



AGENDA

Infrastructure Committee Meeting Tuesday, 8 June 2021

Date Tuesday, 8 June 2021

Time following the Environmental Services Committee

Location Council Chamber
Timaru District Council Building
2 King George Place
Timaru

File Reference 1425903

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru, on Tuesday 8 June 2021, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Cr Sally Parker (Chairperson), Cr Paddy O'Reilly (Deputy Chairperson), Cr Allan Booth, Cr Peter Burt, Cr Barbara Gilchrist, Cr Richard Lyon, Cr Gavin Oliver, Cr Stu Piddington, Cr Steve Wills and and Mayor Nigel Bowen

Quorum – no less than 2 members

Local Authorities (Members' Interests) Act 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Andrew Dixon

Group Manager Infrastructure

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- 1 Apologies**
- 2 Identification of Items of Urgent Business**
- 3 Identification of Matters of a Minor Nature**
- 4 Declaration of Conflicts of Interest**
- 5 Chairperson's Report**

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 20 April 2021

Author: Jo Doyle, Governance Advisor

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 20 April 2021 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Attachments

- 1. Minutes of the Infrastructure Committee Meeting held on 20 April 2021**



MINUTES

Infrastructure Committee Meeting Tuesday, 20 April 2021

Ref: 1425903

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 20 April 2021 at 9.30am**

Present: Cr Sally Parker (Chairperson), Cr Paddy O'Reilly (Deputy Chairperson), Cr Allan Booth, Cr Peter Burt, Cr Barbara Gilchrist, Cr Richard Lyon, Cr Gavin Oliver, Cr Steve Wills

In Attendance: Chief Executive (Bede Carran), Group Manager Infrastructure (Andrew Dixon), Acting Group Manager Commercial and Strategy (Ashley Harper), Governance Advisor (Jo Doyle)

Anne Lemmens – Pleasant Point Community Board
Jennine Maguire – Geraldine Community Board

1 Apologies

Resolution 2021/5

Moved: Cr Sally Parker

Seconded: Cr Barbara Gilchrist

That apologies from Cr Stu Piddington and Mayor Nigel Bowen be received and accepted.

Carried

2 Identification of Items of Urgent Business

There were no urgent business items.

3 Identification of Matters of a Minor Nature

There were no matters of minor nature.

4 Declaration of Conflicts of Interest

There were no conflicts of interest.

5 Chairperson's Report

The Chairperson has attended the following since the last meeting:

- Road maintenance contracts briefing
- Theatre Royal & Heritage Precinct Project presentation
- Council Meeting
- People and Performance Committee meeting
- Timaru District road maintenance contract final evaluation briefing
- Tenders and Procurement Committee meetings
- Meeting with Andrew Dixon, Group Manager Infrastructure
- Long Term Plan engagement at PrimePort and Community House

Resolution 2021/6

Moved: Cr Sally Parker

Seconded: Cr Steve Wills

That the Chairpersons report be accepted.

Carried

6 Confirmation of Minutes**6.1 Minutes of the Infrastructure Committee Meeting held on 16 March 2021****Resolution 2021/7**

Moved: Cr Barbara Gilchrist

Seconded: Cr Paddy O'Reilly

That the Minutes of the Infrastructure Committee Meeting held on 16 March 2021 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

7 Consideration of Urgent Business Items

There were no urgent business items.

8 Consideration of Minor Nature Matters

There were no matters of minor nature.

9 Exclusion of the Public**Resolution 2021/8**

Moved: Cr Peter Burt

Seconded: Cr Barbara Gilchrist

That the public be excluded from the following parts of the proceedings of this meeting on the grounds under section 48 of the Local Government Official Information and Meetings Act 1987 as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
1.1 - Downlands Water Scheme	s7(2)(i) - The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	To enable commercial or industrial negotiations

Carried

10 Public Excluded Reports

10.1 Downlands Water Scheme

11 Readmittance of the Public

Resolution 2021/9

Moved: Cr Paddy O'Reilly

Seconded: Cr Gavin Oliver

That the meeting moves out of Closed Meeting into Open Meeting.

Carried

The Meeting closed at 9.54am.

.....

**Cr Sally Parker
Chairperson**

7 Reports

7.1 Implications of Water Services Bill on Water Supply Operations

Author: Judy Blakemore, Water Services Operations Engineer
Grant Hall, Drainage & Water Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That this report be received and noted.

Purpose of Report

- 1 This report is intended to inform Council of the possible implications on operational changes to community drinking water supplies in the Timaru District in order to ensure compliance once the Water Services Bill is enacted.

Assessment of Significance

- 2 This matter is deemed of medium significance under Council's Significance and Engagement Policy as there will be some financial impact on strategic assets (being the water supply systems as a whole).

Discussion

Key issue

- 3 The Water Services Bill was introduced to Parliament in late 2020. Since then submissions have been heard and the Bill is expected to be enacted around October 2021.
- 4 In summary, this Bill sets out the requirements to be met by all water suppliers and confirms Taumata Arowai as the regulatory authority for water supplies.
- 5 Taumata Arowai has subsequently issued "exposed draft Drinking Water Supply Operational Compliance Rules", which provide an indication of the changes in requirements in the operational rules for water suppliers to comply with the new legislation.
- 6 The operational rules will be finalised once the Water Services Bill is enacted. There will then be a relatively short consultation period on the draft rules, given the exposed draft has been previously distributed to water suppliers, and it is expected the rules will be fully operational around February 2022.
- 7 The final composition of the operational rules will not be certain until later this year, however Council staff have been involved in contributing to and commenting on the drafts, and the following discussion is based on the current expectation of what the operational rules will consist.
- 8 Discussion on the implications of the operational rules are separated into the general areas of Source Water, Treatment Plants and Reticulation.

Source Water

- 9 A new requirement will be the need to complete source water risk management plans. These plans will need to include risk identification, assessment, analysis and treatment for all risks to water quality within the source water catchment. This could result in significant research and investigations for each catchment. For example, in the Opihi source catchment there are several hundred properties that could have an impact on the source water quality. There are currently 14 source water catchments in the district.
- 10 At present there is no information on the extent or detail that is necessary in the source water risk management plans, or their timing, and the cost to meet this requirement is unknown.
- 11 Continuous monitoring of source water for pH, conductivity and turbidity will be required. This is a new requirement which will require the installation of monitoring equipment and will have increased associated data management and reporting. All sources currently have telemetry for handling this monitoring data. The approximate estimate of costs for installing the monitoring equipment is \$200,000.
- 12 Monthly monitoring of the source water for a range of chemicals will be required. Currently only nitrate is monitored in some sources. The increased operational cost for this requirement is estimated at \$20,000 per annum.
- 13 No allowance has been made in the current draft proposed Long Term Plan for this estimated capital and operational expenditure to meet source water monitoring requirements as these requirements were not confirmed at the time the Draft Long Term Plan was prepared.
- 14 It is not anticipated that there will be determinands in the source water from this sampling and monitoring that will require additional 'treatments' or considerations at the source. There may be additional requirements of Council to impose new land use constraints on land not owned by Council within the source water catchment as part of the risk mitigation.

Treatment Plants

- 15 The current water treatment processes used by Council are expected to continue to meet the operational compliance rules. Therefore by continuing to follow the current programme of treatment plant upgrades, it is anticipated that no other major improvements will be required to meet compliance with the drinking water operational rules.
- 16 Of note is that there is an easing of a current rule. Non-compliance with the operational rules will occur after any consecutive 15 minute period of outlying results, which is an increase in the allowable time period, up from the current consecutive 3 minute period.
- 17 Chlorination will be required at all treatment plants, including Geraldine (with an approximate capital cost of \$100,000 and an operational cost of \$10,000 per annum). This estimated capital and operational expenditure has been included in the current draft proposed Long Term Plan.

Reticulation

- 18 Backflow prevention requirements will be increased. Water may only be taken from hydrants by emergency services or for drinking water supply purposes. This will require greater monitoring and enforcement of backflow prevention devices, and specifically designed water supply facilities are currently being installed for tanker supply.
- 19 Sampling and monitoring for Free Available Chlorine (FAC) will be required daily in all reticulation zones, except Timaru which will be required twice daily. There are 17 reticulation

zones within the district. Previously FAC was recorded only when bacterial sampling was being carried out, usually weekly from 10 zones and monthly from 7 zones. This increase in monitoring may be best managed by installing continuous FAC monitoring equipment. This would result in a capital cost of approximately \$25,000 for each 17 reticulation zone, plus data management and reporting. No allowance has been made in the current draft proposed Long Term Plan for this estimated capital and operational expenditure.

Other implications

- 20 Monthly reporting to Taumata Arowai will be required, which will result in significant additional resource requirements of Council.
- 21 The Beautiful Valley stock water supply scheme will be expected to meet the compliance operational rules, as it is understood some properties currently use the water for domestic purposes. \$300,000 has been allocated in 2023/24 within the current proposed Long Term Plan to provide compliant treatment.

Financial and Funding Implications

- 22 The status of the current financial and funding implications are noted in each section above.
- 23 Generally funding provision to meet the proposed new drinking water standards is included in the Draft Long Term Plan. However, additional funding may be required to ensure compliance particularly for source water and reticulation monitoring. The confirmation of the scope and timing will be determined when the legislation is enacted later this year.

Attachments

Nil

7.2 Land Transport Rule - Setting of Speed Limits 2021

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

1. That the Infrastructure Committee support a network speed limit review of the road network in-line with the Setting of Speed Limit 2021 rule change.

Purpose of Report

- 1 The purpose of this report is to outline the changes proposed to setting speed limits under the new speed management framework, which Waka Kotahi NZ Transport Agency (Waka Kotahi) has developed on behalf of the Ministry of Transport.
- 2 For the Infrastructure Committee to consider options for speed limit setting process.

Assessment of Significance

- 3 The assessment of significance is dependent on Councils decision:
 - Should Council choose to wait for the rule change, scheduled for December 2021, then the matter is deemed of low significance under Council's Significance and Engagement Policy, as the consultation would be undertaken on a Regional basis, as per the proposed legislation.
 - Should Council choose to proceed with a review of speed limits prior to the rule change then the matter is deemed of high significance under Council's Significance and Engagement Policy due to the need to undertake a special consultative procedure as a bylaw review will be required.

Background

- 4 Speed Limits are currently set by Road Controlling Authorities (RCA's) using procedures specified in the Land Transport Rule: Setting of Speed Limits 2017, followed by a Council bylaw process to implement the new speed limits. The current process has proven to be costly and inefficient and has resulted in poorly coordinated speed limits being set across the wider national network and between RCAs.
- 5 A revised Land Transport Rule: Setting of Speed Limits 2021 will be implemented later this year that proposes a revised regional approach for the setting of speed limits.
- 6 The new rule places speed limits the responsibility of the Canterbury Regional Transport Committee (RTC) to coordinate and produce a regional speed management plan for the Canterbury Region. The plan specifies all speed limit and speed management infrastructure proposed by Council's. The coordination is to ensure proposals are consistent across Local Authority boundaries and between regions.
- 7 The proposed new rule Setting of Speed Limits 2021 will give effect to a new regulatory framework that includes:

- Bringing together infrastructure investment decisions and speed management decisions by creating a speed management planning process aligned with the Regional Land Transport Plan (RLTP) process.
- Requiring all RCAs that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of road safety cameras) for the coming 10 years into plans.
- RTCs will coordinate input from RCAs to create a regional speed management plan.
- Providing a new consultation process to help align plans with the RLTP process.
- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans.
- Requiring all speed limits (other than temporary speed limits) to be entered into a national Register. Waka Kotahi (as regulator) will be the Registrar of the Register. The Register will give legal effect to all speed limits (other than temporary limits).

8 It will also require RCAs to reduce speed limits around:

- Urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate.
- Rural schools to a maximum of 60 km/h (variable or permanent speed limits).

Discussion

9 Speed limits in our District will be assessed by Council Officers in consultation with our community. It is also expected that there will be a whole of network approach to considering speed limit changes. These assessments will form the basis of speed limit recommendations by Council to the Canterbury Regional Transport Committee (RTC). The RTC will be responsible for collating input from Council's within their region and developing regional speed management plans. Waka Kotahi will be responsible for producing a national state highway speed management plan, to be certified by an independent committee.

10 Plans will be updated and consulted on every three years. The intent is to align the speed management planning and RLTP processes to bring together speed management and infrastructure investment decisions. The expectation is that Waka Kotahi will work with RTCs in setting the deadlines to align consultation with the RLTP process.

11 The roles of RTCs and RCAs under the new framework are set out below:

Road Controlling Authority roles.

- Continue to make decisions about speed management treatments on their roads and provide input into the regional plan.
- Receive, consider and respond to consultation responses forwarded by the RTC.

Regional Transport Committee roles.

- Collate input from RCAs within a region and develop, consult on, and finalise regional plans.
- Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions.

- Carry out consultation on the regional plan with input from RCAs.
 - Provide the final draft plans to Waka Kotahi for certification.
- 12 The proposed rule will also introduce an alternative process that allows:
- Speed limit changes to occur in circumstances where an RCA cannot wait for the next relevant plan, such as a sudden change in road use.
 - To provide a mechanism for non-territorial authorities (e.g. supermarkets) to set speed limits.
 - To provide a mechanism for any urgent speed limit changes before an interim plan is available, or if the speed limit change has not been included in the interim plan.

Options and Preferred Option

- 13 There are two options to be considered.
- 14 Option 1 is to prepare considered and compliant proposed changes to speed limits in consultation with our community to inform the new Regional Speed Management Plan, and consider feedback following the Regional consultation, following the rule change. This is the preferred option.
- 15 Option 2 is to undertake a traffic speed limits bylaw review with implementation prior to December 2021. This would trigger a special consultative procedure for Council, which would place a financial, resource and time based burden on the community and Council on the back of the Long Term Plan process. There is a risk that a bylaw review process may not be completed prior to the implementation of the rule change therefore making the cost and time redundant.

Consultation

- 16 Historically speed limit bylaw reviews have been undertaken in conjunction with other bylaw reviews. The recommended option proposes that consultation on speed limits will be undertaken at the initial review and again on a Regional basis to support a one network approach for New Zealand.

Relevant Legislation, Council Policy and Plans

- 17 Land Transport Act 1998
- 18 Local Government Act 2002
- 19 Government Policy Statement on Land Transport
- 20 Land Transport Rule: Setting of Speed Limits

Financial and Funding Implications

- 21 Should Council decide to undertake a speed limit bylaw review prior to December 2021 there will be an unbudgeted cost associated with this work. In particular the special consultative procedure.

Other Considerations

- 22 There are no other considerations.

Attachments

Nil

7.3 Progress Report Pareora Pipeline Renewal, Downlands Water Supply Scheme Upgrade, Winchester Geraldine Roundabout, Road Construction Programme and 3 Water Stimulus Programme

Author: Josie McNee, Transport Procurement Advisor

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That this report is received and noted.

Purpose of Report

- 1 The purpose of this report is to update the Committee on key capital expenditure projects. Overall progress is shown on the dashboard, with the progress of three key infrastructure projects; the Pareora Pipeline Renewal, the Downlands Water Supply Scheme Upgrade and the Winchester/Geraldine Roundabout projects.
- 2 In addition, reports are provided for two key infrastructure programmes, the Roothing Rehabilitation Programme and the 3 Waters Stimulus Programme.













Assessment of Significance

- 3 These matters are deemed of low significance under the Council's Significance and Engagement Policy as these projects are consistent with Council's approved capital works programme.

Discussion

- 4 The new Infrastructure Dashboard provides an overview across relevant activity groups, with spend sitting at \$34.02M as at 30 April. The forecast spend for the end of the financial year is \$47.15M.
- 5 Progress reports are attached for the above five projects.
- 6 The 2020/21 budgets for these projects are as follows:
 - \$8 million for the Pareora Pipeline Renewal;
 - \$25.3 million for the Downlands Water Supply Scheme Upgrade (at 100%);
 - \$2 million for the Geraldine / Winchester Roundabout;
 - \$5.9 million for the Road Construction Programme, including Waka Kotahi (NZ Transport Agency) subsidy.
- 7 In addition, the Road Construction Programme has a 2020/21 budget of \$5.9M. The 3 Waters Stimulus Programme has a total budget of \$6.86M for the period November 2020 to March 2022.
- 8 The progress reports include an overview of the project and its context as well as a detailed update on the latest progress and current status.

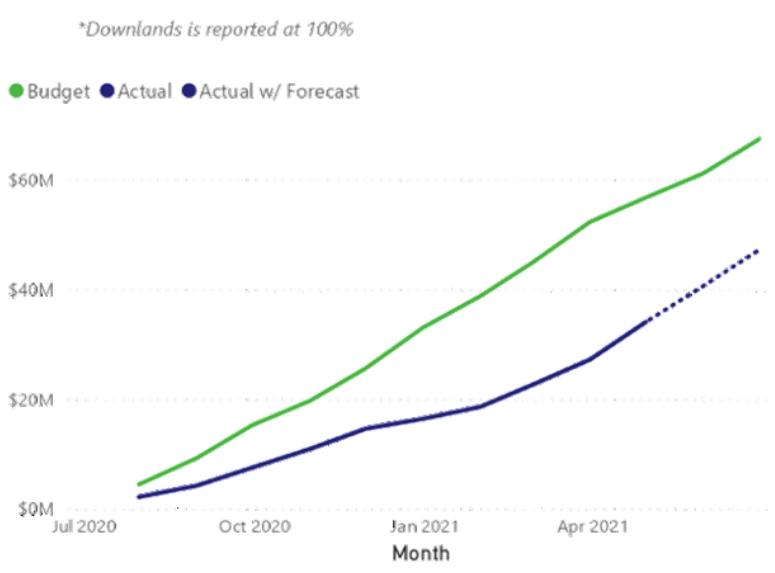
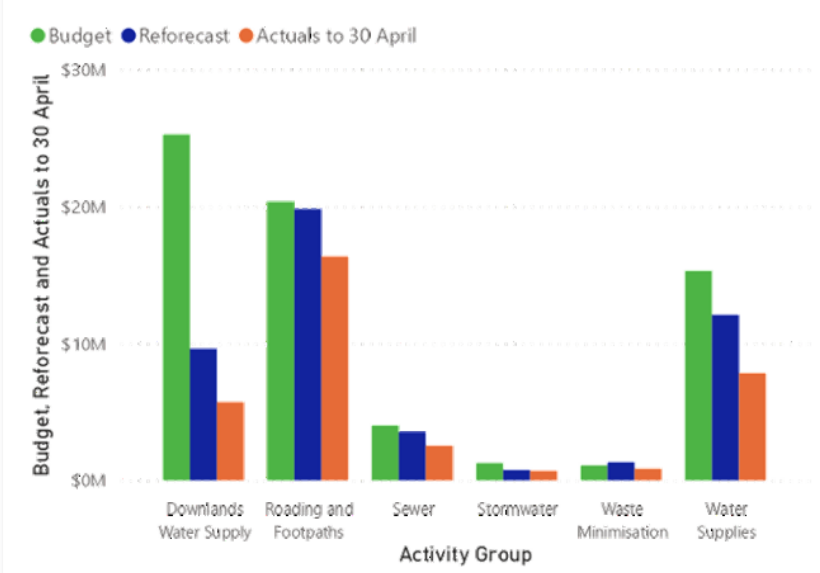
Attachments

1. **Status of the 2020/21 Capital Work Programme for Infrastructure - Dashboard April 2021**  
2. **Pareora Pipeline Renewal Progress Report April 2021**  
3. **Downlands Water Scheme Upgrade Progress Report April 2021**  
4. **Winchester-Geraldine Roundabout Progress April 2021**  
5. **Road Rehabilitation Programme Progress Report April 2021**  
6. **3 Waters Stimulus Programme Progress Report April 2021**  



Infrastructure Capital Work Programme Financial Update - April 2021

97 Project Count	\$34.02M YTD Actuals	\$47.15M Reforecast	\$69.75M Budget with CF	(\$20.17M) Variance	\$67.32M Budget
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KEY PROJECT

Pareora Pipeline Renewal

Progress report – Issue 6 – 30 April 2021



OVERVIEW

The Pareora pipeline is a critical component of the Timaru water supply, providing the bulk transfer of raw water from the Pareora River intake to the Claremont water treatment plant and storage reservoirs. This source provides approximately 60% of water consumed in the Timaru supply on an annual basis. Through the adoption of the Long Term Plan 2018-28, Council has approved the renewal of the Pareora Pipeline. Approximately 37km of pipeline needs to be replaced with a nominal 500mm diameter pipe.

PROJECT UPDATE

- **Section 1** - The construction commenced in January 2021 and is expected to be completed in September 2021. 11,300m of pipe has been completed installed (60% project completion) by end of May 2021. The flow control valve station was awarded to the contractor as variation work to this contract, which will extend the scope of work and contract period.
- **Section 2** - The contract was awarded to Hadlee and Brunton Ltd on 31 March 2020. The contractor programme has the physical work scheduled to commence in October 2021, with completion at end of June 2022.
- **Section 3** - Paul Smith Earthmoving Ltd is programmed to start construction work in early June 2021, with completion at end of May 2022.

Project Stage		Status & Estimated Duration	Completion Date
Investigations		Completed	
Consenting and Approvals		The application authority and resource consent for Section 2 is still being process and programme to be granted by ECan in July/August 2021.	August 2021
		Operational discharge consent for Section 1 and 3 is being developed. This is not critical for construction but will be required when the new pipeline is operational.	
Design		Completed	
Tendering		Completed	
Construction		Estimated duration: Section 1 – 40 weeks; Section 2 – 60 weeks (with liner), Section 3 – 52 weeks	Sep 2021 June 2022 May 2022
Commissioning		Will follow construction.	

LEGEND: Completed In progress Not yet started

PROJECT TEAM

Project Sponsor: Andrew Dixon - **Project Lead:** Grant Hall - **Project Manager:** Selwyn Chang

\$20.9M

Total 2018-2028 LTP Budget

\$2.9M

Spent (as of 30 April 2021 – 2020/21 Budget \$8M)

100% Design
20% Construction
Completed

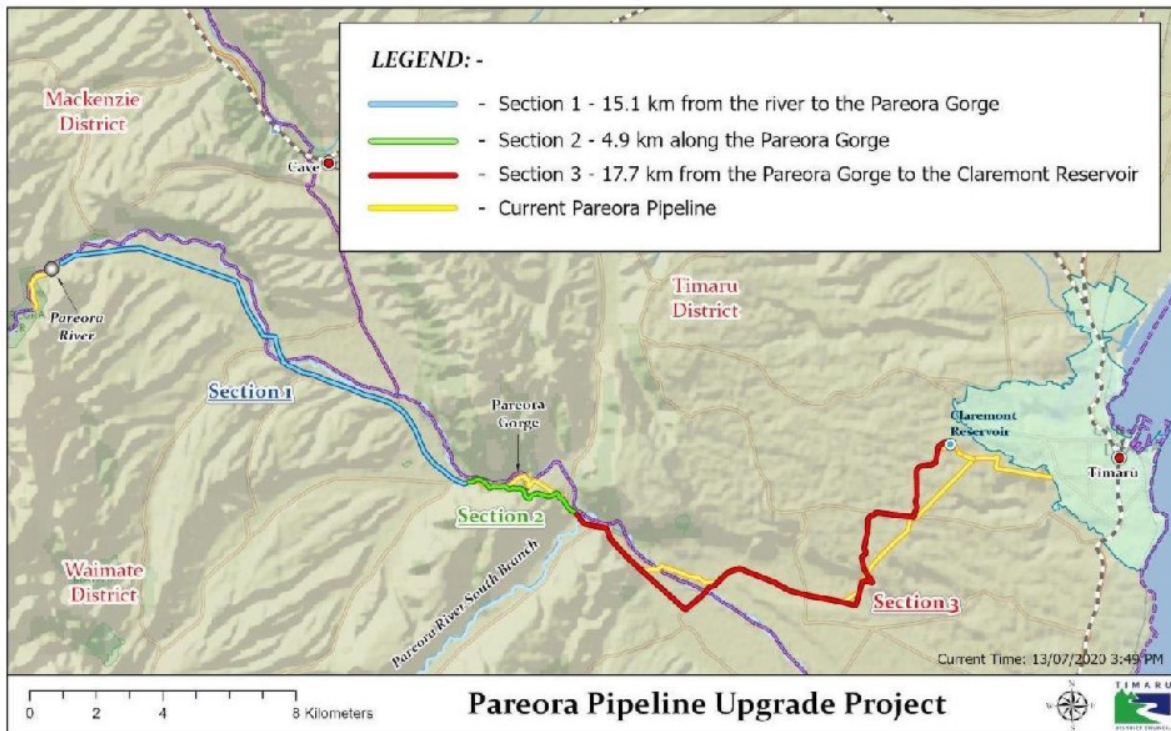
KEY PROJECT

Pareora Pipeline Renewal

Progress report – Issue 6 – April 2021



For procurement purposes, the pipeline is divided into 3 sections, as shown on the map (below).



BACKGROUND

The existing Pareora pipeline, installed in the 1930s, is in very poor condition in some sections. It passes through some unstable land in the Pareora Gorge, and is a significant risk to the community's water supply if it were to fail.

In addition, the existing pipeline has a history of leakage and increasing maintenance requirements. Through the adoption of the Long Term Plan 2018-28, Council has approved the renewal of the Pareora Pipeline. Approximately 37km of pipeline needs to be replaced with a nominal 500mm diameter pipe.

PROJECT FINANCIALS

The project is funded by loan, within the Urban Water Supply budget. The loan in turn will be financed by urban water supply ratepayers via the Uniform Annual Charge for urban water.

Total LTP 2018-2028 Budget - \$20.9M
 2020/2021 Budget - \$8M
 2020/2021 Project Actual - \$4.8M
 2020/2021 Spend to 30 April - \$2.9M

PROJECT RISKS

- CONSENTING** – Some consenting applications are still ongoing, there is a risk that potential request for additional information may delay Section Two.
- ARCHAEOLOGY & ECOLOGY** – Any finding of archaeology artefacts or bones and native lizards could potentially delay the construction programme.
- MATERIAL** - Due to COVID-19, international supply of waterworks fittings could potentially delay the delivery of materials and / or increase the cost of freight.

Project Photos

Contract 2468 – Pareora Pipeline Section 1



KEY PROJECT

Downlands Water Supply Scheme Upgrade

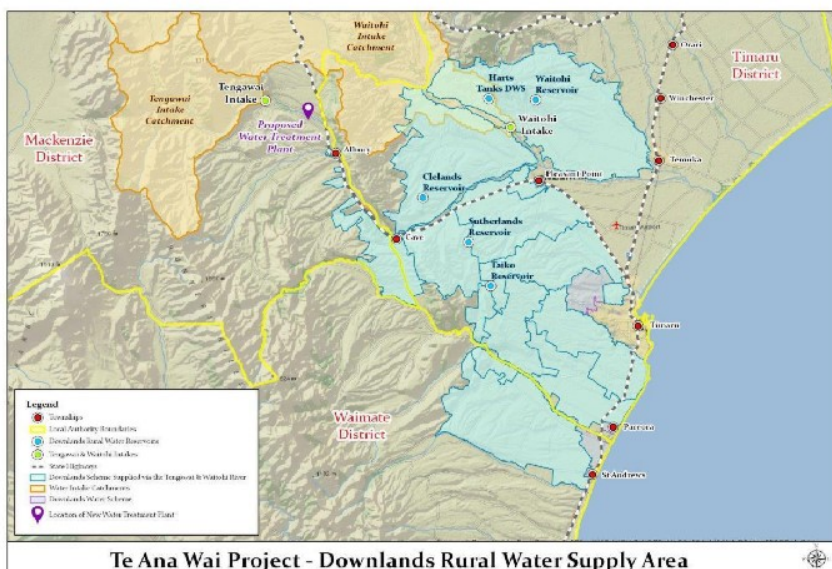
Progress report – Issue 6 – 30 April 2021



OVERVIEW

The Downland Water Scheme upgrade was approved as part of the 2018-2028 Long Term Plan, and it is now in the construction phase. The project comprises the 6 contract work packages listed below:

- Trunkmain Upgrade**
- 1 Stage 1 – 3.5km from Cave to Davison Road
- 2 Stage 2 – 15.3km from Cave to WTP
- Te Ana Wai Intake Upgrade**
- 3 New Pump station, new galleries, refurbishment of existing galleries and upgrade of 110m AC section of raw water pipe.
- Te Ana Wai Water Treatment Plant**
- 4 Raw Water Reservoirs
- 5 Water Treatment Plant
- 6 Treated Water Reservoir



RECENT PROGRESS

- **Intake (Out of River Works)** – Construction is 80% completed. Construction completion due end of May 2021 which will follow up with commissioning in June 2021.
- **Raw Water Reservoir** – Construction is 80% completed. Construction completion due by June 2021. Pond filling will commence from May to end of September 2021.
- **Water Treatment Plant** – Civil building works are in progress till June 2021. Plant, pipework and electrical work will commence in June 2021. Construction completion in mid-August 2021, which will follow up with commissioning till December 2021.
- **Treated Water Reservoir** – Slab foundation is being constructed. Construction completion by end of October 2021 which will be followed by commissioning with the Water Treatment Plant.
- **Stage 1 Pipeline** – Bypass watermain and pre-investigation has been completed prior to carrying out one of five lining sections in June 2021. Lining completion by end of July 2021. Davison Road to Taiko Trunkmain which is funded by the Three Water Reforms stimulus fund will commence after the above lining work - programmed to be completed by November 2021.
- **Stage 2 Pipeline** – Awaiting regional consent sign-off by ECan by end of May 2021. The contract has been awarded to Rooney Earthmoving Ltd and subject to consent being granted, the construction works are scheduled to start from June 2021 to be completed in June 2022.

PROJECT TEAM

Project Sponsor: Andrew Dixon - **Project Lead:** Grant Hall - **Project Manager:** Octa

\$26M
Total 2018-2028 LTP
Budget

\$5.52M
Spent in 2020/21
as of 30 April 2021

100% Design
35% Construction
Completed

KEY PROJECT

Downlands Water Supply Scheme Upgrade

Progress report – Issue 6 – April 2021



PROJECT STATUS

	Trunkmain		Intake	WTP		
	Stage 1	Stage 2		RWR	TWR	WTP
Prelim. Investigations	✓	✓	✓	✓	✓	✓
Consenting	✓	✍️	✓	✓	✓	✓
Design	✓	✓	✓	✓	✓	✓
Procurement	✓	✓	✓	✓	✓	✓
Construction	👷	📅	👷	👷	👷	👷
Commissioning	📅	📅	📅	📅	📅	📅

📅 Not started

👷 In progress - on schedule

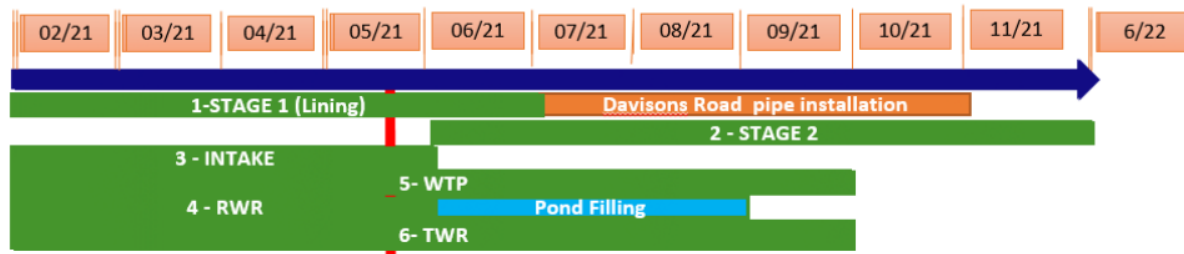
👷 In progress - behind

⚠️ Warning

✍️ Awaiting Sign-Off

✓ Completed

PROJECT TIMELINE



BACKGROUND

Timaru District Council manages the Downlands Water Supply Scheme on behalf of the Timaru, Waimate and Mackenzie District Councils. The scheme currently supplies stock and drinking water to over 2,500 properties. The scheme dates back to the 1930s, and no longer complies with the Drinking Water Standards for New Zealand 2008 (Revised 2018) (DWSNZ). Parts of the asset are close to end of life and the available supply is currently fully allocated.

PROJECT FINANCIALS

\$19m has been committed to date but planning delays have meant the rate of expenditure is slower than what was planned.

PROJECT RISKS

ARCHAEOLOGY & ECOLOGY – Any finding of archaeology artefacts or bones and native lizards could potentially delay the construction programme.

MATERIAL - Due to COVID-19, international supply of waterworks fittings could potentially be delayed and / or the cost of freight could increase.

Project Photos

Contract 2485 - Te Ana Wai Intake Upgrade (Out of River Works)



Contract 2431 – Te Ana Wai Raw Water Storage



KEY PROJECT

Winchester / Geraldine Roundabout

Progress report – Issue 6 – 30 April 2021



OVERVIEW

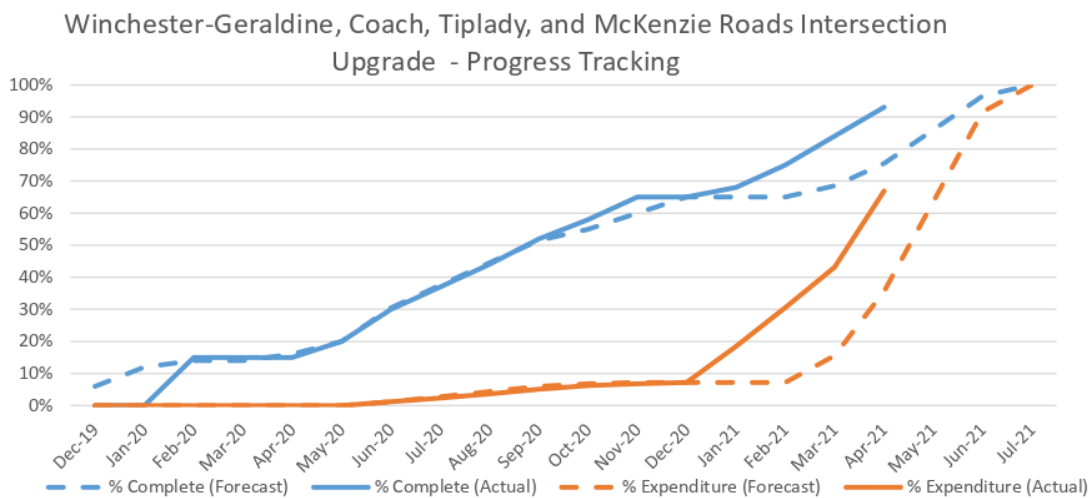
Winchester-Geraldine, Coach, Tiplady, and McKenzie Roads intersect approximately 6km south of the Geraldine Township. This intersection has been identified as a high risk intersection by NZ Transport Agency. This outcome correlates with the high vehicle crash history at this intersection - in the last ten years there have been eight injury-causing crashes, with three of them resulting in serious injuries. As a result, this intersection has been identified as high-risk and in need of upgrading. Through the Safer Networks Programme (SNP) it has been determined that the best treatment for this site is the installation of a rural roundabout. Due to the SNP category, this work is being funded at 75% by NZTA and 25% by TDC.

PROJECT UPDATE

Civil works status:

- Pavement Construction complete
- Asphalt surfacing complete
- All concrete work complete
- Chip sealing of approaches still to be completed
- Landscaping still to be completed

The project is on track for completion by 30 June, a key risk is the ability to successfully carry out chip sealing now the weather is colder. The Coach Road approach is to be chip sealed at the end of May, leaving Tiplady Road (minor leg of the roundabout) as the last approach to be sealed.



PROJECT TEAM

Project Sponsor: Andrew Dixon - **Project Manager:** Adam Ward

\$2M

Total 2020/21 Annual Plan Budget

\$1.67m

Spent to Date (as of 30 April 2021)

93%

Completed (as of 30 April 2021)

KEY PROJECT

Winchester / Geraldine Roundabout

Progress report – Issue 6 – April 2021



PROGRESS PHOTOS



KEY PROJECT

Road Rehabilitation Programme

Progress report – Issue 1 – 30 April 2021



OVERVIEW

The Road Rehabilitation Programme is generally part of Contract 2184 with Fulton Hogan. Larger sites are tendered in the open market place as individual projects.

The CAPEX figures comprises budget under seal extensions, seal widening and road rehabilitations.

PROJECT UPDATE

Location	Type of work	Length	Status	Procurement
Completed				
Route 72 – Winchester Geraldine Road	Road Rehabilitation – Foam Bitumen	2 sites Total Length 2.2km	Complete	Contract 2184 – Maintenance Contract
Arowhenua Road	Road Rehabilitation and Seal Widening	3 Sites total length 7.2km	Complete	Contract 2438
Talbot Street Geraldine	Road Rehabilitation	620m	Complete.	Contract Variation on Utilities Upgrade
Orton Rangiata Mouth Road – Rangitata huts	Seal Widening	3.5km	Complete	Contract 2184 – Maintenance Contract
Ongoing				
Muff Road – Orari	Road Rehabilitation, and seal widening	3 Sites Total Length 3.1km	95% Complete	Contract 2184 – Maintenance Contract
Earl Road	Road Rehabilitation, and seal widening	3 sites total length 4km	Completion expected May	Contract 2184 – Maintenance Contract
Orari Back Road	Seal Extension	2 sites Total Length 4.7km	95% Complete expected May	Contract 2459
Planned – 2021/22				
Browne Street - Timaru	Road Reconstruction, Kerb and footpath replacement	250m	Design under review, communications development underway	Invited tender
Levels Plain Road	Road Reconstruction	2 Sites 2.3km	Design under review, communications development underway	Maintenance Contract

Project Sponsor: Andrew Dixon - **Project Manager:** Susannah Ratahi

\$5.9M

Total 2020/21 Annual Plan Budget

\$4.7M

Spent to Date (as of 30 April 2021)

95%

Completed (as of 30 April 2021)

3Waters Stimulus Programme

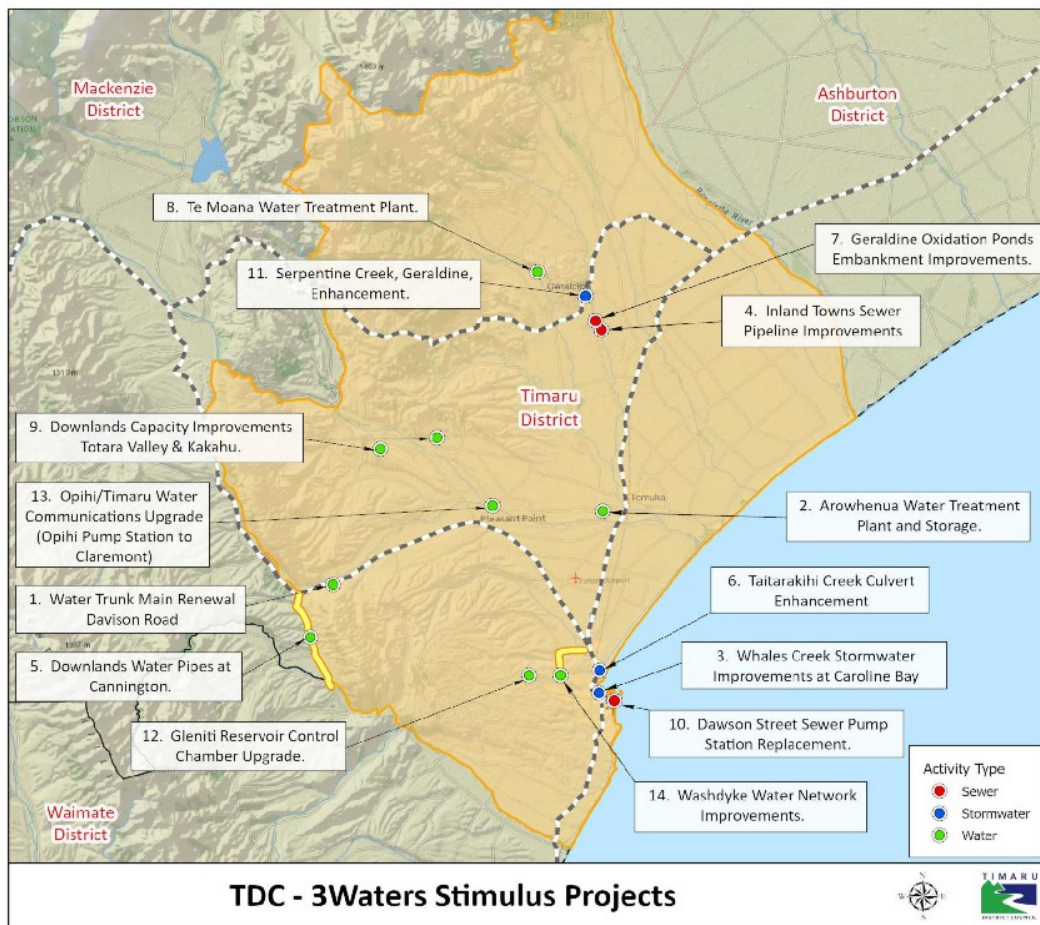
Progress report – Issue 2 – May 2021



OVERVIEW

On 11 August 2019, Council agreed to sign a Memorandum of Understanding (MoU) with Government and thereby participate in the Government 3Waters sector reforms. By signing the MoU, Council will receive \$6.86m of stimulus funding for new projects.

A Delivery Plan has been approved and contains 14 capital and assets maintenance projects located throughout the Timaru District and covering Urban Water, Rural Water, Sewer and Stormwater activities. The projects are not included in the current Annual Plan and are to encourage stimulus within the local economy. The projects must be completed prior to 31 March 2022.



PROJECT TEAM

Project Lead: Grant Hall - **Programme Manager:** Ashley Harper - **Technical Officer:** Judy Blakemore

\$6.86M

Total Stimulus Package Fund

Procurement Completed
for 8 projects

Design Completed
for 12 projects

3Waters Stimulus Programme

Progress report – Issue 2 – May 2021



PROJECT UPDATE

All projects have now been scoped and most projects are progressing to physical works phase.

Project Number	Project Name	Value	Stage	Completion Date
1	Trunk Watermain Renewal Davison Road	\$\$\$	Contract Let	Mid 2021
2	Arowhenua Water Treatment Plant and Storage	\$	Consultation with Arowhenua	Late 2021
3	Whales Creek Stormwater Improvements at Caroline Bay	\$\$	Investigations commenced	Mid 2021
4	Inland Towns Sewer Pipeline Improvements	\$	Procurement underway	Mid 2021
5	Downlands Water Pipes at Cannington Area	\$\$\$	Physical works commenced	Late 2021
6	Taitarakihi Creek Culvert Enhancement	\$\$	Procurement underway	Late 2021
7	Geraldine Oxidation Ponds Embankment Improvement	\$	Contract Let	Late 2021
8	Te Moana Water Treatment Plant	\$\$\$	Works commenced	Early 2022
9	Downlands Capacity Improvement Totara Valley and Kakahu	\$\$	Contract Let (Design and Build)	Mid 2021
10	Dawson Street Sewer Pump Station Replacement	\$\$\$	Tender documents completed	Mid 2021
11	Serpentine Creek, Geraldine, Enhancement	\$	Physical works commenced	Early 2022
12	Gleniti Reservoir Control Chamber Upgrade	\$	Physical works commenced	Late 2021
13	Opihi/Timaru Water Communications Upgrade	\$	Physical works well advanced	Mid 2021
14	Washdyke Water Network Improvements	\$\$\$	Physical works commenced	Late 2021

LEGEND: \$ - \$0 - \$250,000 \$\$ - \$250,001 - \$500,000 \$\$\$ - \$500,001 +

3Waters Stimulus Programme

Progress report – Issue 2 – May 2021



PROJECT FINANCIALS

All projects are expected to be fully funded through the 3Waters Stimulus package with the exception of:

Project 6 – The culvert enhancement is a component of the Showgrounds Development. The primary project is being carried out by the developer.

Project 8 – The treatment plant is part of the Te Moana Water Scheme Treatment Upgrade. The scheme upgrade will be co-funded through the 3Waters Stimulus package and TDC budget.

Project 14 is a separable portion of the new water trunk main from Washdyke to Mountain View Road. The other portion is funded from TDC budget.

PROJECT RISKS

The main risks to the 14 projects in the work programme are:

- Delays to consenting and approvals. This risk has been mitigated by selecting projects with minimal consenting and approval requirements.
- Not completing all projects by 31 March 2022. This risk is being mitigated by allowing contingency into the planning and by carefully monitoring progress on a regular basis.

7.4 Vesting of the Washdyke to Pleasant Point Trail

Author: Bill Steans, Parks & Recreation Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee agrees that the Washdyke to Pleasant Point Trail alongside State Highway 8 is vested in Council and that Council takes responsibility for the ongoing maintenance.

Purpose of Report

- 1 For the Infrastructure Committee to consider the vesting of the Washdyke to Pleasant Point off road Trail in Council and that Council be responsible for the ongoing maintenance.

Assessment of Significance

- 2 This matter is deemed of low significance under the Council's Significance and Engagement Policy as the maintenance costs will be minor and this trail only represents about 15% of the total length of Council's trails.

Background

- 3 At the Annual Plan hearing on 23 June 2020, Council heard from Central South Island Cycle Trails Incorporated (CSICTI) that they were planning and constructing a multi-use trail from Washdyke to Pleasant Point.
- 4 At that meeting, Council requested that a report be prepared that considered the vesting of the Washdyke to Pleasant Point portion of the trail as a Council asset and that Council be responsible for the future maintenance of the trail.
- 5 Subsequent to that meeting, CSICTI was successful in securing \$236,000 from the Timaru District Council Stimulus Fund and a further \$515,000 from Waka Kotahi NZ Transport Agency (Waka Kotahi).
- 6 With funding secured, the construction contract was tendered through Council and construction is underway. It is now timely to consider vesting the cycleway asset.
- 7 Attached is a letter from CSICTI requesting vesting. **(Attachment 1)**.

Discussion

- 8 The Washdyke to Pleasant Point cycle trail is an off road trail located adjacent to State Highway 8. The majority of the trail is located within either Waka Kotahi road reserve or Crown land under the authority of Land Information New Zealand (LINZ). The Waka Kotahi portions are formalised through a License to Occupy and the LINZ portions are formalised through a Deed of Grant.
- 9 There are two short portions located in private property, by agreement of the landowners. One of these being formalised by an easement and the other by a licence to occupy.

- 10 For clarity, the vesting is only the asset being the constructed cycleway path and does not include the land.

Options and Preferred Option

- 11 Option 1 is to agree to the vesting of the off road Washdyke to Pleasant Point Trail in Council. This will have the benefit of ensuring that an enduring entity can manage and maintain the trail rather than leaving it to chance in the future when individuals may not be in a position to do so. This is the preferred option.
- 12 Option 2 is to decline to have the trail vested in Council.

Consultation

- 13 A brief discussion was held with two individuals from Central South Island Trails Incorporated. They indicated that they would not have the capacity to maintain the trail in the long term.

Relevant Legislation, Council Policy and Plans

- 14 Timaru District Council Annual Plan 2020/21.
- 15 The Off-Road Walking and Biking Strategy 2012 to 2032 that identified a linkage from Timaru to Pleasant Point.

Financial and Funding Implications

- 16 The typical annual maintenance cost for trails is \$1,500 per kilometre. As the trail is approximately 13km long, this results in an annual cost \$19,500.
- 17 In addition there will be an annual depreciation cost to fund the future renewal of the asset. This is estimated to be \$17,000 per annum based on a 30 year useful life.
- 18 These costs will be funded from rates. However, there may be some financial assistance for the maintenance from Waka Kotahi subject to the future financial assistance allocations received.

Other Considerations

- 19 There are no other considerations.

Attachments

1. **CSICTI Vesting Letter - April 2021**  



Central South Island Cycle Trails Inc
csi.cycletrails@gmail.com

21 April 2021

Bill Steans
Timaru District Council
PO Box 522
Timaru 7940

via email only at bill.steans@timdc.govt.nz

Dear Bill,

Request for the Washdyke to Pleasant Point trail to be vested in Timaru District Council

As discussed in June 2020, Central South Island Cycle Trails Inc. would like to request that the completed Washdyke to Pleasant Point trail be vesting in the Timaru District Council for ongoing maintenance.

With the successful securing of full funding, the construction contract has been granted and the trail is expected to be completion by the end of June 2021.

The vision of Central South Island Cycle Trails Inc. is to construct a multi-purpose trail from Timaru to Lake Tekapo, linking to the Alps to Ocean and acting as a spine that can connect South Canterbury townships and communities. The Washdyke to Pleasant Point portion is the first stage in this project and a significant milestone that demonstrates capability and intent.

As we advance future trail portions connecting other Timaru District communities, we would appreciate the opportunity to also consider future vesting of these where considered appropriate.

The benefits generated from off road multi-purpose trails are well understood and range from increased economic opportunities and activity, to increased social connectivity and a greater sense of community, to name a few.

As the trail will be an all of community asset, to ensure that it remains fit for purpose, we request that it be vested in the Timaru District Council for ongoing maintenance.

Yours sincerely

Frazer Munro

8 Consideration of Urgent Business Items

9 Consideration of Minor Nature Matters

10 Exclusion of the Public**Recommendation**

That the public be excluded from the following parts of the proceedings of this meeting on the grounds under section 48 of the Local Government Official Information and Meetings Act 1987 as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
11.1 - Public Excluded Minutes of the Infrastructure Committee Meeting held on 20 April 2021	s7(2)(i) - The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	To enable commercial or industrial negotiations

11 Public Excluded Reports

11.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 20 April 2021

12 Readmittance of the Public