

Infrastructure Committee Agenda

Date: Thursday, 12 March, 2020

Time: 9:00 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Cr Greg Martin (Chairperson)
Her Worship the Mayor Sheryl Mai
Cr Gavin Benney
Cr Vince Cocurullo
Cr Nicholas Connop
Cr Ken Couper
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Jayne Golightly
Cr Phil Halse
Cr Greg Innes
Cr Anna Murphy
Cr Carol Peters
Cr Simon Reid

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Declarations of Interest	
2. Apologies	
3. Confirmation of Minutes of Previous Infrastructure Committee Meeting	
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4. Decision Reports	
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6. Public Excluded Business	
7. Closure of Meeting	

Recommendations contained in the agenda are not the decisions of the meeting.

Please refer to minutes for resolutions.

Infrastructure Committee – Terms of Reference

Membership

Chairperson Councillor Greg Martin

Members Her Worship the Mayor Sheryl Mai
 Councillors Gavin Benney, Vince Cocurullo, Nicholas Connop, Ken Couper, Tricia Cutforth, Shelley Deeming, Jayne Golightly, Phil Halse, Greg Innes, Anna Murphy, Carol Peters, Simon Reid

Meetings Monthly

Quorum 7

Purpose

To oversee the management of council's infrastructural assets, utility services and public facilities.

Key responsibilities

- Services including the provision, maintenance and capital investment for:
 - Infrastructure asset management, projects and support
 - Infrastructure project co ordination
 - Transportation
 - Waste and drainage
 - Solid waste, waste minimisation and recycling services
 - Water
 - Parks and reserves
 - Cemetery
 - Laboratory services
 - Flood alleviation schemes
- Reporting on service delivery, including operational financial performance.
- Reporting on capital projects.
- Operational reporting for the Infrastructure group within Council.

- Procurement – general procurement relating to the areas of business of this committee, within delegations.
- Shared Services – investigate opportunities for Shared Services for recommendation to council.
- Council Controlled Organisations (CCOs) – monitoring the financial and non-financial performance of CCOs whose functions would otherwise fall under the scope of this committee. Includes trading CCOs (CCTOs) and those CCOs exempted under the LGA. Responsibilities include:
 - advising on the content of annual Statement of Expectations to CCOs
 - agreement of the Statement of Intent
 - monitoring against the Statement of Intent
 - for exempted CCOs, monitoring and reporting as agreed between Council and the organisation

CCOs accountable to this committee:

- Northland Regional Landfill Limited Partnership (NRLLP) – CCTO
- Whangarei Waste Limited (WWL) – exempted CCO

Delegations

- (i) All powers necessary to perform the committee's responsibilities, including, but not limited to:
 - a) the approval of expenditure of less than \$20 million plus GST.
 - b) approval of a submission to an external body.
 - c) establishment of working parties or steering groups.
 - d) adoption of strategies and policies relating to the key responsibilities of this committee (except for those that cannot be delegated by Council under Clause 32(1)(f) of Schedule 7 of the LGA).
 - e) power to establish subcommittees and to delegate their powers to that subcommittee.
 - f) the power to adopt the Special Consultative Procedure provided for in Section 83 to 88 of the LGA in respect of matters under its jurisdiction (this allows for setting of fees and bylaw making processes up to but not including adoption).
 - g) the power to delegate any of its powers to any joint committee established for any relevant purpose under clause 32, Schedule 7 of the Local Government Act 2002.

Item 3.1
Infrastructure Committee Meeting Minutes

Date: Thursday, 13 February, 2020
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance

Cr Greg Martin (Chairperson)
 Her Worship the Mayor Sheryl Mai
 Cr Gavin Benney
 Cr Vince Cocurullo
 Cr Nicholas Connop
 Cr Ken Couper
 Cr Tricia Cutforth
 Cr Shelley Deeming
 Cr Phil Halse
 Cr Greg Innes
 Cr Anna Murphy
 Cr Carol Peters

Not in Attendance

Cr Jayne Golightly
 Cr Simon Reid

Scribe

C Brindle (Senior Democracy Adviser)

1. Declarations of Interest

There were no declarations of interest made.

2. Apologies

Crs Jayne Golightly and Simon Reid

Moved By Cr Vince Cocurullo

Seconded By Cr Greg Innes

That the apologies be sustained.

Carried

3. Confirmation of Minutes of Previous Infrastructure Committee Meeting

3.1 Minutes Infrastructure Committee meeting held 11 December 2019

Moved By Cr Shelley Deeming

Seconded By Cr Anna Murphy

That the minutes of the Infrastructure Committee meeting held on 11 December 2019, including the confidential section, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

4. Information Reports

4.1 Contracts Approved Under Delegated Authority

Moved By Cr Greg Innes

Seconded By Cr Shelley Deeming

That the Infrastructure Committee note the Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

Carried

4.2 Infrastructure Operational Report - February 2019

Moved By Cr Greg Innes

Seconded By Cr Vince Cocurullo

That the Infrastructure Committee notes the Infrastructure Operational Report update.

Carried

Cr Cutforth joined the meeting at 9.04am during discussions on Item 4.2.

5. Public Excluded Business

There was no business conducted in public excluded.

6. Closure of Meeting

The meeting concluded at 9.39am

Confirmed this 12th day of March 2020

Councillor Greg Martin (Chairperson)

4.1 Parking Restrictions - Marlin Place (Tutukaka)

Meeting: Infrastructure Committee
Date of meeting: 12 March 2020
Reporting officer: Nick Marshall (Team Leader- Road Safety and Traffic Engineer)

1 Purpose

To seek the Committee's approval for implementing 'No Stopping at All Times' parking restrictions in Marlin Place, Tutukaka.

2 Recommendation

That the Committee approves:

1. that pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 14, the parking of vehicles be prohibited at all times as per the schedule below:

Road Name: Marlin Place		
Road ID: 755		
Side	RAMM Displacement	
	Start	End
LHS	5	140

3 Background

Residents of Marlin Place claim that when the parking demand increases during the peak season (December - April), visitors/tourists park their cars on both side of the Road. This decreased the traffic lane width to less than 2m, narrowing the road so residents are unable to access their properties.

In addition, the tight bend on Marlin Place, combined with the parked cars, restricts the sightline of the drivers and creates a safety risk where residents have no emergency access by vehicle.

4 Discussion

4.1 Issues

Marlin Place is a local cul-de-sac road in Tutukaka, with a driveable width (sealed carriageway) of 4.8 meters and unrestricted on-street parking on both sides of the road. Other than the residential properties and walkway to the light house at the end of

Landowners Lane, the Tutukaka Marina is the main attraction in this area. This area also has hotels, lodges, retail shops and restaurants which attract a lot of tourists. These attractions have their own parking available in Marina Road, however, in the peak seasons, weekends and during events, these parking spaces are mostly occupied.

When parking is unavailable in Marina Road, people park their vehicles on both sides of Marlin Place. Marlin Place is a narrow local road, and vehicles are parked on both sides of the road causing access problems for residents, visitors and waste collection trucks.

In addition, in cases of an emergency, emergency vehicles will be unable to get through Marlin Place due to the effective road width left between parked cars on both sides. Refer **Error! Reference source not found.** and Figure 2 below.

A narrow footpath is provided on the western side of Marlin Place. When passenger doors are opened, they effectively block the footpath.

4.2 Proposal

It is proposed that No Stopping at All Times (NSAAT) markings be implemented in Marlin Place, as per the attached plan.

4.3 Consultation

There are 13 properties in Marlin place, out of which, 12 residents signed the unsolicited petition to request the extension of the extension of existing NSAAT marking. Copy of the petition was as provided at the 13 February 2020 Council Briefing meeting.

4.4 Impacts

The proposal will effectively remove 17 parking spaces. However, there is still ample capacity further up Marlin Place with more than 50 available parking spaces.

4.5 Photos



Figure 1 Distance between vehicles when parked on both side of the road.



Figure 2 Marlin Place – vehicles parked both sides of road.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via the publication of this Agenda on the website. As detailed in this Agenda item consultation has been undertaken with residents of this street.

6 Attachment

Attachment 1- Marlin Place Proposed NSAAT markings.

Attachment 1 – Marlin Place Proposed NSAAT markings



4. Parking Restrictions- Riverside Catchment

Meeting: Infrastructure Committee
Date of meeting: 12 March 2020
Reporting officer: Nick Marshall (Team Leader- Road Safety and Traffic Engineer, NTA)

1 Purpose

To seek the Committee's approval for implementing 'No Stopping at All Time' parking restrictions in the Riverside Catchment.

2 Recommendations

That the Infrastructure Committee approves

- that pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 14, the parking of vehicles be prohibited at all times as per the attached plan and the RAMM schedule below:

Road Name: Ewing Road		
Road ID: 128		
	RAMM Displacement	
Side	Start	End
LHS	650	680
RHS	645	680

Road Name: Dundas Road		
Road ID: 119		
	RAMM Displacement	
Side	Start	End
LHS	0	45
RHS	0	40
RHS	155	180

Road Name: Punga Grove SL No. 2		
Road ID: 1432		
	RAMM Displacement	
Side	Start	End
LHS	0	20
RHS	0	20

Road Name: Punga Grove		
Road ID: 332		
Side	RAMM Displacement	
	Start	End
LHS	0	55
RHS	0	55
LHS	180	270
RHS	180	265
LHS	470	530
RHS	470	530
LHS	590	650
RHS	610	650

Road Name: Vale Road		
Road ID: 423		
Side	RAMM Displacement	
	Start	End
RHS	330	345

Road Name: Dundonald Street		
Road ID: 1079		
Side	RAMM Displacement	
	Start	End
LHS	185	265
LHS	320	335
RHS	320	335

Road Name: Rongotai Place		
Road ID: 340		
Side	RAMM Displacement	
	Start	End
LHS	40	65
RHS	40	65

3 Background

In 2018, several parking related complaints were received by council in the local streets of Parihaka catchment area. In response, a comprehensive parking review was undertaken of all parking issues in the Riverside Drive area, as shown in Appendix 1. This was reported to the February 2020 Council Briefing for initial consideration.

4 Discussion

4.1 Issues

In specific locations in the Riverside Catchment, parked cars block minimum sightlines which causes a potential hazard for road users. Generally, these areas have very narrow roads and tight curves.

4.2 Proposal

It is proposed that the 'No Stopping at All Time' (NSAAT) parking restrictions be implemented on the identified locations of the Riverside catchment.

4.3 Consultation

A plan was prepared for each street showing the proposed NSAAT markings, together with an explanatory notice. This was delivered to the properties which were deemed directly affected by the proposal. The notice stated that the nil response would be considered in support of the proposal. Below is a summary of the consultation.

Section of the Road	Support
42-62 Ewing Road	100%
6-8 Dundas Road	100%
Dundas Rd/Riverside Dr Intersection	100%
Punga Grove Ave/Riverside Dr Intersection	100%
Punga Grove/ The Bluff Entrance	91%
19-27 A Punga Grove (Top End)	83%
Punga Grove hairpin bend (adjacent to 10 Punga Grove Ave)	96%
26-28 Vale Road	100%
Dundonald St (3-5 and end of the road)	90%
Rongotai Place	44%

Note, based on consultation we are only recommending the NSSAT in the cul-de-sac head of Rongotai Place. The consultation results were based on the original proposal, which had proposed more extensive NSAAT markings. Vehicles parked on the cul-de-sac restrict access for other vehicles accessing driveways and service vehicles, such as the rubbish truck fire engines etc, using the turning circle.

It is staff recommendation that a no stopping restriction be placed on the Rongotai Place cul-de-sac.

4.4 Impacts

Implementing this proposal would result in a net loss of 63 on-street parking spaces in 9 streets. The improved safety for road users outweighs the minor inconvenience caused to the residents by the loss of these parking spaces. The site visits and local road knowledge indicate that most of the houses in the area have sufficient on-site parking (within their premises) and anecdotally parking occupancy rates are very low. Therefore, the impact to parking availability will be very minimal.

The Northland Transportation Alliance (NTA) recommends that implementing NSAAT would be the best option to reduce the safety risk imposed by parked cars in these areas.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via the publication of this Agenda on the website. As detailed in the agenda item, consultation with the residents on the streets affected has been completed.

6 Attachments

Appendix 1: Riverside Catchment Boundary

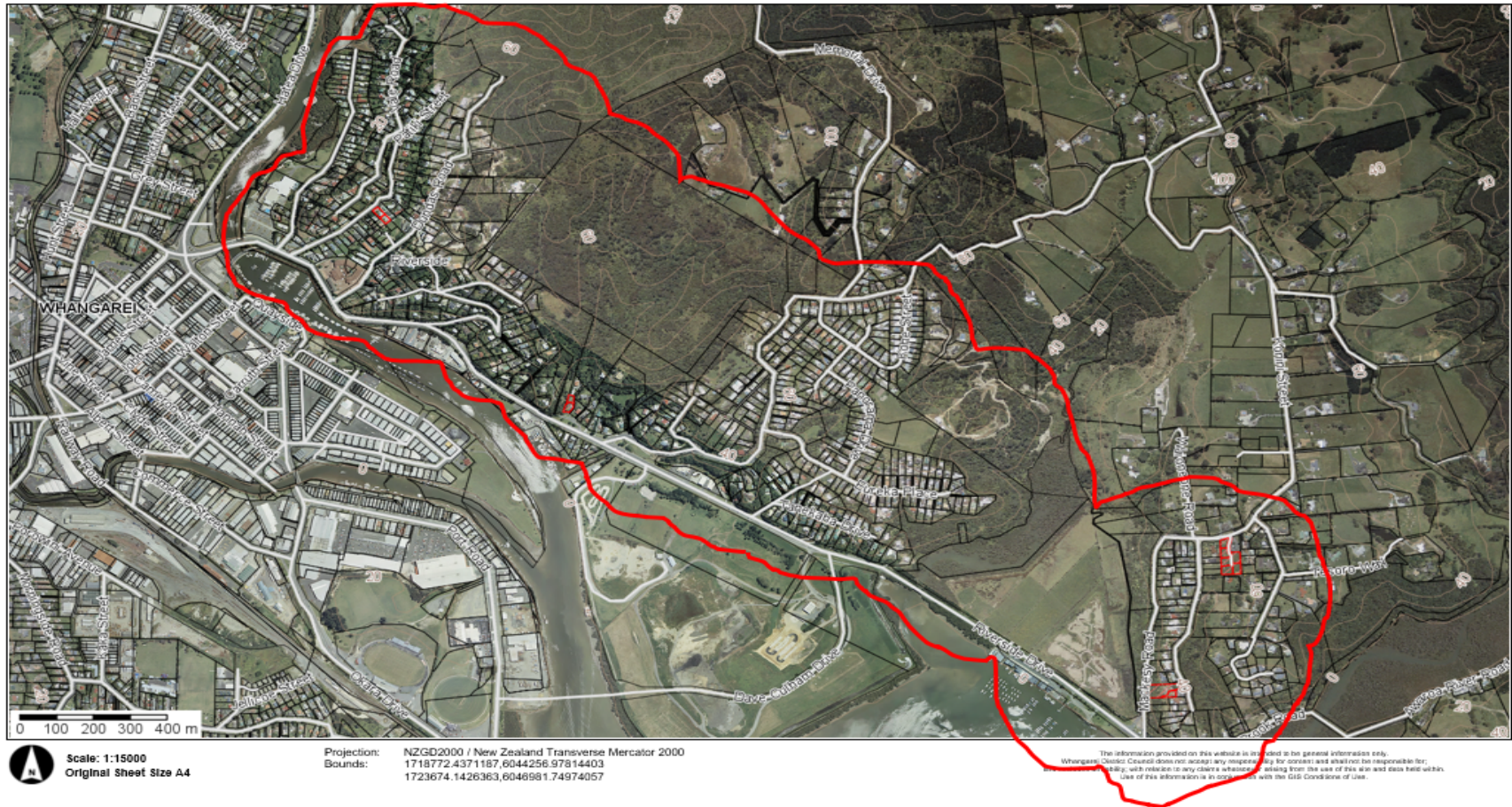
Appendix 2: Report by JAS Civil

Appendix 3: Proposed plans for NSAAT

- Appendix 3.1: End of Ewing Road
- Appendix 3.2: 26-28 Vale Road
- Appendix 3.3: Dundonald Street
- Appendix 3.4: Dundas Road Entry
- Appendix 3.5: 8Dundas Road
- Appendix 3.6: Punga Grove/Riverside Intersection
- Appendix 3.7: Punga Grove Avenue Hairpin Bend (adjacent to 10 Punga Grove Ave)
- Appendix 3.8: Punga Grove Ave/ The Bluff
- Appendix 3.9: Punga Grove Ave (Top End)
- Appendix 3.10: Rongotai Place

Appendix 1:

RIVERSIDE CATCHMENT PARKING REVIEW: CATCHMENT BOUNDARY



Appendix 2

Summary Report (By JAS Civil)

JAS CIVIL Ltd

CIVIL ENGINEERING CONSULTANTS

PO Box 1261,
Whangarei
Phone: 09 438 9055
Fax: 09 430 0436
Email: info@jascivil.co.nz

MEMORANDUM

TO: Paras Monga

FROM: John Smith **DATE:** 19 December 2018

RE: PARKING REVIEW – RIVERSIDE AREA

Introduction

As a consequence of a number of parking related complaints received by Council in recent times a comprehensive review has been undertaken of parking issues in the Riverside area as defined in the catchment shown on the attached plan (Attachment 1).

The area reviewed effectively covers the Living 1 zone on the northern side of Riverside Drive from Ewing Rd in the west to Mackesy Rd in the east. All the roads reviewed are 'local' roads and the area exclusively residential in nature.

Methodology

Whether generated by a complaint or not, the whole catchment was surveyed and a number of areas identified as warranting some form of parking restriction. This report is concerned only with those areas identified as warranting no stopping at all times (NSAAT) restrictions.

The NSAAT areas identified were then subjected to a consultation process whereby affected property owners were consulted to determine the level of support (or otherwise) of each of the proposals. Areas receiving less than 50 % support were then discounted while those areas receiving the support of a significant majority (9 areas in total) are reported on below with a view to implementing the proposed restrictions.

Consultation

A plan was prepared of each area showing the proposed NSAAT lines together with an explanatory notice and delivered to all the properties deemed to be affected by the proposal (generally confined to those properties directly fronting the NSAAT lines).

The notice stated that a nil response would constitute support for the proposal and so this fact has been reflected in the analysis that follows for each area.

Analysis

The 9 areas receiving public support are as follows:

- **45 – 62 Ewing Rd**

This area is at the end of Ewing Rd where there is no turning head provided. Hence vehicles parked on either or both sides of the road force turning cars to do 3 point turns in the adjoining driveways of Nos. 47 or 62. The area is immediately adjacent to the public walkway between Ewing Rd and Vale Rd and would result in the loss of 2 conforming parking spaces – see attached plan (Attachment 2). Note that the area has been extended to include adjoining driveway entrances (4).

Consultation with the adjoining landowners (2) resulted in 100% support for the proposal.

- **26 – 28 Vale Rd**

This section of road is narrow, on a blind corner and vehicles parked on the eastern side can create a potential hazard by forcing southbound traffic to cross the centreline with limited visibility. There are existing NSAAT lines on the western side of the road and a parking ‘layby’ on the corner (east side) – see attached plan (Attachment 3). The proposal would result in the loss of 2 conforming parking spaces.

This area has been the subject of requests for parking restrictions and consultation with adjoining landowners (2) resulted in 100% support for the proposal.

- **Dundonald St (3 -5 and end of road)**

Two areas were identified in Dundonald St for NSAAT restrictions as shown on the attached plan – (Attachment 4).

The first area fronting Nos 3 and 5 is where the existing footpath is discontinuous forcing pedestrians to walk on the carriageway (in the centre of the road if there are parked cars) – and there is no footpath on the opposite (western) side of the road. The road is narrow and contains a blind curve.

The second area is at the end of the road where there is no turning head provided and where vehicle entrances are closely spaced creating the potential for partial obstruction and making it difficult for turning vehicles, in particular service vehicles such as refuse trucks. The proposal would result in the loss of 4 parking spaces.

Consultation with the affected landowners (11) resulted in 90% support for the proposal with one opposed to the turning head proposal only.

- **2 Dundas Rd**

Vehicles parked on either one or both sides of Dundas Rd at its intersection with Riverside Dr can cause partial blockage of the carriageway resulting in a potential hazard for vehicles entering Dundas Rd from Riverside Dr. NSAAT lines will eliminate this restriction and allow unimpeded access into and out of Dundas Rd by also keeping the “STOP” lane free on the southern side – see attached plan (Attachment 5). The proposal would result in the loss of 9 conforming parking spaces.

This area has been the subject of a request for parking restrictions and consultation with adjoining landowners (2) resulted in 100% support for the proposal.

- **6 - 8 Dundas Rd**

This section of road is on a blind corner and already has no-stopping lines on the western side of the road. Notwithstanding, vehicles parked on the corner (east side) can create a potential hazard by forcing southbound traffic to cross the centreline with limited visibility. NSAAT lines will eliminate this hazard – see attached plan (Attachment 6). The proposal would result in the loss of 4 conforming parking spaces.

Consultation with the adjoining landowners (16) resulted in 100% support for the proposal.

- **1 Punga Grove Ave**

Vehicles parked on either one or both sides of Punga Grove Ave at its intersection with Riverside Dr can cause partial blockage of the carriageway resulting in a potential hazard for vehicles entering Punga Grove Ave from Riverside Dr. No stopping lines will eliminate this restriction and allow unimpeded access into and out of Punga Grove Ave and keep the “Give Way” lane free on the southern side – see attached plan (Attachment 7). The proposal would result in the loss of 7 conforming parking spaces.

Consultation with the adjoining landowners (1) resulted in 100% support for the proposal.

- **8 - 38 Punga Grove Ave**

This section of road is narrow, on a blind (hairpin) corner and vehicles parked on either or both sides of the road can create a potential hazard by forcing traffic to cross the centreline with limited visibility. NSAAT lines will eliminate this hazard – see attached plan (Attachment 8). The proposal would result in the loss of approximately 14 parking spaces.

Consultation with the affected landowners (23) resulted in 96% support for the proposal with just one being opposed.

- **Punga Grove Ave / The Bluff**

This section of road is narrow, on a blind (hairpin) corner and vehicles parked on either or both sides of the road can create a potential hazard by forcing traffic to cross the centreline with limited visibility. NSAAT lines will eliminate this hazard – see attached plan (Attachment 9). The proposal would result in the loss of approximately 14 parking spaces.

Consultation with the affected landowners (23) resulted in 91% support for the proposal with just one being opposed and one neutral.

- **19 – 27A Punga Grove**

This section of road is narrow, on a blind (hairpin) corner and vehicles parked on either or both sides of the road can create a potential hazard by forcing traffic to cross the centreline with limited visibility. NSAAT lines will help to eliminate this hazard – see attached plan (Attachment 10). The proposal would result in the loss of approximately 7 conforming parking spaces.

Consultation with the affected landowners (6) resulted in 83% support for the proposal with just one being opposed.

Summary and Conclusion

Following a comprehensive review of parking related issues in the Riverside area (whether reported by local residents or not), a number of sites were identified as warranting restrictions in the form of NSAAT yellow broken lines.

All such sites were the subject of targeted public consultation and those with in excess of 90% support have been presented in this report for consideration by Council.

Although resulting in a reasonable loss of carparks (approximately 63 in 9 areas), the improved safety for road users is considered to outweigh the inconvenience of the loss of parking spaces, especially when it is considered that alternative parking spaces are available in the immediate vicinity of each area. The fact that adjoining property owners overwhelmingly supported the proposals would tend to support this view.

Hence it is concluded that the proposed restrictions will result in the safer use of roads by the general public and that the resulting loss of carparking spaces will not result in a significant inconvenience.

Recommendation

That the no-stopping lines as described above and shown on the attached plans be implemented.

Appendix 3

Proposed Plans for NSAAT

Appendix 3.1

PARKING REVIEW: END OF EWING RD

Attachment 2



Appendix 3.2

PARKING REVIEW: 26 – 28 VALE RD

Attachment 3



Scale: 1:400
Original Sheet Size A4

Projection: NZGD2000 / New Zealand Transverse Mercator 2000
Bounds: 1720189.34403478, 6046121.57931638
1720274.07537722, 6046229.86098782

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Appendix 3.3

PARKING REVIEW: DUNDONALD ST

Attachment 4



Appendix 3.4

Attachment 5

PARKING REVIEW: DUNDAS RD ENTRY



Appendix 3.5

PARKING REVIEW: 8 DUNDAS RD

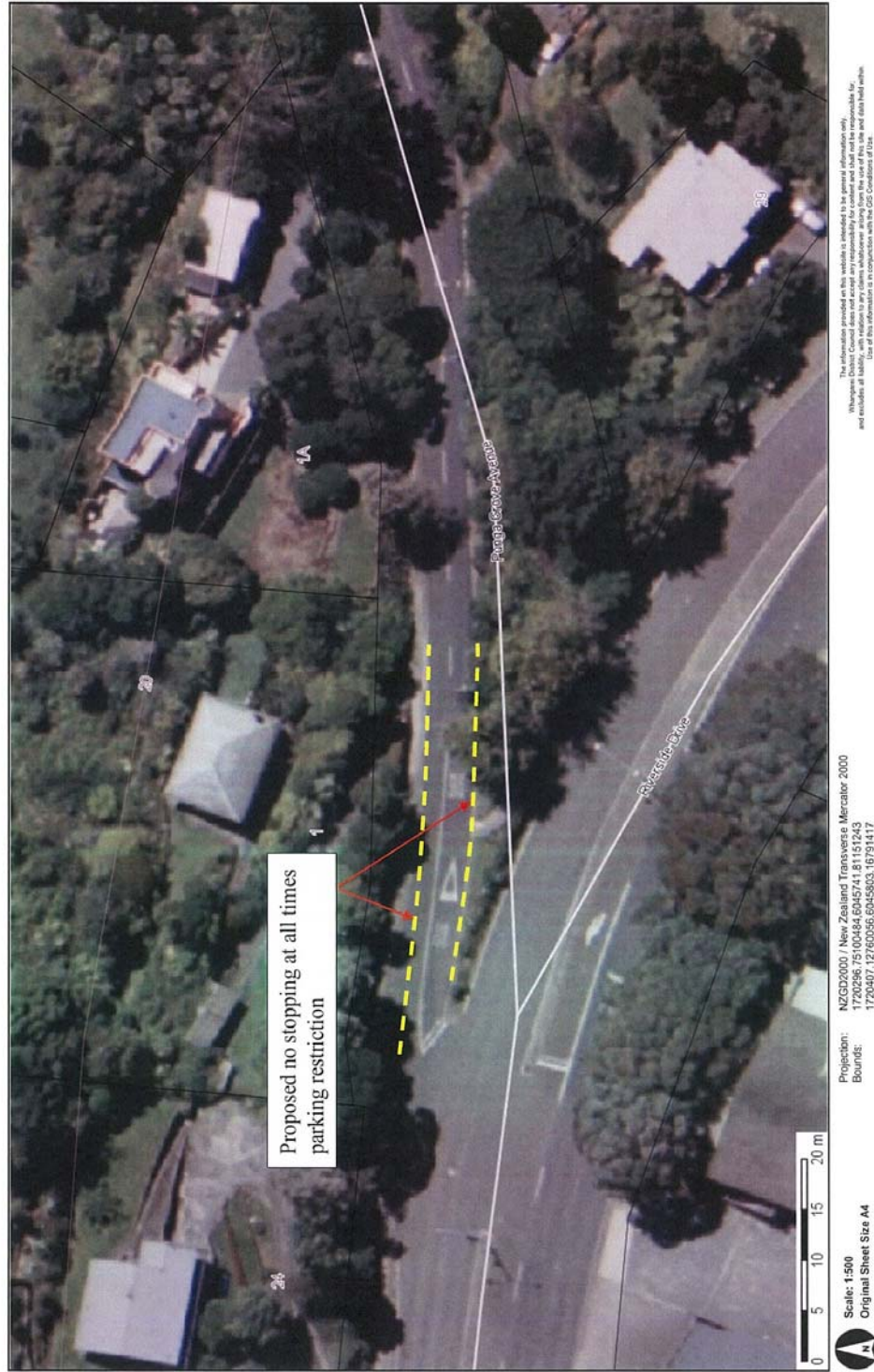
Attachment 6



Appendix 3.6

Attachment 7

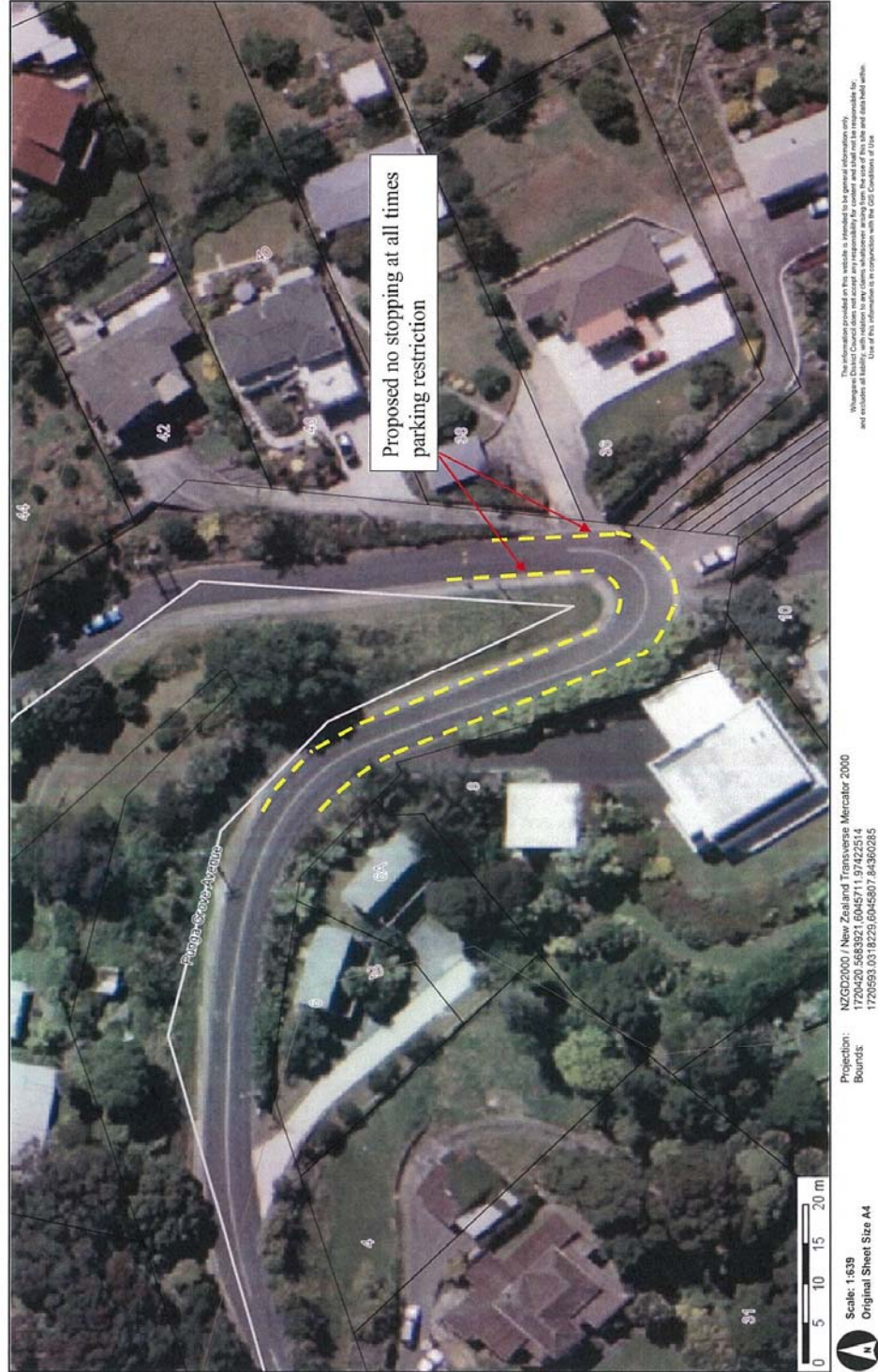
PARKING REVIEW: PUNGA GROVE AVE



Appendix 3.7

Attachment 8

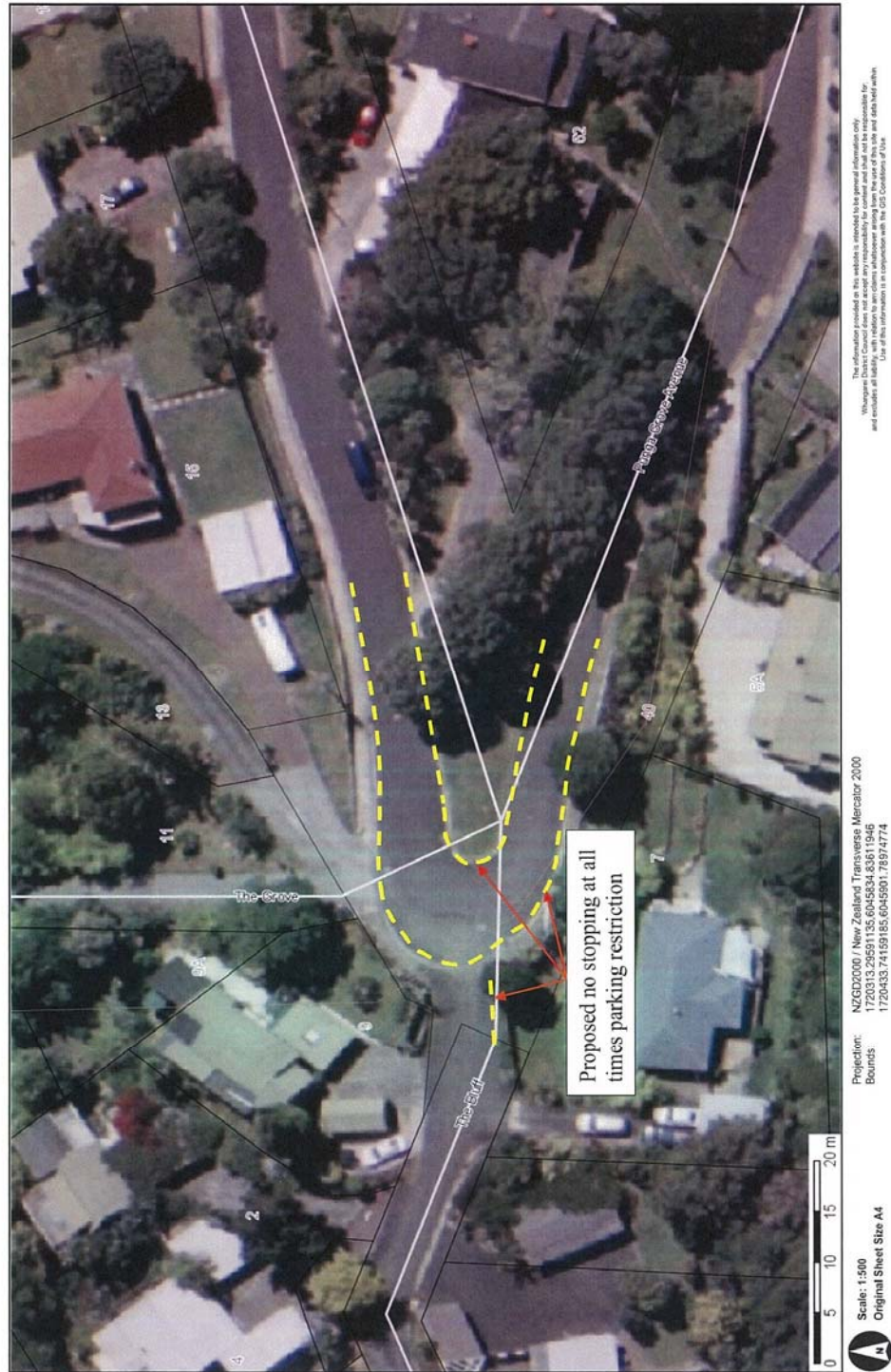
PARKING REVIEW: PUNGA GROVE AVENUE



Appendix 3.8

Attachment 9

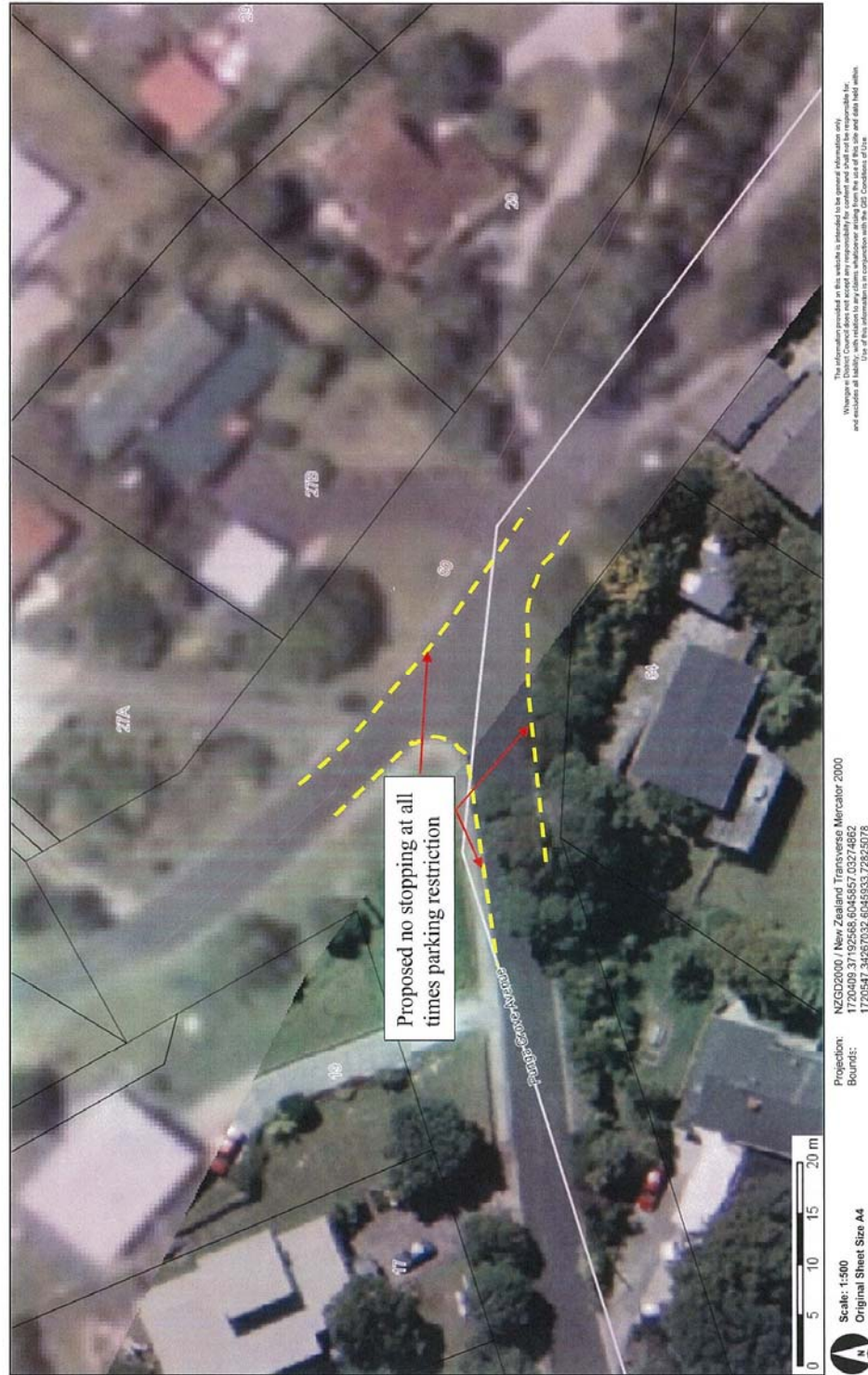
PARKING REVIEW: PUNGA GROVE AVE / THE BLUFF



Appendix 3.9

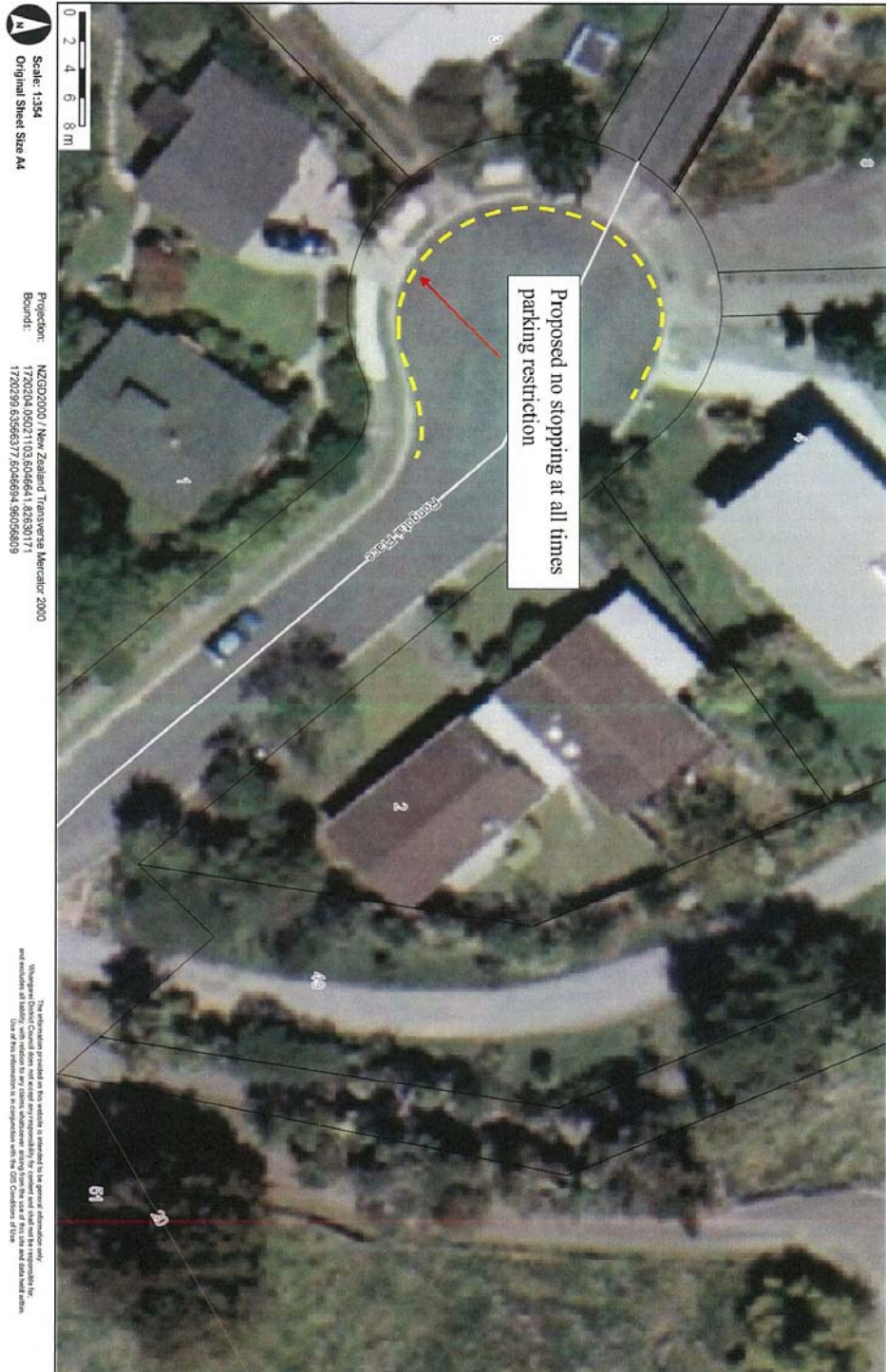
Attachment 10

PARKING REVIEW: PUNGA GROVE AVE



Appendix 3.10

PARKING REVIEW: RONGOTAI PLACE



5.1 Contracts Approved Under Delegated Authority

Meeting: Infrastructure Committee
Date of meeting: 12 March 2020
Reporting officer: Simon Weston (General Manager Infrastructure)

1 Purpose

For the Infrastructure Committee to note Infrastructure contracts awarded under Chief Executive and General Manager delegated authority

2 Recommendation

That the Infrastructure Committee note the Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

3 Background

We are starting to see an increase in tender prices above engineers estimates as contractors work schedules become full. In this case many of the lowest tenders are around 15% higher than we were estimating. With the significant ramp up in infrastructure projects in Northland it is possible this trend will continue. We are using a number of mechanisms, including adjusting the scope of programmes to manage the increase in contractor costs.

Table 1 (below) records Infrastructure contracts awarded under Chief Executive and General Manager delegated authority. Attachment 1 provides a summary of the award process for each contract and a brief description of the works being undertaken

Table 1: Infrastructure Contracts Awarded Under Delegated Authority

1. Waste & Drainage	
CON19062	Kioreroa Rd WWTP Rising Main Upgrade
2. Roading	
CON19053	General Bridge repairs - 2019/20
CON19048	Waiotoi Road Bridge NO. 408 Upgrade 2019/20
CON19054	Scour Protection Works – 2019/20
CON19061	Minor Roading Improvements Package 2019/20
CON19067	Whaeora Road Raw Water Mains Replacement

4 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website

5 Attachment

Summary of Contracts Approved Under Delegated Authority March 2020

Summary of Contracts Approved Under Delegated Authority

This attachment provides a summary of the award process and works being undertaken for Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

1.0 Waste & Drainage

CON19062 Kioreroa Rd WWTP Rising Main Upgrade

Introduction

This Contract is for the construction of approximately 240 meters of 710mm diameter sewer rising main inside the main wastewater treatment plant at Kioreroa Rd to replace the old 525mm diameter asbestos cement line.

Procurement Process

The contract was publicly advertised on www.tenderlink.com and closed on 20 December 2019.

The tenders were evaluated using Lowest Price Conforming method and in general accordance with the New Zealand Transport Agency Procurement Manual.

Tenders Received

All tenders were submitted via tenderlink except the tender from Broadspectrum's that was submitted in hard copy. The following four tenders were received.

Tenderer	Price (excl of GST)
Northern Drainage Ltd	\$398,463.00
United Civil Construction Limited	\$435,313.79
Broadspectrum (NZ) Ltd	\$465,100.14
Forte Civil Limited	\$591,678.96
Engineers Estimate	\$347,360.00

Tender Evaluation

The Tender submitted by Northern Drainage Ltd was the lowest at \$398,463.00, approximately 15% over the engineer's estimate. The non-price attributes of their tender submission were reviewed and deemed to meet the minimum requirements of the tender document.

The supplier had included tags in their tender stating that they proposed using standard P100 PN12.5 SDR13.6 material. Staff sought clarification on this. In response to our request for clarification Northern Drainage advised that they were able to supply compliant pipe and elected to withdraw the tags. They also confirmed that their tender price would remain unchanged.

The Tenderer's Schedule of Prices and Form of Tender were checked, and no arithmetic errors were found.

Northern Drainage's tender was therefore conforming and considered for award.

Financial

The cost for this project (PJ 00508) is funded under Sewer Network Upgrades budget (LTP Indicator 217) which has a total budget of \$1,076,884 this financial year. Current commitments against Sewer Network Upgrades is \$676,884 leaving \$400,000 for this work. Construction is expected to be completed this financial year.

Chief Executive Approval

The contract for Kioreroa Rd WWTP Rising Main Upgrade (19062) be awarded to Northern Drainage Ltd for the tendered sum of \$398,463.00 {Three hundred and ninety-eight thousand, four hundred and sixty-three dollars) excluding GST.

2.0 Roothing

CON19053 General Bridge Repairs – 2019/20

Introduction

Contract 19053 is for the completion of various general repairs and replacement of structural components at various bridges and culverts in Whangarei district. Works will mainly include repair and replacement of deteriorated decks; treatment of corroded steel components and treatment of concrete components on bridge piers, abutments and decks

Procurement Process

Tenders have been evaluated in accordance with the Conditions of Tendering stated in the tender documents. The tender evaluation method is "Price Quality Method Simple (PQM Simple)" in accordance with the New Zealand Transport Agency Procurement Manual (September 2019).

The tender evaluation team (TET) consisted of the following members:

Richard Kolkman	(WSP New Zealand) (Qualified Evaluator and TET Leader)
Don Anderson & Zander Cutang	(Northland Transportation Alliance)
Dewi Todd-Jones	(WSP New Zealand)

Tenders Received and Evaluated

The tenders were opened on 17 January 2020 using the Tenderlink forum and only one tender was received.

Tenderer	Price (Excl GST)	Supplier Quality Premium	Tender Evaluation Sum (Exlu GST)
Steve Bowling Contracting Ltd	\$526,590.15	0	\$526,590.15
Engineer's Estimate	\$422,110.00		

The subject tender received one submission only and was deemed acceptable for evaluation due to the shortage of contractors bidding for bridge works. The evaluation consists of 2 stages as follows:

Stage 1 of the tender evaluation method involved reviewing the Non-Price Attribute submission for conformance with the Tender Document. The tender submitted by Steve Bowling Contracting Ltd (SBC) contained a number of tags with their non-price submission, which were deemed to have no material effect on the Contract and were therefore accepted. All tender attributes were addressed to the satisfaction of the tender evaluation team. SBC obtained high grades for each attribute reflecting their

satisfactory submission and proven experience of successfully completing general bridge repair works and bridge upgrades in the past

Stage 2 of the tender evaluation involved an arithmetic check on the Steve Bowling Contracting Ltd (SBC) pricing schedule. No errors were found in the Tenderers' Schedule of Prices or Form of Tenders.

The tender sum of SBC at \$526,590.15 (excluding GST) is 25% above the Engineer's Estimate of \$422,110.00 (excl. GST). However, there are number of provisional items where work shall only be carried out on a written instruction from the Engineer. It has a total value of \$150,000.00 that can be removed from the schedule to reduce the actual cost to complete the work within the budget. Removal of provisional items from the schedule will decrease the tender sum to \$376,590.15 which is 10% below the Engineers Estimate.

Financial

The budget for the General Bridge Repairs - 2019/20 is \$350,000.00 (excluding GST). The increase in budget will be managed within the overall structures Renewal budget of \$1.025m.

Chief Executive Approval

The contract for General Bridge Repairs - 2019/20 (CON19053) be awarded to Steve Bowling Contracting Ltd (SBC). for the tendered sum of \$526,590.15 (Five hundred twenty-six thousand, five hundred ninety dollars and fifteen cents) excluding GST.

CON19048
 Waiotoi Road Bridge NO. 408 Upgrade 2019/20

Introduction

Contract 19048 is to undertake upgrade of the superstructure at Waiotoi Road Bridge No. 408 to ensure the continual level of service to users. The upgrade works of the bridge structure includes the replacement of timber deck and backwalls, replacement of the steel beams, installation of additional diaphragms and repairs to the abutments.

Procurement Process

Tenders have been evaluated in accordance with the Conditions of Tendering stated in the tender documents. The tender evaluation method is "Price Quality Method Simple (PQM Simple)" in accordance with the New Zealand Transport Agency Procurement Manual (September 2019).

The tender evaluation team (TET) consisted of the following members:

Richard Kolkman	(WSP New Zealand) (Qualified Evaluator and TET Leader)
Don Anderson & Zander Cutang	(Northland Transportation Alliance)
Dewi Todd-Jones	(WSP New Zealand)

Tenders Received and Evaluated

The tenders were opened on 28 January 2020 using the Tenderlink forum. The following tenders were received.

<i>Tenderer</i>	<i>Price (Excl GST)</i>	<i>Less Scheduled Fixed (Provisional) Amounts</i>	<i>Evaluation Price</i>	<i>Supplier Quality Premium</i>	<i>Adjusted Tender Price (Excl GST)</i>
Steve Bowling Contracting Ltd	\$110,648.8	\$6,500.00	\$104,148.80	\$6,796.24	\$97,352.56
Bridge It NZ - Alternative	Non-conforming (Price envelope unopened)				
Northland Transport Ltd	Rejected (Price envelope unopened)				
Asset Construction Ltd	Non-conforming (Price envelope unopened)				
Engineer's Estimate	\$99,440.00				

- Bridge It NZ Ltd submitted an alternative tender with several tags. The alternative tender offered to replace the superstructure with reinforced concrete beams. However, the option was rejected by the TET as the tender excluded undertaking substructure and foundation assessments from their offer. The assessments would be required to ensure that existing abutments and foundations can take the additional dead load from the new superstructure.
- It should be noted that the cost of the assessments and the potential cost of strengthening the existing foundations would have been at the Client's risk. The TET agreed that this tender cannot be accepted for further evaluation.
- The tender submitted by Northland Transport Ltd was non confirming due to a number of failing scores on non-price attributes. The tenderer received failed scores on Track Record and Relevant Skills attributes. The information provided on subcontractor, JR Works Ltd, was very minimal and the tenderer themselves didn't demonstrate enough experience with bridge works. The proposed subcontractor, however, has completed similar upgrade works in the past for WDC but demonstrated poor performance, which resulted in significant delays and the necessity to rectify the defects by another contractor. The TET considered these factors significant enough to exclude Northland Transport Ltd from further consideration.
- The tender submitted by Asset Construction Ltd (ACL) was non-conforming tender. The submitted methodology and programme contradict the requirements of the tender document, and, in particular, the allowed closure periods (6-hours). In their tender, ACL proposes to close the bridge for several weeks to undertake the upgrade works. The proposal cannot be considered in the given circumstances, due to the bridge being the only link for the residents of Waiotoi Road. The TET agreed that the ACL tender cannot be accepted for further evaluation.

The tender evaluation consists of 2 stages as follows:

- Stage 1 of the tender evaluation method involved reviewing the Non-Price Attribute submission for conformance with the Tender Document.

Following the assessment of the tenderer's attributes, and obtaining responses to the Tender Clarification Requests, representative tender attribute scores were agreed by the TET.

The final non-price attribute scores and indices are shown on the above Table of Attributes.

- Stage 2 of the tender evaluation involved an arithmetic check was carried out on the submitted tender prices. No arithmetic errors were found in the tenderer's submitted Schedule of Prices.

The Tender with the lowest evaluation sum was from Steve Bowling Contracting Ltd at \$97,352.56 (excluding GST).

The tender sum of Steve Bowling Contracting Ltd at \$110,648.80 (excl. GST) is 11% above the Engineer's Estimate at \$99,440.00 (excl. GST) and is considered competitive.

Financial

The budget for the Waiotoi Road Bridge No. 408 Upgrade- 2019/20 is \$100,000.00 (excluding GST).

Chief Executive Approval

The contract for Waiotoi Road Bridge No. 408 Upgrade - 2019/20 (CON1904848) be awarded to Steve Bowling Contracting Ltd. for the tendered sum of \$110,648.80 (One hundred ten thousand, six hundred -eight dollars and eighty cents) excluding GST.

CON19054
 Scour Protection Works – 2019/20

Introduction

Contract 19054 is for the construction of various types of scour protection works on various structures in Whangarei district.

Procurement Process

Tenders have been evaluated in accordance with the Conditions of Tendering stated in the tender documents. The tender evaluation method is "Price Quality Method Simple (PQM Simple)" in accordance with the New Zealand Transport Agency Procurement Manual (September 2019).

The tender evaluation team (TET) consisted of the following members:

Richard Kolkman	(WSP New Zealand) (Qualified Evaluator and TET Leader)
Anderson & Zander Cutang	(Northland Transportation Alliance)
Dewi Todd-Jones	(WSP New Zealand)

Tenders Received and Evaluated

The tenders were opened on 17 January 2020 using the Tenderlink forum. The following tenders were received.

<i>Tenderer</i>	<i>Price (Excl GST)</i>	<i>Less Scheduled Fixed (Provisional) Amounts</i>	<i>Evaluation Price</i>	<i>Supplier Quality Premium</i>	<i>Adjusted Tender Price (Excl GST)</i>
Clements Contractors Ltd	\$299,531.96	\$3,500.00	\$296,031.96	\$11,962.78	\$284,069.18
United Civil Construction Ltd	\$421,781.17	\$3,500.00	\$418,281.17	\$4,443.32	\$413,837.85
Donovan Enterprises Ltd T/A Hutton & Cameron	\$211,672.00	\$3,500.00	\$208,172.00	\$0.00	\$208,172.00
Northland Transport Ltd	Non-conforming (Price envelope unopened)				
Engineer's Estimate	\$185,790.00				

- The tender submitted by Northland Transport Ltd was a non-conforming tender. The tenderer did not provide sufficient information on Relevant Skills attributes which was deemed a fail by the TET team. The tender evaluation consists of 2 stages as follows:

Stage 1 of the tender evaluation method involved reviewing the Non-Price Attribute submission for conformance with the Tender Document.

Following the assessment of the tenderer's attributes, and obtaining responses to the Tender Clarification Requests, representative tender attribute grades were agreed by the TET.

The final non-price attribute grades and indices are shown on the above Table of Attributes.

Stage 2 of the tender evaluation involved an arithmetic check was carried out on the submitted tender prices. No arithmetic errors were found in the tenderer's submitted Schedule of Prices.

The lowest tender sum received from Donovan Enterprises Ltd at \$211,672.00 (excluding GST) is 14% above the Engineer's Estimate at \$185,790.00 (excl. GST) and have the lowest Adjusted Evaluation Price. There are number of provisional items where work shall only be carried out on a written instruction from the Engineer. It has a total value of \$15,086.00 that can be removed from the schedule to reduce the actual cost to complete the work within the budget. Removal of provisional items from the schedule will decrease the tender sum to \$196,586.00 which is 6% higher than the Engineers Estimate.

Financial

The budget for the Scour Protection Works - 2019/20 is \$150,000.00 (excluding GST). The increase in budget will be managed within the overall structures Renewal budget of \$1.025m.

Chief Executive Approval

The contract for Scour Protection Works - 2019/20 (CON19054) be awarded to Donovan Enterprises Ltd T/A Hutton & Cameron. for the tendered sum of \$211,672.00 (Two hundred eleven thousand, six hundred seventy-two dollars) excluding GST.

CON1906148
 Minor Roothing Improvements Package 2019/20

Purpose

Approval is sought to increase the original contract price to \$ 313,757.50 (excluding GST).

Background

The original contract was awarded for the construction of traffic calming and pedestrian safety devices in various streets of Kensington and Otangarei.

This variation is for the construction of a 200m long new shared path between Halifax Dr and The Centre carpark within WDC Parks owned land. The engineer's estimate for the shared path construction was less than \$100k excluding GST, which allowed direct appointment of a contractor as per the Northland Transportation Alliance (NTA) procurement strategy. Recently, Broadspectrum has satisfactorily completed the construction of the Okara-Railway shared path and the Kamo Shared Path, therefore, Broadspectrum was requested to submit a quote for the construction of the Waipu Shared Path. In addition, since Broadspectrum has a current contract with the Council, it is proposed that this work be awarded to Broadspectrum as a variation to the Contract 16091 - Roothing Improvements Package 19-20 for time and cost savings.

Financial

A breakdown of the additional costs is provided in the following table:

Item	Variation	Amount (Excl GST)
1.	Waipu Shared Path	\$103,773.67

A breakdown of cost for the whole contract is provided in the following table:

Description	Amount (excl. GST)
Original contract value	\$ 209,983.83
Proposed Variation	\$103,773.67
Total revised contract value	\$ 313,757.50

Recommendation

It is recommended that the total contract amount of CON19061 for Minor Roothing Improvements Package 19-20 is increased by \$103,773.67 from \$ 209,983.83 to \$313,757.50 (Three-Hundred Thirteen Thousand, Seven-Hundred Fifty-Seven Dollars, and Fifty Cents) excluding GST.

CON19067
Whaeora Road Raw Water Mains Replacement

Background

The existing DN 300 PVC raw water main from the Hatea River to the Whau Valley Water Treatment Works has in the past, experience a number of bursts, resulting in damage to property and a lack of supply to the WTW. Some sections of the main have been replaced in the past, however the section along Whareora road, which experienced a major burst last year, is currently due for replacement.

This is a critical pumping main that delivers raw water from the Hatea River to the Whau Valley WTW and is a key component in maintaining a secure water supply to the greater Whangarei area.

Contract Tender

The contract was publicly advertised and closed on 11 February 2020.

One tender was received. This is indicative of the current water mains construction industry in the region at the moment, with many of the Contractors already having resources committed to current projects.

The Tender received was as follows:

<i>Tenderer</i>	<i>Amount (excl of GST)</i>
Forte Civil	\$1,126 430.33
Engineers Estimate	\$983 300.00

The tender evaluation method was lowest price conforming.

The Forte Civil tender was found to be conforming. Forte have in the past successfully delivered similar contracts and shown to have the required resources to undertake the work.

Financial

The lowest tender is 14% higher than the Engineers Estimate. This is believed to be realistic and market related.

\$1,500,000.00 has been brought forward to this year's budget for the above work.

Recommendation

That contract 19067 for Whareora Road Raw Water Main 2020, be awarded to Forte Civil for the tendered sum of \$ 1,126,430.33 (one million, one hundred and twenty-six thousand, four hundred and thirty-dollars and thirty-three cents) excluding GST.

5.2 Infrastructure Operational Report – March 2020

Meeting: Infrastructure Committee
Date of meeting: 12 March 2020
Reporting officer: Simon Weston (General Manager Infrastructure)

1 Purpose

To provide a brief overview of work occurring in the current financial year, across services that the Infrastructure Committee is responsible for.

2 Recommendation

That the Infrastructure Committee notes the Infrastructure Operational Report update.

3 Background

In November 2019, Council adopted committee terms of reference for the 2019 – 2022 triennium, with the purpose of the Infrastructure Committee being to ‘oversee the management of council’s infrastructural assets, utility services and public facilities’.

This report provides the Committee with a summary of Infrastructure operations during January 2020.

4 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council’s Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

5 Attachment

Infrastructure Operational Report – January 2020

Infrastructure Group

Monthly Operational Report

January 2020

Infrastructure Monthly Operational Report

Reporting Officer: Simon Weston (General Manager Infrastructure)

Date: March 2020

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Projects Overview

Infrastructure Planning & Capital Works

Planning & Capital Works Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Major Projects - Sense of Place				
New Town Basin Park	Detailed Design	Aug-20	Jun-21	
Detailed design nearly complete. Physical works planned to start Aug 2020, delayed due to alignment with HAC project.				
Ball Clock (3rd party project)	Final drawings	April 20	Aug-20	
Construction will coordinate with playground renewal project.				
Camera Obscura (3rd party project)	Construction	Oct-19	Aug-20	
Construction commenced November 2019. Landscaping will be done by council Jul/Aug 2020.				
Town Basin Bus Facilities Upgrade	Project Planning	Jul-20	Jun-21	
Conceptual options are being drafted under the Complete Streets Masterplan project. An update will be presented to council in March 2020.				
Pohe Island Destination Playground & Public Toilets	Detailed Design	Nov-20	Mar-21	
Detailed design progressing. Playground equipment procured. Earthworks & services installation 20/21.				
Pohe Island Skate Park	Tender	Apr-20	Dec-20	
Physical works tender process started 5 February 2020.				
Complete Streets Masterplan – Whangarei City	Professional Services	n/a	April-20	
Planning underway for final presentation to council. Focus on priority areas and aligning work with other projects.				
Tamaterau Carparks Upgrade (TIF funded)	Design & Consenting	Mar-20	Aug-20	
Design complete, archaeological application in progress, consent processing. Hapu engagement continuing.				
Restoring the Mauri of Matapouri Stg 1 (TIF funded)	Investigation & Design	Oct-19	Nov-20	
Recycling & rubbish facilities installed. Community meeting was held on 15 Feb and was very well attended.				
Abbey Caves Car Park & Public Toilets (TIF funded)	Project Planning	Sep-20	Mar-21	
Project Planning underway. Next step is procuring design consultants.				
Major Projects - Parks & Recreation				
Matapouri Beach Restoration	Design	TBC	TBC	
Consent granted. Environmental window for moving sand is April to July. Planned for 2021 due to insufficient sand in the estuary. Currently organising for marker posts to be installed, beach and estuary to be surveyed.				
Sandy Bay Erosion Protection	Consenting	TBC	TBC	
Waiting for DOC approval and resource consent before further consultation. Hapu meeting held Nov 2019.				
Princes Road Seawall Renewal	Consenting	May-20	Jul 20	
Design completed. NRC consent granted. A District Council resource consent is required to remove or work in the drip line of trees. We are finalising our methodology to achieve the best outcome for the trees.				
Ruakaka Sports Fields (Sand Removal)	Consenting	Apr-20	Jun-20	
Sand dune removal required before sports field construction. Consent lodged.				
Otaika Sports Park Field Construction	Construction Stg 2	Nov-18	Apr-20	
Construction complete, turf is now establishing for winter 2020 season.				
Mackesy Bush Track Renewal	Complete	Apr-19	Jan-20	
Physical works is now complete and the track is open.				
Ngunguru Seawall Renewal	Consenting	TBC	TBC	
Resource consent lodged with NRC. NRC have requested further information which is being sourced.				
Ngunguru Youth Activity Zone & Drainage	Procurement	Oct-19	Apr-20	
Drainage of sports fields completed. Drought delaying re-growth. Construction of youth zone to start in Feb.				
Parihaka War Memorial Refurbishment	Construction	Sep-19	Feb-20	
Restoration of monument complete. Lighting to be tested and made live. Phase 2-3 consultation meetings held.				
Hikurangi & Hukerenui Sports Field Drainage	Complete	Oct-19	Dec-19	
Construction of both fields is complete. Dry conditions mean minimal grass growth at this time.				

Parua Bay Sports Field Drainage	Complete	Oct-19	Dec-19	
Construction is complete. Dry conditions mean minimal grass growth at this time.				
Town Basin Playground Renewal	Detailed Design	Apr-20	Sep-20	
Physical works tender process started 3 February. Construction expected to start mid-April.				
Town Basin Wharf & Boardwalk Renewals	Investigation	Apr-20	Jul-20	
Seawall requires repair. Wharf in poor condition. Replacement of wharf piles likely to be April 2020.				
Town Basin Lighting Renewals	Design	Apr-20	Jun-20	
Initial design done tender documentation being written.				
Tikipunga – Sports field Improvements	Construction	Nov-19	May-21	
Under construction.				
Pyle Road West Seawall Renewal	Design	July-20	Sept-20	
Design work underway as per One Tree Point erosion report. Consultation with Hapu and Doc underway.				
Waipu Youth Activity Zone	Site planning	TBC	TBC	
Project scoping work under way. Construction budgeted for 20/21 year. Community consultation on 16 February.				
Cobham Oval Carpark Upgrade	Project Planning	TBC	TBC	
LTP project brought forward. Scoping and background research commenced Nov-19. Concept design in progress.				
Hatea River Track Renewal	Tender	Mar-20	Apr-20	
Resurfacing works, for 450m south of the swing bridge. Tender closed 14 th February.				
Frank Holman Track Renewal	Planning	May-20	Jun-20	
Hapu engagement and investigation into planning and archaeological requirements has started.				
Major Projects - Water				
Whau Valley Water Treatment Plant	Construction	Mar-19	Nov-20	
Constructing above ground structures. Commissioning planned Nov/Dec-20 (will postpone if dam levels too low).				
Ruakaka WTP Clarifier Upgrade	Construction	Mar-19	Jun-20	
First scraper installed & working well. Second planned for April 2020 after peak period and sensor modifications.				
Major Projects - Waste & Drainage				
Whangarei WWTP Discharge Consent Renewal	Technical Reports	Jan-21	Apr-21	
Two consultants were requested to provide Best Practicable Options report. W&D is working to provide required information to consultants.				
Stormwater Network Consent Applications	Technical Reports	n/a	Dec-20	
Stormwater Catchment Strategic Assessment underway. Data gathering, asset updates & mapping continue.				
Major Projects – Compliance & Regulatory				
New Animal Shelter	Design	TBC	TBC	
Design work recommenced based on new site. Cost Estimate by May-20 for LTP				
Major Projects – Venues & Events				
NEC Lighting Upgrade	Design-Build	Nov-20	May-21	
Tender awarded Dec 19. Lighting expert engaged for resource consent. Design in progress.				

Waste and Drainage

Waste and Drainage Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Kioreroa Rd Sewer Rising Main Replacement	Construction	Mar-20	Jun-20	
The contract for construction was awarded to Contractor				
Hikurangi Sewer Rehabilitation Stage 2	Construction	Feb-19	Mar-20	
Physical works are 95% complete. Still on track to be completed by end of March 2020.				
Tarewa Rd/SH1 Sewer Crossing Stage 2	Construction (NZTA)	Mar-19	Apr-20	
To be installed after completion of pavement widening works. Expected to be done in March 2020				
Hatea River Sewer Crossing	Construction	Mar-20	Jun-20	
Construction expected to start in March 2020 to avoid conflict with building currently underway near the site.				

Tamingi St, Ruakaka Sewer Renewal	Construction	Feb-20	Feb-20	
Approval given to start pipe-bursting. Works were completed at the end of February.				
Leith Catchment Sewer Rehabilitation	Construction	Apr-19	Mar-20	
Two lines remain to be completed. Expected to be completed by March 2020.				
Smeaton Dr/SH1 Sewer Renewal	Planning/Design	Apr-20	Jun-20	
Replacing 150mm sewer line under SH1 at Smeaton Dr-Raumanga. Request for quotes has been sent out. Construction is expected to be completed by June 2020.				

Water Services

Water Services Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Water Treatment Plant Upgrades	Construction	Sep-19	Jun-20	
Ruakaka scrapers going well, completion in March, other works generally on target				
Meter Replacement Contract 2019/20	Construction	Sep-19	Apr-20	
On track				
Reticulation Programmed Works 2018/19	Construction	Oct-19	Jun-20	
Work on Morningside Road underway, Hospital Road next				
Minor Projects - Emergency Works	Design of Trails	Mar-20	Jun-20	
Trials being planned to try and control Algal bloom, expected to run through March 2020.				
SCADA Upgrade	Construction	May-19	Dec-20	
Ahuroa site programming complete, go live after summer peak				

Roading

Roading Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
LED Street Lighting – Supply & Install (V Category)	Construction	Jul-19	Dec-21	
Construction of retrofit almost complete. Tenders being evaluated for new infill lights.				
Safety Package (Vinegar Hill Rd & Whg. Heads Rd)	Construction	Sept-19	Mar-20	
CON18052 Construction phase continues				
Maunu/Porowini Intersection Improvements	Construction	Jun-19	April-20	
CON18047 Existing bridge defects now repaired. Construction phase continues.				
KSP Stage 5 (Final link to Kamo Village)	Construction Design	Nov-19	April-20	
PR020003 Funding for detailed design complete. Construction detailed costings in progress.				
Te Matau a Pohe Road Light Replacement	Completed	Dec-19	Jan-20	
New lights have been successfully installed.				
Inner CBD Transport Model	Optioneering	n/a	Mar-20	
Optioneering of packages of the preferred options is now being refined. Modelling of future traffic flows in Feb/March.				

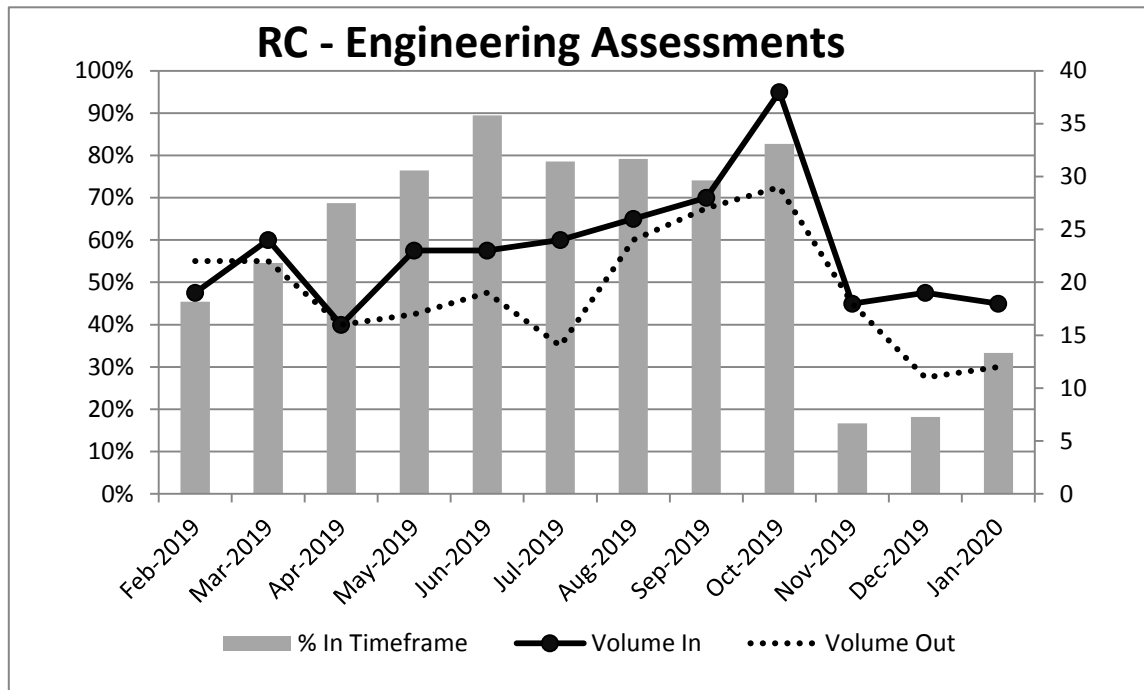
Infrastructure Planning & Capital Works

Infrastructure Planning

New consents applications being developed for Transfer Stations and Closed landfills under the Proposed Regional Plan to meet the 6-month timeframe for submission.

Infrastructure Development

Development Engineering



The number of reports completed in January 2020 were 12. The 8-day level of service for engineering report delivery was 33% in January 2020 a slight improvement. As mentioned last month we continue to adjust to the new process. Reliance on external consultants continues, where they processed 61% of our applications in January 2020. This number is reducing as we train our new Engineers.

Applications received in January included a 52 Lot subdivision in Totara Parklands, this is Stage 8, the last stage of this development. The Bupa Retirement Village is currently under construction in Stage 7 of the Totara Parklands Development.

An application for 27 residential Lots at Fourth Ave, Woodhill, is currently being processed. We are also processing a 96 Lot application proposed in Sands Road.

Engineering plans are being assessed for The Summerset Retirement Village in Denby, 69 Lots at 115 Three Mile Bush Road and Rock Solid Holdings Stage 8, Balmacewan Drive Tikipunga. We are also currently assessing Stages 4 and 5 of the WFH – The Landing Development in One Tree Point. We are receiving input from Geotechnical and Stormwater experts as part of the Engineering Plan review process due some sites being subject to high instability risk and flooding hazard areas.

Health and Safety

Accidents & Incidents Reported in January 2020

The number and types of incidents reported relating to Infrastructure staff, contractors or in Infrastructure locations where members of the public may have been impacted is shown below.

Incident type	Staff	Infrastructure Contractors	Infrastructure Volunteers	Public incidents	Public incidents (not in workplaces)	Totals this month	Running Total 2019-2020	Totals 2018-19	Totals 2017-18	Totals 2016-17	Totals 2015-16
Prohibition Notice	0	0	0	0	0	0	0	1	0	1	0
Fatality	0	0	0	0	0	0	1	2	0	0	0
WorkSafe Notifiable Event	0	0	0	0	0	0	3	2	0	2	0
Lost Time Injury	0	1	0	0	0	1	13	11	9	8	4
Medical Treatment Injury	0	0	0	0	1	1	18	34	51	40	39
Occupational Health Exposure	0	0	0	0	0	0	4	3	1	5	0
Minor injury	0	0	0	0	1	1	19	93	108	119	57
Discomfort and Pain	0	1	0	0	0	1	20	31	40	36	29
Breach of rule incidents	0	0	0	0	0	0	4	8	12	0	0
Incident/Near Miss	1	14	0	0	1	16	128	189	204	189	292
Totals	1	16	0	0	3	20	208	365	425	400	421

Table 1 – Incidents and running totals, December 2020. Note: figures accurate to 17/2/20.

There was one incident not reported in above statistics, where a staff member was taken to hospital due to unknown medical reasons. This was not work related.

Waste and Drainage

Operations and Maintenance

Whangarei WWTP

In general, the flow to the plant fluctuated within 8,000 m³ to 13,000 m³. The only two rain fall events on 14 and 15 January, with total rainfall of 20.5 mm, boosted the flow to reach its peak at over 13600 m³ on the 14 January. After that, the plant showed a gradual declining trend until the end of the month. On 26 January the flow dropped to its lowest point of the month which was approximately 9000 m³.

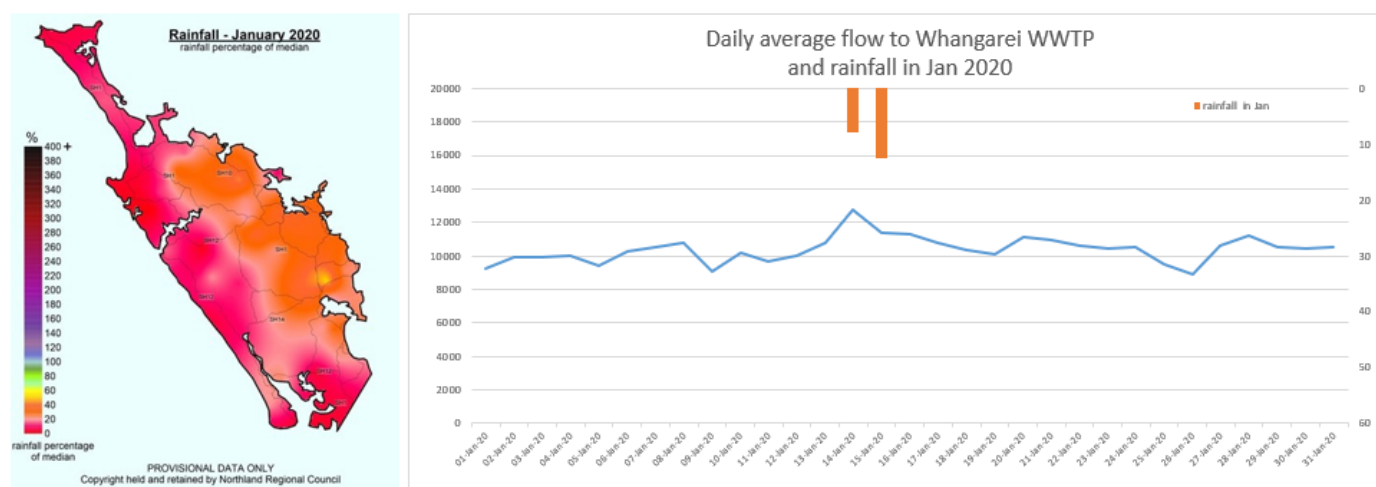


Figure 1: NRC image depicting the percentage of normal rainfall and & graph depict illustrating the daily average flow in m³/d through Whangarei WWTP in Jan 2020

Activities carried out at the main plant during January included:

- At the inlet work: Grit vortex No 1 and No 2 were drained for a quarterly inspection. Grit clarifier No 1 and 2 services were completed as well. The wear strips of grit screw conveyor's No 1 and No 2 were checked.
- Grit clarifier No 2 solenoid valve was replaced.

- Fat trap arms at primary clarifiers No 1, 2 and 3 were serviced. The arm for primary clarifier No 1 was straightened.
- The low flow UV experienced a communications failure. NRC was notified. It took a week for subcontractors to resolve the comms issue. It was found that the PLC had selected an incorrect IP address on start up.
- The flare was running in the first week of January as both boiler No 1 and generator were off line for servicing.
- UV audits for both low and high flows were completed. W&D has ordered spare UV lamps. Low flow UV rack No 1, 2 and 5 bank 1A were serviced.
- Instrument cabinet at EQ basin, Secondary no 3 and 4 were serviced.

Rural WWTP Major Operation & Maintenance

Hikurangi:

- The final report to be issued in Feb 2020. WDC have updated NRC regarding the entire process of independent testing.

Ngunguru:

- The treated effluent ammonia meets the current Resource Consent requirements. However, the median of 12 values still exceeds the Resource Consent limit;
- W&D have opted to trial a demo MABR (Membrane Aerated Biofilm Reactor) unit to treat high ammonia levels. The contractor has highlighted that there may be some difficulties transporting the demo unit to Whangarei via North Port, as the unit is approximately 4.0m high. W&D is working closely with them to get the demo unit to site as soon as possible
- UV rack 2 was bought back to the main plant and failed sleeves were replaced. UV system working well after services

Reticulation

There were two recorded spill incidents in Jan 2020. All sites were disinfected.

Date Spill Started	Date Spill Detected	Date Spill Ceased	Location	Cause	Volume (m ³)	Type of Sewage	Action Taken
8/01	8/01	8/01	Corner of Russel Road and Walnut Grove, Whangarei	Blockage in downstream aerial crossing, unable to determine what the makeup of the blockage was when cleared. Low flows due to extending dry conditions, no actual evidence of contamination in the water way but suspect some may have made it to the water	<100L	Raw/unscreened	NRC and DHB notified, area cleaned and disinfected, upstream manholes cleared of sitting solids
8/01	8/01	Unknown	Corner of St Anne and Cove Roads, Waipu Cove	Communication duct drilled through sewer main and manhole, sewage seeping down the side of the duct. Low flows, MOP who located the leak said it has been weeping for a few days now but appears to not have made it to open drain until yesterday sometime, no evidence of it reaching the open drain on the eastern side of Cove Road	<100L	Raw/unscreened	NRC and DHB notified, line currently being repaired

Solid Waste Operations

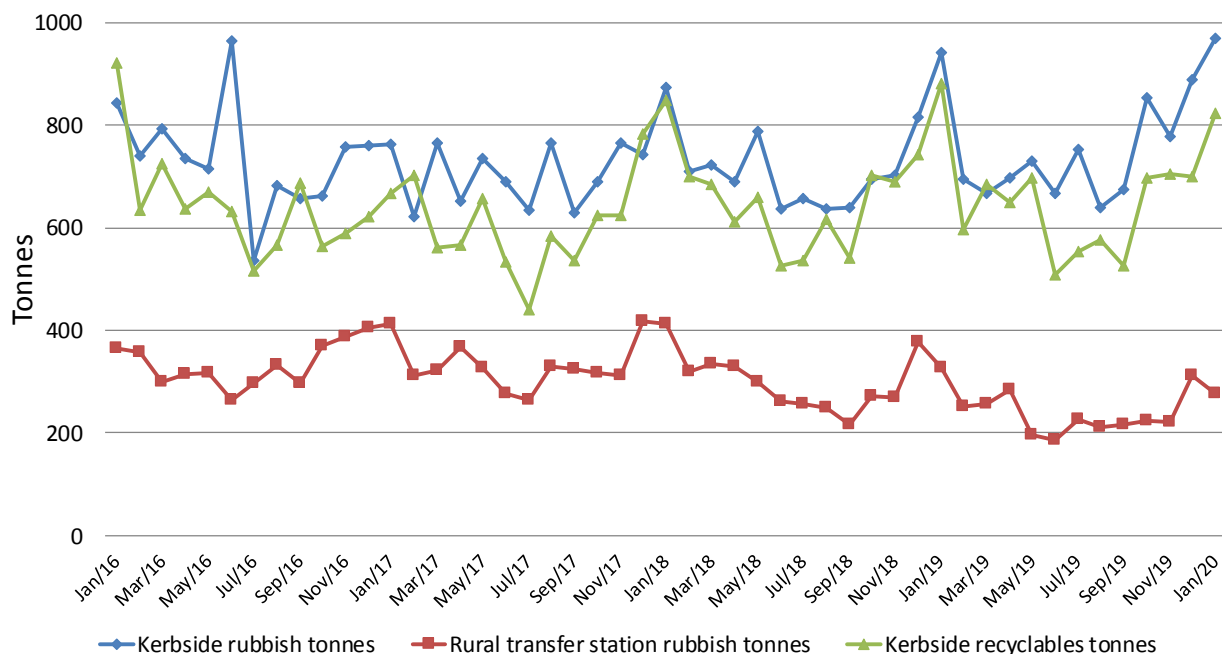
The summer peak period collections went well with relatively few problems or complaints. The blue glass recycling bins are working well and people are using them as intended. The number of cut injuries to the runners is less than previous years and hopefully this trend continues.

Prices received for paper and card are low as the market demand is very weak at the moment.

The tonnage of recycling collected is lower than last years peaks, rural transfer station rubbish continues to decline, whilst kerbside rubbish continues to increase. Monthly waste tonnages are shown in the table and chart below.

Rubbish Collection Tonnes	2018/19	2019/20	RTS Tonnes	2018/19	2019/20	Recycling Tonnes	2018/19	2019/20
June	668		June	185		June	509	
May	730		May	195		May	696	
April	696		April	283		April	650	
March	668		March	255		March	685	
February	694		February	252		February	596	
January	942	969	January	326	277	January	880	823
December	816	889	December	377	311	December	743	699
November	703	779	November	270	220	November	691	704
October	695	853	October	271	224	October	702	698
September	640	674	September	217	217	September	542	525
August	636	638	August	249	210	August	618	577
July	658	753	July	257	226	July	535	554
Total for period	8546	5555	Total for period	3137	1685	Total for period	7847	4580

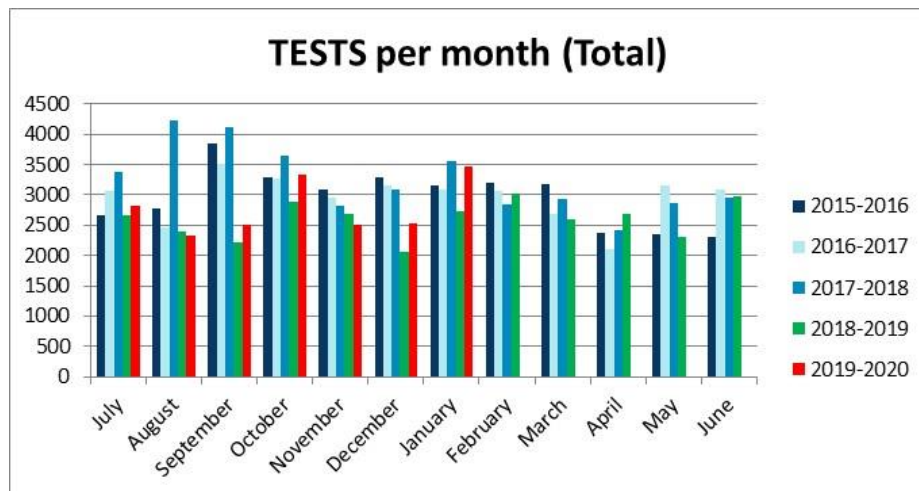
Solid Waste Tonnes Jan 2016 - Year to Date



Laboratory Report

For January 2020 922 samples were analysed for 3470 tests. 24.7 % of the tests were subcontracted and 49% of results were reported within 5 working days. Collectively this represents an 10.5 % increase on testing performed when compared with the same periods last year.

Due to drought customer enquiries for testing to assess suitability of alternative water supplies is high. Although usual for this time of the year, interest is earlier and greater than ever.



Roading - Transportation

Maintenance Contracts

North Area

Ordered works completed this month are as follows:

- We have been making our way through the remainder of 19/20 and 20/21 pre-reseal stabilise repairs.
- Dust suppression was spread on Moore Road
- Channel hand clearing was completed throughout Hikurangi.

Routine works completed this month include:

- This month we have had a major focus on routine works to get on top of our response times.
- The only Routine activity we are struggling with is the unsealed network, this is due to the lack of moisture restricting us from grading.

South Area

Ordered works completed this month were as follows:

- Areas of wet-roll, & grade completed are; Brooks Rd, Millbrook Rd, Waipu Caves Rd, Mangapai Caves Rd, Helmsdale Rd.
- The dig out crews complete 340m² over 5 sites; Cove Road, Taipuha Rd, Mititai Rd, Jellicoe St and Parkland Cres.
- January stabilising took place over (6417m²) - 11 Roads, 67 patches.
- McGill Rd was sealed before the Christmas break.
- Reseal sites completed in January were: chipseal - Port Rd, Lester Heights Dr, Madison Pl, Riverside Dr & Remedials, Awaroa River, Rd, Mountfield Rd and Millbridge Rd.

Projects

Low Cost Low Risk Projects (Minor Safety)

Major Intersections (Capacity):

- Porowini Avenue/Maunu Road intersection improvements – Cracks found in existing bridge abutments and defective existing bridge pile have now been repaired and have impacted programme/ costs.
- Maunu Road/Central Avenue intersection improvements – Concept design complete and property negotiations progressing. Construction deferred until funding is available.

High Risk Rural Roads:

- Murphy's Bend
 - Immediate – Slippery When Wet signs and water-cutting road surface – complete
 - Short Term – active warning curve sign – design and implement (19/20)
 - Medium Term – Curve superelevation improvements – design and implement (20/21)
 - Long Term (realignment) – Single Stage Business Case (SSBC) for realignment options including potential west-bound slow vehicle bay. Delivery (2021-24) will be a 'major' project outside LCLR.
- Vinegar Hill Rd – Guardrails, curve realignment near Riversong Rd and delineation improvements – currently under construction, construction completed in Feb 2020
- Fisherman's Point (Whangarei Heads Rd)
 - Short Term – survey and review curve shape and surface drainage (2019-20)
 - Long Term – reshape curve and surfacing (2020-21)
- Whangarei Heads Rd / Pepi Rd intersection guardrail – construction completed November 2019
- Cove Rd Culvert Extension (Waipu Cycleway Stage 2a) – Additional design considerations in progress i.e. guardrail and stream crossing options.

High Risk Intersections (Safety):

- Kamo Rd / Kensington Ave Intersection – working on implementing camera identification of right-turning vehicles to improve safety (2019-20)
- Bank St / Rust Ave & Bank St / Vine St Intersections – improve capacity and safety by increasing stacking distance (2020-21)
- Corks Rd / Gillingham Intersection safety improvements. Guardrail installation completed 18-19 and curve widening planned with 19-20 reseal - land purchase negotiations completed and underground services negotiations underway
- Mill Rd / Whareora Rd Intersection – guardrail. Design complete, Implement 2021-24
- Whangarei Heads Road – Standard Safety Interventions (SSI), design 2019-20, implement 2021-24

Pedestrian facilities:

- Whangarei Heads Rd – upgrade pedestrian crossing to a School Kea Crossing (2019-20) likely to be deferred to 2020/21 until agreement with community and school is reached.
- Cross St (outside Whangarei Primary School) – detail design completed, resource consent process underway - to be implemented with 19-20 reseal

School zones:

- Finalising our multi-criteria assessment tool, due early-mid 2020.

Slow Streets:

- Kensington Area – includes traffic islands, signs and markings in Dinniss Ave and Wallace St - construction mostly completed minor issues to resolve.
- Otangarei – includes speed platforms in Jack St; and traffic islands, signs and markings in other Otangarei streets - contract awarded, construction to commence in March 2020
- Avenues; First, Second and Third Avenue between Kauika Rd and Central Ave (2019-21) – design in 19/20 and construct in 20/21

Speed Management:

Formal Consolation was completed on the following areas as part of Tranche 1;

- Te Toiroa Rd (Legal Unformed Road) Ngunguru, which forms part of the Old Ngunguru Coach Trail.
- Vinegar Hill area
- One Tree Point / Marsden / Ruakaka area
- Waipu area

Submissions closed early December 2019, staff will report to Council on our recommendations, taking into account the public's feedback in March 2020.

For Tranche 2 we will focus on Whangarei Heads area, the Statement of Proposal will be presented to Council in April to enable consultation in May.

Tranche 3 will be in mid-late 2020. We will review the Tutukaka Coast (Ngunguru Rd & Russell Rd) and Bream Bay (Cove Rd). These two areas will be reviewed concurrently with Kaipara and Far North to ensure a seamless and coherent approach to both consultation and delivery of speed management.

Walking and Cycling (Shared Paths):

- Raumanga / Maunu Shared Path – We are developing a SSBC for the Raumanga-Maunu Shared Path which will include the missing sections of the Raumanga path and an extension to Maunu. The SSBC will look at various options for how to connect Maunu to Whangarei. SSBC due early-mid 2020. Our primary focus for 2021-24 will be the missing sections of the existing route and improvements to the existing sections (lighting, CCTV, CPTED, planting, seats, etc). The outcome will be a safe, coherent route from our Civic Centre (end of Kamo Shared Path) to North Tec and surrounding suburbs.
- City Centre including Onerahi link and improvements to Hatea Loop – this is being led through a combination of 'Blue Green Network', 'Inner City Development Plan', 'complete streets' and 'Speed Limit Reviews'. Over the next 6-12 months we will produce a SSBC to capture the essential aspects of these workstreams into a single programme of work which we can seek Council and NZTA funding for over the next ~5 years.

NZTA Northland Integrated Cycle Network

- We are working on a number of Heartland Ride (on-road trail) applications to realise early some of the benefits of the 'completed' off-road network.

New Footpaths

We have awarded most of the works to Broadspectrum and Downers:

- Paranui Valley Rd - Stage 1 works are complete, balance Stage 2 currently under investigation and design to be completed early 2020. Construction deferred to 20/21.
- Mackesy Road and Konini Street – works to start late March.
- One Tree Point Rd – design 2019/20. Implement 2020-21.
- Pipiwai Rd (near sports grounds) - Drainage currently under design with construction expected to start June 2020.
- Halifax to Town Centre (Waipu) – Currently under construction completion March 2020.
- Albert St (Woods Rd to Clyde St) – works deferred until land ownership is resolved between Council and LINZ.

LED Street Light Conversion

- Tenders are currently being evaluated for the installation of completely new V-Category infill streetlights (ie those requiring new poles). The tender prices for these works have come in higher than expected. One tender has been negotiated while the other is to go out for retender in February/March. Due to budget constraints, the installation of these lights is expected to commence in late March 2020 and be completed in 2021/22.
- We are currently investigating both Auckland Transport's central management system (CMS) and the NB Smart Cities CMS to control the new LED streetlights. Again due to budget constraints, a trial may be done in 2020/21 to confirm whether a CMS system should be rolled out over the network in the 2021/24 period.

Inner CBD Transport Model

- Further modelling to refine the preferred package of the projects is underway. Once the preferred package has been determined, this will be modelled for future traffic flows. The preferred packages for both the short and long term should be confirmed in March.

Parks and Recreation

Operations

Walking Tracks

A huge pohutukawa tree fell across the walking track at Tamaterau. Whilst access was still possible and it initially appeared safe, we realized that it would give us some issues longer term and become a safety risk so Treescape cut it up safely. Scoping has taken place to create steps up to the Capitaine Bougainville Monument at Whananaki, using the legal access route. This is very steep and the only way of reaching the monument at the present time.

The surface of most tracks has become increasingly loose with the drought conditions and prone to foot erosion as well as being slippery.

A tender request for surfacing the Hatea Walkway between AH Reed and the Swing Bridge to the north is currently out. This is the final length of this walkway to be surfaced and will be a real bonus for users during winter months. A further tender to surface 600m of the Frank Holman Track in the Coronation Reserve will also mean that this track is fully surfaced too. It will be an opportunity to really promote our walking tracks close to the city, with final links now getting completed.

Tree Maintenance

Removal of the East African Mahogany tree in the Mall was quite a major task this month. A major split between two main leaders was identified just before Christmas and the tree was strapped together over the break. The tree cracked further by New Year and this was confirmed by an independent arborist report who condemned the tree. It was removed as an emergency measure due to its location within the pedestrian Mall and retail outlets below the affected leaders. Treescape removed the tree over four evenings to avoid pedestrians and to allow the shops to continue to trade.

The drought is having an effect on even mature trees. Many are wilting and limbs are hanging abnormally low as a result. Pedestrians and users of our parks and reserves are experiencing this and we have received quite a few complaints. Many trees are losing their leaves early as a response to the dry conditions.

A high number of CRM resulted in a larger number of days being spent on reactive jobs than usual. 60% of time was reactive with some power line clearance also being undertaken.

Coastal Structures

A total of 33 inspections were completed in January. The majority of these were for Seawalls.

Outstanding programmed work is still forecast to be completed by the end of March 2020.

CRM's received for minor maintenance on Ngunguru seawall were programmed in promptly. Further repairs are dependent upon whether this seawall is renewed. During contractor auditing the contractor identified minor repairs at Hihiaua seawall at numerous locations.

Sports Fields

Only 13.8 mm of rain fell over January, so conditions for turf are now extreme. Towards the end of the month temperatures increased and even warm season grasses like couch and kikuyu are struggling. Fields with irrigation have been getting some water, but as restrictions loom, this may have to stop. If this happens then the implications on winter codes, which are starting to train now, will be that some of the winter fields may not be available come beginning of the season. Fields with sand carpets if very dry are not very stable when the grass that holds the sand together is not growing.

First class cricket games are scheduled for early February and mid-March at Cobham Oval.

All summer codes are back up operating now.

Average of audit results was 98.1 %, against a target of 90%.

Parks and Gardens

Very dry conditions have an effect on our maintenance contractors, who are doing less mowing (no grass growth) and less weeding but are having to do a lot more watering including hanging baskets and annual bedding gardens.

The annuals throughout the city are still receiving positive feedback and continue to provide colourful displays. Due to water potential future restrictions, the contractor has changed the watering regimes on the irrigation systems and are continually monitoring the spray patterns to ensure they minimise any wastage.

Watering continues to take significant resources to cover hanging baskets and annuals, gardens, and specimen tree. These are primarily specimen trees that have been planted over the last two seasons and a few others that are vulnerable.

The up side is that the contractors mowing team has been doing a lot of extra maintenance like spraying and weed eating to keep the parks looking great.

During January the contractor's asset team spent most of their time repairing park furniture and installing both new and refurbished bench seats. With the usual large numbers of holiday makers at beaches repair of damaged vehicle barriers were undertaken at Whananaki and 3 locations along Beach Road, Onerahi. A new trellis archway was completed at Waihoihoi Park in Waipu.

Playgrounds and Skate Parks

During January, there was a number of vandalism / breakages of play equipment in our playgrounds. There was a broken swing at Marsden Bay, at Potter Park some bolts have worked loose on the new items. At the Town Basin a spring rocker was damaged, a chain on some climbing equipment broke and a wire was found sticking out of the soft fall. All these issues have been repaired.

Cemetery

An average month with 9 Burials and 6 ash interments.

Botanica

January visitor numbers: 1825

The cooling system has been working overtime to keep the conservatory cool over the warm days, but this has not affected the displays at, with everything looking fantastic as usual.



Central Conservatory Display



Spathiphyllum (Peace Lily)



Clerodendrum Thomsoniae (Glory Bower)

General updates

The Parks & Recreation department has implemented a Drought Management plan to cover sports fields and gardens. Watering has ceased in gardens with annual plants and hanging baskets as these are replaced in autumn anyway.

We are focusing our water use on highest investment and valued community assets such as sports fields. These assets along with other high-water use assets like public swimming pools, hockey turfs and bowling greens are critical for a community's social, physical and mental health wellbeing.

We are also deep watering some of our new amenity trees as they are also a significant investment and one of tools in our Climate Change adaption plan.

We have been watering 18 sports fields twice a week and since moving to Level 2 restrictions we are watering 3 times per fortnight. We are also watering Cobham Oval until the first-class games are over in March along with cricket wickets at Kamo and Kensington Park. More frequent watering is required on 2 new league fields at Otaika Sports Park so they will be in play this season as well as No.1 and No.10 fields at Tikipunga that are under re-development.

Other sports providers such as Northland Hockey and Bowling Clubs are making enquiries about the level of water savings they should be making. Reducing watering of the hockey turf will impact on health and safety of users with an increase in falls caused by less friction from lack of water. Loss of bowling greens will have a high social and financial impact on Club's.

Consent has been applied for to use recycled treated waste water for some gardens, trees and some sports fields to get grass cover where drainage has recently been installed.

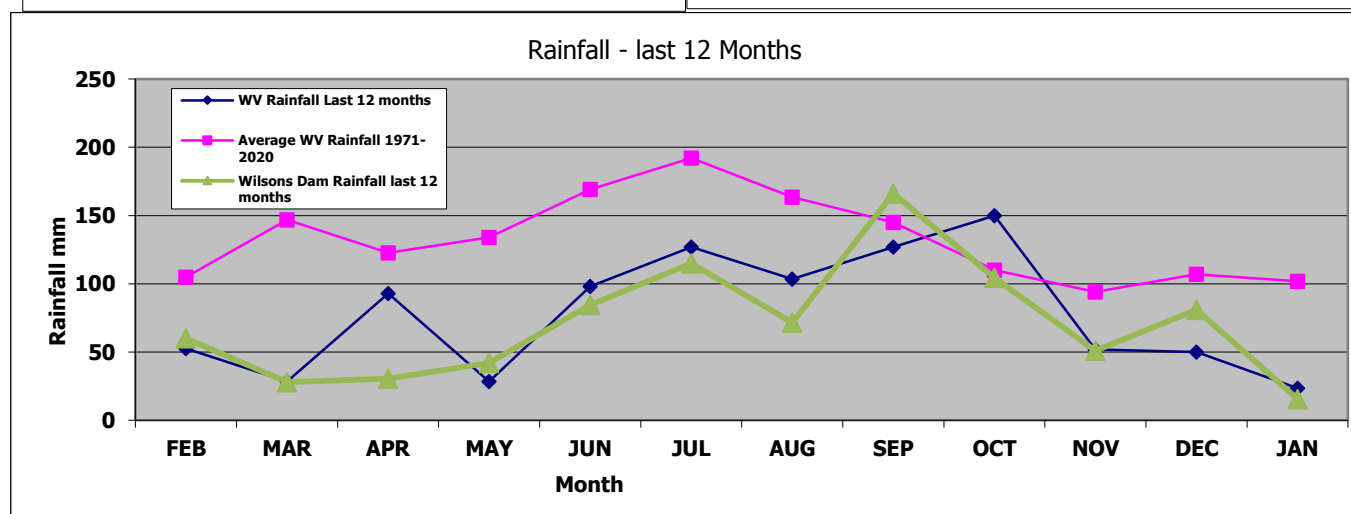
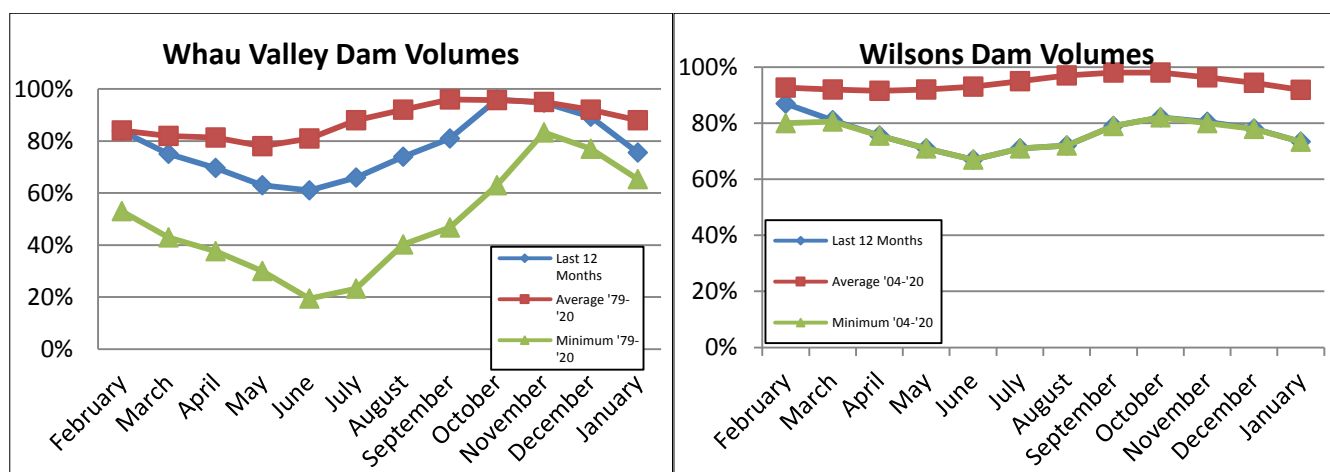
Work has started on the review of the Northland Sports Facility plan. This plan involves collaborative planning across the region. Council's Active Recreation and Sport strategy will feed into this plan. The work is being funded by Northland Regional Council and Sport New Zealand and facilitated by Sport Northland. It will have a wider scope than the regional plan and cover active recreation, sport and play. The contract to deliver the Northland Play, Active Recreation and Sport strategy will be delivered by RSL Consultancy.

Water Services

Operations

Rainfall and Water Sources

2020 has started in a similar fashion to most of 2019 with rainfall well below average. January had only 23.5 mm measured at the Whau Valley Dam which is much less than the average January rainfall of 102mm. The lack of rain over many months has resulted in rivers and aquifers being well below normal levels. We have already had to stop taking water from the Hatea river and both Maunu Springs and Poroti Stream have reduced flows. Similarly in Bream Bay the Ruakaka river is at very low levels and the Ahuroa River is trending downwards. As a consequence, our dams are now beginning to dro. Whau Valley is down to 75% and Wilsons Dam is at 74% as at end of January. WDC comms team stated a voluntary save water initiative in the media during January and we anticipate stepping this up. The long-range weather forecast was for dry weather most of February and if this weather continues it is likely that further restrictions may have to be imposed.



Production Report

Compliance

Whau Valley WTP – Plant was fully compliant for protozoa and bacteriological.

Ruakaka WTP – Plant was fully compliant for protozoa and bacteriological.

Ahuroa WTP – Plant was fully compliant for protozoa and bacteriological.

Ruddells WTP – Plant was fully compliant for protozoa and bacteriological.

Poroti WTP – Plant was fully compliant for protozoa and bacteriological.

Maungakarama WTP – Plant was fully compliant for protozoa and bacteriological.

Mangapai WTP – Plant was fully compliant for protozoa and bacteriological.

Other works

The algal bloom at Wilsons Dam continues and staff will be trialling dosing a natural nutrient to try and reduce the bloom. A resource consent has been obtained from the NRC for this and it is hoped to start a trial in March. Staff are also replacing the filter media at the Ruakaka water treatment plant to better combat the organics in the dam water.

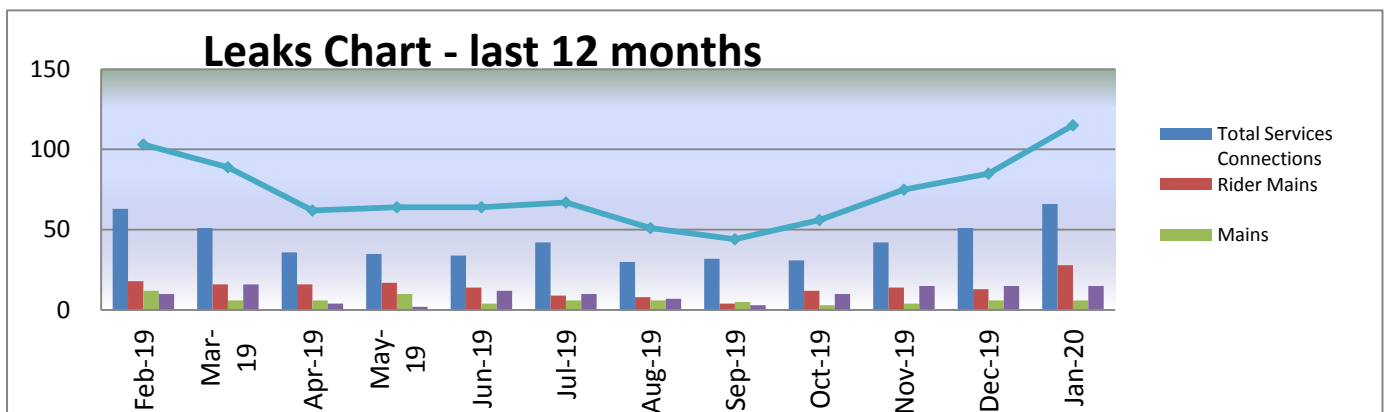
Distribution Report

Water Statistics

81	Connection leaks repaired
34	Rider/Main leaks repaired
12	New connections installed
21	Faulty meters replaced

A total of 81 service connection leaks were repaired together with 34 main and rider main leaks. The number of leaks has risen sharply as the dry weather continues and the ground dries out and begins to move. This may continue to rise as leak detection work identifies more leaks. A total of 12 new water connections were installed during the month and 21 meters were replaced after being reported faulty by the meter reader.

The following chart shows the number of leaks per category of pipe fixed under the maintenance contract during the last year.



Capital Works

Water Meter Replacement

This year's meter replacement contract was advertised and closed in late August. The contract was awarded to Downer Ltd and work started at the end of September. It is hoped to be able to replace approximately 1000 meters this year. To date 689 meters have been replaced.

Reticulation Programmed Works

The replacement of the main in Memorial Drive is almost complete and has gone well. The next main to be replaced is the Hospital Road main for which planning is underway. However, a contract for the replacement of the Hatea raw water main is being advertised and this is a priority renewal given the current drought. Depending on who wins the contract consideration may have to be given to where resources are most needed and which main is completed first.

Consents and Compliance - Laboratory Water Quality Tests

Description	Number of Tests	Failures	Results	Goal	Retest
E. Coli leaving WTP	5	0	100%	100%	N/A
E. Coli within distribution	35	0	100%	100%	N/A
Free Available Chlorine within distribution (above 0.2mg/l)	57	0	100%	95%	N/A

RESOLUTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of 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 are as follows:

1.	The making available of information would be likely to unreasonably prejudice the commercial position of persons who are the subject of the information. {Section 7(2)(c)}
2.	To enable the council (the committee) to carry on without prejudice or disadvantage commercial negotiations. {(Section 7(2)(i))}.
3.	To protect the privacy of natural persons. {Section 7(2)(a)}.
4.	Publicity prior to successful prosecution of the individuals named would be contrary to the laws of natural justice and may constitute contempt of court. {Section 48(1)(b)}.
5.	To protect information which is the subject to an obligation of confidence, the publication of such information would be likely to prejudice the supply of information from the same source and it is in the public interest that such information should continue to be supplied. {Section 7(2)(c)(i)}.
6.	In order to maintain legal professional privilege. {Section 2(g)}.
7.	To enable the council to carry on without prejudice or disadvantage, negotiations {Section 7(2)(i)}.

Resolution to allow members of the public to remain

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

Move/Second

"That _____ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item _____.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because _____.

Note:

Every resolution to exclude the public shall be put at a time when the meeting is open to the public.