



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

Date: Thursday 1 August 2013
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Engineering Services Committee

AGENDA

MEMBERSHIP

Chairperson	Cr T E Norriss	
Deputy Chairperson	Cr B F Dowler	
Members	Mayor R G Kempthorne	Cr T B King
	Cr J L Edgar	Cr B W Ensor
	Cr E J Wilkins	Cr P F Sangster
	Cr C M Maling	Cr M L Bouillir
	Cr Z S Mirfin	Cr J L Inglis
	Cr S G Bryant	Cr G A Glover

(Quorum 2 members)

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

AGENDA

- 1 OPENING, WELCOME
- 2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

THAT apologies be accepted.

- 3 PUBLIC FORUM
- 4 DECLARATIONS OF INTEREST
- 5 LATE ITEMS
- 6 CONFIRMATION OF MINUTES

THAT the minutes of the Engineering Services Committee meeting held on Thursday, 20 June 2013, be confirmed as a true and correct record of the meeting.

7 REPORTS OF COMMITTEE

Nil

8 PRESENTATIONS

Nil

9 REPORTS

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9 REPORTS

9.1 CHAIRMAN'S REPORT - JULY 2013, RESC13-08-01

Information Only - No Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Trevor Norriss, Chairman, Engineering Services
Report Number: RESC13-08-01
File Reference:

1 Summary

1.1 This is the Chairman's regular report.

2 Draft Resolution

That the Engineering Services Committee receives the Chairman's Report - July 2013, RESC13-08-01

3 Welcome

- 3.1 Welcome to today's meeting.
- 3.2 Those of you who have visited the Engineering Department in recent weeks will have noticed a number of new faces. I hope you have taken the time to introduce yourself.
- 3.3 A special welcome to the latest team members – Dwayne Fletcher (Activity Planning Manager), David Currie (Asset Systems Officer), Daryl Page (Consents Officer), Juliet Westbury (Utilities Network Engineer), Gill Bullock (Senior Water Quality Officer), Shane Jellyman (Water Quality Officer), David Burn (Utilities Network Engineer) and Liza Vass (Contracts Officer).
- 3.3 From my perspective the reorganisation has gone smoothly and while at times I am not quite sure who to contact regarding issues, once the appropriate individual has been found all has gone well.
- 3.4 Thanks to all staff for your patience during this transition period.

4 Around the District

- 4.1 I spent time in Golden Bay this week. It is good to see the storm clean up well in hand. Also the Wainui Hill works are well underway.
- 4.2 I visited Anatoki Salmon. You would not recognise it as the same place that the Mayor and I visited the day after the storm. A big thank you to Skin Bruning and his team at Fulton Hogan and Merv Solly and his staff for their help. It has certainly been appreciated within the community.
- 4.3 There has also been a huge effort put in by our contractors Fulton Hogan in the Motueka area. While there is still much work to do to get things back to pre-flood event levels it is important we recognise the huge effort that has been made to date.

5 High Street Motueka – Pedestrian Refuge

- 5.1 It is pleasing to finally see this in place. Thanks to staff, the New Zealand Transport Agency and the Motueka Community Board for the joint effort to get this completed. We now need to get on with looking at shifting pedestrian crossings to help improve traffic flows even more.

6 Rivercare Meetings

- 6.1 These are underway and Giles will give a brief update in the Transportation report.

7 Peninsula Bridge – Centennial Celebrations

- 7.1 I recently attended the centennial celebrations for the Peninsula Bridge. My congratulations go out to the organising committee and the Valley residents. What a great day. Hopefully someone has recorded the event.
- 7.2 I even found the old County grader!



7.3 Guthrie Beatson presented a history of the bridge and the Ngatimoti School children provided paintings and drawings. There were many historic photos on display at the Hall and to see the horses and the stage coach and all the old vehicles crossing the bridge was spectacular. As a community we do not celebrate the good things from the past enough.

8 New Zealand Transport Agency – Statement of Intent

8.1 I have recently received an email from the Chief Executive of the New Zealand Transport Agency promoting their Statement of Intent. Attachment 1 provides the details and a link if you wish to read the full statement.

8 Attachments

1. Attachment 1 - Email from Chief Executive, NZ Transport Agency - Statement of Intent 9

From: [Geoff Dangerfield](#)
Sent: Monday, July 15, 2013 4:07 PM
Subject: NZ Transport Agency 2013-16 Statement of Intent

NZ Transport Agency 2013-16 Statement of Intent

I'm proud to share our [2013-16 Statement of intent](#) with you. Please let [us](#) know if you'd like a hard copy.

The Statement of Intent sets out what we plan to achieve over the next three years, what services we are going to deliver, and how much it will cost.

Our big goals and strategic direction remain consistent and unchanged.

This year we have refocused our priorities (the big results we are determined to deliver) on:

- Putting customers at the heart of our business
- Making the most of the urban network capacity
- Moving more freight on fewer trucks
- Safe speeds to reduce deaths and serious injuries
- Efficient road maintenance and delivery

Here is a link to a [useful summary](#).

Our ability to deliver valuable transport services at a sensible cost relies on our working effectively with partners and stakeholders like you.

So my thanks to you. I look forward to another year of working together.

Yours sincerely

Geoff Dangerfield
Chief Executive

Geoff Dangerfield
Chief Executive
E geoff.dangerfield@nzta.govt.nz

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Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

Item 9.1

Attachment 1

9.2 ACTION SHEET

Information Only - No Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Robyn Scherer, Executive Assistant - Engineering
Report Number: RESC13-08-2
File Reference:

Item 9.2

1 Summary

- 1.1 Attachment 1 details the outstanding action items from previous Engineering Services Committee meetings.

2 Draft Resolution

THAT the Engineering Services Committee receives the Action Sheet, RESC13-08-02.

3 Appendices

1. Appendix 1 - Action List

13

Action Sheet – Engineering Services Committee

Item	Minute/Action	Minute or CSR or Email request	Accountable Officer	Status
Meeting Date: 11 October 2012	RESC12-10-15 Jackett Island Erosion and Removal of Port Motueka Groyne	Six weekly reports on year to date expenditure on project milestones	Gary Clark	Reports to this meeting
Meeting Date: 29 November 2012	RESC12-11-04 Engineering Services Reorganisation	Six weekly report on progress	Peter Thomson	Report to this meeting
Meeting Date: 2 May 2013	RESC13-05-02 Moutere Highway/Waimea West Road/Golden Hills Road – Safety Improvements	Staff to report back on the simpler engineering solutions for approval on Russ's Corner with a focus on safety improvements and that any recommended solution fit under the limit for works associated with the Minor Improvements budget.	Gary Clark	In progress
	RESC13-05-11 Tasman District Council Engineering Standards – Review of 2008 Standards	Update report to Engineering Services Committee on final changes to take effects from 1 September 2013	Dugald Ley	Report at 12 September 2013
Meeting Date: 20 June 2013	Public forum	Ensure signage on <u>both</u> approaches for <u>both</u> fords is clear and consistent. We should continue to advise that drivers "Proceed at Own Risk"	Gary Clark	Current signage has been deemed as adequate
	RESC13-06-06 Shared Management of Regional Landfills	Negotiate agreement for a joint landfill strategy for the region and interim commercial arrangements with Nelson City Council	David Stephenson	Report at 12 September 2013 meeting

Item 9.2

Attachment 1

9.3 MINOR IMPROVEMENTS PROGRAMME 2013/2014

Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Gary Clark, Transportation Manager
Report Number: RESC13-08-03
File Reference:

Item 9.3

1 Summary

- 1.1 The Council receives subsidised funding from the New Zealand Transport Agency (NZTA) to carry out minor improvements to its roading network.
- 1.2 The Minor Improvements Programme has a limit of \$250,000 for each project. Works that have been completed in the past would include various cycle and footpath projects, safety improvements and general roading improvements.
- 1.3 The total 2013/2014 budget for this activity is around \$1,082,727 attracting a 59% subsidy from NZTA.
- 1.4 Council staff use a ranking matrix to set out the priority for projects to be completed. This matrix has been reviewed by NZTA who have considered it best practice in ensuring value for money is delivered.
- 1.5 A programme of works is developed (Attachment 1) based on the matrix with the top priority projects being undertaken.

2 Draft Resolution

That the Engineering Services Committee:

- 1) **receives the Minor Improvements Programme 2013/2014 report, RESC13-08-03; and**
- 2) **approves the 2013/2014 Draft Minor Improvement Programme as set out in Attachment 1.**

3 Purpose of the Report

- 3.1 The purpose of this report is to provide the proposed Minor Improvement Programme for the 2013/2014 for the Committee's approval. The report sets out the fundamental principles of the matrix approach to the delivery of a well-considered programme of works based on an objective set of conditions.
- 3.2 The report also provides information around the implications of NZTA funding and its relationship to the Minor Improvements Programme.

4 Background and Discussion

- 4.1 At the last Engineering Services Committee meeting some questions were raised around the Minor Improvements budget and proposed programme of work. There were concerns around the value of this work and whether the budget should be reduced.
- 4.2 The Minor Improvements Programme was previously known as the Minor Safety Improvements Programme. The name was changed by NZTA several years ago to allow this funding allocation to be used for other projects outside the safety area up to the value of \$250,000 per project with some limitations. This has allowed this highly subsidised (59%) funding stream to be used for various non-safety related projects such as the Pukekoikoi realignment (Turners Bluff).
- 4.3 Prior to 2009 Council staff had no system to rank projects against each other which lead to the spending of funds that may have been considered less than optimal. The introduction of a matrix system has allowed a robust and logical process to consider projects on their merit and against each other. It should be noted that with any system or approach there can be exceptions that could be considered outliers. These outliers are usually considered and sometimes removed as part of preparing the physical works programme before its goes to design or contract.
- 4.4 The matrix looks at a whole range of weighted measures to evaluate different projects as to their relative worth. The measures each project is assessed against include:
 - Traffic volumes
 - Pedestrian and cycle movements
 - Crash data
 - Location of schools, etc
 - Community requests
- 4.5 While these are the main areas that are considered there are other matters which contribute to the process. These main areas are weighted based on what is considered more important in terms of outcome. The key focus of the matrix approach is to consider the needs of the community over wants to ensure value for money is being achieved. The matrix also used

the same funding criteria as set out in the Government Policy Statement and NZTA funding statements making it robust in terms of any NZTA audit process.

- 4.6 NZTA has recently reviewed the Council's Transportation Activity Management Plan. The NZTA review team considered that the Activity Management Plan was very well laid out and provided an appropriate level of detail for the roading asset. Furthermore, the NZTA team considered the level of funding and the process around gaining value for money one of the best in the country. The matrix approach for ranking projects was considered best practice and they are considering taking this approach to other local authorities in the country.
- 4.7 The Minor Improvements Programme attracts a 59% subsidy from NZTA and our allocation is based on 8% of our Operations and Maintenance budget. Our allocation for the 2013/2014 financial year is budgeted at \$1,082,727. Accordingly the local share from Tasman District Council is around \$440,000 for just under \$1 million worth of work.
- 4.8 In the past this funding which does not have to meet the normal funding restrictions of NZTA has been used for the following type of works:
- Providing cycle and pedestrian safety footpaths such as along the Moutere highway for the Lower Moutere School and Pohara cycle path and rock wall.
 - Realignment works such as at Pukekoikoi (Turners Bluff).
 - Installation of traffic islands and right turn bays to better define intersections and turning paths such as the intersections of College Street, Queen Victoria Street and King Edward Street in Motueka.
 - New roundabout at Champion Road/Hill Street.
 - Yellow Pine Bridge.
 - Installation of traffic signals.
 - Installation of flag lighting and lighting for pedestrian crossings.
 - Seal widening such as on the Moutere Highway, Abel Tasman Drive.
 - Pedestrian ramps and pedestrian refuges.
 - Minor sight line improvements such as Gibbs Valley Road.
- 4.9 A list of some of the projects that have been completed recently is provided in Attachment 2. As shown, the Minor Improvements Budget has been invaluable in carrying out a significant number of minor projects which are highly valued by the community and have achieved a 59% subsidy from NZTA. Also some of the projects have reduced the likelihood and consequence of crashes in the district.
- 4.10 The Minor Improvements budget provides a valuable subsidised funding source with very little justification to NZTA to do works across the district. Importantly projects are not competitively ranked for funding by NZTA on an inter-regional or national basis.

5 The Programme

- 5.1 As noted above the annual works programme is developed from a matrix assessment of proposed works. The projects are firstly considered at the high level in terms of meeting the

criteria and value for money. This forms the draft programme which is presented to the Council.

- 5.2 The individual projects are considered further through detailed analysis and then a design process that determines whether or not the project continues to tender. I note that the Minor Improvements Programme has a different process in terms of procuring the work compared to other matrix programmes the Council purchases. In particular all Minor Improvements projects are procured through separate competitively tendered contracts.
- 5.3 The programme has more individual projects on it then can be completed in any one year. If the Council receives further requests from the community or staff identify other work this is included in the matrix to determine priority. The programme is flexible enough that it can be altered through the year to address a major issue should the need arise. This has happened in the past with the programme being altered for projects like Gibbs Valley Road minor works.
- 5.4 Attachment 1 shows the 2013/2014 draft programme which will be developed into a final works programme.
- 5.5 The Programme includes around \$2 million of work. This is done as some projects could be deferred after further analysis, or have other issues that will take some time to sort out. Some projects may be removed if they are no longer required as the problem or request is no longer relevant or is reassessed at a lower priority.

6 Options

- 6.1 There are a number of Minor Improvement Programme options that could be considered. The key options have been considered below along with considerations around the particular option.

6.2 Option 1 - Approve the programme

This option considers the approval of the programme as presented in Attachment 1. This provides a programme for which staff can take to the next process of detailed analysis and design in accordance with how the matrix has ranked the individual projects. This would confirm that value for money is being achieved and the need is being addressed over wants, prior to any procurement process being entered into. The matrix has been reviewed by NZTA and it is considered an extremely good and appropriate tool to set a work programme.

6.3 Option 2 - Adjust the Programme

It is possible to adjust the programme to identify projects that are considered to be of higher value over others. This could result in a pick and mix approach to developing a programme. The matrix identifies each project on its own merits and relative to each other. If one project is considered to have a greater need over any other which is above the list then this would suggest either the weighting or the assessment of the factors is wrong. In saying that, projects sitting within the top ten could be interchanged as the difference in their individual score is relatively small.

6.4 Option 3 - Adjust the budget

Key projects could be identified in the programme with others rejected. Then any funds not spent could be returned to NZTA and the Council. Implications of this could be significant.

They would include NZTA adjusting future budgets downward based on what is actually spent. This happened in the last funding round where NZTA adjusted our request for funds based on our previous three year approved budget and spend. This resulted in a loss of around \$1.8 million from our subsidised roading programme. Council staff continue to manage roading budgets to this new lower funding allocation. So far it has not been possible to keep within the allocation we have from NZTA. As the Councillors are aware a small amount of additional funding was provided as part of the Long Term Plan which allows staff to manage the roading asset to meet the community needs.

It should also be noted that the current Financial Assistance Rate (FAR) is under review. The current FAR rate is calculated on a number of different elements. One of those elements includes the size of the roading budget. While it is not expected, if there was a reduction in the use of the Minor Improvements Budget this could affect our FAR assistance. This is low risk but with the current FAR review it is not known what the funding impact could be affected if funds are returned to NZTA.

6.5 Option 4 - Reject the programme

This would see the rejection of the programme and all funds returned to their source. This would reduce Council's local share commitment by around \$440,000 in the current financial year. This would clearly have similar implications as noted above where our works programme would be less, leaving a risk around reduced FAR assistance and/or reduction in future budgets as part of the Regional Land Transport Programme process.

7 Consideration of Options

- 7.1 All of the options above have advantages and disadvantages. The current situation (Option 1) where staff develop a works programme based on the ranking provided by the matrix provides relative certainty to the Council and the community for works to be undertaken. The matrix approach is based on collecting a number of different factors and developing a needs process to projects.
- 7.2 Option 2 would see a less robust approach taken to the setting of the work programme by picking and choosing which projects are to proceed based on some other criteria that may be more subjective. This may be workable to some degree provided that lower ranked projects are not subjectively taken to the top of the priority list.
- 7.3 Both Option 3 and 4 look at reducing the budget by reducing the amount of work or simply limiting the funding available. The impact of this approach could result in reduced long term funding from NZTA. Any future new work that was identified would take longer to be considered and undertaken as the reduced budget would limit the number of projects that could be done in any one year.
- 7.4 One key aspect that must be considered is that the flexibility of the Minor Improvements budget has allowed many projects that would normally not attract NZTA subsidy to be undertaken. These projects are considered high value by the community and requests for this work are received on a regular basis. These projects include pedestrian improvements, pedestrian ramps, cycle and pedestrian paths, shoulder widening to provide for right turning vehicles and minor roading improvements. The ability to undertake this work with a 59%

subsidy from NZTA makes all this work very cost effective, providing value for money to our community.

- 7.5 Reducing the Minor Improvements budget would restrict work in this area and any deferred work may have to be done in the future with no NZTA subsidy. Any policy decision to reduce the Minor Improvements budget would need to be reported to the NZTA in terms of our Regional Land Transport Programme, and also presented to the Tasman Regional Land Transport Committee for consideration.

8 Strategic Challenges / Risks

- 8.1 The matrix system provides a process that sets a priority on a project based on need over want for the community. While it is possible to have small changes in terms of ranking, any significant changes would question the whole process that would lead to a more subjective decision making process.
- 8.2 As noted above, there is a risk that reducing the budget will lead to less subsidised funding in the future. This has happened before and is considered to be a medium risk in the future should surplus be given back to NZTA.
- 8.3 A further consideration is the possible effect on the Financial Assistance Rate but this risk is considered to be low.
- 8.4 With the loss in funding in this subsidised activity when new work comes up and the budget is exhausted, non subsidised funds would need to be used. In the past the Minor Improvements budget has been extremely useful in undertaking unplanned works.

9 Significance

- 9.1 The information within this report has a medium level of significance. This is due to the need to consult on some of the projects that have been programmed. Consultation that occurs with these projects would address the possible issues around significance.

10 Consultation

- 10.1 The projects within the Minor Improvements Programme are consulted on as part of the design process and again before construction. However some small projects may not be consulted on. This is considered on a case-by-case basis with risk taken into account.

11 Conclusion

- 11.1 The 2013/2014 Draft Minor Improvements Programme is provided for approval in Attachment 1.

- 11.2 The projects have been prioritised in accordance with the agreed approach approved by the Council. The programme provides a range of projects to benefit different sections of the community and utilises subsidised funds on the needs identified in the matrix.

12 Attachments

- | | | |
|----|---|----|
| 1. | Attachment 1 - Draft Minor Improvement Programme | 23 |
| 2. | Attachment 2 - Minor Improvements - Past Achievements | 27 |

DRAFT PROGRAMME MINOR IMPROVEMENT PROJECTS

Priority	Activity Name
1	Moutere Hwy at Golden Hills/Waimea West
2	District Wide - Non-arterial Curve warning
3	Riwaka Kaiteriteri Rd -Pukekoikoi Bluff
4	Lower Queen / Stratford Street
5	Moutere Highway at George Harvey Road
6	Cycle Underpass Pukekoikoi
7	Arterial - Flag lights
8	Clear Zone Upgrades
9	District Wide - Shoulder widening
10	Moutere Highway/Wilson Rd-left turn
11	Paton / Ranzau
12	Edward St below St Johns Church
13	Abel Tasman Drive/Glenview Road
14	Paton / White

15	Commercial SH60 at Meihana St and Meihana/Rototai Rd
16	Moutere Hwy at Sunrise Rd
17	Moutere Hwy at Redwood Rd
18	Moutere Hwy at Redwood Valley Ln
19	Abel Tasman/Motupipi/Meihana Intersection
20	Moutere Hwy at Maisey Rd Intersection
21	McGlashen Ave at Petrie Carpark
22	Oxford/Wensley Rd Intersection
23	Moutere Hwy at Harley Rd
24	Gardiner Valley/Dominion/Old Coach Rd Intersection
25	Moutere Hwy/Edwards Rd intersection
26	Moutere Hwy/Gardener Valley Rd Intersection and realign road below cemetery
27	Kerr Hill Road
28	Queen Victoria Street / College Street
29	Queen Victoria Street / Whakarewa Street
30	Motueka Valley Highway - McLeans Cnr
31	Moutere Highway - Cuts Hill Curves 2 & 5
32	Moutere Highway/Wilson Rd-sight bench
33	Lower Queen Street / Swamp Road
34	Lower Queen Street / McShane Road
35	Moutere Highway @ Flaxmore Road
36	Waimea West Intersection/Palmers Rd
37	Lower Queen Street / Headingly Lane

TOTAL

Estimate	Comment
250,000	Investigate low cost solutions and prepare estimates.
30,000	This work may be included as part of Signs and Delineation PA. Some of this work to be charged to Traffic Services Renewals
250,000	Realign road to protect route to Kaiteriteri - Committed
250,000	Consider the intersection layout and look for improvements to capacity and safety
70,000	Investigate and complete improvements to intersection to meet demands and safety. Possible right turn and left lanes.
125,000	Construct cycle underpass at Pukekoikoi as part of the realignment works.
80,000	Fittal street work committed. Carry out other improvements at isolated intersections
120,000	Upgrades to guardrail ends, sight rails, removal of instructions and relocation of infrastructure.
250,000	Seal widening and intersection improvements to provide for turning.
30,000	increase radius on inside bend to provide for large vehicles turning into Wilsons Road.
40,000	Investigate and design improvements to address safety concerns.
100,000	investigate and complete cycle/walkway in the vicinity of the church to address local concerns and cycle trial needs.
50,000	Realign intersection to better represent priority route and reduce speed into Motopipi
40,000	Investigate and design improvements to address safety concerns.

10,000	investigate improvements to the intersection and area around the school to address safety concerns.
27,000	Seal widening and intersection improvements to provide for turning.
15,000	Seal widening and intersection improvements to provide for turning.
40,000	investigate options, prepare design, consult and carry out work
15,000	Tee up intersection to address priority route and tie in with resurfacing work.
40,000	Seal widening and intersection improvements to provide for turning.
30,000	Right turn bay
100,000	Upgrade and provide better pedestrian facilities
20,000	Seal widening and intersection improvements to provide for turning.
50,000	Seal widening and intersection improvements to provide for turning.
5,000	Seal widening and intersection improvements to provide for turning.
250,000	Realign intersection. Land take reqd
	investigate and design improvements for the out of context curves at summit
	Monitor
	Monitor
	Review
	Defer and monitor
	Defer and monitor
	Defer and monitor
	Upgrade with Lower Queen St
	Upgrade intersection, possibly increase seal area and markings
	Defer and monitor
	Upgrade with Lower Queen St

2,287,000

Attachment 1 – Minor Improvements Programme

Richmond Ward

- Traffic lights Salisbury Road at Talbot Street
- Traffic lights at Salisbury Road at Arbor Lea Avenue (cost shared with Ministry of Education)
- Relocation of Pedestrian Crossing on William Street – Henley School
- Champion Road school and pedestrian crossing outside Garin College
- Pedestrian improvements and traffic control involving installing pedestrian refuges and build outs on the following roads:
 - I. Hill Street near walkway from Ridings Grove
 - II. Edward Street at Queen Street and at William Street
 - III. Queen Street near the Queen Street shops
 - IV. Table crossing on Wensley Road at Queen Street
 - V. Waverley Street at Wensley Road
 - VI. Waverley Street near the kindergarten and Richmond School
 - VII. Surrey Road at Wensley Road
 - VIII. Crescent Street at Wensley Road
 - IX. Safety footpath Bateup Road in 60kph speed limit section
 - X. Edward Street/Park Avenue
- Speed humps on Paton Road
- Salisbury Road underpass

Waimea Ward

- Safety footpath Waimea West Road from Malthouse Cres to Wai-iti River
- Footpath safety improvement in front of Brightwater Motors – shared cost
- Safety improvements in front of Brightwater School
- Guard rail to replace parapet of historic Telenius bridge on Higgins Road
- Sightline improvements Wairoa George Road at Garden Valley Road
- Sightline improvements to various corners Gibbs Valley Road
- Wakefield – Safety improvements in front of Wakefield School
- Pedestrian improvement and traffic control improvements at intersection of Edward and Arrow Streets
- Mouere Highway at Drummond Road ford and intersection alignment
- Old House Road safety sightline improvements
- Neudorf/Kelling/Rosedale Road intersection improvement including sightline and seal widening
- Mouere Highway at Neudorf Road intersection improvements
- Supplejack Valley Road road alignment and seal improvements
- Upper Mouere Village improvements with lowering of speed limit
- Eighty Eight Valley alignment improvements near Hunt Terrace and Fitzsimmons Way
- Ranzau Road in front of Ranzau School – Pedestrian improvements
- Teapot Valley Road safety improvements associated with seal widening
- Mouere Highway curve widening and sealing at Cuts Hill west of Maisey

- Culvert extensions and curve widening at several locations on George Harvey Road
- Road alignment improvements to Black Bridge approaches Motueka Valley Highway
- Intersection improvements Motueka Valley Highway at Peninsular Bridge
- Waiwhero Road safety improvements associated with road upgrade

Golden Bay Ward

- Improvements to Motupipi Street near Fonterra plant
- Rototai Road near Arapeta Place
- Yellow Pine Bridge road realignment of approaches
- Stock Underpasses
 - I. Long Plain Road
 - II. Rototai Road
 - III. Waitapu Wharf Road
 - IV. Collingwood Puhonga Main Road

Lakes Murchison Ward

- St Arnaud - realignment of intersection of Kerr Bay Road and access road to beach
- Minor improvements to chicane curve on Motueka Valley Highway at Maruia
- Minor improvements along Kerr Hill Road
- Motupiko River Bridge involving replacing bridge concrete parapets with guard rail
- Improvements to curve near Gun Club on Kerr Hill Road
- Fairfax Street turning head at Buller River end
- Mangles Valley Road - Minor improvements to road realignment with seal widening and seal extension projects
- Tutaki Road South improvements to where road hugs a steep embankment near School lodge
- Stock underpass Matakītaki Road

Motueka Ward

- Pedestrian refuge Pah Street at High Street (SH60)
- Upgrade of King Edward/Queen Victoria/College Streets known as Airport corner
- Intersection upgrade at Whakarewa Street and Queen Victoria Street
- Intersection upgrade Queen Victoria Street and Wildman Rd/Hursthouse Street
- Intersection improvements at Chamberlain and College Streets
- Road realignment of curve on Swamp Road near Factory Road at Riwaka
- Intersection improvements on Umukuri Road at Little Sydney Road
- Intersection improvements on Swamp and Anderson Roads at Umukuri Road
- Minor realignment improvements on Riwaka-Kaiteriteri Road
- Minor improvement to corner of Thorp and Staple Streets
- Intersection improvements on Central Road at Wills Road

9.4 JACKETT ISLAND INTERIM WORKS ACTION PLAN UPDATE

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	1 August 2013
Report Author:	Sarah Downs, Activity Planning Advisor
Report Number:	RESC13-08-04
File Reference:	

Item 9.4

1 Summary

- 1.1 A Judicial Conference was held on 28 June 2013. The purpose of this conference was to consider how the Environment Court case (ENV-2010-WLG-080&081) will progress. The outcomes from the Judicial Conference are reported in greater detail in the report on the Long Term Solution.
- 1.2 Further remedial work took place on the geotextile sand bag wall on the Van Dyke Family Trust property on 17 July 2013. The wall will be monitored on a regular basis and the Council will continue to 'hold the line' until directed to do otherwise by the Environment Court.
- 1.3 Monitoring of the Jackett Island foreshore and Motueka spit occurred during June 2013. The spit continues to grow at 50-60 metres per year on average. The southern end of Jackett Island is still suffering from the effects of erosion while the northern end is benefitting from accretion.
- 1.4 The total project expenditure for the last financial year was \$62,482.00. More invoices are expected with respect to the remedial work outlined in paragraph 1.3.

2 Draft Resolution

That the Engineering Services Committee receives the Jackett Island Interim Works Action Plan Update Report, RESC13-08-04.

3 Environment Court update

3.1 A Judicial Conference was held at the Environment Court on 28 June 2013. The purpose of the Judicial Conference was to set out what was going to be heard at a later time.

3.2 The matters that were considered included:

- The Van Dyke costs and expenses claim of \$252,000.
- The need for the interim orders to remain in place; and
- A final order. This is to include consideration of whether there is any practicable achievable solution which the Court might order. The Court also asked for any solution to consider the potential effect of sea level rise on the Van Dyke property.

3.3 Further information on the outcome of this Judicial Conference will be dealt with in the Jakkett Island Erosion Problem – Long Term Solution Project Update Report.

4 Project Update

4.1 An inspection of the geotextile sand bag wall was carried out on 12 June 2013. It was evident that the wall had a slump in the mid section that required remedial work. A few of the sand bags had also been cut by stone action created by the wave impact. The photograph below shows the section of the wall that slumped.



4.2 A work plan was established by Tonkin and Taylor to make the necessary repairs that would allow the wall to continue 'holding the line'.

4.3 The work to repair the wall took place on 17 July 2013. The tides on that date were sufficient for the contractors to complete the job satisfactorily.

4.4 Staff will continue to monitor the sand bag wall and maintain as required on a regular basis.

5 Monitoring

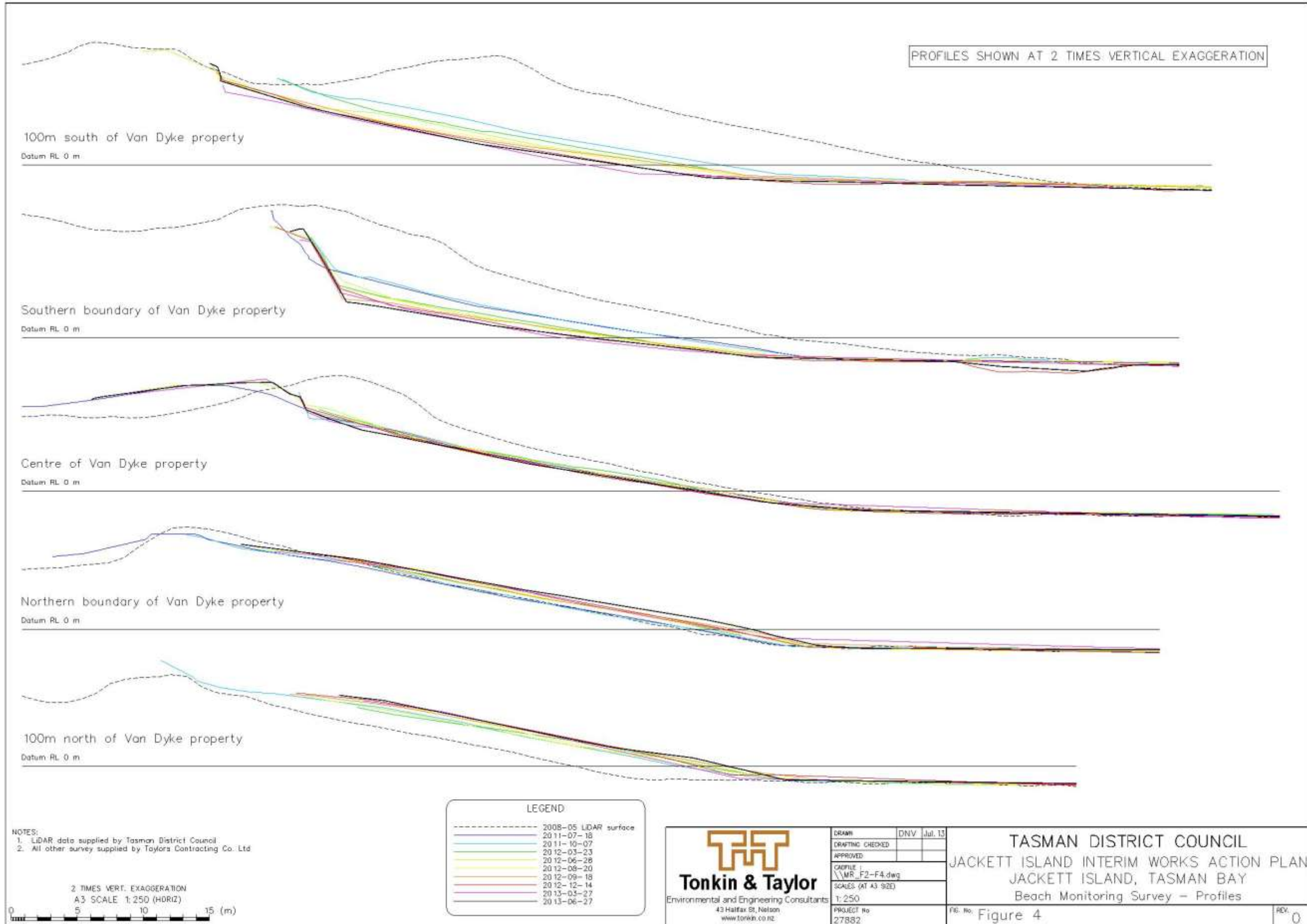
- 5.1 During June 2013, monitoring took place of both the Jakkett Island foreshore (Attachment 1) and Motueka spit (Attachment 2).
- 5.2 The monitoring of Jakkett Island showed that erosion at the southern end of the island including the southern end of the Van Dyke property is still occurring. Recent weather events are a contributor to this problem. It is evident from the monitoring photographs (Attachment 3) that erosion is occurring at the southern end of Jakkett Island even in calm weather conditions. The surveys also show that accretion is still occurring at the northern end of the island including the northern end of the Van Dyke property. The mid section of the wall area is in a stable condition although it is still prone to wave attack particularly in bad weather.
- 5.3 The monitoring of Motueka spit shows that the spit is continuing to grow at an average rate of around 50 metres per year. There is evidence of some erosion at the distal end of the spit but also a strong indication that a seaward arm of the spit is migrating sand southwards. This monitoring is scheduled to continue until September 2014 to fulfil the requirements of the resource consent that was granted to remove the Port Motueka groyne.
- 5.4 Staff continue to carry out observation visits to Motueka spit to monitor the area of the spit closer to Motueka Golf Course, where it is being regularly overtopped at high tide.

6 Project Status

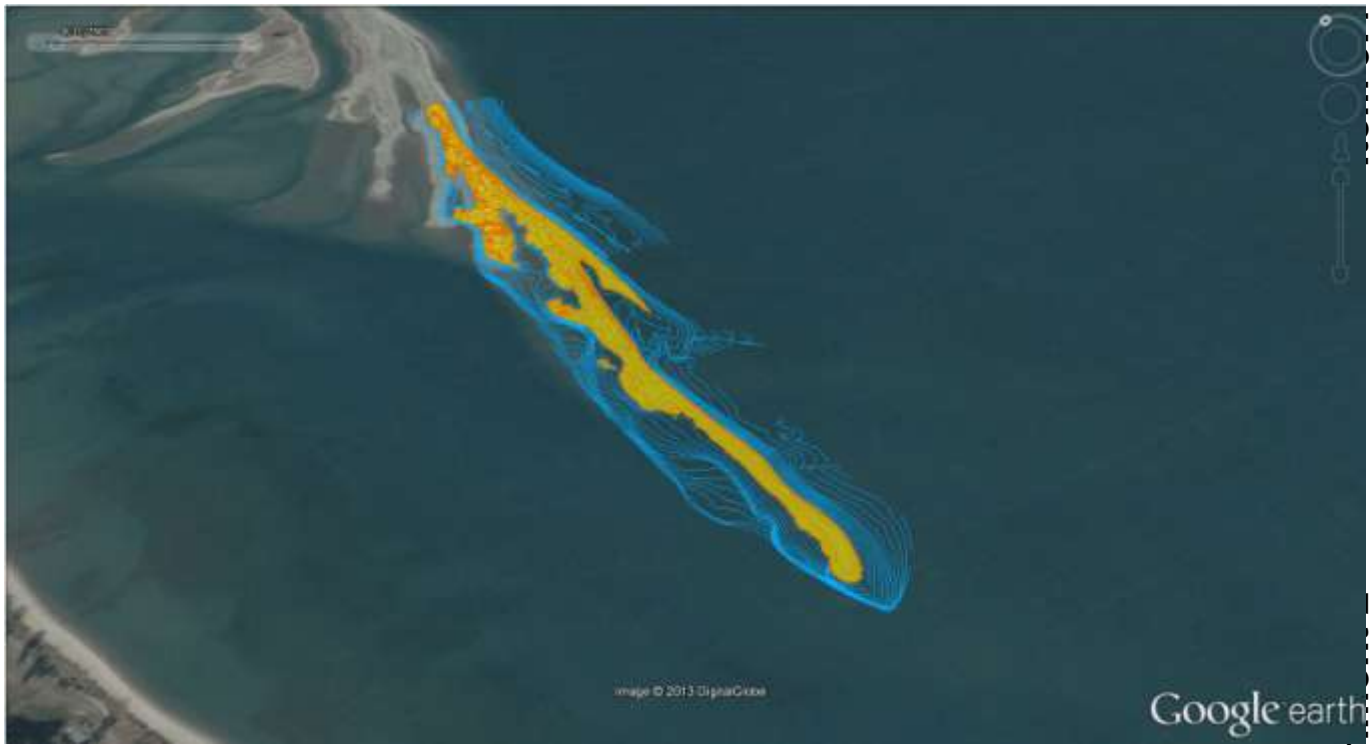
- 6.1 The expenditure on the sand bag wall from 1 July 2012 to 30 June 2013 was \$62,482.00
- 6.2 There are some costs associated with the maintenance work completed on 17 July 2013 that are still expected which will be reported in the 2013/2014 financial year accounts.
- 6.3 Costs associated with the Interim Works Plan are being funded from the budget for the Long Term Solution investigations. This budget is \$650,000 and more detail will be provided in the Jakkett Island Erosion Problem – Long Term Solution Project report.
- 6.4 Monitoring of Jakkett Island and the Motueka spit plus maintenance of the sand bag wall will continue as appropriate until the Council is directed otherwise by the Environment Court.

7 Attachments

- | | | |
|----|--|----|
| 1. | 1. Monitoring data of the Jakkett Island foreshore June 2013 | 35 |
| 2. | 2. Monitoring data for Motueka Spit June 2013 | 37 |
| 3. | 3. Jakkett Island Monitoring Photos June 2013 | 39 |



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Attach

Jackett Island Monitoring Photographs – June 2013 moving from North to South



Item 9.4

Attachment 3

Item 9.4



Attachment 3

9.5 JACKETT ISLAND - LONG TERM SOLUTION UPDATE

Information Only - No Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Sarah Downs, Activity Planning Advisor
Report Number: RESC13-08-05
File Reference:

Item 9.5

1 Summary

- 1.1 On 28 June 2013 a Judicial Conference was held to discuss procedural matters concerning the Environment Court case (ENV-2010-WLG-080&081) that Council are involved in with the Van Dyke Family Trust.
- 1.2 A hearing date of 19 August 2013 was set to deal with the three strands of the case. An allowance of five days was granted to cover all the information. A further teleconference was held with Judge Dwyer and the interested parties on 23 July 2013 indicating that a hearing would more than likely be held in April/May 2014. A minute from the Judge confirming this information is still to be received.
- 1.3 Council are required to provide further information to the Court on how long erosion can be expected to continue on the Van Dyke Family Trust property. This is using monitoring data that has been collected by the Council since the project commenced.
- 1.4 In the teleconference, Judge Dwyer heard that the Van Dyke Family Trust had commissioned the modelling of a northern channel. Judge Dwyer directed that this work should be conducted collaboratively and a Court Commissioner would facilitate this process.
- 1.5 A meeting was held with Jackett Island residents and stakeholders on 10 July 2013. The meeting was chaired by Mayor Kempthorne. The main outcome from this meeting is that future meetings with members of this group will be led by the Motueka Port Users Group. The aim of this group will be to consider options to meet their needs. Council's role in this group will be to provide any available information to help decision making processes. Support through providing a staff member to aid facilitation may be given.
- 1.6 The expenditure for this project during 2012–2013 was \$378,276. The budget in the 2012–2013 Annual Plan was \$650,000. A report requesting that the remaining \$271,724 be carried over into 2013-2014 financial year will be provided to the Council on completion of the end of year accounts. These funds will be used to continue maintaining the sand bag wall and for consultancy fees regarding the Environment Court processes.

2 Draft Resolution

That the Engineering Services Committee receives the Jakkett Island - Long Term Solution Update report, RESC13-08-05.

3 Purpose of the Report

- 3.1 This report provides the Engineering Services Committee with more detailed information regarding the Judicial Conference held on 28 June 2013.
- 3.2 The report also informs the Council of the next steps being taken by staff with respect to the Environment Court case ENV-2010-WLG-080&081.
- 3.3 Details of expenditure on this project to date are provided below and staff will be requesting a carryover of the remaining budget into the financial year 2013–2014.

4 Environment Court Update

- 4.1 The Judicial Conference was held on 28 June 2013. The purpose of the Judicial Conference was to ensure that proper preparations were made for a hearing of proceedings at a later time.
- 4.2 The matters that were considered included:
 - The Van Dyke costs and expenses claim of \$252,000; and
 - The need for the interim order to remain in place; and
 - A final order. This is to include consideration of whether there is any practicable achievable solution which the Court might order. This solution should also consider the potential effect of sea level rise on the Van Dyke property.
- 4.3 Judge Dwyer noted that he had read the recent affidavits submitted by the Council. These included one from Council's expert coastal consultant Richard Reinen-Hamill which summarised the process taken to comply with the Court's interim enforcement order. It also included a brief section on the inundation risk for Jackett Island based on current and projected sea level rise scenarios. The second affidavit was written by Peter Thomson, Council's Engineering Manager. This affidavit explained the rationale for Council's decision not to pursue a long term solution for the erosion issue on Jackett Island on the grounds that no practicable physical works option was affordable or sustainable to the district.
- 4.4 Judge Dwyer agreed with Council's legal representative that all aspects of the Environment Court case detailed in paragraph 4.2 should be dealt with in one hearing rather than separate hearings as requested by the Van Dyke Family Trust. A hearing date was set for 19 August 2013. He envisaged that this would be a one week long final hearing and the long term solution would be considered.
- 4.5 Judge Dwyer also made it clear that he felt the Council was attempting to rehear the original decision. It was suggested that if the Council wished for their new information to be heard or reviewed that an alternative route was required. He was explicit in his view that he had no intention of revisiting any issues that were raised through the application to cancel the interim order. He stated that he would review the relevant information with the Commissioners in the next week and issue a minute on his findings.
- 4.6 Judge Dwyer also requested further information concerning the level of erosion on the Van Dyke property. This was in reference to our consultant's statement in his affidavit that the Van Dyke property is currently in accretion at the northern end, in a state of balance in the mid section and still eroding at the southern end of the property. He wished to know the

projected timelines with respect to erosion and accretion. This potentially links to how long the Council may be expected to 'hold the line' on the Van Dyke property in any final decision.

- 4.7 On 1 July 2013, the Council applied for a review of the interim decision (under section 294) of the Environment Court dated 23 March 2011 (Decision No. 2011 NZ EnvC 69) and to cancel the following interim enforcement order (under section 321) dated 23 November 2011 granted by Decision No. (2011) NZ EnvC 374. The purpose of this application is to ensure that new information will be considered and fully heard at a hearing in the Environment Court.
- 4.8 The Council's legal advisors, in a memorandum to the Court, also requested that the hearing date of the 19 August 2013 be deferred as one of our witnesses, Dr Terry Hume was unavailable. Following a teleconference held on 23 July 2013 it is now unlikely that the case will be heard until April/May 2014 due to the unavailability of one of the Commissioners.
- 4.9 On 4 July 2013 the Van Dyke Family Trust filed a memorandum expressing their wish for the case to be dealt with expediently. They opposed the Council's application for a decision review under section 294 of the Act; and Council's application to cancel the existing enforcement order under section 321.
- 4.10 The Van Dyke Family Trust wishes for the interim decision to be confirmed and that the Environment Court proceeds to a decision on the long term solution. They did not consider that any new or important evidence has become available and suggest that the Council is attempting to rehear issues of causation. The memorandum also stated that the Council is attempting to avoid a substantive hearing on the long term solution.
- 4.11 Following on from the Judicial Conference, it was decided that Council staff would need to follow up on some of the points that were made by Judge Dwyer. These work streams are reported on further on in this report.
- 4.12 As stated in paragraph 4.8 a likely hearing date will be set in April/May 2014. Judge Dwyer, in the teleconference held on 23 July 2013 with Council and the Van Dyke Family Trust's counsel, heard that the Van Dyke Family Trust was getting their preferred channel modelled. This was the more northern cut that the Council resolved not to get modelled in November 2012. Judge Dwyer directed that this modelling should adopt a collaborative approach. He requested that both sets of counsel should issue a joint memorandum outlining a process for this to take place and this was to be done within ten working days. If a joint memorandum cannot be achieved, then separate memos will be submitted and the Judge will make decisions regarding the collaboration process. Judge Dwyer also stated he would do his best to ensure that an independent Commissioner of the Court would be available to facilitate the collaborative nature of the expert caucusing with regard to this modelling and investigation into other long term solutions. Both parties were keen for a timetable to be established for the exchange of evidence. The Judge did note that there may not be an economic solution due to the cost of any long term works option.

5 Consultation with Jakkett Island Residents and Stakeholders

- 5.1 On 10 July 2013 a meeting was held at the Motueka Service Centre with Jakkett Island resident and stakeholders. Mayor Kempthorne chaired the meeting and Councillors Norriss and Inglis were present. Also in attendance was Council's legal representative, Mr Ironside

and Doug Loder representing the Motueka Port Users. Eight Jakkett Island residents attended the meeting.

- 5.2 The purpose of the meeting was to update the residents and stakeholders on the Judicial Conference. Mr Ironside summarised the information from the conference and took questions on the process.
- 5.3 Mr Loder discussed the proposal that the Motueka Port Users Group is considering developing as a solution to access into the port and marina. Mr Loder was adamant that there is nothing definite as of yet and the group is not willing to progress anything until such a time that the Environment Court case has been decided. He also stated that the Motueka Port Users Group was wary of developing a cut across the spit without the backing of all the various parties as they did not wish to be in a similar position to the Council in a few years time. A couple of the residents indicated their interest in being involved in any group that would look at a solution to the access issue into the port and marina.
- 5.4 The Motueka Port Users Group agreed to establish a group of interested parties to look into options that would meet their needs. Mayor Kempthorne offered support to this group by stating the Council would be willing to provide all available information and potentially facilitating any meetings. The feeling among those present was that this group could adopt a collaborative approach to resolving the issues.

6 Project Status

- 6.1 The cost to date for the investigative work into the long term solution to the erosion problem on Jakkett Island is \$315,794. Funding is available for this work under a budget of \$650,000 in the Long Term Plan for the 2012-2013 financial year. The interim works costs for the financial year 2012-2013 are \$62,482.
- 6.2 This totals \$378,276 and leaves \$271,724 as remaining budget. This remaining budget will be required into the 2013–2014 financial year for costs associated with the ongoing court case and maintenance to the sand bag wall. A more detailed report on carryovers will be provided to Engineering Services at a later date.

7 Next Steps / Timeline

- 7.1 Counsel to prepare a joint statement on process for the experts to consider possible options for a practical, feasible, and economic solution.
- 7.2 Work continues on the proposed changes to the Tasman Resource Management Plan for the establishment of a robust Coastal Hazard Management Plan.
- 7.3 Monitoring of the sand bag wall, the Jakkett Island foreshore and Motueka spit will continue on a regular basis.
- 7.4 Prepare a report for Council on the outcomes of the expert panel for their consideration before the end of the calendar year.
- 7.5 As directed by the Judge, the parties' experts will collaborate further in assessing all the possible options for a practical, feasible, economic and therefore sustainable solution to the erosion issue on Jakkett Island prior to the hearing in April/May 2014.

9.6 TRANSPORTATION REPORT

Information Only - No Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Gary Clark, Transportation Manager
Report Number: RESC13-08-06
File Reference:

Item 9.6

1 Summary

1.1 This is the six-weekly Transportation Report.

2 Draft Resolution

That the Engineering Services Committee receives the Transportation Report RESC13-08-06;

3 Operations and Maintenance Contracts

3.1 Tasman Urban Maintenance C871

This period was again dominated by clean-up after the April flood event. At the time of preparing this report the June storm is also having an effect on programme completion due to resources being directed at clean-up of the affected area.

3.2 Discussions have been held with the maintenance contractor to find the most efficient way to manage leaf fall and street sweeping, balancing service and cost.

3.3 Good progress has been made on the footpath maintenance programme.

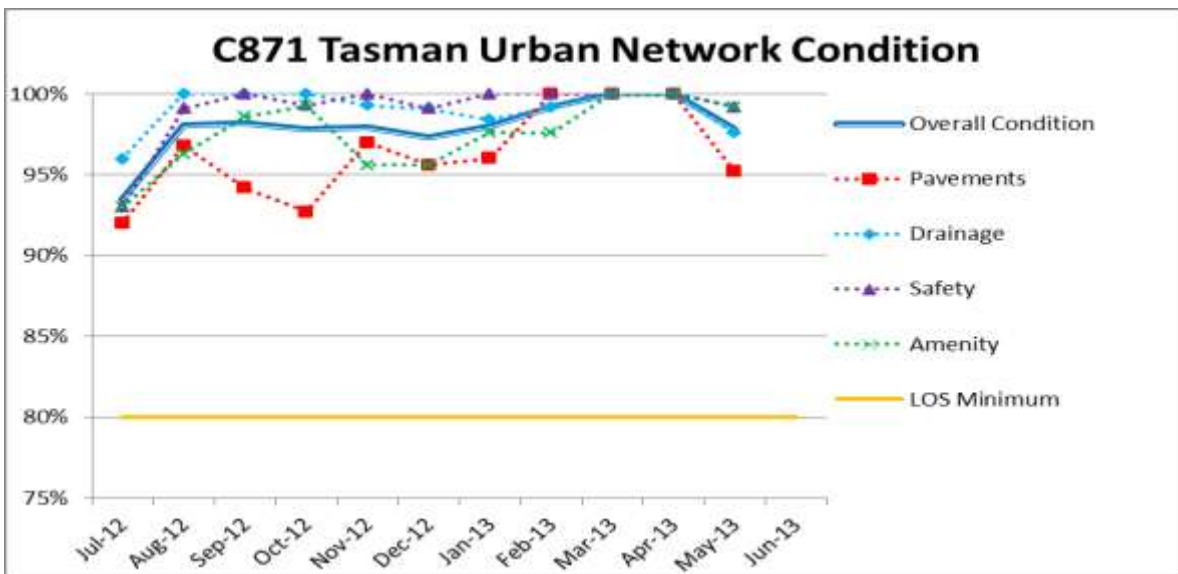
3.4 Other work completed in the period is as follows:

- 154km of chemical control;
- 55 sealed pothole repairs;
- 105m² of sealed pavement repairs including Queen Street and Lower Queen Street;
- 501m of high shoulder removal;
- 526m of unlined surface water channel cleaning; and
- 30 sign replacements.

3.5 Programmed work for June includes:

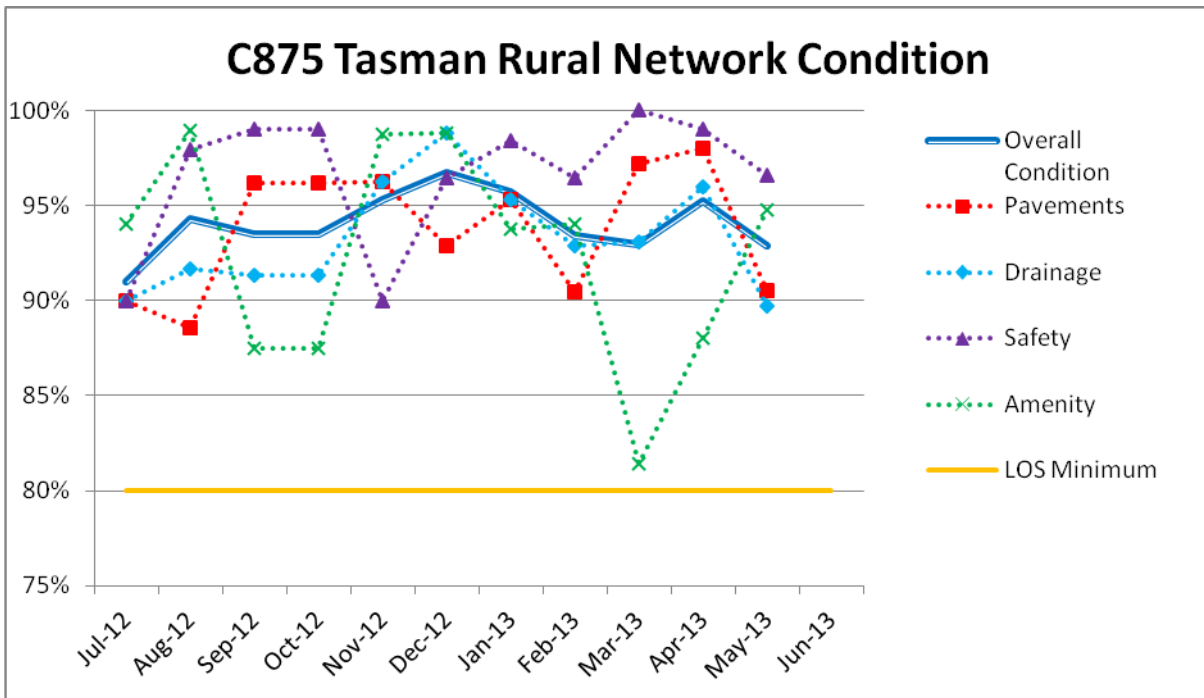
- Completion of footpath maintenance programme;
- Fittal Street pavement repairs;
- Various drainage renewals; and
- Frost and ice control.

3.6 The results of recent inspections of the network condition are shown in the following chart.



4 Tasman Rural Maintenance C875

- 4.1 May has been an exceedingly busy month for the contractor with a large amount of programmed work as well as storm event clean-up to be done. The storm event clean-up has been ongoing from events at the end of April, some smaller localised events at the end of May as well as the most recent, large event in mid-June which required a huge amount of clean-up and has resulted in the contractor's largest progress claim to date. Clean-up from this latest event is expected to extend well into July.
- 4.2 There have been consequent delays to the drainage renewals and unsealed road metalling programmes.
- 4.3 A new unsealed metal source has been developed in the Sherry River area at an existing lime quarry. This material has been used at a number of sites in the Tapawera area. Initial results look promising and will be monitored to determine performance over time.
- 4.4 Other work completed in the period is:
- 80 sealed pothole repairs;
 - 12km of high shoulder removal;
 - 21km of flanking/roadside drainage improvement;
 - 100km of maintenance grading;
 - 4,890m³ of unsealed road metalling;
 - 198m of replacement culverts installed;
 - 227km of roadside spraying;
 - 560km of mowing;
 - 65 replaced edge marker posts; and
 - 50 sign replacements.
- 4.5 Programmed work for June includes:
- Storm event clean-up;
 - Culvert replacements;
 - Roadside flanking/drainage improvements and cleaning;
 - Unsealed metalling programme;
 - Various sign replacements; and
 - Frost and ice control.
- 4.6 The results of recent inspections of the network condition are shown in the following chart.



4.7 The network condition has been affected by wet weather.

5 Golden Bay Maintenance C788

5.1 Good progress has been made on programmed works although storm events have caused disruption.

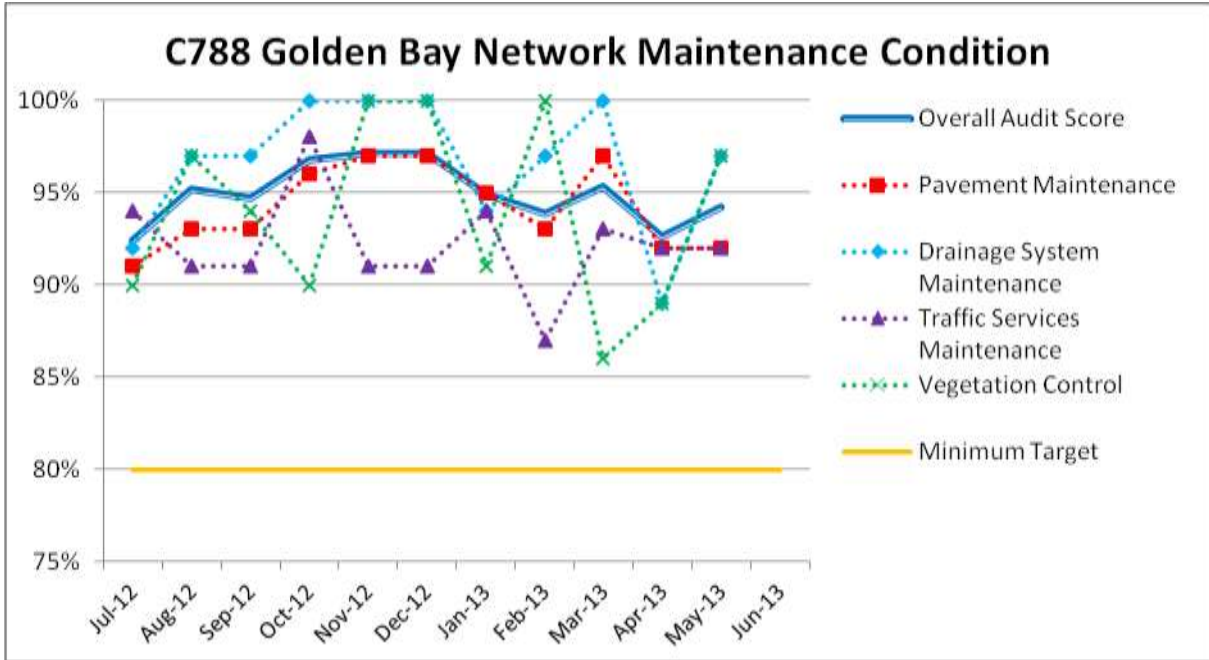
- Rameka Creek Road/Hillview Road drainage improvements;
- Cobb Dam Road – rock blasting;
- April storm damage repairs – Canaan Road and Cobb Dam Road;
- Kaihoka Lakes Road – culvert replacement;
- Canaan Road – culvert replacement;
- Pupu Valley Road – culvert replacement;
- Patons Rock Road – pavement repairs;
- Aorere Valley Road structural overlay trial site;
- Bridge name plates installations;
- 65km unsealed road grading;
- 1,460m³ of unsealed road metalling;
- 128km of mowing; and
- 149km of spraying.

5.2 Programmed works for June include:

- Rototai Road outlet headwall;
- Balck Road drainage improvements;
- Dry Road replacement culverts;
- Kaihoka Lakes Road replacement culverts;
- Cowin Road replacement culverts;
- Nguroa Road replacement culverts;

- Dry Road shoulder drop-outs;
- Ward Holmes Road new water table;
- Clifton Road *in situ* sump and cut off drains;
- Parapara Beach Road replacement sump;
- Relocate road open/closed signs for Cobb Dam Road; and
- Water cutting – Motupipi Street, Long Plain Road, Abel Tasman Drive.

5.3 The results of recent inspections of the network condition are shown in the following chart.



5.4 All inspection items are fairly steady and are consistently above the minimum target.

6 Murchison Maintenance C787

6.1 Work Summary for April/May

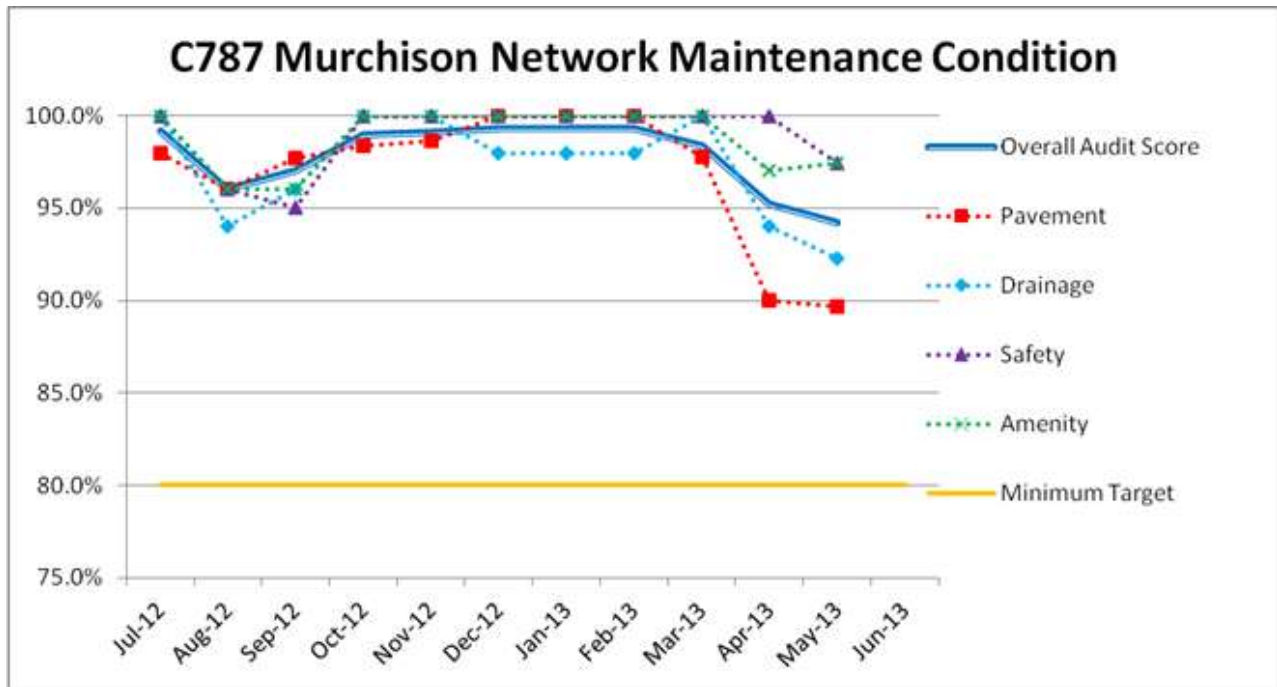
- Placement of lime chip metal to minimise unsealed road maintenance requirements at high wear sites;
- Mangles Valley Road widening at slip site;
- Beechnest Drive and Glacial Terrace pavement repairs;
- 35m of culvert replacements;
- 2.2km of unlined surface water channel cleaning;
- 30km grading; and
- 2,396m³ of metalling.

6.2 Programmed work for June includes:

- Rappahannock Road rock protection (July 2012 event);
- Maruia West Bank Road and Glenroy Road rock protection (January 2013 event);
- Pointon Road drainage improvements;
- Blackwater Road culvert replacements and drainage improvements; and

- Completion of annual metalling programme.

6.3 The results of recent inspections of the network condition are shown in the following chart.



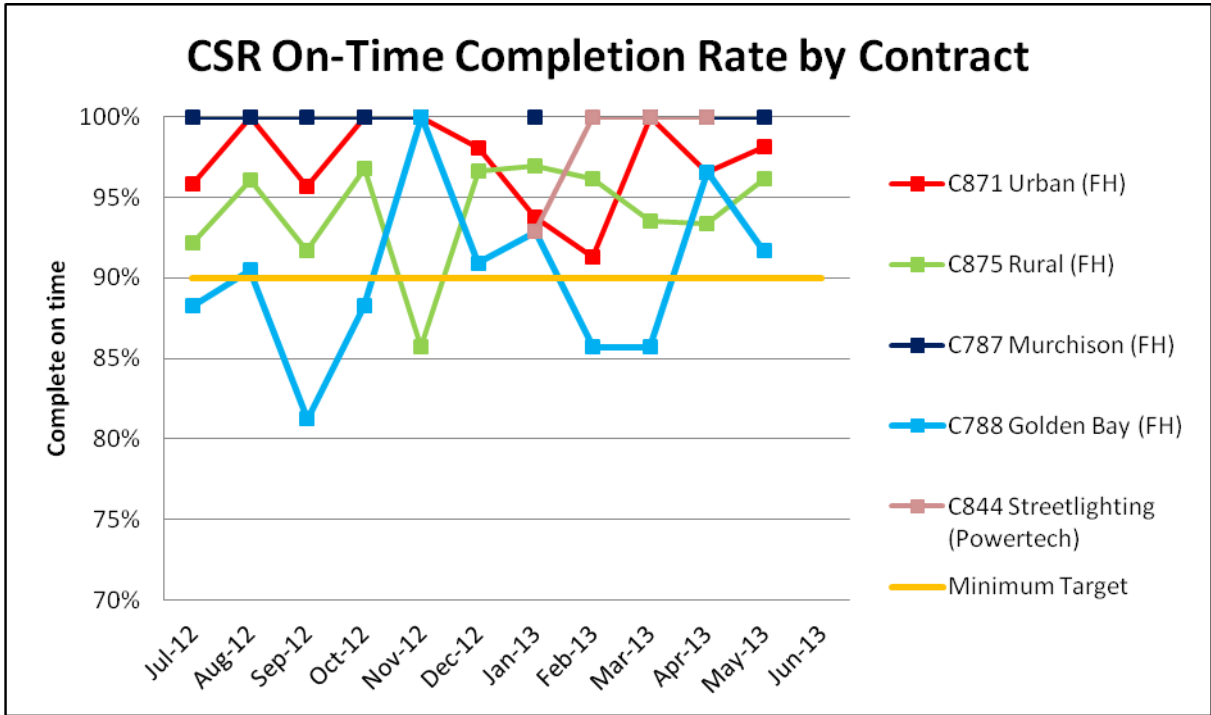
6.4 All inspection items are fairly steady and are consistently above the minimum target.

7 Streetlight Maintenance C844

7.1 Powertech continue to perform well with 34 out of 35 CSRs completed on time during May. Routine lamp replacements are ongoing. The Year 2 replacement schedule will be completed by 30 June 2013.

8 Customer Service Requests

8.1 CSR completion rates across the different contracts are summarised in the following graph.



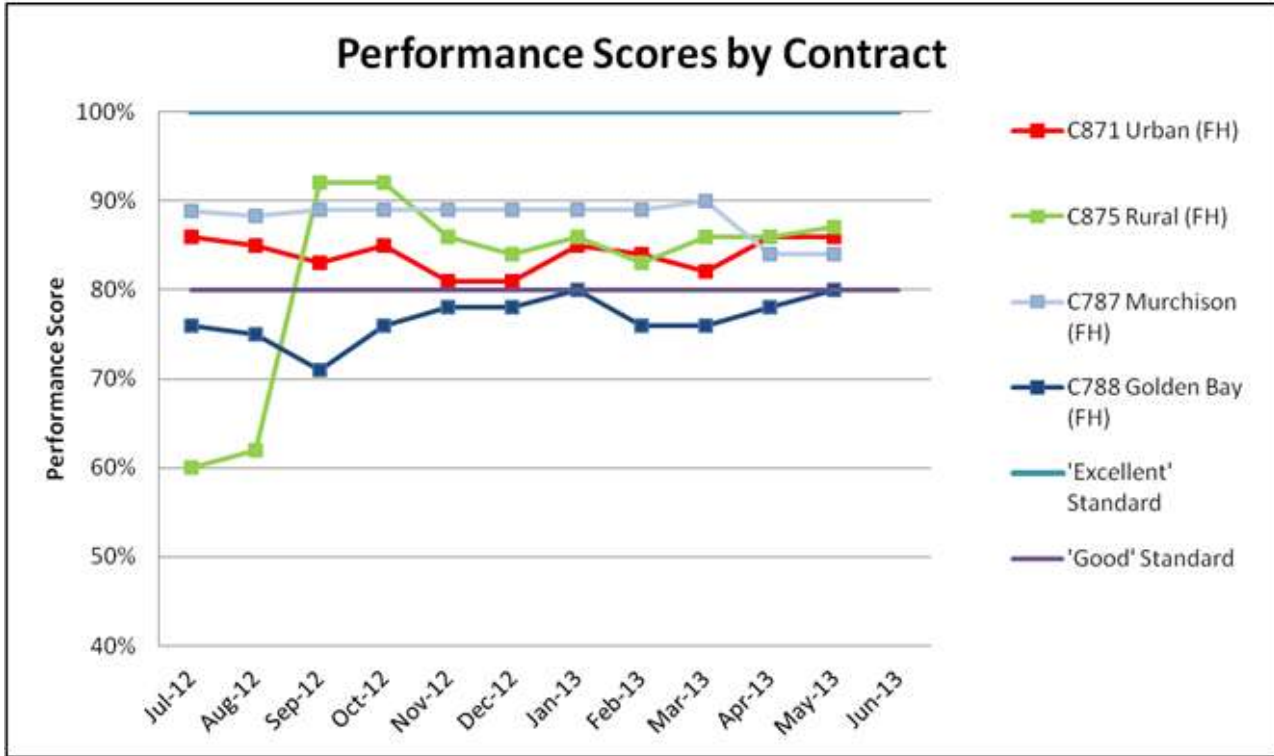
8.2 All contracts were above the minimum Level of Service target.

8.3 The numbers of CSRs expected complete within April and May are shown below.

		April	May
C871 Tasman Urban	On time	111	54
	Late	4	1
	Total	115	55
C875 Tasman Rural	On time	28	75
	Late	2	3
	Total	30	78
C787 Murchison	On time	5	5
	Late	0	0
	Total	5	5
C788 Golden Bay	On time	28	22
	Late	1	2
	Total	29	24
C844 Street Lighting	On time	19	15
	Late	0	0
	Total	19	15

9 Performance Scores

9.1 Based on audits of the contractor’s maintenance work, systems and overall contract delivery the following graph tracks the Performance Score Summary over the contract areas.



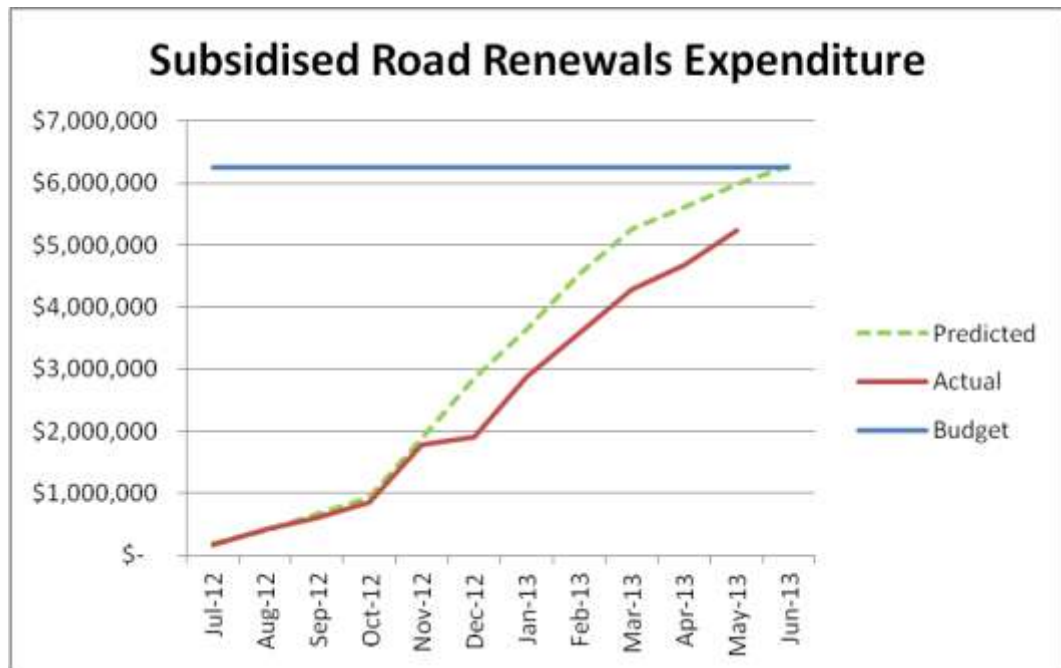
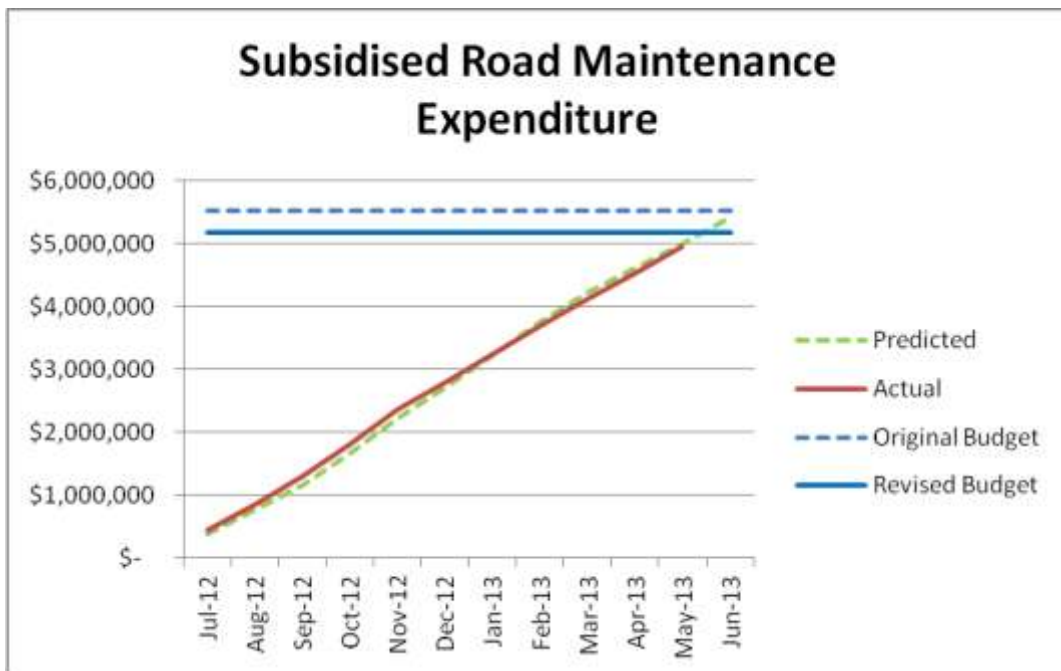
9.2 Overall performance is good. Please note that for the Street Lighting contract the performance score is completed six monthly and is not shown in this summary.

10 Financial

10.1 The following graphs show progress against the estimated expenditure profiles for the 2012/13 financial year for the subsidised maintenance and renewals budgets.

10.2 Actual maintenance expenditure is tracking very close to the predicted budget but is still likely to exceed budget.

10.3 Renewals expenditure is tracking behind the predicted amount at this stage of the year as some renewals projects are being completed later than initially projected. The storm events in April and June have had a significant effect on the programmed renewals of drainage and structural components through this period, with some of this work having to be deferred as clean-up work takes priority.



11 Bridge Maintenance

- 11.1 Downer are on track to complete the first year’s scheduled maintenance work by 30 June as required. Some additional works have also been undertaken.
- 11.2 The 2012/13 routine inspections have been completed and the inspection report has been issued. From these inspections routine maintenance lists have been prepared for the relevant maintenance contractor to action. Structural repair work has been identified and included in the Bridge Structures Components Replacements 2012/13 contract currently being completed by Tasman Civil.
- 11.3 The Bridge Structures Components Replacement Contract (C906) was awarded to Tasman Civil and works are currently underway on the Ferntown Bridge over the Aorere River. The

work on this bridge includes re-doing areas of the steel corrosion protection system which has deteriorated, and also includes a seismic upgrade to the bridge by adding linkage bolts across the piers.

- 11.4 A design has been completed for a new retaining structure to support the approach of this bridge at Sandhill Creek Bridge, Cowin Road, in Golden Bay which has been eroded away. Tasman Civil has won this work which will be completed as a variation to C906. Weather and ground conditions have delayed this work with completion scheduled by August.

12 HPMV Routes

- 12.1 In addition to routes already approved for HPMV, Kerr Hill and Stock Road have been analysed and approved opening up this important route for the forestry industry. Hewitt Road in the Tadmor area has also been added which is also currently being used by forestry. A large number of HPMV applications are now coming through for these new routes.
- 12.2 Analysis work completed as part of this project is to be used to develop the bridge renewals programme as well as contributing to population of an automated overweight permit system administered by NZTA which will provide Council with efficiencies in permit processing.

13 Resurfacing

- 13.1 Contract 851 (Urban/Rural/Murchison) is in Defects Liability Period for 12 months. No faults have been reported to date.
- 13.2 Contract 788 (Golden Bay Local Roads) is also in Defects Liability Period for 12 months. Some sites have experienced flushing and these have been reported to the contractor who has programmed water cutting treatment for June.
- 13.3 Contract 851 (Urban/Rural/Murchison) for 2011/12 is within the Defects Liability Period and some stripping has been noted. A reminder has been sent to the contractor to provide the compliance assessment results also a list of sites that require maintenance repair.
- 13.4 Contract 788 is within the Defects Liability Period and the contractor has completed site inspections and is finalising compliance assessment results on all sites. No seal failures have been reported to date.

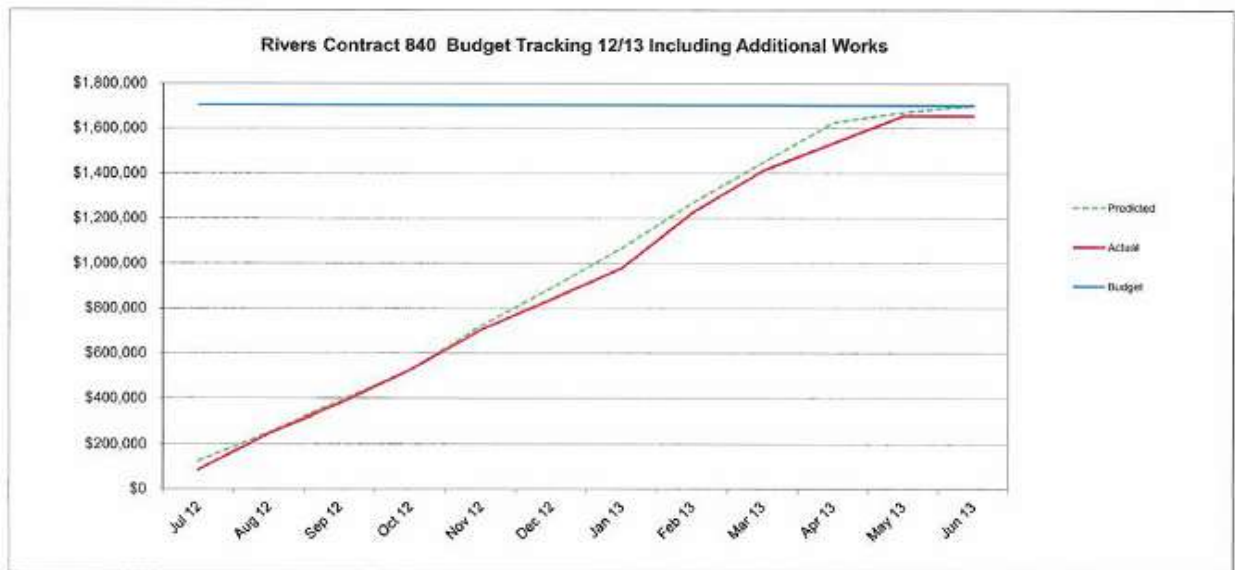
14 Sealed Road Pavement Rehabilitation 2012/13

- 14.1 Eight sites have been rehabilitated using the granular overlay or cement stabilisation methodology along with associated improvements. The sites are on Motueka Valley Highway, Moutere Highway, Main Road Lower Moutere, Tadmor Valley Road, Eves Valley Road and Mead Road. Fulton Hogan was the successful tenderer and work is complete.

15 Rivers Report

- 15.1 Taylors Contracting continue to make good progress on the annual operations and maintenance programme (AOMP) with the May claim being \$122,186 and bringing the total expenditure on the AOMP and additional tasks to \$1,670,407 which is only \$2,000 behind that originally forecast by the contractor.
- 15.2 This is a good result and with the recent flood damage it is predicted that the contractor will be slightly over the original budget.

- 15.3 The auditing of the aerial chemical spraying of fairway areas has shown that the broom has been slow to die. The aerial contractor is confident that the slow kill has probably been a result of the late timing of the spray operation.
- 15.4 The contractor has completed 97% of the allocated AOMP budget as at the end of May 2013. The balance of the revised AOMP programme will be completed as well as some additional flood damage works.
- 15.5 There has been some crack willow removed for the period along the Lower Motueka River in preparation for native tree planting.
- 15.6 The only other areas where crack willows have been removed are where it is causing an obstruction to the natural water flow.
- 15.7 There have been several moderate flood events over the report period with one significant event on 16 June 2013 where flood waters were near to the top of the Riwaka River stopbank capacity.
- 15.8 There have been two serious erosion sites identified on the right bank of the Riwaka River that need immediate repair.
- 15.9 There has also been flood damage in the Dove, Wai-iti and Upper Motueka Rivers that will require rock bank protection.



16 River Z Work

- 16.1 Rameka Creek – No further work has been undertaken in the Rameka Creek. Further coordination with the residents needs to be undertaken prior to any further work.
- 16.2 Three additional River Z applications have been approved for subsidy assistance.
- 16.3 There are presently two River Z works under construction.
- 16.4 All rock quarrying at the Maruia rock quarry has been completed under the current contract with Ferguson Bros and Taylors Contracting.
- 16.5 Approximately 2250 tonnes of rock were used on various protection works on the Matakītaki River from the Pointon Quarry. The quarry area has been tidied up and further restoration, work, if needed, will be undertaken when the ground conditions improve.

17 Matakītaki River – NZTA and Tasman District Council

- 17.1 Work has now been completed on the contract variation to the Rivers Maintenance contract which involved the relocation of approximately 60,000m³ of gravel to reinstate the channel alignment on the left and right banks of the Matakītaki River at Murchison.
- 17.2 A further 40,000m³ of gravel has been carted to stockpile on the left bank behind Coles Contracting yard.
- 17.3 Approximately 4,600 tonnes of rock has been carted to protect the left and right bank bridge abutments and in other protection works on the left and right banks.
- 17.4 All the work progressed smoothly and we had good cooperation with landowners and Fish & Game.
- 17.5 One minor complaint was received from Environmental and Planning regarding water discharge in the setup phase of the operation.

18 Rivers General

- 18.1 Generally, weather conditions have been unsettled over the period with most river catchments experiencing low to medium flood with the exception of the Riwaka River which recorded a flood close to a 20-year return flood event.
- 18.2 The AOMP programme for 2013/2014 has been drafted and discussed with the river maintenance contractor resulting in some minor changes.
- 18.3 The annual round of Rivercare meetings was held from 15-17 July in Collingwood, Takaka, Motueka, Tapawera and Dovedale. Numbers were slightly down on last year but it was good to note a more positive tone with indications that the Council is now listening to landowners concerns and work on the ground is moving in the right direction.
- 18.4 However, the previous blanket crack willow removal policy still causes concern. Gravel management remained a key discussion point, with expectations that the mooted cross-departmental team will be more responsive on gravel management issues. It was accepted that with works such as at the Matakītaki channel improvements at Murchison and extraction at Ferntown Bridge, amongst others that a reasonable level of gravel works had been achieved so far this calendar year.
- 18.5 Minutes of the meetings will be posted on the Council website in due course with the new look 'Google' Rivercare map and forward work programme already on the site.

19 Road Safety programme 2013 – 2014

- 19.1 Funding for road safety projects is partly subsidised through NZTA. Projects that are eligible for funding are dependent on local crash statistics as reported in the Communities at Risk Register and Crash Analysis System (CAS).
- 19.2 For the Tasman District the following areas have been identified as having high crash statistics:
 - Motorbikes
 - Pedestrians
 - Young drivers
 - Speed

- 19.3 More motorcycle training courses have been organised for the 2013 – 2014 financial year and will be promoted from mid-July. This will involve radio, print media, roadside billboards, flyers, posters and direct communication with a range of motorcyclists. Riders will be directed to the Ride to Live website www.ridetolive.co.nz which proved popular and well received when it was developed last year.
- 19.4 Awareness campaigns will also be run prior to motorbike events aimed at both motorcyclists and other road users.
- 19.5 This year the Rotary Youth Driver Awareness (RYDA) programme will be run in March 2014. This is aimed at all Year 12 students across the District. They will attend a one-day programme at a location away from the school and is made up of six different sessions.
- 19.6 The Stopping Distance demonstrations will be run in March 2014 to combine with the RYDA programme enabling us to double up on resources. Feedback from the last demonstrations will be used to improve and develop the programme. Local evening demonstrations will be run to encourage more adult drivers to witness a demonstration. Further ideas and strategies will be developed to encourage schools to use the information in future lessons.
- 19.7 Work with schools to promote active forms of transport to and from school will continue. The School Travel Plans are being audited and any outstanding work followed up.

20 Projects

- 20.1 Champion Road and Hill Street Roundabout – Work on the proposed mountable roundabout at this intersection has started. The roundabout central island will be constructed by the time this report is received. Temporary signage warning of the changed road layout will remain up for some time after the roundabout is functioning.
- 20.2 Several pedestrian refuges have been installed around Richmond on Washbourn Drive at Queen Street and on Lower Queen Street outside the medical centre. Hold rails are also to be installed on several existing pedestrian islands including that on Pah Street at High Street in Motueka.
- 20.3 Upgrading of several rural intersections on Main Road Lower Moutere are underway at Robinson and School Roads. This work has been prompted by safety to improve that of the shared path by controlling drivers speed and turning path when turning from the main road into these side roads. The intersection of Umukuri and Swamp Roads is also receiving minor seal widening to provide extra turning area for large vehicles turning left into Umukuri Road thereby enabling a turning movement to be completed without using the oncoming high speed lane.
- 20.4 Pukekoikoi (Turners Bluff) – Once signed agreements have been received then work will begin in earnest to get the work restarted on site. Negotiations will first need to be concluded with the incumbent contractor Higgins Contractors, as the scope of the work has changed from that originally tendered. Should these negotiations prove unsuccessful then the work will need to be re-tendered. This aspect of the work will be able to be expedited quickly as the main documentation is in place.
- 20.5 Nelson Tasman Cycle Trails Trust is working towards having a pedestrian/cycle underpass incorporated in the Pukekoikoi works. This will depend on availability of funds within the Cycle Trails Trust's budget. An offer to share the cost of funding from the Roding budget has been accepted.

- 20.6 High Street Undergrounding – The preliminary planning is progressing on this project which is being led by Network Tasman. It is anticipated the first section from Wharf Road to Whakarewa Street will be undergrounded this financial year. The other partner in this work is Chorus which is part of Telecom.

9.7 RIVERS ACTIVITY OPERATIONS AND MANAGEMENT PLAN

Information Only - No Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Gary Clark, Transportation Manager
Report Number: RESC13-08-07
File Reference:

Item 9.7

1 Summary

- 1.1 The Council collects rates across the district for the maintenance and operations of the river system. The rates cover the X, Y and Z river areas with most of the money spent on X and Y Classified Rivers.
- 1.2 Funds spent in River Z areas are covered under a policy and require a 50% contribution from another source before Council will provide funding.
- 1.3 A question was asked in the last Engineering Services meeting about there being sufficient works programmed for the maintenance of the Lower Motueka River to properly maintain stopbanks.

2 Draft Resolution

That the Engineering Services Committee receives the Rivers Activity Operations and Management Plan report, RESC13-08-07.

3 Purpose of the Report

- 3.1 The purpose of this report is to explain to Council how funding is spent on our river system to ensure that we target the areas of most need.

4 Background

- 4.1 As noted above, there was a matter raised in the last Engineering Services committee meeting on 20 June 2013 about the programming of works for the Lower Motueka River. This was raised by the Motueka Community Board Chairman.

5 Discussion

- 5.1 The River activity is operated under a closed account which means that any rates collected in this activity must be spent within this activity.
- 5.2 The District is rated differently in certain areas to reflect the risk and level of service provided by stopbanks and level of maintenance around the river margins. These areas are X, Y and Z Classified Rivers. The X and Y rated areas account for half of the income collected for the management of rivers. The remaining half is collected from the rest of the District under River Z.
- 5.3 Classified Rivers X are sections of river with stopbanks maintained by Council. Classified Rivers Y are river sections maintained by Council without stopbanks. Classified River Z is the balance of the district.
- 5.4 The Rivers activity has a budget of around \$3 million for the 2013/2014 year. Approximately \$1.5 million is collected from River classified rating areas X and Y with the remaining \$1.5 million from River Z (the rest of the district) rating area.
- 5.5 Only \$300,000 per year is spent on River Z areas when around \$1.5 million is collected in targeted rates.
- 5.6 The Annual Operating and Maintenance Programme (AOMP) is consulted on every year via Rivercare meetings to determine the needs of the community with regard to the operations and maintenance of the river asset. The focus of the Rivercare meetings is around the X and Y Classified Rivers. Requests for River Z works are received separately and prioritised on a first-come first-served basis.
- 5.7 The Rivercare groups help in prioritising the works planned for any one year.
- 5.8 It is important to note that the basis of preparing the AOMP is the need to do work on the river system. The care and maintenance of the stopbanks infrastructure takes first priority.
- 5.9 As noted above the Rivers activity is managed from a closed account and the budget needs to be flexible to cope with weather events and to address the needs of any system. Funds are allocated as to the need to maintain and protect the infrastructure that has been installed. The rates collected in different wards are not necessarily spent in that ward.

6 Council Stopbanks

- 6.1 From time to time additional work is required on the stopbanks to protect them from flood events. This occurs as part of the AOMP process and Rivercare meetings. Walk-over inspections are undertaken along the stopbanks and other areas to ensure the river systems are fit for the purpose they were originally built for.
- 6.2 The main Classified River X areas are the Waimea River stopbanks, Motueka River stopbanks and the Riwaka River Stopbanks. The Waimea and Motueka River stopbanks are well maintained to the levels set out in the Activity Management Plan.
- 6.3 The Riwaka stopbanks have a small section that requires remedial work which is planned for this financial year to bring it up to the 1-in-20 year protection specified in the Activity Management Plan.

9.8 ENGINEERING STANDARDS UPDATE

Information Only - No Decision Required

Report To: Engineering Services Committee
Meeting Date: 1 August 2013
Report Author: Dugald Ley, Development Engineer
Report Number: RESC13-08-08
File Reference:

Item 9.8

1 Summary

- 1.1 The 2008 Engineering Standards have been reviewed and a summary of amendments was tabled at the last committee meeting in a report, RESC13-06-15.
- 1.2 At that meeting Councillors asked about the financial impact on future budgets for construction works in the District when a change is made to the design storm period and rainfall intensity changes as proposed in the 2013 Engineering Standards.
- 1.3 This report discusses these changes for future Council infrastructure expenditure, and concludes that the financial implications are no more than minor.

2 Draft Resolution

That the Engineering Services Committee receives the Engineering Standards Update, RESC13-08-08.

3 Purpose of Report

- 3.1 The purpose of this report is to inform the committee on budget implications as a result of the revised 2013 Engineering Standards and Policies.
- 3.2 The changes for stormwater design include the use of larger secondary open channel flows and a more accurate rainfall intensity model for use in primary reticulation design.

4 Background and Discussion

- 4.1 The Engineering Standards were revised in 2008. Over the last five years this region has seen a number of storm events that have had significant effects on infrastructure, homes and people's lives.
- 4.2 The devastating rain events of December 2011, the more recent April 2013 event affecting Richmond, and the June event in the Motueka area show how more intense some storms can be. The frequency of these events is higher than has been the case historically. This may be due to short or longer term climate changes or a random series of low probability events.
- 4.3 Open Channel Flow: It is evident that we cannot design affordable stormwater systems to cope with all major events and the pipe reticulation system (in the ground) is not proposed to be altered from the present 5% Annual Exceedance Probability (AEP) design i.e. 1-in-20 year return period.
- 4.4 Overland flow paths and stream designs are however the "relief valve" to large storm events. These paths are usually within open streams or within road carriageway reserves, or when these are not available, via low lying swales through private properties (not ideal).
- 4.5 With the recent events in Richmond, stormwater entered properties due to the properties either being not elevated enough above road carriageways or located close to low-lying swales or minor streams.
- 4.6 The present standards require minor streams less than 3.0m (bank to bank) and secondary flow paths to be designed to a 2% AEP (1-in-50 year return period event). Major streams (over 3.0m bank to bank) and rivers are required to meet a 1% AEP (1-in-100 year return period event).
- 4.7 HIRDS (High Intensity Rainfall Design System): In addition the rainfall chart used in the standards does not mirror the variations of rainfall intensity over the region. This was deliberately done in 2008 due to the complexities of variable designs and the limited modelling packages at that time.
- 4.8 Modelling packages have now become more freely available and the package known as HIRDS is now available on the internet via NIWA (National Institute of Water and Atmosphere).
- 4.9 These designs will give better alignment to the predicted rainfalls and variations within our region.

5 Financial and Budget Implications

- 5.1 The effects of these changes will be felt where the Council is reconstructing a minor stream or open drain that has a top width (top of bank to top of bank) of less than 3.0 metres.
- 5.2 These streams are usually only upgraded by developers when they are within new subdivision development.
- 5.3 The change will have limited effect on Council as the majority of Council-maintained streams are over 3.0m wide.
- 5.4 The effect on the small stream and overflow swale design will mean that generally they will need to accommodate 15% more flood flow (approximately). In general terms, streams will need to be increased in width or depth by about 6–7% .i.e. a 2.0m base width stream will need to be widened by 150mm.
- 5.5 Using the HIRDS design will mean a more precise pipe reticulation design using more appropriate rainfall data. Note this does not include the Waimea Plains where existing design tables remain unchanged.
- 5.6 This will have the effect of increasing pipe sizes due to more rainfall in the western catchments. It is likely this pipe reticulation system will need to be increased by at least one pipe size. (Concrete pipe sizes increase by 75mm for each pipe increment)
- 5.7 The Council has a number of projects for stormwater and capital renewals over the next 10 years for areas in the Waimea Plains, Motueka and Golden Bay. Council staff already used the HIRDS design for many of the works and this will unlikely affect budgets in the long term.

6 Conclusion

- 6.1 It is important that the Council maintains a level of service that is expected for its ratepayers.
- 6.2 Storm events appear to be increasingly regular and contain more severity in their impact on private and public property.
- 6.3 The Council cannot design and construct infrastructure for every event but secondary flow paths can be created through better design in road patterns, swales and streams.
- 6.4 The HIRDS design package has now become freely available via the internet and gives a more precise design to stormwater pipe infrastructure. These designs may have an effect on new infrastructure in private subdivisions but is unlikely to affect Council upgrades as Council designs already use the HIRDS design package.

9.9 UTILITIES REPORT

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	1 August 2013
Report Author:	Kim Arnold, Utilities Network Engineer; Jeff Cuthbertson, Utilities Manager; David Stephenson, Utilities Network Engineer; Robert Workman, Utilities Network Engineer
Report Number:	RESC13-08-09
File Reference:	

Item 9.9

1. Summary

- 1.1 This report summarises the Utilities activities for the period of May to June 2013.
- 1.2 Downer has maintained their level of performance with all proactive, routine and non-routine maintenance on the water and wastewater treatment plants, pump stations, reservoir sites and stormwater assets as scheduled.
- 1.3 In solid waste operations the contractors are generally performing well. Volumes to landfill and income for the activity have remained above budget largely due to waste generated by the April flooding in Richmond.

2 Draft Resolution

That the Engineering Services Committee receives the Utilities Report, RESC13-08-09.

3 Utilities General

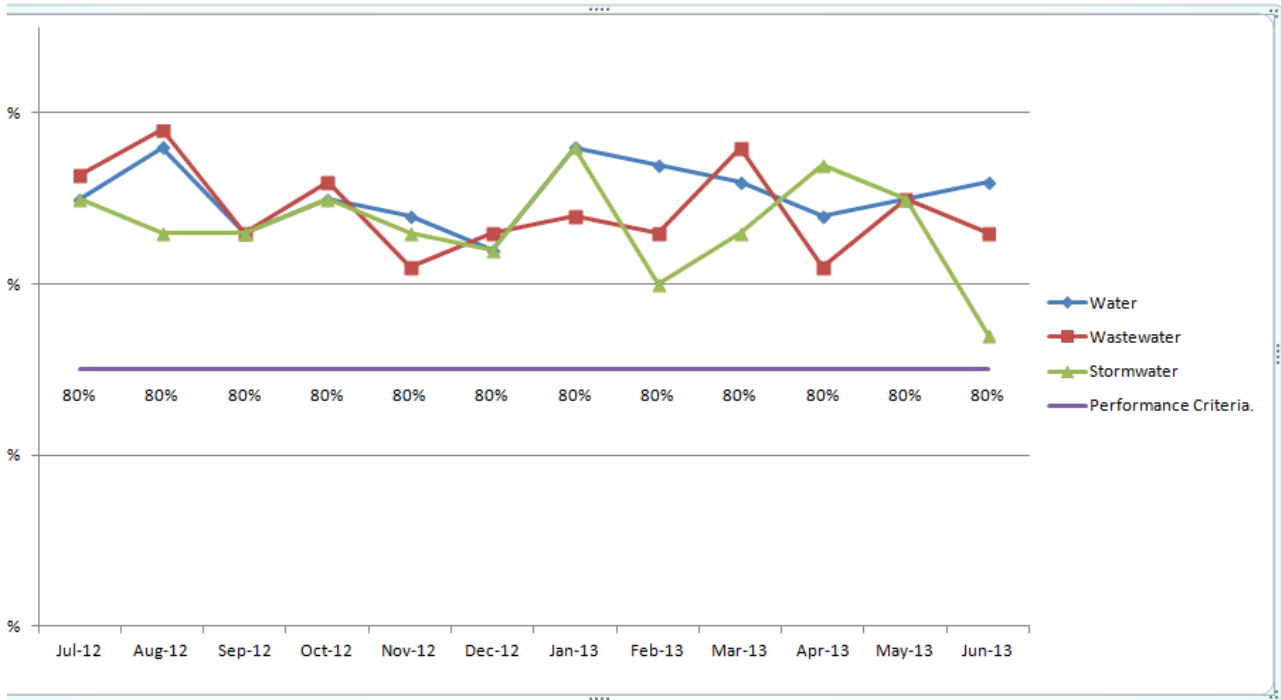
- 3.1 Utilities maintenance contractor Downer undertook all proactive, routine and non-routine network maintenance on the water and wastewater treatment plants, pump stations, reservoir sites and stormwater assets as scheduled and required within their programme during the most recent operational period.
- 3.2 Overall the water supply networks have performed well. Exceptions have included leaks and breaks on the rural networks and a significant break on the 200mm diameter main in Thorp Street, Motueka.
- 3.3 The wastewater networks have suffered from the usual seasonal issues of inflow and infiltration. This has resulted in slightly higher than average numbers of blockages and overflows and caused wastewater treatment plants (WWTPs) to operate at or above capacity.
- 3.4 Stormwater networks have also been pushed to capacity due to regular periods of wet weather during May and June. The contractor has carried out regular pre-storm inspections and clearance of debris at stormwater intakes prior to forecast storm events. In addition the Motueka floodgates were operated to ensure that the benefits of the stormwater detention area were maximised.
- 3.5 Downer has been involved in additional works under contract 688 including a new water bore at the Recreation Centre in Motueka, drainage improvements in Champion Road, Richmond and new wastewater pump installations in Riwaka.
- 3.6 Downer has also completed a significant number of repairs to utility networks as a result of damage by the contractor undertaking the ultrafast broadband (UFB) installation. The costs of any such repair work have been recouped by invoicing the UFB contractor.
- 3.7 Following the resolution of the Engineering Services Committee to extend Contract 688 into a third operational period, Downer was advised of the contract extension and the new operational period commenced on 1 July 2013.
- 3.8 As required by Contract 688, a random selection of audits on various portions of the utility networks were undertaken. The contractor has again performed consistently well over the May-June period and therefore achieved audit scores above the minimum performance criteria required (80%) over the three water networks.

Audit Score Summary

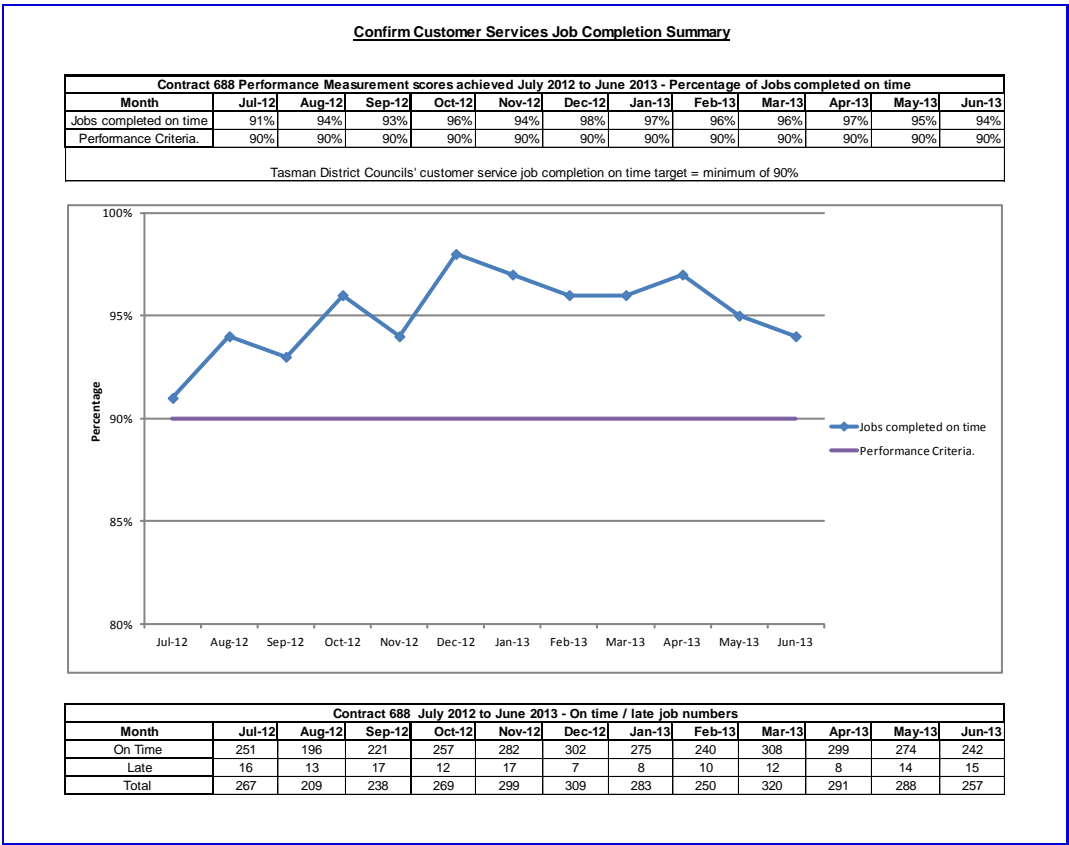
Contract 688 Performance Measurement Audit scores July 2012 to June 2013

	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13
Water	90%	93%	88%	90%	89%	87%	93%	92%	91%	89%	90%	91%
Wastewater	91%	94%	88%	91%	86%	88%	89%	88%	93%	86%	90%	88%
Stormwater	90%	88%	88%	90%	88%	87%	93%	85%	88%	92%	90%	82%
Performance Criteria.	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%

Contract performance standard measurement target requirement is to achieve a minimum score of 80% in any one discipline.

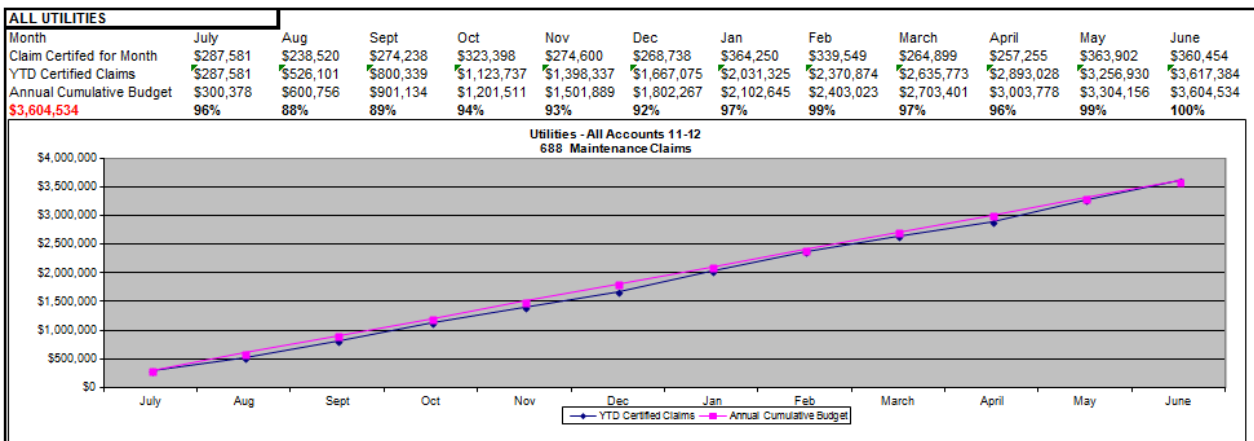


3.8 Targets for Tasman District Council customer services and requirements under Contract 688 are for the contractor to achieve 90% or above for completion on time. Downer achieved 95% in May and 94% in June 2013.



4 Financial Performance

4.1 The combined Stormwater, Water and Wastewater Utilities budgets and expenditure to date for the 2012/2013 financial year are shown below to the end of June 2013 to provide an overall view on the financial status of all Utilities O&M expenditure. Total expenditure is on track and within 1% of budget.



5 Wastewater networks

5.1 The wastewater networks have suffered from the usual seasonal issues of inflow and infiltration and this has resulted in slightly higher than average numbers of blockages and

overflows, and caused wastewater treatment plants (WWTPs) to operate at or above capacity.

- 5.2 A number of faults occurred throughout the wastewater networks, many as a result of the rainfall event. The table below shows the blockages/overflows from May to June.

Location	Date	What	Overflow	Why	Remedial Action
Cargill Place, Richmond	08.05.2013	Sewer line damaged.	No	Electronet excavation damaged line.	Inspected by contractor. Pipe had been scraped by excavator. Damage repaired
19a Kingston Place, Motueka	10.05.2013	Sewer mains pipe blockage.	No	Dip in private line causing blockage.	Issue to be monitored.
182 Stafford Drive, Mapua	12.05.2013	Water coming up drains causing overflow.	Yes	Blocked pumps.	Pumps unblocked, cleaned and disinfected by contractor. 0.3m ³ overflow discharged
515 Hill Street, Richmond	03.05.2013	Sewer pump station alarm.	No	High level due to inflow.	This was monitored daily by contractor.
217a Thorp Street, Motueka	14.05.2013	Sewer pump station alarm.	No	Pump fault.	Fault reset by serviceman.
Shell Station, Takaka	22.05.2013	Blocked manhole.	No	Fat build up.	Unblocked by serviceman.
5 Bryant Road, Brightwater	23.05.2013	Odour complaint.	No	Unsure.	Checked by serviceman and no odour present on arrival.
3 Junction Street, Takaka	24.05.2013	Sewer blockage.	No	Large amount of fat build up.	Contractor to monitor fat buildup in sewer.
68 Beach Road	24.05.2013	Sewer blockage.	No	Gravel found in sewer.	Blockage removed by contractor.
Reliance Plumbing, Buxton Lane, Takaka	24.05.2013	Sewer blockage.	No	Large amount of fat build up.	Contractor to monitor fat buildup in sewer.
51 Gladstone Road, Richmond	27.05.2013	Sewer blockage.	No	Broken manhole lid found in the bottom of the manhole.	Old broken lid removed.
22 Elmsdale Close,	01.06.2013	Effluent overflowing.	Yes	Stones and gravel in line.	Debris removed by contractor. Site

Location	Date	What	Overflow	Why	Remedial Action
Richmond					cleaned and disinfected. Unknown discharge volume.
Pohara Valley Sewer Pump Station	17.06.2013	Alarm.	No	High level.	Investigated and monitored by contractor.
64 Tudor Street, Motueka	17.06.2013	Blockage.	No	Three houses on same lateral blocked	Cleared by contractor.

- 5.3 During May-June 2013 the environmental and performance monitoring routinely undertaken at Wastewater Treatment Plants (WWTPs) generally showed good compliance.
- 5.4 The table below indicates whether compliance with resource consent conditions was achieved at each WWTP. Where compliance was not achieved the likely factors contributing to the non-compliance are discussed below.

WWTP	Compliance	If “no”, What?	Why	Remedial Action
Collingwood	Yes			
Motueka	No	A single sample of <i>E.coli</i> from the overflow area breached both the median limit of 140 cfu/100ml and the single sample limit of 240 cfu/100ml on the following days: 3 May 2013 – 387 cfu/100ml 9 May 2013 – 271 cfu/100ml	High loading/overflow	Tasman District Council Compliance notified, retest undertaken.
Murchison	Yes			
St Arnaud	Yes			
Takaka	Yes			
Tapawera	Yes			
Upper Takaka	Yes			

5.5 Wastewater Capital Projects

- 5.6 Takaka Wastewater Treatment Plant** - The Government subsidy agreement is soon to be signed and requires the Council to fulfil a number of operational, maintenance and reporting requirements over the next 20 years following the upgrade of the treatment plant. The consent conditions for the treatment plant upgrade have now been approved. Preliminary design is near completion and detailed design is expected to commence in August.

- 5.7 Motueka Wastewater Treatment Plant** - Open days were held in Motueka on 3 and 4 May 2013. At the Motueka Memorial Hall display boards, information booklets and a Powerpoint display were used to provide information on the issues, options and cost estimates for treatment and discharge of the wastewater. Supervised trips to the treatment plant provided an opportunity for the public to visit the treatment plant site. Public feedback was requested on the options and effects.
- 5.8 The Working Party met again on the 11 June 2013. A summary of the public feedback was provided. The majority of submissions were in support of the recommended option.
- 5.9 In addition a peer review of the options report has been commissioned. This is being undertaken by Ormiston and Associates and is still in progress. However the draft peer review report includes a recommendation that the use of specifically designed wetlands (and subsequent discharge to surface water) should be investigated in preference to discharging the treated wastewater to RIBs. This differs from the approach previously recommended by the Working Party which is to maximise discharge to land and to only discharge to surface water when land discharge is not possible.
- 5.10 The option to discharge treated wastewater directly to surface waters after passing through wetlands would be a fundamental change to the Working Party's preferred option. Further information is being provided to Ormiston and Associates so that the peer review can be completed and then be considered by the Working Party and the Council.
- 5.11 Actions required before a resource consent application for the upgrade can now be prepared and lodged include:
- Finalisation of the Peer Review Report.
 - Expanded Maori Values Assessment, depending upon outcome of the Peer Review.
 - Working Party consideration of the Orimiston and Associates peer review and expanded Maori Values Assessment, including any change to its preferred upgrade option, and final recommendation of preferred option to the Council. The Council to confirm the final upgrade solution and approval to proceed with preparing the application for resource consent(s).
 - Additional environmental studies (in particular dilution/mixing studies and ecosystem characterisation) to support the resource consent application.
- 5.12 At this stage it is thought that the application for resource consents for the upgrade will not be able to be lodged by 13 December 2013 as required by condition 3(b) of the existing consent. However this cannot be confirmed until the peer review is complete and the Working Party confirms its preferred option. In the event that this date is not achievable the Council will formally apply to change this date by way of a section 127 RMA application. Such an application would include a more definite timeline of when the final application would be lodged.
- 6 Water networks**
- 6.1 Overall the water supply networks have performed well. Exceptions have included leaks and breaks on the rural networks and a significant break on the 200mm diameter main in Thorp Street Motueka.

- 6.2 A second bore at the Motueka Recreation Centre has been installed. The new bore will provide improved fire fighting flow requirements in Motueka. A bore pump has been installed and is now operational.
- 6.3 The water exceptions for the month of May are outlined in the table below.

6.4 Water Supply Exceptions

Date	Location	What	Why	Remedial Action
11.05.13	Thorp Street, Motueka	200mm PVC main break.	Fragile pipe.	New section of pipe fitted.
20.05.13	Bird Road Pump Station, Wakefield	100mm Bypass pipe break.	Inadequate thrust block.	Repaired with new thrust block.
27.05.13	Notts Pump Station, Dovedale	Notts Reservoir empty.	Pump VSD fault.	VSD repaired.

- 6.5 New water connections were installed in Brightwater(2), Mapua, Motueka(2), Murchison, Richmond(2), and Waimea(2). No disconnections were required.

6.6 Water Capital Projects

- 6.7 Detailed design of the Richmond Water Treatment Plant continues. Detailed construction drawings are expected to be with Council staff in early August. An estimate of costs involved in the installation of the connections for the upgrade prior to the main contract has been requested from Downer. This will allow greater accuracy in total project cost estimates prior to tendering the main contract. Consultation continues with key stakeholders.
- 6.8 The Richmond East High Level Reservoir access track has been completed. The remediation of damage to batter slopes is expected to be complete by the end of month. An assessment is underway of a defect in a portion of the batter slope near the platform site and this will also allow confirmation of the total costs of remedial works.

7 Stormwater networks

- 7.1 Stormwater networks have been pushed to capacity due to regular periods of wet weather during May and June. The contractor has carried out regular pre-storm inspections and clearance of debris at stormwater intakes prior to forecast storm events. In addition the Motueka floodgates have been operated to ensure that the benefits of the stormwater detention area were maximised.
- 7.2 The tables below show any pre-storm checks, exceptions and Motueka Floodgate closures undertaken between 1 May and 16 June 2013.

Pre Storm Checks / Exceptions		
Date	Location	Reasons for checks
1 May 2013	All of region	Heavy rain warning
15 May 2013	All of region	Heavy rain warning
30 May 2013	All of region	Heavy rain warning
4 June 2013	All of region	Heavy rain warning
13 June 2013	All of region	Heavy rain warning
Motueka Wharf Road Gate Closure		
16 June 2013	Motueka	Heavy rain warning

7.3 Stormwater Capital Projects

- 7.4 Detailed design of remedial work to the Reservoir Creek Dam is complete and tenders for this work close on 24 July 2013. Amendments to existing resource consents and Historic Places Trust authorities have been granted and the work is expected to be complete prior to Christmas this year.
- 7.5 Capital funding for a new culvert across Champion Road has recently been approved in the 2013/14 Annual Plan. Design work is now proceeding, in parallel with discussions with Nelson City Council and adjacent landowners. A resource consent will be sought for the work.
- 7.6 Other stormwater-related capital works in progress include scoping studies for Queen Street, Richmond and Ranzau Road, Hope, Pitfure Road, Wakefield and Commercial Street, Takaka. Initial work on each of these studies has been completed, but with each project the work to date has been less than budgeted in the 2012/13 year. Approval will be sought at the next committee meeting to carry forward funding from the 2012/13 to the 2013/14 year to continue this work.

8 Flood Recovery Projects

- 8.1 Flood modelling of the Ellis Creek catchment continues with initial results received by the Council. Consultants are now evaluating the effect of recent works and will be evaluating the effect of other potential works.

9 Telemetry and Electrical

- 9.1 The telemetry network has generally performed well with minor upgrades on the system completed without disruption to availability.
- 9.2 Minor radio/electrical faults occurred at Tapawera WWTP, Pohara WTP, Mapua Wharf water booster pumpstation and Motueka Wharf floodgates.

10 Solid Waste

10.1 Kerbside collections

Kerbside recycling volumes were steady for May and June with some recovery from seasonally low volumes earlier in the year. Total volumes for the year ending June were 3% down on the previous year, driven almost entirely by reduced glass volumes collected.

10.2 Contractor performance over the last two months has dropped with a number of late and missed collections noted. Active steps are being taken by the contractor to address these issues and we expect progress over July and August.

10.3 Resource Recovery Centres

Waste quantities at Resource Recovery Centres in June returned to historical volumes but volumes at Richmond remained high. At Richmond both commercial and domestic quantities remained higher than the same period last year, with commercial tonnage 19% higher than last year and domestic volumes up 150%. These increases were likely due to ongoing flood recovery repairs in Richmond and the closure of the Nelson City Council refuse transfer station in Pascoe Street for the month of June.

10.4 Data for the year ending June indicates waste tonnages at 6% above the year ending June 2012, with the increase entirely due to increased tonnages at Richmond (10% above last year). Tonnages at Mariri matched those of last year and tonnages at Takaka, Collingwood and Murchison were down 11%, 6% and 7% respectively.

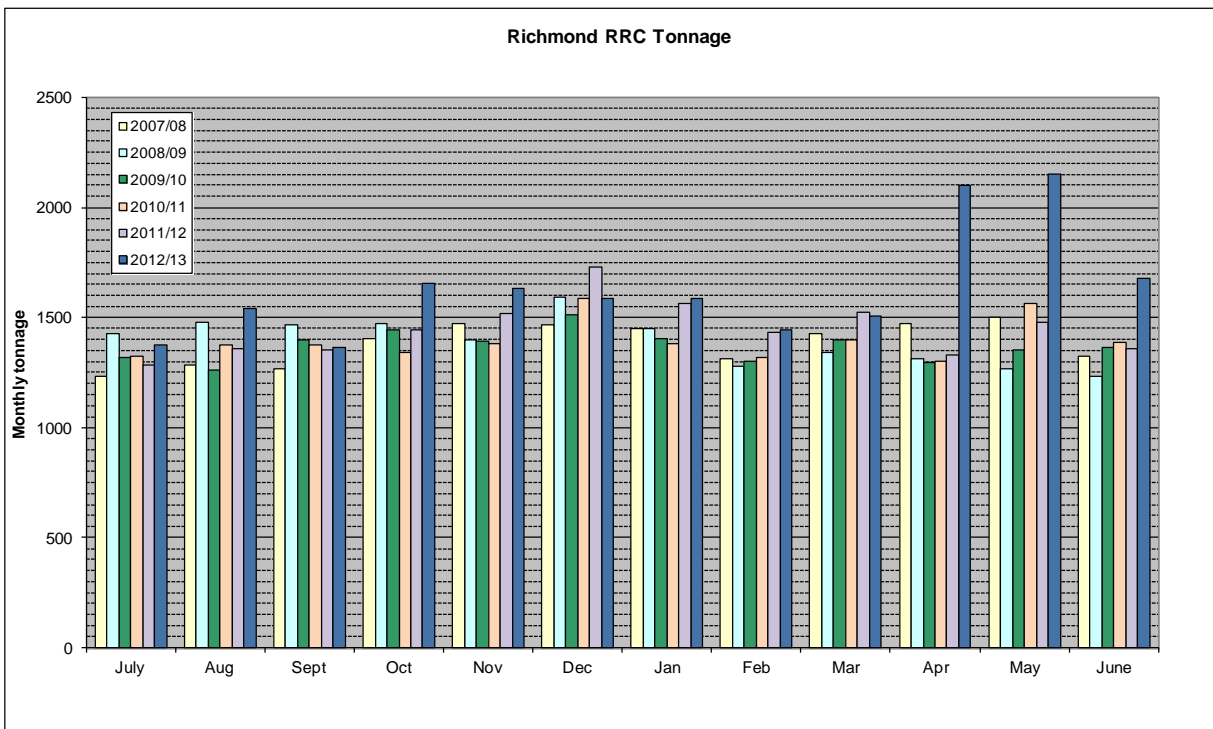


Figure 10.1 – Richmond Resource Recovery Centre waste

10.5 Income for sites is currently running at 104.6% of budget and at 99.4% of expected revenue based on tonnages. Additional revenue at sites this year will be somewhat countered by additional costs (due to loadings) but staff are confident that the net result will be positive.

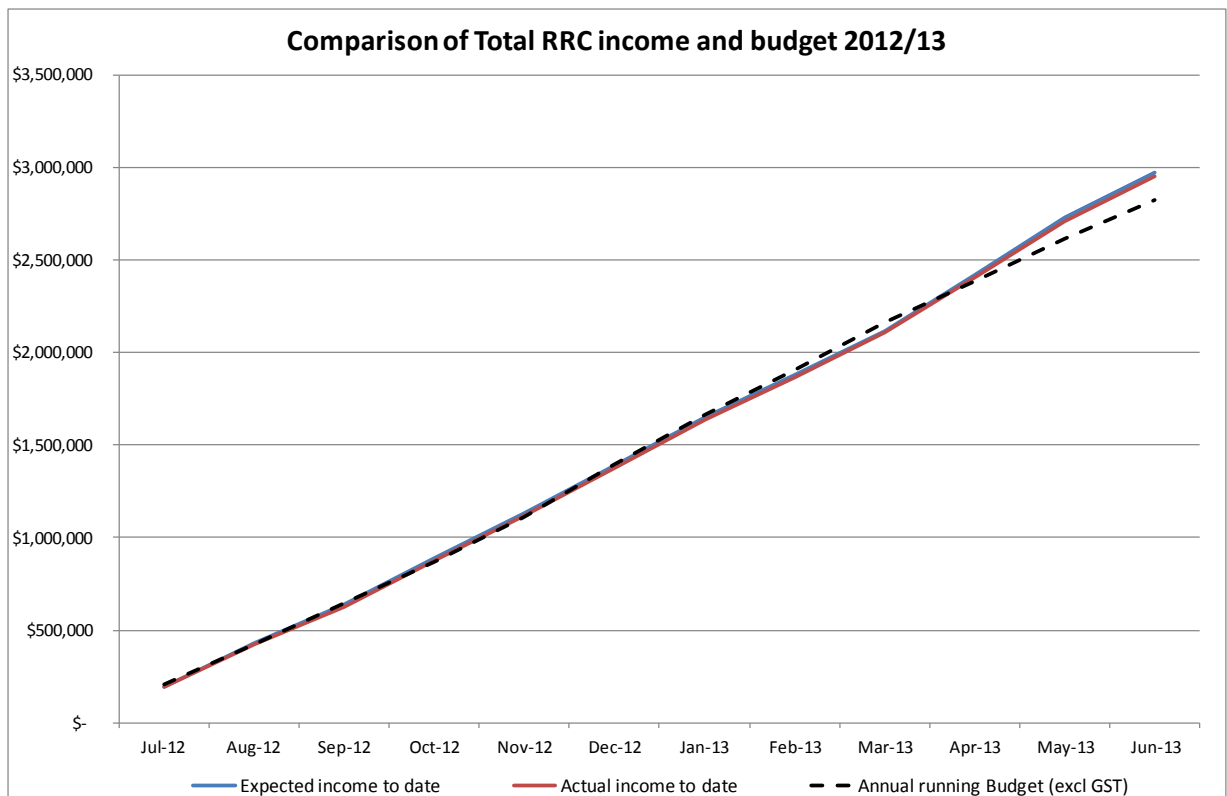


Figure 10.2 – Resource recovery centre income

- 10.6 Television recycling continued at the Richmond, Mariri and Takaka RRCs and to date 1466 televisions have been received. Local retailers (except Noel Leeming) have now stopped accepting televisions. From July Nelson City Council transferred its remaining quota to Tasman District and closed the Nelmac collection point.
- 10.7 In late June the Council was advised that central government funding for the scheme in the South Island would cease from 21 August 2013. As part of a strategy of maximising available quota and ensuring sustainability of the scheme, the Nelson and Tasman councils had been encouraging residents to reuse existing televisions or to utilise services provided by participating retailers. The councils will now be advertising the closure date of the scheme to ensure locals are able to maximise use of the available funding.
- 10.8 The joint waste working party considered television recycling when meeting in April 2013 and recommended that the councils accept televisions on a cost-recovery basis only. The Nelson City Council has recently made provision of \$20,000 for ongoing funding of television recycling (at \$10 per unit). Council staff are currently considering an appropriate charging schedule for televisions and intend to set charges through the delegated authority of the Chief Executive.
- 10.9 Landfill operations at Eves Valley continued over the period with a good performance by the contractor. Site operations at Eves Valley for the period were without incident, with no leachate management issues for the month of June.
- 10.10 Special waste quantities for the month were on budget with the total for the year 51% above budget. The additional quantities were largely driven by disposal of contaminated soil from the Mapua pumpstation in July 2012 and flood damaged material and site spoil in April and May 2013.

- 10.11 At the last meeting of the committee the Chief Executive was given delegated authority to meet with Nelson City Council to agree a regional landfill strategy and negotiate commercial arrangements for landfill arrangements. An update to the committee on this and procurement matters is contained in a separate report to this meeting.
- 10.12 **Waste minimisation activities (funded by the New Zealand Government Waste Levy)**
Council’s contractor for community engagement in waste minimisation met with Tasman and Nelson council staff to agree a strategy and work plan for the coming year. Following a review of waste composition data for the councils it has been decided to target paper and cardboard recycling for the region, particularly in the commercial sector.
- 10.13 Nelson-Tasman waste-to-landfill includes a higher than normal proportion of this material and there are established services available for diversion. The engagement programme will seek to improve the success of these services.
- 10.14 Regional waste trends for Nelson and Tasman are shown in Figure 10.3. The effect of recent flooding in Richmond and Stoke is clear in April and May data.

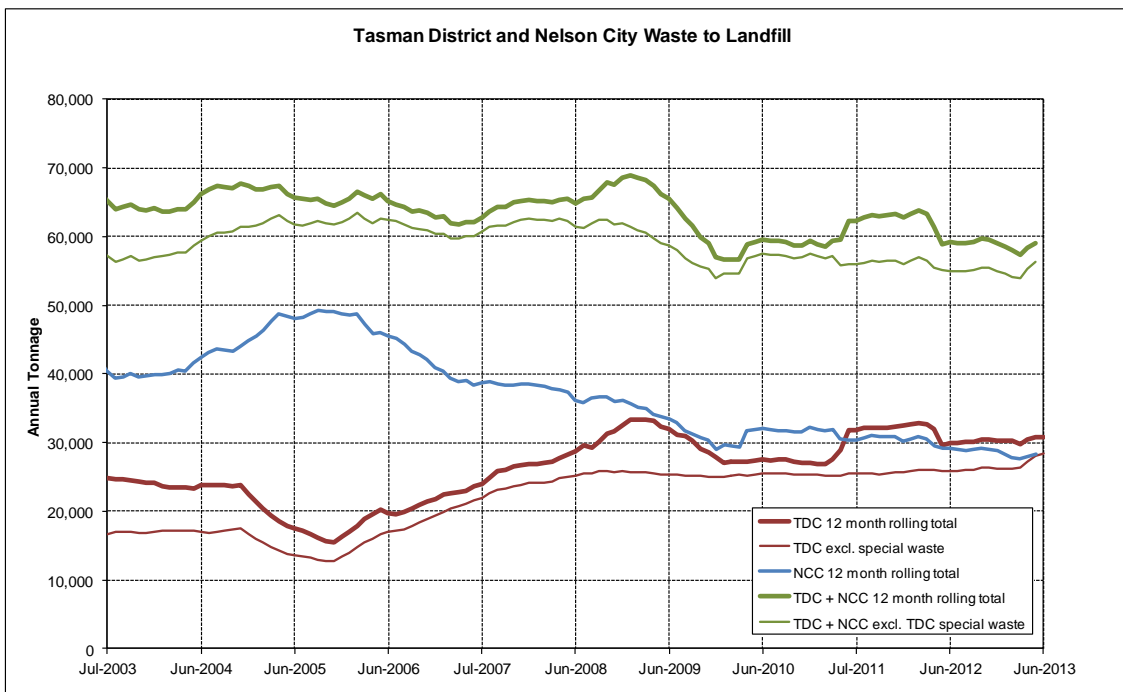


Figure 10.3 –Nelson and Tasman waste trends

9.10 NELSON-TASMAN WASTE COMPOSITION 2012

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	1 August 2013
Report Author:	David Stephenson, Utilities Network Engineer
Report Number:	RESC13-08-10
File Reference:	

Item 9.10

1 Summary

- 1.1 In autumn and spring 2012 Nelson City Council and Tasman District Council undertook a series of waste composition surveys at three waste facilities in the region.
- 1.2 This report presents the findings of those surveys for the information of the committee and indicates the materials that will be initially targeted for diversion from landfill as a result of the survey.

2 Draft Resolution

That the Engineering Services Committee receives the Nelson-Tasman Waste Composition 2012 report RESC13-08-10

3 Background

- 3.1 In September 2011 Nelson City Council was successful in securing funding from the Waste Minimisation Fund to conduct a series of waste composition surveys in the region. Tasman District Council supported the application and part-funded the surveys through normal data collection budgets.
- 3.2 The purpose of the surveys was to identify the type of materials being sent to landfill across the region and in particular the fraction of organic material. The results of these surveys will be used in regional waste minimisation planning and to assess the feasibility of using putrescible organic waste (such as food waste) in an anaerobic digestion process at the Nelson Regional Sewerage Business Unit.
- 3.3 The surveys were conducted at three sites (the Richmond and Mariri Resource Recovery Centres and the York Valley landfill) and were conducted for seven days at each site; once in March-April and again in November 2012.

4 Survey results

- 4.1 This report summarises the key findings of the compositional survey. The detailed results of the survey have recently been published on the Council website (search “joint waste planning”), and in the interests of waste minimisation have not been attached to this report. Hard copies of the report are available from staff on request.
- 4.2 Figure 5-6 in the full report gives the breakdown of waste composition across the region and is on the following page. Figure 6-6, also reproduced, compares regional results with national data.
- 4.3 It is important to note that the survey sampled a fraction of each waste stream over two seven day periods at each site. Because of this, the results are a snapshot in time, and remain an estimate of the overall waste composition. Section 5.4 of the survey report discusses this in more detail, and gives guidance on comparing results from the various sites and the precision (or level of confidence) of the data.
- 4.4 The report also includes the results of previous surveys, but care should be taken when comparing results as a different methodology was employed in previous work.
- 4.5 Included also in the report are anecdotal observations of waste dumping at each site, and the opportunity for diversion of bulk loads of “waste” that is recoverable. This information will be used by staff in improving waste minimisation initiatives.

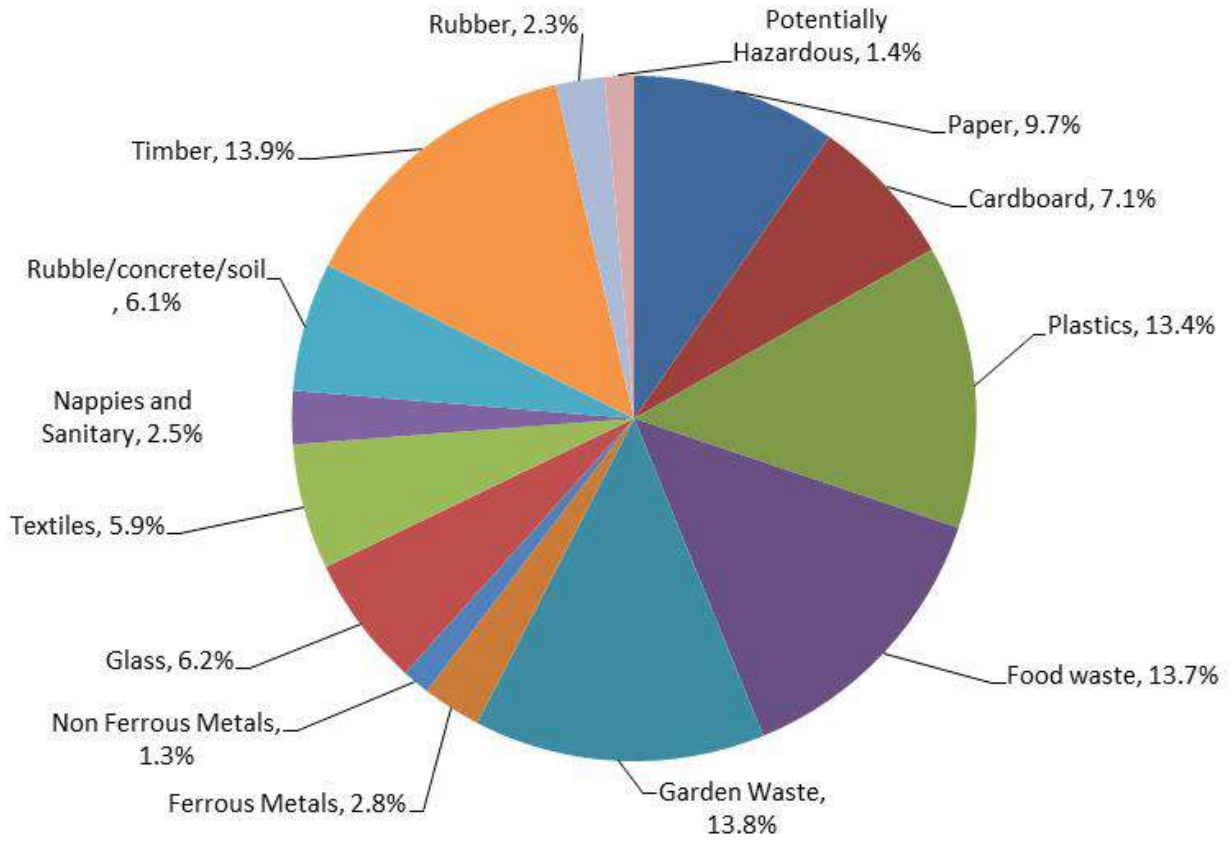


Figure 5-6 (reproduced) – Nelson Tasman combined waste composition

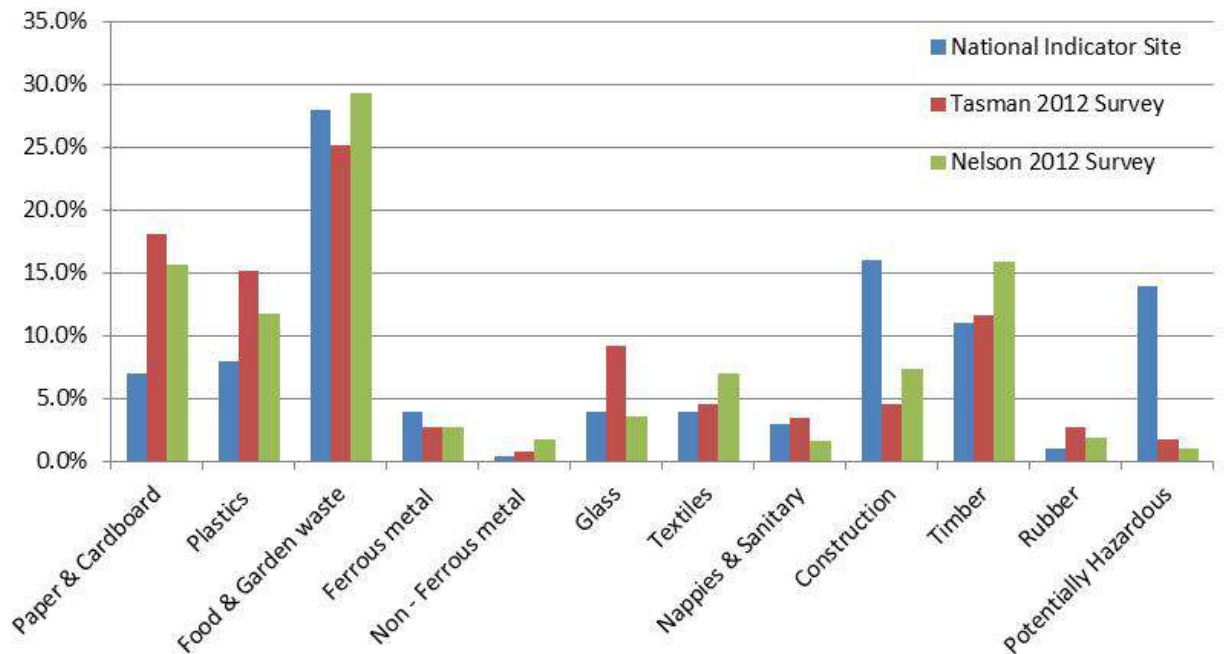


Figure 6-6 (reproduced) – Comparison of composition with national indicators

5 Discussion of survey findings**5.1 Variation between sites**

Results of the survey generally indicate small variations between the three sites sampled (Richmond, Mariri and York Valley), with the most significant variations being in paper, cardboard, food and garden waste, timber and glass.

5.2 The survey appears to show that more garden waste is received at York Valley compared to Tasman sites and larger percentages of plastics, glass and cardboard are received at Tasman sites. The variation in glass between sites is largely due to large deliveries of flat glass to the Richmond site.

5.3 Variation over time

Strict comparison between the results of this survey and those conducted in the past is somewhat difficult as the methodology of this survey differs from that used in past surveys. (The funding provided for this survey allowed for a more comprehensive methodology). Section 5.4 of the full report discusses this in some detail.

5.4 While maintaining this qualification, the most significant changes appear to indicate that food waste quantities have decreased in Nelson and Tasman, and that garden waste has decreased in Tasman and increased in Nelson.

5.5 Comparison with national data

The survey indicated that the region's landfills contain more paper/cardboard and plastics than other landfills used as "national indicator" sites. Construction and potentially hazardous wastes are lower than the indicator sites (although some hazardous waste streams were excluded from the Nelson-Tasman survey).

5.6 Paper and cardboard have a high methane emission when landfilled and because of this and their high proportion disposed to landfill they are being targeted in joint waste minimisation initiatives this year.

5.7 Assessment of organic waste

The survey indicated almost 14% of waste to landfill could be food waste (or around 8000 tonnes per annum) and a further 14% of garden waste. When combined these represent a significant proportion of waste to landfill.

5.8 As indicated earlier, one of the purposes of the composition survey was to assess the feasibility of using putrescibles organic waste (such as food waste) in a mechanised organic treatment process (such as an anaerobic digestion).

5.9 The Nelson Regional Sewerage Business Unit (NRSBU) has recently commissioned a review of anaerobic digestion at the Bells Island Wastewater Treatment Plant and considered the findings of this compositional survey.

5.10 Preliminary conclusions at this stage indicate a delayed need for anaerobic digestion (if at all) and that the potential addition of food waste from landfill does not significantly improve the feasibility of the proposal. It is likely that other initiatives will be considered in the future to reduce the fraction of organic waste to landfill.

6 Next steps

- 6.1 Data gathered in the most recent work is valuable information, at a level of detail and precision not collected before.
- 6.2 The Councils through the Nelson Regional Sewerage Business Unit will be using the information gathered to make decisions around anaerobic digestion and organic material proposals.
- 6.3 Staff from the councils are using the findings to inform waste minimisation initiatives in the short and medium term. This will include the identification of waste streams for further work.
- 6.4 The most recent survey was extensive and made affordable only with additional funding from the Waste Minimisation Fund (the contestable portion of the national waste levy). Staff from the two councils will be reviewing the affordability of future surveys in the development of activity management plans.

9.11 PROGRAMME DELIVERY UPDATE

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	1 August 2013
Report Author:	Russell McGuigan, Programme Delivery Manager
Report Number:	RESC13-08-11
File Reference:	

1 Summary

- 1.1 Engineering Services Department staff have established a Project Management office as the central team within engineering to provide oversight and leadership for planning and delivery of all approved engineering projects.
- 1.2 The team will be responsible for the delivery of all projects as from 1 October 2013.
- 1.3 A Project Lifecycle Governance framework has been established to align project delivery with strategic goals and priorities of Activity Management Plans.

2 Draft Resolution

That the Engineering Services Committee receives the Programme Delivery Update report, RESC13-08-11.

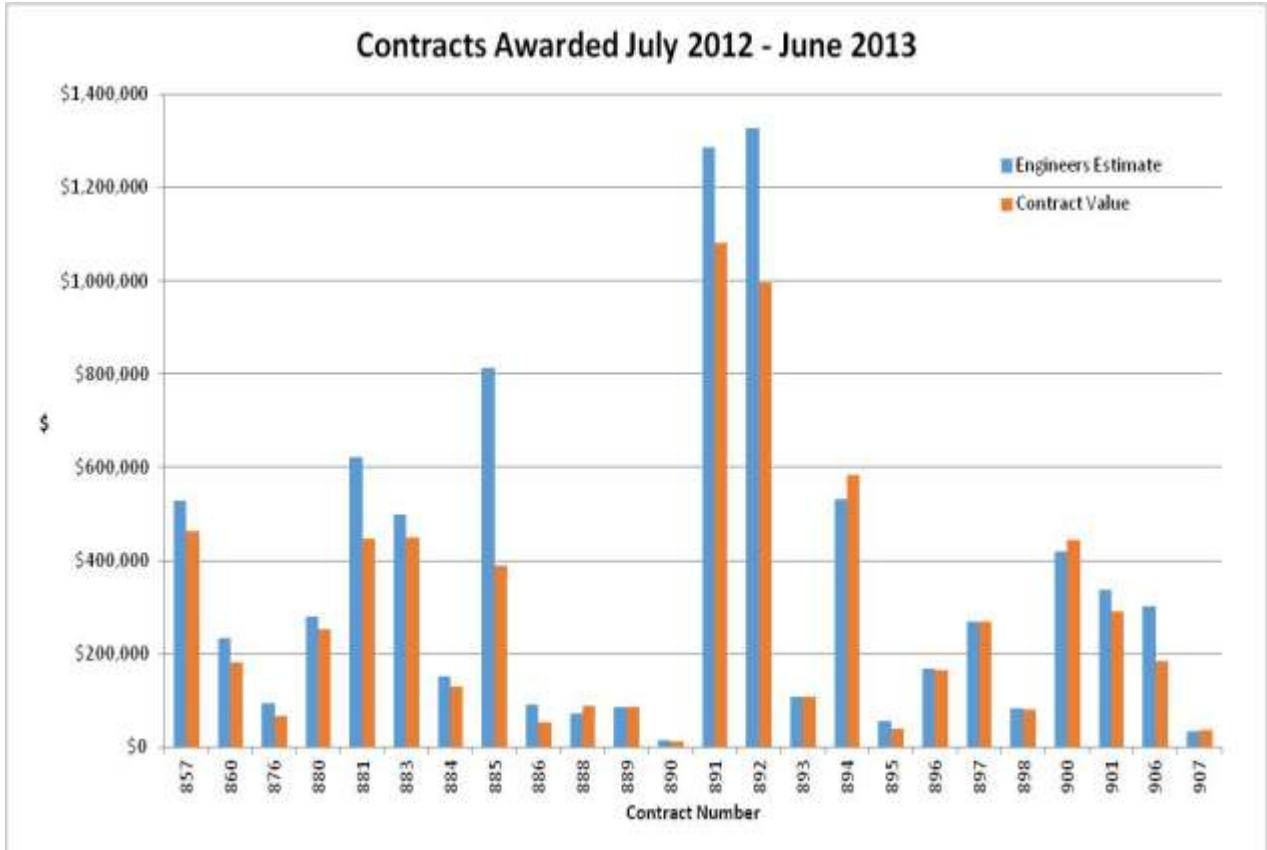
3 Programme Management Chart

- 3.1 A Project Lifecycle Governance framework has been established to align project delivery with strategic goals and priorities of Activity Management Plans, see Attachment 1.

4 Summary of Contracts Awarded in 12/13

- 4.1 We have provided a summary of contracts awarded in 2012-13 with a comparison of the estimated contract value against the actual contract award value.

Contract Number	Contract Name	Contractor	Engineers Estimate	Awarded Contract Value	Status Date
857	Richmond Rezoning - Watermain Renewals 2011/2012	Adcock and Donaldson	\$527,620	\$463,858	6/08/2012
860	Swiftsure Street Reconstruction Works	C J Industries	\$233,485	\$182,375	2/07/2012
876	Dovedale Pipeline Replacement	Ching Contracting Ltd	\$92,605	\$67,005	2/10/2012
878	Riwaka – Kaiteriteri Road Footpath	Fulton Hogan Limited	\$117,000	\$114,503	20/06/2012
880	Waimea River Cycleway Bridge	Kidson Construction Ltd	\$280,000	\$252,953	16/07/2012
881	Tasman District Roadmarking	Downer	\$620,385	\$445,784	27/09/2012
883	Baldwin Road Stormwater Upgrade	Ching Contracting Ltd	\$499,330	\$447,977	18/10/2012
884	Aniseed Hill Slip Remediation	C J Industries	\$152,000	\$129,198	9/10/2012
885	Bridge Structures Maintenance 2012 / 2014	Downer	\$813,300	\$388,228	13/12/2012
886	Takaka WWTP Wetland Plants	Nelmac	\$90,990	\$51,962	25/09/2012
888	Ellis Creek Bridge	Fulton Hogan Limited	\$72,190	\$87,754	21/12/2012
889	Supply of Mobile Generators for Murchison and GB	Powergen Group Ltd	\$86,000	\$84,737	22/11/2012
890	CBD Cleaning 2012 - 2013	Ezi Sweep Industries Ltd	\$14,595	\$12,920	16/10/2012
891	Abel Tasman Drive Slip Remediation Wainui Hill Wes	Fulton Hogan Limited	\$1,285,538	\$1,081,139	13/06/2013
892	Abel Tasman Drive Slip Remediation - Wainui Hill E	Solly's Freight (1978) Limited	\$1,325,970	\$997,140	15/05/2013
893	2012 - 2013 Roadside Drainage Package 1	C J Industries Ltd	\$107,900	\$107,019	5/12/2012
894	Pavement Rehabilitation 2012 - 2013	Fulton Hogan	\$530,270	\$583,762	21/12/2012
895	Motueka WWTP Hydrogeological Investigations	Waimea Drilling Company Ltd	\$55,000	\$39,805	24/10/2012
896	Hard Rock Quarrying at Pointon Quarry	Sicon Ltd	\$168,925	\$164,650	7/12/2012
897	Nelson Tasman Community Engagement for Waste Minim	Nelson Environment Centre	\$270,000	\$270,000	13/12/2012
898	Moutere Highway Earthworks	C J Industries	\$82,700	\$81,015	21/12/2012
900	Yellow Pine Bridge Completion	Tasman Civil	\$420,000	\$445,090	19/12/2012
901	Pram Crossings and Footpath Rehabilitations 12-14	Concrete and Metals	\$338,000	\$291,785	6/03/2013
906	Bridge Structures Components Replacements 2012/13	Tasman Civil Limited	\$301,340	\$183,544	10/04/2013
907	Pomona Road Slip Remediation	Fulton Hogan Limited	\$33,205	\$37,243	23/04/2013



5 Attachments

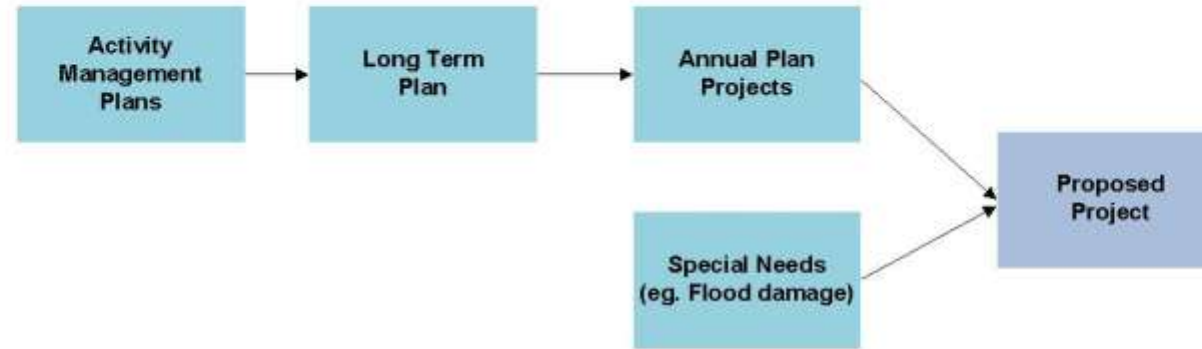
- 1. Programme Management Chart

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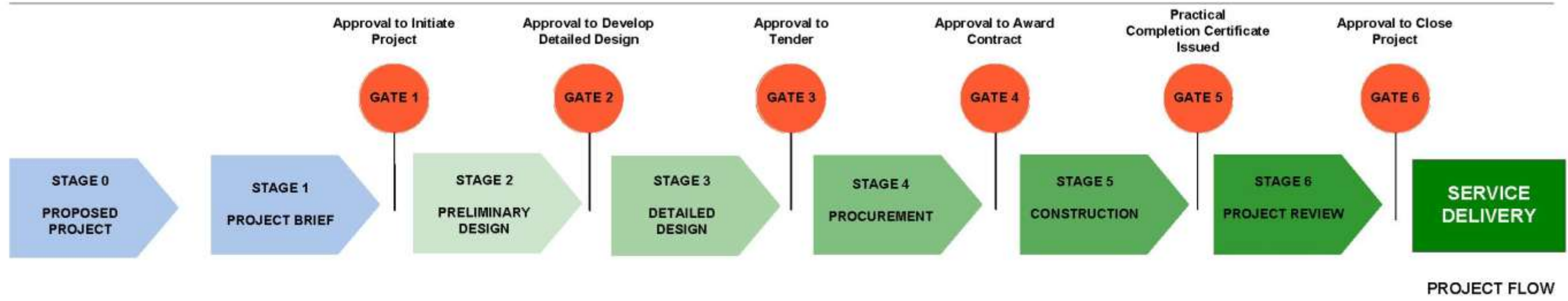
PROGRAMME MANAGEMENT



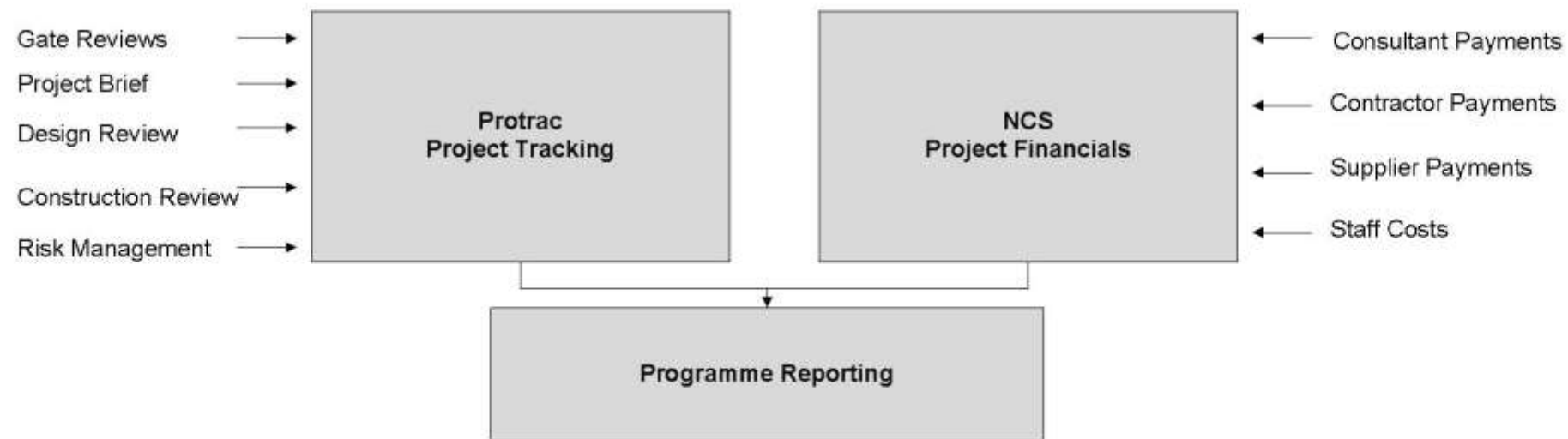
TASMAN DISTRICT COUNCIL PLANNING CYCLE



PROJECT IDENTIFICATION



PROJECT FLOW



PROJECT REPORTING

9.12 ENGINEERING REORGANISATION

Information Only - No Decision Required

Report To:	Engineering Services Committee
Meeting Date:	1 August 2013
Report Author:	Peter Thomson, Engineering Manager
Report Number:	RESC13-08-12
File Reference:	

Item 9.12

1 Summary

- 1.1 The Council approved the restructuring of the Engineering Services department at its meeting on 29 November 2012. The November 2012 report included a business case which identified a list of key performance indicators covering the first year of implementation.
- 1.2 This report provides the six weekly update to the Engineering Services Committee on achievements against the list of key performance indicators which were approved with the business case for restructuring.

2 Draft Resolution

That the Engineering Services Committee receives the Engineering Reorganisation - Update Report, RESC13-08-12.

3 Purpose of the Report

- 3.1 On 29 November 2012 the Council approved the restructuring of the Engineering Services department in order to:
- Bring strategic and operational professional services in-house;
 - Increase the Engineering Services Department from 21 to 39 full time equivalent staff;
 - Increase associated staff resources in the Corporate Services Department by two full time equivalents; and
 - Develop new outsourced professional services contracts primarily for capital project works.
- 3.2 This report provides an update on achievements against the list of key performance indicators (KPIs) included in the business case for change. The KPIs cover the first year of implementation of the approved changes.

4 Discussion

- 4.1 The progress report on KPIs is included in **Attachment 1**. Comments have been provided as at 25 July 2013.
- 4.2 For clarity the Customer Service KPIs are shown on a separate sheet in **Attachment 2**. The figures presented provide a trend line measure as the year progresses.
- 4.3 Recruitment into the new job positions is progressing towards completion with 18 new appointments confirmed to date. All of our new appointees have now started work, with the exception of an Activity Planning Advisor who commences in early September.
- 4.4 New appointees include the third-tier roles of Programme Delivery Manager, Russell McGuigan who started in May, and Activity Planning Manager, Dwayne Fletcher who started on 8 July.
- 4.5 Only two positions remain to be filled. The vacancies are for two Project Engineers within the Programme Delivery team. These are important roles for the future delivery of Council infrastructure capital works programme. Advertising for these positions is currently scheduled.
- 4.6 Key handover dates from MWH to Engineering Services are as follows:
- Customer Services Requests – 23 April (completed)
 - Rivers and Coastal Operations – 27 May (completed)
 - Transportation Operations – 5 June (completed)
 - Utilities Operations (three Waters) – 26 June (completed)
 - Solid Waste Operations – 21 August
- 4.7 In addition to recruitment for department restructuring, there have been two retirements within the existing staff. Our Development Officer John Karaitiana retired on 12 July after 17 years of exemplary service with the Council and a career of 48 years working within the public service. We have recruited a very experienced new staff member for this role who

starts on 26 August. Our Utilities Technical Officer Lindsay Skinner is also retiring at the end of August. We are currently recruiting for a new appointment to this position.

- 4.8 A Council workshop on procurement options for the provision of future professional services is being held after the Engineering Services Committee meeting on 1 August.
- 4.9 A further verbal update will be provided for some items at the meeting.

5 Next Steps / Timeline

- 5.1 A report on progress against the restructuring key performance indicators will be presented to each successive meeting of the Engineering Services Committee, recording the measured achievements for each KPI.

10 CONFIDENTIAL SESSION

10.1 Procedural motion to exclude the public

The following motion is submitted for consideration:

THAT the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

10.1 Procurement of Solid Waste Services

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.