely applied to the purchase of land for reserves and capital improvements to reserves and facilities. The Special Purpose Committee requests are funded from general rates.

2 Draft Resolution

That the Motueka Community Board receives the Reserve Financial Contributions RMCB21-07-1; and

- 1) recommends to Council the proposed Reserve Financial Contribution carry forward from the 2020/2021 financial year into the 2021/2022 financial year, for the following projects:**
 - **\$22,000 from the Walkways/General budget**
 - **\$163,800 from the Toilets General budget**
 - **\$212,150 from the Sportsfields General budget**
 - **\$99,400 from the Playgrounds General budget; and**
- 2) recommends to Council the proposed Reserve Financial Contributions carry forward from the 2020/2021 financial year into the 2022/2023 financial year for the following projects:**

- \$48,225 from the Motueka Quay Carpark/Landscaping budget
- \$34,650 from the Sportsfields General budget
- \$58,200 from the Playgrounds General budget; and

3) recommends to Council the Reserve Financial Contributions Capital projects to be undertaken in the 2021/2022 financial year and the projects proposed for the following two years as set out in the following table; and

Project Name	Work Description	Budget		
		2021/22	2022/23	2023/24
Project Location	Scope of work			
Walkways General		47,575	10,537	16,216
Little Kaiteriteri- Stephens Bay	Walkway completion Tapu Bay - Little Kaiteriteri	37,575		
Moonraker Walk	walkway upgrade	10,000		
Saltwater Baths	Resurfacing		10,537	16,216
Cemeteries		10,984	10,537	0
Motueka Cemeteries	Flett Rd Cemetery development & beams Motueka cemeteries	10,984	10,537	0
Coastcare		15,345	15,805	16,216
Torrent Bay	Coastal Planting	15,345	5,000	5,000
Foreshore	Progress foreshore landscaping		10,805	11,216
Toilets General		184,260	94,832	0
North St	Complete toilet & change area	163,800		
Decks Reserve	Toilet		94,832	
Torrent Bay	Toilet contribution	20,460		
Motueka Quay Carpark/Landscaping		0	48,225	0
Motueka Quay Old Wharf area	Stage 2 landscaping of carpark area		48,225	
Sportsfields General		365,600	84,295	32,433
Goodman Recreation Park	Sportsfield parking & toilet	295,600		
Motueka Netball Courts	Resurface courts	70,000		
Sportspark Motueka	Parking stage 1		84,295	32,433
Picnic Area/Gardens General		11,178	0	32,433
Thorps Bush	Interpretative signs	2,000		
Pethybridge	Garden redevelopment	4,178		
Titoki Place	Path	5,000		
Ward Picnic/furniture	park furniture across ward			32,433
Playgrounds General		171,000	131,958	75,676
Nga Piko	Install play equipment	16,000		
Tana Pukekohatu	Install play equipment	15,000		
Thorps Bush	Install play equipment		4,000	75,676
Decks Reserve	New modular unit		127,958	
Beach Reserve	Play Equipment upgrade	90,000		
Motueka Skate Park	Skate park development	50,000		
Ward Totals		805,942	396,189	172,974

- 4) recommends to Council the Special Purpose Committee project spend of \$67,500 for upgrades and capital works at the Lower Moutere, Memorial and Riwaka halls and the Motueka Community House as outlined in the following table:

Project	Scope	Budget 2021/2022
Lower Moutere Hall	Entrance gate	1,000
Memorial Hall	Hall Curtain replacement	28,000
Memorial Hall	Storm water improvements investigation	2,000
Motueka Community House	Carpet replacement	8,300
Riwaka Hall	Painting – roof & exterior	20,200
Riwaka Hall	Acoustic wall lining	8,000
		\$67,500

3 Purpose of the Report

- 3.1 This report provides an update on the status of the Motueka Ward Reserve Financial Contributions (RFC) accounts, the project activity for the 2020/2021 financial year and budgets for the next 3 financial years.
- 3.2 The project also provides the Board with the Special Purpose Committee requests for capital projects and maintenance for the 2021/2022 financial year.

4 Background and Discussion

Reserve Financial Contributions Account

- 4.1 The RFC budget for the Motueka Ward as included in the Long Term Plan 2021-2031 for the next three financial years is shown in Table 1 below.

Table 1 – Long Term Plan 2021-2031 Budgets for Years 2021/2022 – 2023/2024

Account	Total Budget 2020/21	Budget LTP 2021/22	Budget LTP 2022/23	Budget LTP 2023/24
Grand Total	1,776,629	2,470,453	2,585,899	2,789,816
Income				
Development & Financial Contributions	-650,000	-557,803	-575,653	-590,044
Total Income	-650,000	-557,803	-575,653	-590,044
Applications of Operating Funding				
Valuation Fees	7,392	5,320	5,474	5,611
Coastcare	9,681	0	0	0
Community Contribution	0	81,840	0	0
Keep Motueka Beautiful	12,000	10,000	10,000	10,000
Clock Tower Trust	7,000	7,161	7,369	7,553
Te Awhina Marae	0	25,575	0	0
Transfer to District wide	10,736	10,983	11,301	11,584
Closed Account Interest	-19,828	-9,563	-14,072	-21,118
Total Applications of Operating Funding	26,981	131,315	20,072	13,630
Applications of Capital Funding				
Walkways General	22,161	25,575	10,537	16,216
Stephens Bay/Tapu Bay	25,000	0	0	0
Cemeteries	10,000	10,984	10,537	0
Coastcare	10,000	15,345	15,805	16,216
Toilets General	165,000	20,460	94,832	0
Motueka Quay Carpark/Landscaping	48,225	0	0	0
Sportsfields General	286,000	153,450	84,295	32,433
Picnic Area/Gardens General	5,115	11,178	0	32,433
Playgrounds General	215,690	71,610	73,758	75,676
Capital Programme Provision	0	-30,860	-28,976	-17,297
Total Applications of Capital Funding	787,191	277,742	260,788	155,676

Account	Total Budget 2020/21	Budget LTP 2021/22	Budget LTP 2022/23	Budget LTP 2023/24
Other Capital Items				
Transfer to Reserves	-568,572	97,596	189,526	-1,200,891
Internal Transfers Paid	404,400	51,150	105,267	1,621,629
Total Other Capital Items	-164,172	148,746	294,793	420,738
Opening Balance				
Opening Balance	1,766,629	1,912,650	2,010,246	2,199,772
Total Opening Balance	1,766,629	1,912,650	2,010,246	2,199,772

- 4.2 The RFC account income is largely derived from land subdivision and is difficult to accurately predict. The budgeted income for the 2020/2021 year was \$650,000 whereas the actual income as at 30 May 2021 was \$355,124. Due to the difficulty of projecting the budgets the RFC income in one year is used to fund capital projects in the following year.
- 4.3 The actual expenditure against budget as at 30 May 2021 is shown in Table 2 below together with the amount proposed to be carried forward into the 2021/2022 year for projects in progress at 30 June 2021.

Table 2 – Actual Expenditure in 2020/2021 compared to budget and recommended carry forward

Account	Total Budget 2020/2021	YTD Actuals 2020/2021	Proposed Carry Forward 2021/2022	Proposed Carry Forward 2022/2023
Income				
Development & Financial Contributions	-650,000	-355,124		
Total Income	-650,000	-355,124		
Applications of Operating Funding				
Valuation Fees	7,392	4,160	0	0
Coastcare	9,681	1,439	0	0
Motueka Cemetery	0	1,573	0	0
Keep Motueka Beautiful	12,000	5,222	0	0
Clock Tower Trust	7,000	12,243	0	0
Transfer to District Wide	10,736	10,736	0	0
Closed Account Interest	-19,828	-6,276	0	0
Total Applications of Operating Funding	26,981	29,098	0	0
Applications of Capital Funding				
Walkways General	22,161	0	22,000	0
Stephens Bay/Tapu Bay	25,000	12,065	0	0
Torrent Bay Toilets	0	23,784	0	0
Cemeteries	10,000	0	0	0

Account	Total Budget 2020/2021	YTD Actuals 2020/2021	Proposed Carry Forward 2021/2022	Proposed Carry Forward 2022/2023
Coastcare	10,000	0	0	0
Toilets General	165,000	1,012	163,800	0
Motueka Quay Carpark/Landscaping	48,225	0	0	48,225
Playground/Youth Park	0	0	0	0
Sportsfields General	286,000	34,933	212,150	34,650
Picnic Area/Gardens General	5,115	6,537	0	0
Playgrounds General	215,690	54,044	99,400	58,200
Total Applications of Capital Funding	787,191	132,375	497,350	141,075

- 4.4 The Clock Tower Trust loan was repaid in April following purchase of part of the site by Waka Kotahi for intersection improvements, the budgets for 2021/2022 onwards will be removed through the next Annual Plan.
- 4.5 Keep Motueka Beautiful have submitted a list of projects that they would like to progress in 2021/2022 from the \$10,000 RFC operational funding budgeted for this purpose, these are summarised below:
- Te Maatu/Thorp Bush planting \$2,000
 - Restore estuary/salt-marsh \$4,000
 - Sanctuary Ponds planting \$500
 - Fearon Bush planting \$1,000
 - Inlet Reserve footpath \$1,000
 - Trewavas St foreshore planting \$1,000
 - George Quay planting vicinity harbor master's shed \$500
- 4.6 An additional \$5,000 was sought for planting outside the Museum or elsewhere on High St following the SH60 upgrade. This project is not supported as landscaping is included in the project costs and there is insufficient budget for this work.
- 4.7 The capital projects funded from RFC funds that we propose to undertake over the next 3 financial years are set out in Table 3 together with projects still in progress as at 30 June 2021. I seek the Board's endorsement of these projects.

Table 3 – Amended budget recommendation for 2021/2022

Account	Budget LTP 2021/22	Proposed Carry Forward	Revised Budget 2021/2022	Budget LTP 2022/23	Budget LTP 2023/24
Capital Projects					
Walkways General	25,575	22,000	47,575	10,537	16,216
Cemeteries	10,984	0	10,984	10,537	0
Coastcare	15,345	0	15,345	15,805	16,216
Toilets General	20,460	163,800	184,260	94,832	0
Motueka Quay Carpark/Landscaping	0	48,225	0	48,225	0

Sportsfields General	153,450	246,800	365,600	84,295	32,433
Picnic Area/Gardens General	11,178	0	11,178	0	32,433
Playgrounds General	71,610	157,600	171,000	131,958	75,676
Total Capital Projects	308,602	638,425	805,942	396,189	172,974

- 4.8 Further information on the location and scope of projects in each of the budget areas shown in Table 3 are provided in Table 4 below:

Table 4 – Reserve Development Projects – Motueka Ward

Project Name	Work Description	Budget		
		2021/22	2022/23	2023/24
Project Location	Scope of work			
Walkways General		47,575	10,537	16,216
Little Kaiteriteri- Stephens Bay	Walkway completion Tapu Bay - Little Kaiteriteri	37,575		
Moonraker Walk	walkway upgrade	10,000		
Saltwater Baths	Resurfacing		10,537	16,216
Cemeteries		10,984	10,537	0
Motueka Cemeteries	Flett Rd Cemetery development & beams Motueka cemeteries	10,984	10,537	0
Coastcare		15,345	15,805	16,216
Torrent Bay	Coastal Planting	15,345	5,000	5,000
Foreshore	Progress foreshore landscaping		10,805	11,216
Toilets General		184,260	94,832	0
North St (Note 1)	Complete toilet & change area	163,800		
Decks Reserve	Toilet		94,832	
Torrent Bay (Note 2)	Toilet contribution	20,460		
Motueka Quay Carpark/Landscaping		0	48,225	0
Motueka Quay Old Wharf area	Stage 2 landscaping of carpark area		48,225	
Sportsfields General		365,600	84,295	32,433
Goodman Recreation Park	Sportsfield parking & toilet	295,600		
Motueka Netball Courts (Note 3)	Resurface courts	70,000		
Sportspark Motueka	Parking stage 1		84,295	32,433
Picnic Area/Gardens General		11,178	0	32,433
Thorps Bush	Interpretative signs	2,000		
Pethybridge	Garden redevelopment	4,178		
Titoki Place	Path	5,000		
Ward Picnic/furniture	park furniture across ward			32,433
Playgrounds General		171,000	131,958	75,676
Nga Piko	Install play equipment	16,000		
Tana Pukekohatu	Install play equipment	15,000		
Thorps Bush	Install play equipment		4,000	75,676
Decks Reserve	New modular unit		127,958	

Project Name	Work Description	Budget		
		2021/22	2022/23	2023/24
Project Location	Scope of work			
Beach Reserve	Play Equipment upgrade	90,000		
Motueka Skate Park (Note 4)	Skate park development	50,000		
Ward Totals		805,942	396,189	172,974

4.9 Three of the projects included in Table 4 have funding contributions from other sources, the Community Board has committed funding from its project funding for:

- North St toilets (Note 1) for changing rooms - \$10,000
- Motueka Skate Park (Note 4) - \$40,000

In addition further funding will be sought from various charities for the balance required to fund the skate park. The full construction cost of the skate park is still to be confirmed. The re-levelling and re-surfacing of the Motueka netball courts (Note 3) is being partly funded from savings from the Motueka Recreation Centre (\$110,000), a \$10,000 contribution from Motueka Netball and a further \$70,000 from RFC funds as identified in Table 4. The Torrent Bay toilets (Note 2) are largely funded from Tourism Infrastructure funding of \$280,000, plus from the Park tourism levy \$10,000 plus a further \$20,460 from RFC funds.

Special Purpose Committees

4.10 The Special Purpose Committees are the Volunteer Management Committees that look after the local halls and recreation reserves. Each year they ask for funds to carry out capital works and major maintenance projects on the halls and reserves e.g. painting, new furniture, new roof, etc.

4.11 The requested projects for 2021/2022 are shown in Table 5. They are funded from general rates operating budgets, not RFCs and funding is available for these projects.

Table 5 – Special Purpose Committee requests for projects in the 2021/2022 financial year

Project	Scope	Amount Requested	Priority
Lower Moutere Hall	Entrance gate	1,000	Medium
Memorial Hall	Hall Curtain replacement	28,000	High
Memorial Hall	Storm water improvements investigation	2,000	Medium
Motueka Community House	Carpet replacement	8,300	Medium
Riwaka Hall	Painting – roof & exterior	20,200	High
Riwaka Hall	Acoustic wall lining	8,000	High
		67,500	

5 Options

Reserve Financial Contributions

5.1 The options for the RFCs account in the 2021/2022 financial year are:

Option One - Agree to the proposed carry forwards and to the proposed projects for the 2021/2022 financial year as outlined in Table 3 unchanged. This is the recommended option and will keep expenditure within funds available.

Option Two – Recommend changes to the proposed carry forward capital budgets and to the projects proposed to be undertaken in 2021/2022. If the Board recommends adding

projects into the work programme, this would mean there will be insufficient funds available within the account to undertake the work. If the Board recommends deleting projects from the work programme, it would result in a balance remaining in the account at year-end to carry forward into future years.

5.2 Option One is recommended

Special Purpose Committee requests

5.3 The options for the Special Purpose Committee account in the 2021/2022 financial year are:

Option One - Agree to the proposed project list for the 2021/2022 financial year. There are sufficient funds to enable this work to be undertaken within the existing budget. This is the recommended option.

Option Two –Decline one or more of the proposed projects for the 2021/2022 financial year. If these projects are not undertaken, there is a risk that the assets will be run down or that the work will need to be undertaken in future years and they would have to be prioritised against other projects put forward for those years.

5.4 Option One is recommended

6 Strategy and Risks

- 6.1 There is a risk that all the project work will not be able to be undertaken due to lack of staff capacity to complete all the projects, or availability of contractors and materials. This risk is being mitigated through seeking a delegation to bring forward projects in an outer year if a project is significantly delayed and through greater use of external resources.
- 6.2 The work plan aligns with the Council's strategic direction in terms of the provision of high quality customer services and some projects involve strong partnerships and relationships with other organisations.

7 Policy / Legal Requirements / Plan

- 7.1 Strict criteria apply to the use of RFCs with use being in the main restricted to:
- land purchase for reserves;
 - capital improvements to reserves; and
 - other capital works for recreation activities.

8 Consideration of Financial or Budgetary Implications

- 8.1 Due to the difficulty of predicting the future income for the RFCs accounts from proposed subdivisions, the income in the year it is received, is retained and allocated to capital projects in the following year. We are then allocating a known amount of funding and not anticipating funding before it is received.

9 Significance and Engagement

- 9.1 The decision I am asking the Board to make is to review the budget to align it to the income received. My view is that the decision is of low significance, given that it is likely to have low public interest and that there is sufficient funding carried forward from the 2020/2021 financial year to enable the proposed capital projects to be completed. The budgets have also been consulted on through the Long Term Plan 2021-2031 Consultation Document and supporting information. Therefore, I consider that the Board does not need to undertake further public consultation prior to making the decisions sought in this report.

10 Conclusion

- 10.1 The RFC accounts are used to provide capital funding for reserves and facilities for the community. The income can be variable depending on what development is happening in the Motueka Ward. It is hard to predict the income as the timing of developments are driven by the demand for development and the economy.
- 10.2 The RFC income received by Council in the 2020/2021 financial year is used to fund budgeted projects in the 2021/2022 financial year.
- 10.3 The Special Purpose Committee projects are funded from the operating accounts and any proposed work needs to fit within the budget. The proposed projects fit within that budget.

11 Next Steps / Timeline

- 11.1 Work will continue on the RFC projects already approved and we will work with the Board to progress the projects, identified for the 2021/2022 financial year. Staff will work with the Special Purpose Committees to enable them to carry out their projects.

Attachments

Nil

7.2 MOTUEKA COMMUNITY BOARD CHAIR'S REPORT

Information Only - No Decision Required

Report To:	Motueka Community Board
Meeting Date:	20 July 2021
Report Author:	Brent Maru, Chairman, Motueka Community Board
Report Number:	RMCB21-07-2

Summary

1.1 This is the Motueka Community Board Chairperson's regular monthly report.

2 Draft Resolution

That the Motueka Community Board:

- 1) receives the Motueka Community Board Chairperson's report RMCB21-07-2; and
- 2) agrees for a carry forward of \$10,000 in Reserve Financial Contributions (RFCs) for the changing room component at North Street.

3 SH60 (High Street, Motueka)

- 3.1 I note that there has been ongoing debate related to the proposed removal of the Elm trees in High Street as part of the traffic safety upgrade of SH60 High Street.
- 3.2 Also note the letter from Our Town Motueka in correspondence in regards to suggested replacement for the current trees.
- 3.3 Update of meeting to be provided.

4 Accessible Playground Install

- 4.1 Following a request to Reserves & Facilities staff about a more detailed costing for the install of a carousel at Decks Reserve a response has been to allow \$30,000.
- 4.2 Board to discuss perhaps requesting that some RFC funding from playgrounds general is allocated to this project?

5 Flash Electrical

- 5.1 Board Members would have received an email from Flash Electrical expressing their disappointment at not being considered to undertake work for the Motueka Library.

6 MCB Special Projects 2021/22

- 6.1 As a new financial year is upon us there is an opportunity to review the projects for the pending Special Projects Fund.

7 Tree Replacement

- 7.1 Board Members have previously referenced a Tasman District Council policy/practice that required the replacement of any trees removed to be replaced by at least two new plantings.
- 7.2 In a recent email from staff the number was thought to be 5:1 in terms of replacement.
- 7.3 Subsequent emails indicate that perhaps no such policy in fact does exist relating to public tree removal in Motueka.

8 Community Board Delegations

- 8.1 Council agenda of 30 June contained recommended amendments to the delegations to the Community Boards.
- 8.2 Board Members reviewed the report and recommendations and in general and had no issues with the proposed amendments.

9 Council Updates – Councillor Ogilvie

- 9.1 Update from Councillor Ogilvie attached.

10 Engineering Services Activity Report

- 10.1 Engineering Services Activity Report attached.

11 Community Development Operations Report

- 11.1 Community Development Operations Report attached.

12 Items from Board Members

- 12.1 Any items from Board members.

13 Motueka Youth Council

- 13.1 Any items from Youth Council representatives.

14 Items from the Public Forum

14.1 Any items raised in the Public Forum requiring further discussion.

• Attachments

1. ↓	Cr Ogilvie Special Projects 2021/22	21
2. ↓	Cr Ogilvie Update	23
3. ↓	Engineering Services Activity Report	25
4. ↓	Community Development Operations Report	109

Emma Gee

From: David Ogilvie
Sent: Monday, 21 June 2021 9:07 pm
To: Emma Gee
Subject: Special Community Projects 2021-2022

Hi Emma,

Here are some suggestions for the Community Projects list that Brent requested:—

—Upgrade the walkway/cycle way around the Estuary, those sections not part of the Great Taste Cycle Trail. (Some sections on the eastern side are probably ok—if funding is insufficient to upgrade all sections.)

—Upgrade the “pram ramp crossings” from Monahan St to High St on the eastern side of High St. (They present difficulties especially for mobile scooters, but are awkward for most pedestrians. The Council would be interested in sharing the cost of this—Steve Elkington)

—Construct a pedestrian refuge on Thorp St, north of the Totara Ave intersection. There is space near No.149 Thorp St. (The Council would be interested in cost-sharing for this project,also)

—Consult with DOC re the Motueka Sandspit. To protect the coastline could the Board fund strengthening/raising the Spit? Perhaps to plant spinifex or appropriate plants? Or prohibit people/dogs on the Spit?

—Provide signage along High St to present stories of Motueka. This would be a collaborative exercise with iwi, & the Motueka Historical Assn. (Signage similar to that at Kaiteriteri Beach, & on Queen St.,Richmond).

—Construct kerb & channel along Old Wharf Rd., from No 90 to 102. (This would complete the k&c along this part of Old Wharf Rd.)

Regards,
David Ogilvie

Sent from my iPad

David Ogilvie
Councillor
Mobile +64 27 431 4656 |

Reporting on various Activity Management Plans

① RIVERS: Activity Management Plan. (2021-21)

Activity Goal :- To protect properties from river flooding, by implementing & maintaining river control works & flood protection assets.

To ensure river environments remain healthy & attractive ecosystems enjoyed by our communities.

Rivers Classification:-

- Rivers X :- a level of flood protection e.g. stopbanks
- Rivers Y :- river control works, erosion protection.
- Rivers Z :- all other rivers, streams, creeks: assist landowners

NB Lower Motueka River, Riuwaka & tributaries with stopbanks = X
Moutere Streams & "mid-Motueka" = Y
Others in Motueka ward = Z

(Approx. 40km stopbanks with Lower Motueka 26km,
Riuwaka 8.25km & Brooklyn 5.0km.)

Activities: 2021-2024

- Motueka River stopbank refurbishment 2021-23.
Cost of \$10m, funded by MBE (\$7.5m) & Council (\$2.5m)
Twelve sites refurbished, each side six, to provide a 2% A. E. P. (i.e. 1 in 50 year) Flood protection.
- An "Emergency Response Plan" to be completed by Sept. 2021
- Additional protection of the Peach Island stopbank.
- Improve the ecological health & water quality of the Moutere River.
- Review the Rivers Rating system by June 30, 2022.
- The Rivers Maintenance contract is due for renewal in June 2022.
- Further riparian plantings; maintenance of recent plantings & weed control

RIVERS:- Activity Management Plan 2021-2051.

- River Management Plans (incl. Moutere) are a high priority with annual funding of \$100,000 budgeted.
A "Risk Analysis" of the lower Motueka, Brooklyn, & Riuwaka Rivers was completed in 2019-20. The technical investigations & data collected have provided valuable information for the management of these Rivers. The Analysis is the basis for Rivers projects in the next ten years
- Improved maintenance of stopbanks along the Brooklyn Stream & Riuwaka River.
- Continuing inspection of drains into streams.

Budgets.

Operations: 2021-2024 :- \$1.5m annually, including
\$162,000 (Class X), \$675,000 (Class Y), \$400,000 (Class Z)

Capital :- Excluding Motueka River Stopbank refurbishment:-
\$137,000 (Class X), \$1.0m (Class Y) annually.

Comments :-

- Insufficient funds to maintain the stopbanks at current levels.
- Future capital works for flood hazard protection insufficient.
- Motueka River stopbank refurbishment welcomed. The 2% AEP & 600mm freeboard will provide good protection for the town
- Riuwaka River stopbanks do not meet its 5% AEP (1 in 20yr) protection.
- "Supplementary" protection (i.e. riparian plantings, drainage, river banks maintenance, secondary flow paths etc) underfunded.

David Ogilvie 5/7/21

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:
- a) 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.
 - b) 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.
 - c) 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

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- 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.

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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

Item 9.8

Attachment 3

Item 7.2

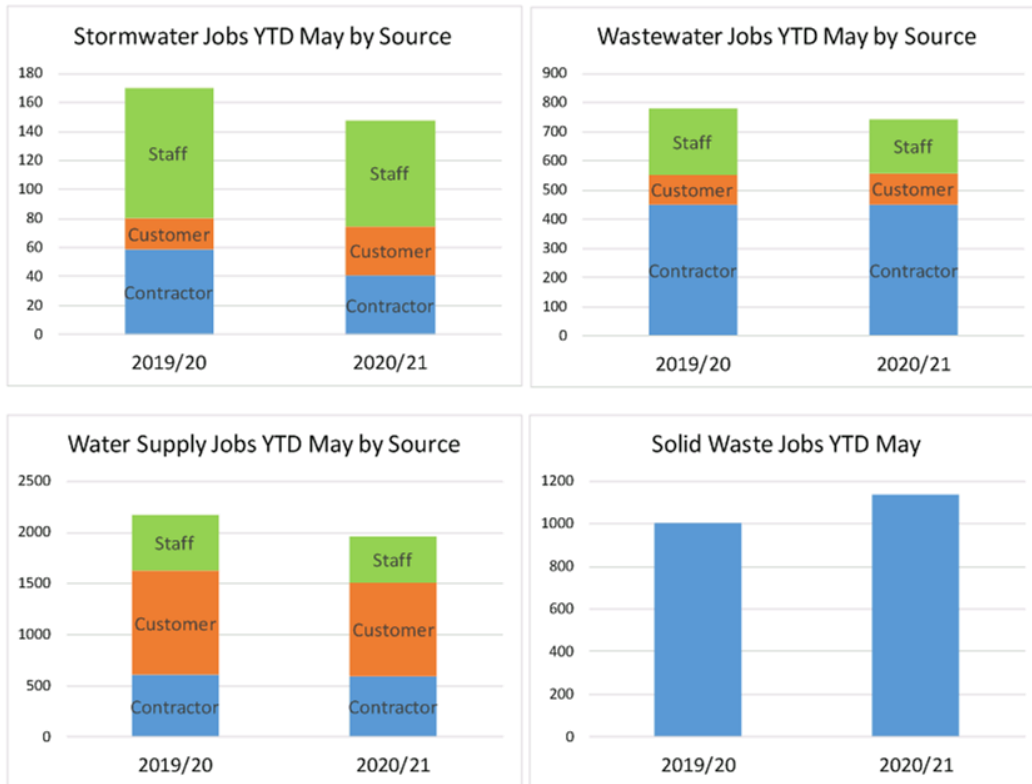


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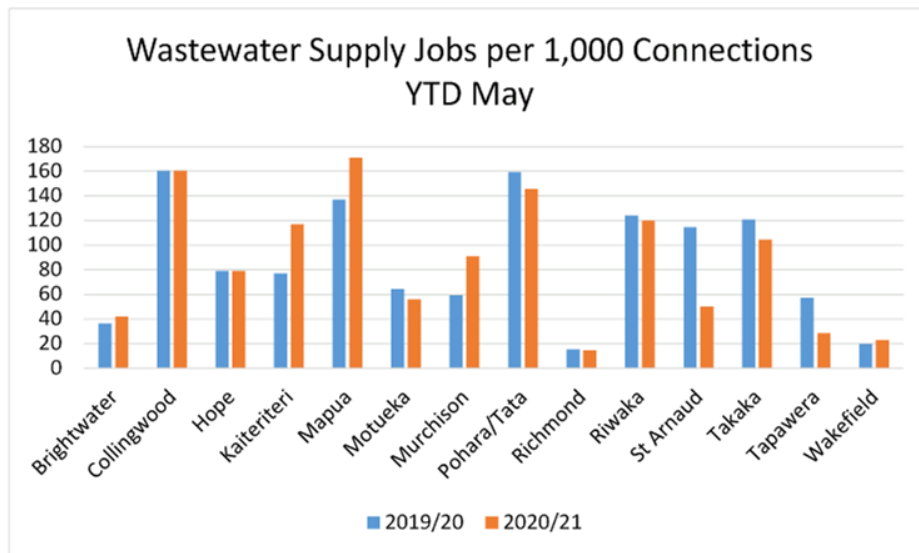
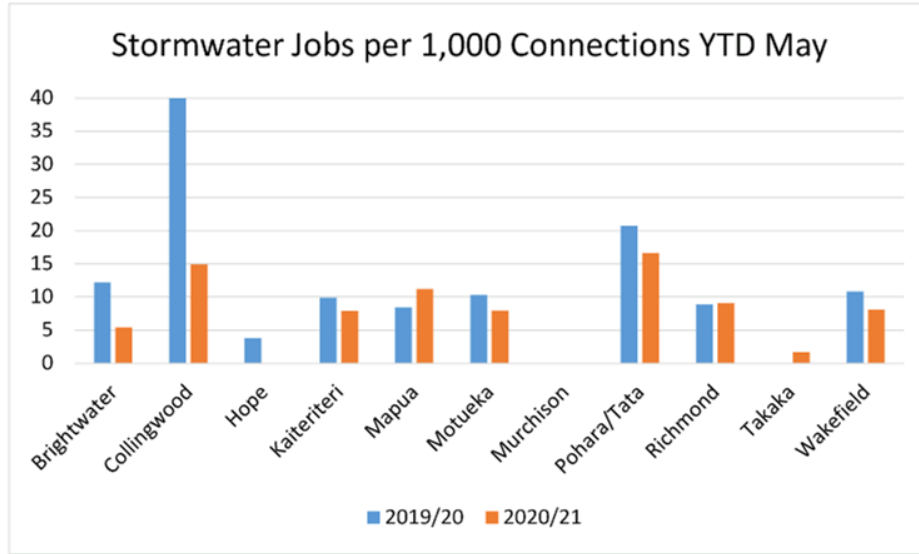
Greenways Plan, Park Avenue, Tākaka	25	Residential serviced for wastewater and stormwater, private water for firefighting	As-built stage
Appleby Fields 4A, Richmond West	78	Residential serviced	
Appleby Fields stage 4B, Richmond West	10	Residential	
144 Rocklands Road, Tākaka	4	Rural residential	
Eden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

6 Utilities

Utilities Trends

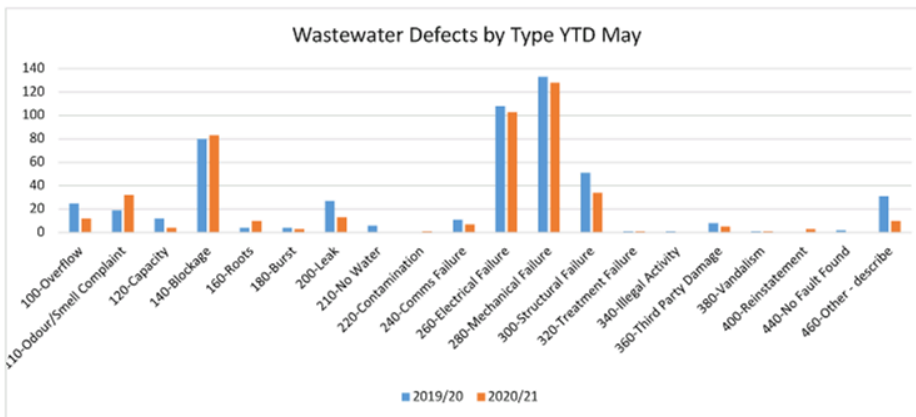
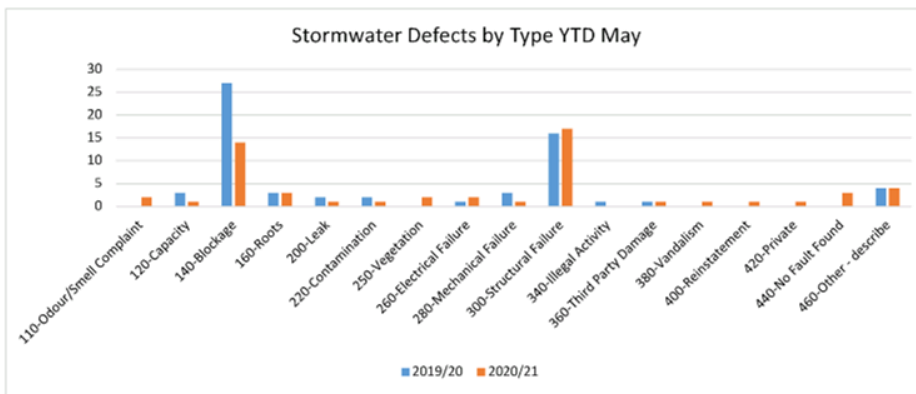
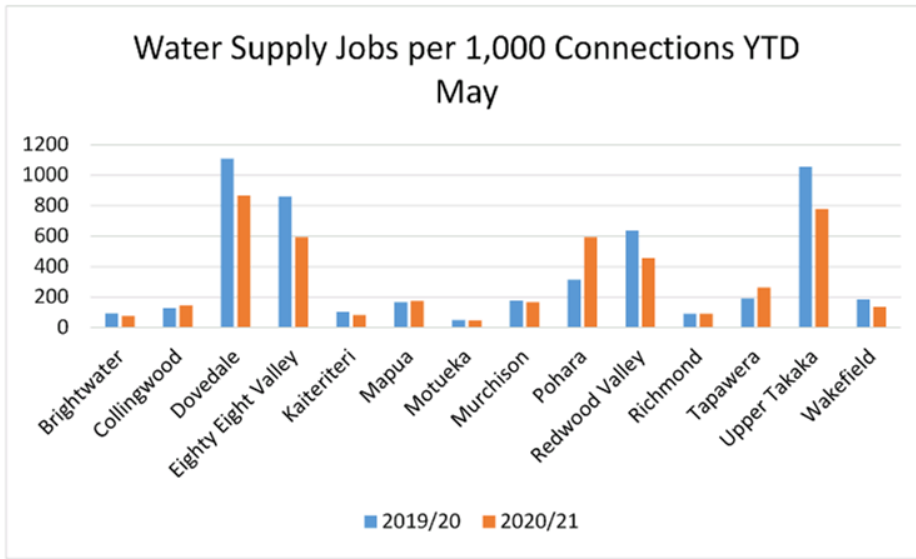


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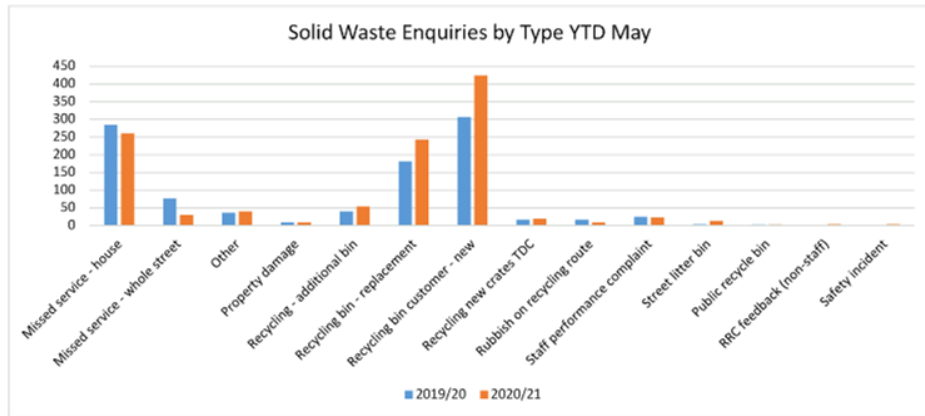
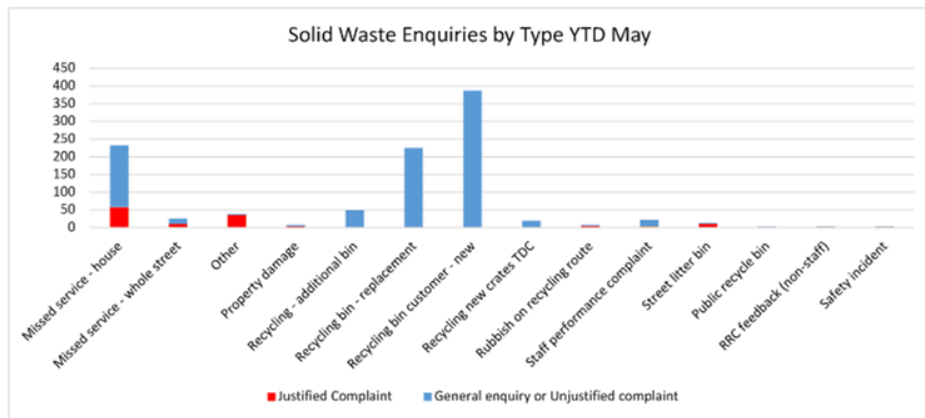
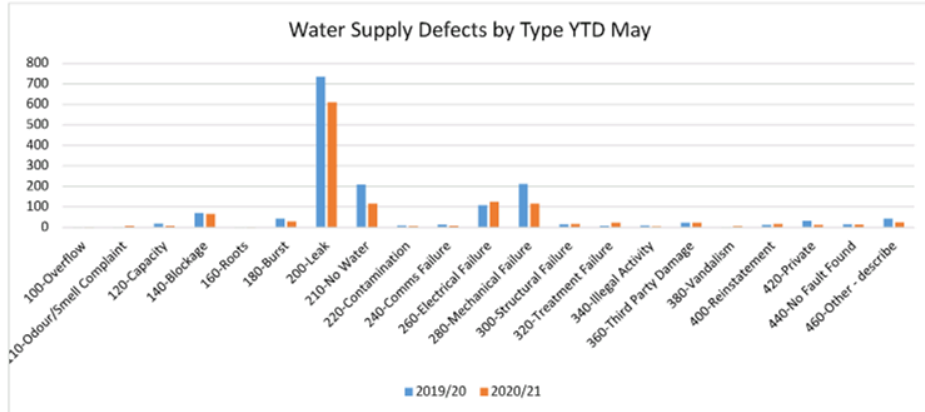




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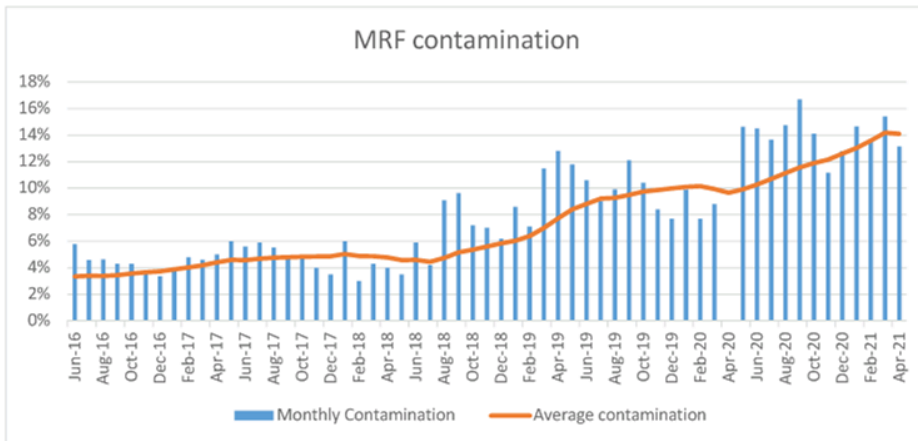
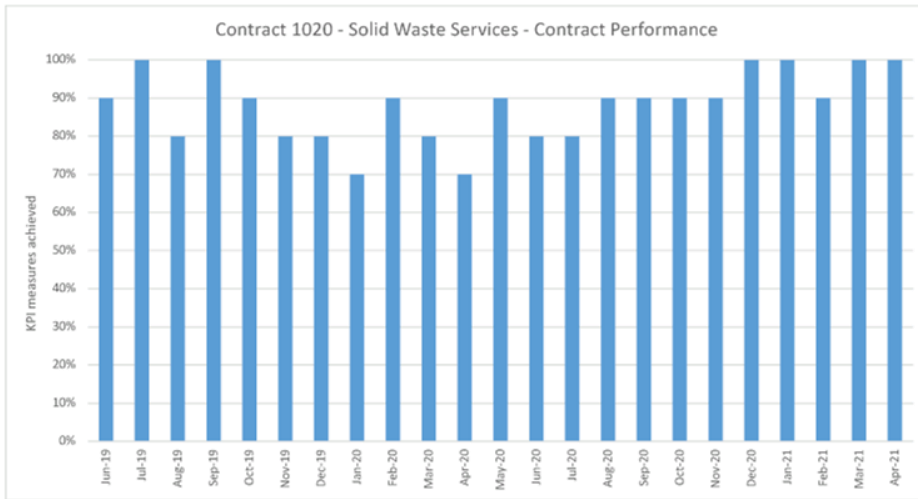
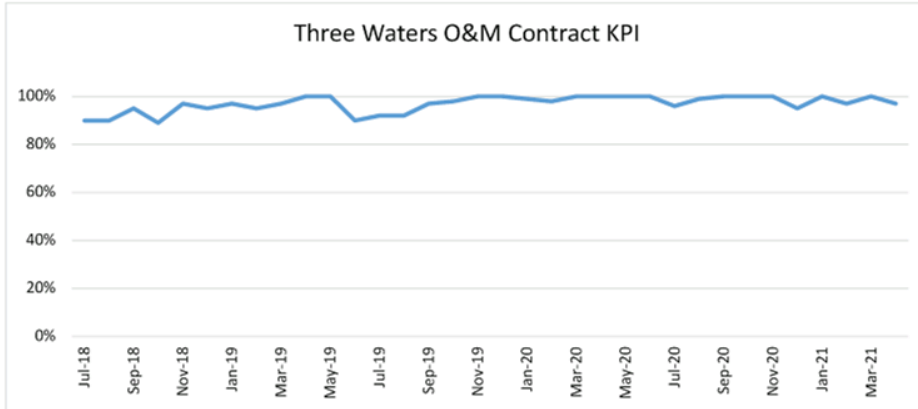


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ENGINEERING SERVICE ACTIVITY REPORT**Water Supply****Activity highlights**

- 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

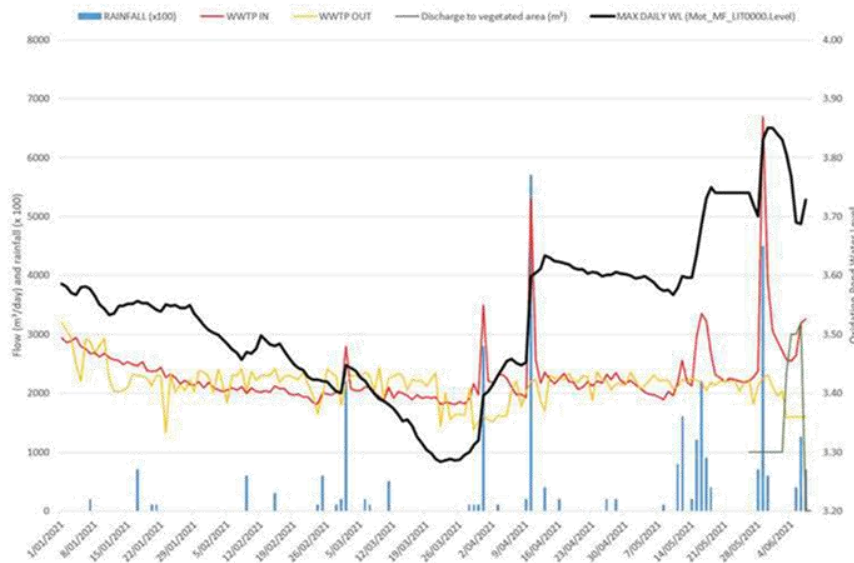
- 6.16 There are no new compliance issues to report for this reporting period.

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.



ENGINEERING SERVICE ACTIVITY REPORT



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.

ENGINEERING SERVICE ACTIVITY REPORT**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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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

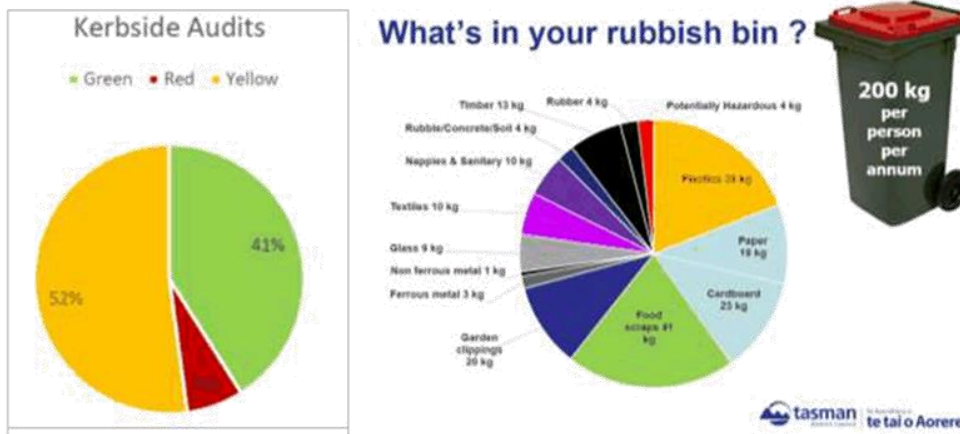
6.35 There were no known non-compliances for the reporting period.

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.

ENGINEERING SERVICE ACTIVITY REPORT

- 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).
 - Roothing 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.

ENGINEERING SERVICE ACTIVITY REPORT



Asphalt overlay work on Lower Queen Street

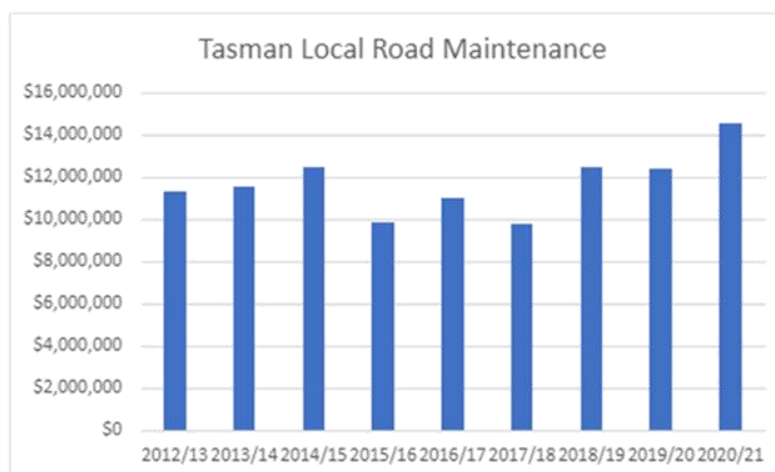
Roading indicative funding allocation 2021 - 24

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.

ENGINEERING SERVICE ACTIVITY REPORT

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.



ENGINEERING SERVICE ACTIVITY REPORT

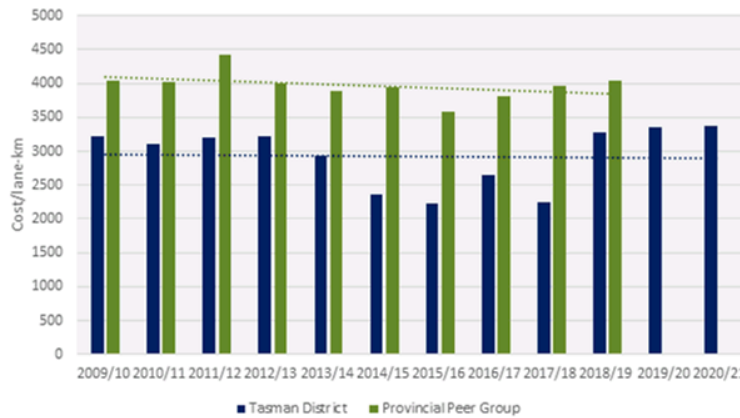


Chart 2 – Tasman sealed road maintenance and renewal spend compared with peer group.

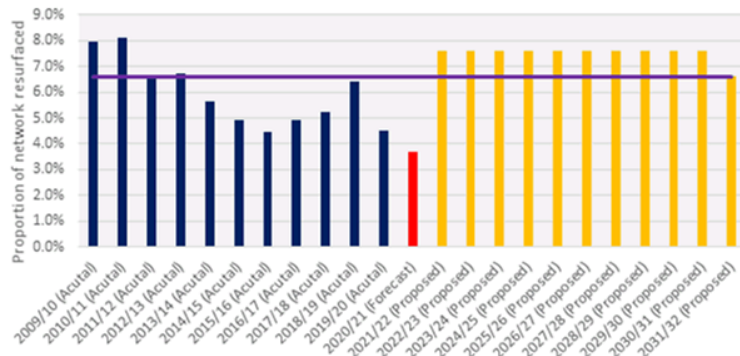


Chart 3 – Tasman proportion of our sealed roads resurfaced each year. A ‘sustainable’ level is indicated with purple line. Resurfacing 6.7% of the network each year equates to an average expected seal life of 15 years – which is at the upper limit of prudent asset management and just before a seal should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

ENGINEERING SERVICE ACTIVITY REPORT

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.

ENGINEERING SERVICE ACTIVITY REPORT

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.

ENGINEERING SERVICE ACTIVITY REPORT*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.

ENGINEERING SERVICE ACTIVITY REPORT

*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.

ENGINEERING SERVICE ACTIVITY REPORT



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-Puoponga 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.

ENGINEERING SERVICE ACTIVITY REPORT

*Totaranui Road slip***Murchison Area**

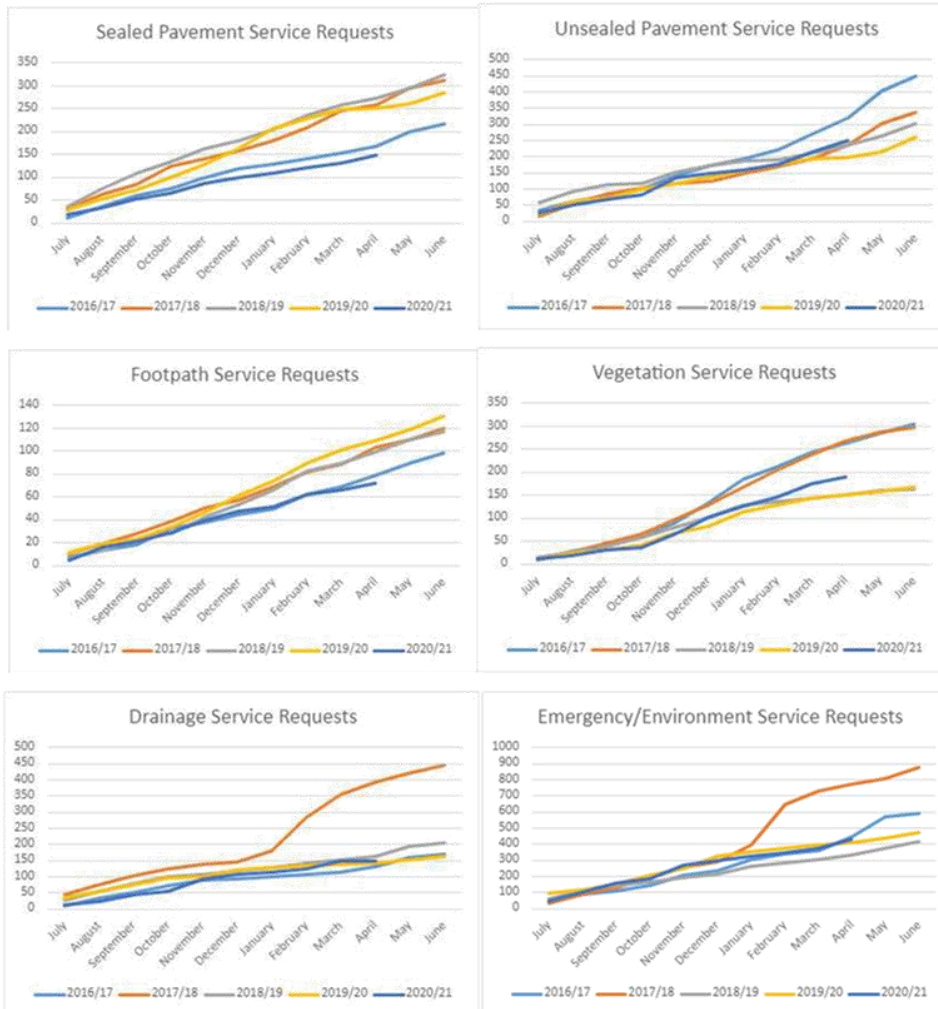
- 8.45 Another quiet month in Murchison with work limited to reactive and lump sum maintenance due to the limited budget available.
- 8.46 Heavy rain on 13th and 29/30 May did require the team to respond to slips, primarily in the Matakītaki Valley but also Owen Valley East. The works previously completed 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.

ENGINEERING SERVICE ACTIVITY REPORT

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.

ENGINEERING SERVICE ACTIVITY REPORT

- 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 Tukurua.
- 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.

ENGINEERING SERVICE ACTIVITY REPORT

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.

ENGINEERING SERVICE ACTIVITY REPORT

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.

ENGINEERING SERVICE ACTIVITY REPORT

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.

ENGINEERING SERVICE ACTIVITY REPORT**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.

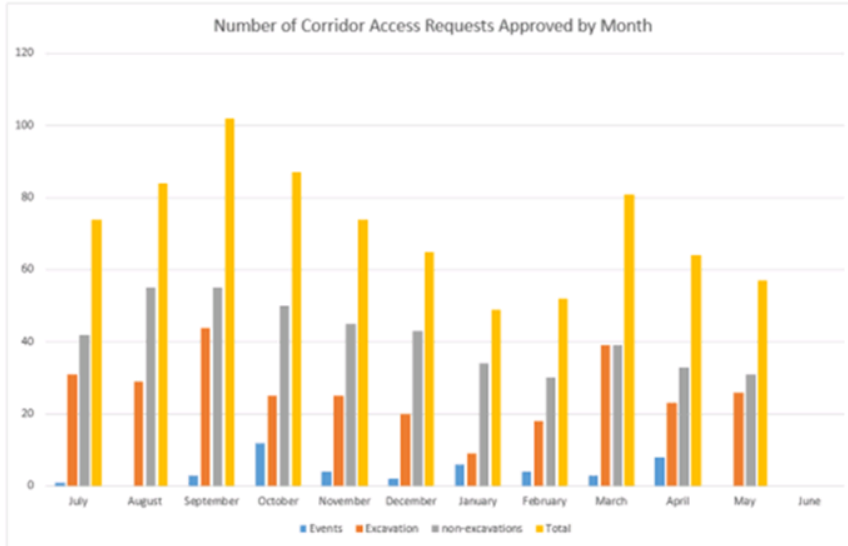
**Share with Care**

- 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.

ENGINEERING SERVICE ACTIVITY REPORT

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

ENGINEERING SERVICE ACTIVITY REPORT**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.

Item 9.8

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
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

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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
		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.

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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
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 2500m ³ 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
Christchurch 8140

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.



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

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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.

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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.

Tasman District Council Operations Committee Agenda – 24 June 2021

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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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.

<p>Tasman District Council Email info@tasman.govt.nz Website www.tasman.govt.nz 24 hour assistance</p>	<p>Richmond 183 Queen Street Private Bag 4 Richmond 7350 New Zealand Phone 03 543 8400 Fax 03 543 8524</p>	<p>Murkison 52 St Albans Street Murkison 7357 New Zealand Phone 03 533 1000 Fax 03 533 1002</p>	<p>Motueka 77 Hideson Place PO Box 128 Motueka 7149 New Zealand Phone 03 528 2882 Fax 03 528 8554</p>	<p>Tokiko 34 Ansellon Street PO Box 29 Tokiko 7142 New Zealand Phone 03 529 9929 Fax 03 529 9924</p>
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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.

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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



Richard Kirby
Engineering Services Manager



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16 June 2021

Transport Emissions
Ministry of Transport
PO Box 3175
Wellington 6140

Dear Sir/Madam

Tasman District Council's Submission on Hikina 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 Hikina 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.



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 Hikina te Kohupara, each of which require many levers and policies to be achieved, which pathway to 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 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



COMMUNITY DEVELOPMENT OPERATIONS UPDATE REPORT – 24 JUNE 2021

1. Summary

- 1.1 This report provides the Motueka Community Board with an update on some of the key highlights of the Community Development Department's operational work on our approved work programmes since our last report at the 24 June 2021 Operations Committee meeting. This report covers the work undertaken by the Reserves and Facilities section of the Community Development Department.

2. Reserves and Facilities Update – Richard Hollier

Capital Programme Update

- 3.1 We will now include regular updates, following the Operations Committee, to update on the status of the Reserve Financial Contributions funded projects in your Ward. The table below contains the key projects and activities that occurred in Council's reserves and facilities since the last Operations Committee meeting in 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
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.
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.

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	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 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.

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	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.

7.3 FINANCIAL SUMMARY

Information Only - No Decision Required

Report To: Motueka Community Board
Meeting Date: 20 July 2021
Report Author: Liz Cameron, Assistant Management Accountant
Report Number: RMCB21-07-3

1 Summary

- 1.1 The financial report for the period ending June 2021 is attached (**Attachment 1**). The report is a draft as the Annual Report is still to be finalised and audit undertaken.
- 1.2 The net financial position as at 30 June is a surplus of \$41,740.
- 1.3 There were no Board expenses for June.
- 1.4 The net position of the Motueka Community Board’s overall funds as at 30 June 2021 is a surplus balance of \$162,648.

2 Draft Resolution

That the Motueka Community Board receives the Financial Summary report RMCB21-07-3

3 Attachments

- 1. [Financial Summary](#)

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TASMAN DISTRICT COUNCIL
Motueka Community Board
June 2021

Profit and Loss	Month			Year End		
	Monthly Actual	Budget	Budget %	YTD Actual	Annual Budget	Annual Budget %
REVENUE						
CCB rate	8,198	8,220	100%	98,378	98,695	100%
Motueka Market	830	1,471	56%	12,196	12,683	96%
Closed Account Interest	0	77	0%	306	891	34%
Total revenue	9,028	9,768		110,880	112,269	
EXPENSE						
Remuneration						
Chairperson Monthly Salary	1,217	1,217	-100%	14,606	15,091	97%
Members (3)	1,826	1,870	-98%	21,909	23,153	95%
Community Board Members Reimbursements	0	365	0%	4,031	4,435	91%
Miscellaneous	0					
Community Board discretionary fund	2,000	(1)	-200000%	8,775	5,920	148%
Youth Development Fund	0	87	0%	500	1,000	50%
Community Board Special Projects	0	2,891	0%	12,931	52,854	24%
270: Community Board Expenses	0	0	0%	667	528	126%
Litter Cart	0	2,326	0%	4,348	5,281	82%
Motueka CB Sculpture maintenance	0	163	0%	0	2,000	0%
Cost of Elections	0	0	0%	1,373	1,373	100%
Total expenses	5,043	2,744	184%	69,140	112,269	62%
Net Charges	3,985	7,024		41,740	0	

Year to date**Equity**

Opening Surplus/(Deficit) Balance 1 July 2020	120,908
Net Income Surplus/(Deficit) May 2021	41,740
Closing Surplus/(Deficit) Balance 30 June 2021	162,648

Notes to the accounts**A) Discretionary fund**

Balance brought forward from 2019/20	3,301
Plus budget allocation	5,920
Available funds	9,221
Less Expenditure	8,775
Remaining Balance	446

Discretionary fund expenditure

Big Brothers Big Sisters	500
Motueka Random Acts of Kindness	405
Motueka District Christmas Dinner	500
Motueka Community House	500
Motueka Events Charitable Trust	500
Motueka Rebus Club	500
Motueka Tennis Club	420
Whenua Iti Trust	500
Motueka Women's Support	450
Motueka Kai Fest	500
Inspired Productions	500
Riding for the Disabled	500
Amped4Life	500
Motueka Community Garden	500
Nelson Aviation	500
Nelson Tasman Filipino Community	500
Riwaka Pioneer Hall	500
Motueka & District Historical Assn	500
Total expenditure to June 2021	8,775

B) Youth development fund

Balance brought forward from 2019/20	2,825
Plus budget allocation	1,000
Available Funds	3,825
Less expenditure	500
Remaining Balance	3,325

Youth development fund expenditure

Riwaka Brooklyn Gymnastics	500
Total expenditure to June 2021	500

C) Special Projects

Balance brought forward from 2019/20	85,232
Plus budget allocation	52,854
Available funds	138,086
Less expenditure	12,931
Remaining balance	125,155

Special Projects Expenditure

Poole Street speed table	10,000
Martin Farm Road footpath	2,931
Total expenditure to June 2021	12,931

7.4 ACTION LIST

Information Only - No Decision Required

Report To: Motueka Community Board
Meeting Date: 20 July 2021
Report Author: Emma Gee, Team Leader - Customer Services (Motueka)
Report Number: RMCB21-07-4

1 Summary

1.1 Attached is the Action List for the Motueka Community Board to review.

2 Draft Resolution

That the Motueka Community Board receives the Action List report RMCB21-07-4

3 Attachments

1. [↓](#) Action List

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Note – updated from the Board meeting of 15 June 2021

Item	Minute/Action	Accountable Officer	Status
August 2020	Regular face to face meetings with Martin Tunelly or his equivalent, Police	Chair Maru/Cr Walker/Board Member Horrell	16/03 Ongoing 20/04 Chair Maru to email Martin Tunelly to follow up 18/05 Email sent 15/06 Chair Maru to invite Martin to the July meeting 06/07 Sent Txt re availability July MCB meeting
February 2021	Chair Maru to ask that the Board be delegated the task to obtain expressions of interest from the community to use the “old” library when it becomes available, subject to local iwi &/or Wakatu not wanting to use the building	Chair Maru	16/03 Ongoing 07/04 On Hold 20/04 On hold 18/05 On Hold 21/09 On hold
April 2021	Great Taste Trail repairs, member Tomsett to contact staff, Mike Van Enter	Member Tomsett	20/05 Ongoing 15/06 Ongoing
May 2021	Chair Maru and Board Secretary to arrange a gift and card for Ann Martin	Chair Maru/Board Secretary	15/06 Ongoing
May 2021	Nga Piko Place reserve plan to be recirculated to Board Members	Board Secretary	28/05 Plan requested 16/06 Plan requested again from Glenn Thorn 28/06 Plans sent onto the Board
May 2021	Dog Park follow up with Parks and Facilities staff	Chair Maru	29/05 Email Richard Hollier 04/06 response received “Hi Brent, Thanks for your email, while we have not had any requests for a dedicated dog park, we are happy to discuss further with the Board and Lynne is happy to be involved in this discussion. It would be worth considering the large areas of river berm land upstream and downstream of the Motueka Bridge on the Riwaka side. It would be good to avoid having a fenced

Item	Minute/Action	Accountable Officer	Status
			area which often comes with this type of facility. Regards Richard” 15/06 Chair Maru to invite Lynne Hall to the July meeting 5/07 Sent Richard Hollier an email re staff attending July Meeting
June 2021	Deputy Chair Armstrong to circulate his notes from the meeting with Stantec	Deputy Chair Armstrong	16/06 - sent
June 2021	Cr Walker to follow up on kerb and channel outside Motueka Rec Centre	Cr Walker	
June 2021	Chair Maru to submit on the zoning for MHS to include Dovedale students	Chair Maru	Completed
June 2021	Chair Maru to circulate an email recently received from Trudi Zawodny	Chair Maru	
June 2021	Board members to email any special project ideas to Emma for the next meeting	Board	
June 2021	Cr Dowler agreed to circulate to the Board a recent email regarding the water treatment plant	Cr Dowler	

7.5 SPECIAL PROJECTS ACTION LIST

Information Only - No Decision Required

Report To: Motueka Community Board
Meeting Date: 20 July 2021
Report Author: Emma Gee, Team Leader - Customer Services (Motueka)
Report Number: RMCB21-07-5

1 Summary

1.1 Attached is the Special Projects Action List for the Motueka Community Board to review.

2 Draft Resolution

That the Motueka Community Board receives the Special Projects Action List report RMCB21-07-5

3 Attachments

- | | |
|---|-----|
| 1. ↓ Special Projects Action List | 123 |
|---|-----|

Note – updated from the Board meeting of 15 June 2021

Projects 2019/20	Funds Awarded	Status	Allocated Overseer
Playground Update (carried over 2018/19)	\$10,000	<p>20/10/20 Stage 1 of Youth Council lead project at Thorp Bush to begin</p> <ul style="list-style-type: none"> repaint existing playground at Thorp Bush (doc leaf green to blend with the natural environment) replace damaged plastic components with new colourful components. <p>20/04/21 Update at the next meeting, 18 May 2021 18/05/21 Should be completed by end of June 2021 15/06 Chair Maru to email update to the Board, delay in equipment</p>	Motueka Youth Council/Chair Maru
Enhancement of Marahau (carried over 2018/19)	\$4,297.78	<p>21/07/20 Carry over confirmed 20/04/21 Carry over confirmed 18/05 Carry over confirmed 15/06 Awaiting invoice from treasurer</p>	Cr Ogilvie/Walker
Continued upgrade of Motueka Skate Park (carried over 2019/20)	\$10,000	<p>20/10/20 Project underway 16/03/21 Youth Council feedback to passed onto Lynne Hall</p>	Board Member Tomsett/Youth Council/Chair Maru

Projects 2019/20	Funds Awarded	Status	Allocated Overseer
		<p>20/04 Awaiting Youth Council feedback from Lynne Hall</p> <p>18/05 Ongoing</p> <p>15/06 Ongoing</p>	
Motueka Skate Park re-purposed funds	\$30,000	<p>19/01/21 Surveys to go out to youth in February</p> <p>16/02 Updates received</p> <p>04/03 Consultation is underway and council officers are looking to apply for community funding towards the project</p> <p>16/03 Positive response to funding from the Lion Foundation, funding application underway to the Rata Foundation</p> <p>20/04 Richard Liddicoat is managing the Rata application</p> <p>15/06 Ongoing</p>	<p>Board Member Tomsett/Youth Council/Chair Maru</p> <p>Mike Tasman-Jones</p>
Installation and upgrade of Social Seating	\$10,000	<p>20/10/20 Design needs to be accepted before beginning work</p> <p>16/02/21 Seating being done by hand not 3D</p> <p>20/04 Concrete will be in two weeks</p> <p>24/05 Concreting finished</p>	<p>Board Member Armstrong/Tomsett</p>

Projects 2019/20	Funds Awarded	Status	Allocated Overseer
		15/06 Menzshed finishing off	
Footpath – Martin Farm Road, Kaiteriteri	\$10,000	20/10/20 Project to be completed before Christmas 2020 15/12/20 Progress photos provided to the Board 16/02/21 Board agreed for works to continue up to 10k 20/04 Speed humps approved 24/05 Resident survey completed and work set to proceed 15/06 Underway	Cr Ogilvie

Motueka Community Board Special Projects 2019/20 Budget

TOTAL

Special Projects balance as at 30th June 2020

\$85.232.00

Motueka Community Board Special Projects

Playground Update	\$10,000.00
Enhancement of Marahau	\$4,297.78
Motueka Skate Park	<u>\$10,000.00</u>
Motueka Skate Park	<u>\$30,000.00</u>
Installation and upgrade of social seating	<u>\$10,000.00</u>

Item 7.5

Footpath - Martin Farm Road Kaiteriteri	<u>\$10,000.00</u>	
Raised safe crossing Poole Street	<u>\$10,000.00</u>	Funds Paid
		\$84,297.78
BALANCE		\$934.22
PLUS BUDGET ALLOCATION		\$52,854.00

TOTAL UNALLOCATED FUNDS **\$53,788.22**

Attachment 1

Projects 2020/21	Funds Awarded	Status	Allocated Overseer
Picnic Area – Riwaka side of Motueka bridge	\$5,000	16/02/21 Cr Ogilvie to speak with Rick Lowe 20/04 Contractor being sought for concrete	Cr Ogilvie
Accessible Playground Equipment	\$30,000	16/02/21 Awaiting quote from Lynne Hall 20/04 Ongoing 15/06 Ongoing	
Traffic Calming – Little Kaiteriteri	\$10,000	05/02/21 - Steve Elkington - Work is currently underway to develop a Speed Management Plan for the entire district. The plan will need consulted on prior to implementing any speed control devices. However, in regards to Martin Farm Road which now has a 30kph Speed limit, two speed cushions are	

Projects 2020/21	Funds Awarded	Status	Allocated Overseer
		<p>recommended here, requiring consultation before installing. If the Board is happy to proceed, a flyer will be prepared and presented to the board for approval before community consultation.</p> <p>05/02 - Mike Van Enter - Little Kaiteriteri – I'm not opposed to installing speed humps before the speed limit is lowered. \$10,000 won't install a series along all those roads. Issues with noise are things to be wary of, but I'd be happy to trial a neighbourhood, and learn from the complaints we get, if any.</p> <p>05/02 - The budget will allow for treatment of Martin Farm Rd but I doubt much more. If it does stretch to Rowling Rd and Torlesse then there would need to be consultation with nearby residents. A trial is a good way to approach this, similar to what we are doing on Salisbury Rd.</p> <p>07/04 Martin Farm Road Speed Humps report included in the April Agenda</p> <p>20/04 Noted</p> <p>15/06 Ongoing</p>	

Item 7.5

Proposed Projects 2021/22	Funds Awarded	Status	Allocated Overseer
BBQ at Saltwater Baths			
Upgrade to estuary inlet cycle path			

Attachment 1

8 CORRESPONDENCE

8.1 CORRESPONDENCE

Information Only - No Decision Required

Report To: Motueka Community Board
Meeting Date: 20 July 2021
Report Author: Emma Gee, Team Leader - Customer Services (Motueka)
Report Number: RMCB21-07-6

1 Summary

1.1 This report includes incoming and outgoing correspondence for June 2021.

2 Draft Resolution

That the Motueka Community Board receives the Correspondence report RMCB21-07-6

3 Attachments

1.	↓	H Carson-Campbell	131
2.	↓	Our Town Motueka	133
3.	↓	A Besier	135
4.	↓	J Griffiths	137

Emma Gee

From: Hilary Carson-Campbell <hcarsoncampbell@gmail.com>
Sent: Thursday, 24 June 2021 10:11 am
To: Emma Gee; Brent Maru - External; David Ogilvie; secretary.mdnss@gmail.com; Motueka District Neighbourhood Support Society (Inc)
Subject: MDNSS New Sect.

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Emma, Brent & David

For the attention of Motueka Service Centre and Community Board members
Just to let you know that **Arjen Low**, a resident in Mapua is taking over the role of Motueka Districts Neighbourhood Support Secretary. However, I am continuing to work on the committee in a support role to the secretary and assisting with training in the community.

To contact MDNSS secretary please email: secretary.mdnss@gmail.com His contact phone number is: 021 336 896

Kind regards

Hilary Carson-Campbell



C/o: 175B High St, Motueka 7120

27 June 2021

Clare Fraser
Waka Kotahi
New Zealand Transport Agency

Dear Clare

Re: Trees on Motueka High Street / SH60

Further to our email and your response to us on 10 June 2021. We appreciate your invitation for ideas on the SH60 / Motueka High Street tree planning to replace the current Golden Elms lining the street.

After discussions with Committee members, local landscape architects and nurseries we have the following suggestions. These suggestions are taking into account the shop canopies coming out to the road in most areas, the wind tunnelling from the north and south directions, approximate distance from the coast being 1.3kms. Important to note that these replacement trees will need be pruned on a regular basis to reduce the problems that the Golden Elms have caused.

Hornbeam (*Carpinus Betulus Fastigiata*):

Suitable for more open spaces. This species grows more upright and would be more suitable for along a state highway, reducing the risk of lack of visibility for vehicles and also they drop their leaves cleanly.

Queen Palms:

Suitable for more closed in areas where buildings may be impacted by leaves or where visibility may be an issue. In particular these Queen Palms would be ideal at the entrance to Wallace Street from High Street to make a beautification statement and would not impair vehicle visibility. This species has been well planted in the Tasman and Nelson District and grows well here.

* After discussing with the local businesses the feedback has been for a species not so close to shop canopies as the Golden Elms have been, blocking gutters and drains along with leaves & blossoms on the footpaths through the year.

Our Town Motueka would be happy to discuss these and other options with you at your convenience.

If you have any questions please do not hesitate to contact me on 027 659 1563 or by return email.

Yours sincerely

Claire Hutt
Our Town Coordinator
On behalf of the Our Town Motueka Committee

cc: Brent Maru, Chair Motueka Community Board

Motueka

Emma Gee

From: brentmaru@gmail.com
Sent: Sunday, 27 June 2021 11:32 am
To: Emma Gee
Subject: FW: Motueka High Street - upgrade - tree removal - opposition

Correspondence

From: Antoinette Besier | Tasman Law <abesier@tasmanlaw.co.nz>
Sent: Wednesday, 23 June 2021 8:33 AM
To: Brent Maru <brentmaru@gmail.com>
Cc: emma.speight@nzta.govt.nz
Subject: RE: Motueka High Street - upgrade - tree removal - opposition

Morena Brent

Thanks a lot for your reply.

It seems crazy to remove existing mature trees and then replace them. A better approach would be to reduce speed limit along the length of High Street where there are trees if the trees are a real safety concern.

I am disappointed to hear that there is opposition to the trees - I understand that the retailers don't like the mess of the leaves. My assessment is that the short term loss of amenity from leaves on the footpath does not outweigh the significant adverse effect on street amenity that the removal of the trees will have. Plants in planter boxes or any other equivalent will not be able to mitigate this loss.

Please oppose the removal of the trees on behalf of the community.

Nga mihi nui –

Antoinette

From: Brent Maru <brentmaru@gmail.com>
Sent: Tuesday, 22 June 2021 7:44 PM
To: Antoinette Besier | Tasman Law <abesier@tasmanlaw.co.nz>
Cc: emma.speight@nzta.govt.nz; Emma Gee <Emma.Gee@tasman.govt.nz>
Subject: Re: Motueka High Street - upgrade - tree removal - opposition

Hi Antoinette and great to hear from you.

Thank you for your email and you are correct in sending feedback direct to Waka Kotahi. They did have a consultation period and work was scheduled to start end of this month.

The Board did submit to the consultation and with over 10yrs that I am aware of, the Board has been constantly challenged by the community to advocate for SH60(High st) upgrade. Whilst the Board commented on loss of trees and parking it did support the safety improvements being proposed.

I am aware of close calls due to shading that have occurred as a result of the trees, particularly at the High / Tudor and Westpac bank crossings. Having been on Ourtown Motueka Committee in past years I also understand some strong opposition from retailers from the trees.

What I can confirm is that I know Waka Kotahi have heard the segment of our community wanting to see the trees remain and I understand some discussion has occurred to see if some may be able to remain. However for every tree that is removed Council is committed to replanting two for everyone lost.

Again thank you for your email. I will attach it to our Board correspondence, and great to hear from you.

Regards

Brent Maru

Mobile: 027 285 7075

From: Antoinette Besier | Tasman Law <abesier@tasmanlaw.co.nz>
Sent: Monday, June 21, 2021 7:03:30 PM
To: brentmaru@gmail.com <brentmaru@gmail.com>
Cc: emma.speight@nzta.govt.nz <emma.speight@nzta.govt.nz>
Subject: Motueka High Street - upgrade - tree removal - opposition

Dear Brent

As you know, I grew up in Motueka and I regularly visit as I have family there. I care about Motueka and I am reaching out to you as you are on the Community Board to let you know my views.

I understand TDC and Waka Kotahi are planning the removal of the trees from High Street (I refer to the NZTA press release dated 6 April 2021). I am not sure where TDC/NZTA is at with the consultation process but I would like to voice my opposition to this proposal. I have copied Emma Speight to this email.

The mature trees add so much character to what would otherwise be a very plain main street. The impact of their removal will be significant in terms of the loss of visual amenity. Further I do not accept the reason given for their removal:

These safety improvements will ensure everyone who uses High Street can get to where they are going safely when they are driving through or visiting Motueka's bustling town centre," says Waka Kotahi Director of Regional Relationships, Emma Speight.

I do not accept that the trees cause a traffic safety hazard – I have not heard of any incidents on the High Street. Moreover, my recollection from many streets in Europe is that they are lined with trees. If anything trees adjacent to pavements act to slow traffic in a busy congested area as they give the impression of a narrower space to travel through.

Last week one evening I visited Motueka for a meal out with my family and was dismayed by the large trucks passing through. As we were talking on the pavement, a large cattle truck passed through. Motueka desperately needs a deviation. Efforts should be focussed on this.

I look forward to hearing from you. Thank you.

Antoinette Besier

Phone: +64 3 539 4330 | Mobile +64 27 455 3319

Email: abesier@tasmanlaw.co.nz

Emma Gee

From: Jacqui Griffiths <cameljuice1@gmail.com>
Sent: Monday, 28 June 2021 2:58 pm
To: Motueka Community Board; Nicholas Hughes

Follow Up Flag: Follow up
Flag Status: Flagged

Motueka Community Board,

As you are aware I have had ongoing problems with TDC for wrongful enforcement. Seven years now. Council admitted they were wrong. But only of the building consent side of the issues.

I still have issues with the resource consent side of things. I have proof that this enforcement is wrong and there are some serious issues once again.

I am taking this proof once again to the Ombudsman and would like a letter of support regarding these issues from the board.

The Ombudsman failed me once before so a letter from the board would be very helpful.

If you would like to meet to go over these issues I am happy to do so.

Regards Jacqui Griffiths