



Hastings District Council

Civic Administration Building
Lyndon Road East, Hastings

Phone: (06) 871 5000

Fax: (06) 871 5100

WWW.hastingsdc.govt.nz

OPEN A G E N D A

WORKS AND SERVICES COMMITTEE MEETING

Meeting Date: **Thursday, 28 February 2019**

Time: **1.00pm**

Venue: **Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

Committee Members	Chair: Councillor Watkins Mayor Hazlehurst Councillors Barber, Dixon, Harvey, Heaps (Deputy Chair), Kerr, Lawson, Lyons, Nixon, O'Keefe, Poulain, Redstone, Schollum and Travers (<i>Quorum = 8</i>)
Officer Responsible	Group Manager: Asset Management – Craig Thew
Committee Secretary	Christine Hilton (Ext 5633)

Works and Services Committee

Fields of Activity

The development of operational policy and the oversight of operations in the area of infrastructure works, tenders, procurement, including (but not limited to) the following activities:

- Three-Waters Infrastructure (Water, Wastewater, Stormwater)
- Property ownership, management, renewals, upgrades and developments
- CBD upgrades physical works
- Roading and transport operations (including Capital infrastructure development for bridges, roads and footpaths including cycleways)
- Solid waste operations (including refuse and recycling disposal and recycled materials)
- Water, wastewater and stormwater (including public drainage and watercourses)
- Infrastructure service provision
- Emergency Management
- Tenders
- Transport Strategy (including, public transport, cycling, cars, walking and other modes)
- Overview of the implementation of major projects including:-
 - Model Communities Project
 - Havelock North Streams
- And other projects as delegated by Council from time to time

Membership

Chairman appointed by the Council

Deputy Chairman appointed by the Council

The Mayor

All Councillors

Quorum – 8 members

DELEGATED POWERS

General Delegations

1. Authority to exercise all of Council powers, functions and authorities (except where delegation is prohibited by law or the matter is delegated to another committee) in relation to all matters detailed in the Fields of Activity.
2. Authority to re-allocate funding already approved by the Council as part of the Long Term Plan/Annual Plan process, for matters within the Fields of Activity provided that the re-allocation of funds does not increase the overall amount of money committed to the Fields of Activity in the Long Term Plan/Annual Plan.
3. Responsibility to develop policies, and provide financial oversight, for matters within the Fields of Activity to provide assurance that funds are managed efficiently, effectively and with due regard to risk.
4. Responsibility to monitor Long Term Plan/Annual Plan implementation within the Fields of Activity set out above.

Public Drainage and Watercourses

- 5 Authority to exercise the functions, duties and powers of the Council under Sections 446, 447, 451, 461, 467, and 468 of the Local Government Act 1974 (Sewerage and Storm Water Drainage).

6. Authority to exercise the functions, duties and powers of the Council under Part 29 (Land Drainage and Rivers Clearance) and Part 29A (Divestment of Land drainage schemes and water race schemes) of the Local Government Act 1974.
7. Authority to hear and determine submissions concerning the Council's requirements for owners of private land to do works associated with private drains (Section 459 Local Government Act 1974).
8. Authority to hear and determine objections to the construction, by Council, of a private drain (Section 460 Local Government Act 1974).
9. Authority to make declarations of private drains to be public drains (Section 462 Local Government Act 1974).
10. Authority to exercise the functions, duties and powers of the Council under Sections 195 and 196 of the Local Government Act 2002 (Discharge of sewage and trade wastes).

Water Supply

11. Authority to exercise the functions, duties and powers of the Council under Subpart 1 (assessments of water and sanitary services) and Subpart 2 (obligations and restrictions relating to provision of water services) of Part 7 of the Local Government Act 2002.

Waste Management

12. Authority to exercise the functions, duties and powers of the Council in relation to waste management, including power to adopt waste management and waste minimisation plans under the Waste Minimisation Act 2008.

Roading

13. Authority to exercise all of the Council's powers under the Local Government Act 1974 the Transport Act 1962, the Land Transport Act 1998 and the Land Transport Management Act 2003 in relation to roads.
14. Authority to approve policy guidelines for the initial naming of roads, and for the alteration of the name of any road, within the District.
15. Authority to recommend to the Council, after consultation with the Hastings District Rural Community Board (where appropriate), that the name of a road or part of a road be changed.
16. Authority to exercise the functions, duties and powers of construction, maintenance and control of roads delegated to the Council under Sections 62 and 63 of the Government Roding Powers Act 1989.
17. Power to resolve that land held as a road reserve be dedicated as road (Section 111 Reserves Act 1977).

Bylaws

18. Authority to monitor any Council bylaws relating to matters within the Fields of Activity and to recommend any amendments or additions to those bylaws to the Planning and Regulatory Committee for review and consideration.

HASTINGS DISTRICT COUNCIL
WORKS AND SERVICES COMMITTEE MEETING
THURSDAY, 28 FEBRUARY 2019

VENUE: Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings

TIME: 1.00pm

A G E N D A

1. Apologies

At the close of the agenda no apologies had been received.

At the close of the agenda no requests for leave of absence had been received.

2. Conflict of Interest

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Democratic Support Manager (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

3. Confirmation of Minutes

Minutes of the Works and Services Committee Meeting held Tuesday 20 November 2018.
(Previously circulated)

4. Napier Road Cycle Options

5.	Converting Decorative luminaires to LED luminaires	17
6.	Te Ara Kahikatea (Whakatū Arterial Link) - Final Update	27
7.	Asset Management Activities Update	37
8.	Additional Business Items	
9.	Extraordinary Business Items	

REPORT TO: WORKS AND SERVICES COMMITTEE

MEETING DATE: THURSDAY 28 FEBRUARY 2019

FROM: STRATEGIC TRANSPORT ENGINEER
EYNON PHILLIPS

SUBJECT: NAPIER ROAD CYCLE OPTIONS

1.0 SUMMARY

- 1.1 The purpose of this report is to obtain a decision from the Council on the preferred option for cycle facilities along Napier Road. Council aims to provide a safe cycling facility along the rural section of Napier Road, between Havelock North and the recently completed Whakatu Arterial, appropriate for the expected user group.



- 1.2 This proposal arises from the iWay 10-Year Plan. The vision for the iWay programme is: Hastings District has a safe, attractive and connected cycle network in a 'complete streets' setting, that gives people of all ages and abilities more mobility choices and a higher quality of life. This requires several steps, one of which is improving connections between district urban areas, including Clive, Whakatu, and Havelock North.
- 1.3 The completion of the Whakatu Arterial is expected to lead to an increase in traffic on Napier Road, increasing the need for treatment on this route to improve safety for cyclists.
- 1.4 The Council is required to give effect to the purpose of local government as prescribed by Section 10 of the Local Government Act 2002. That purpose is to meet the current and future needs of communities for good quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. Good quality means infrastructure, services and performance that are efficient and effective and appropriate to present and anticipated future circumstances.
- 1.5 The objective of this decision relevant to the purpose of Local Government is local infrastructure which contributes to public health and safety, supports growth, connects communities, activates communities and helps to protect the natural environment by providing accessible transport options.
- 1.6 This report concludes by recommending Option 3b: Wider Buffered On-Road Cycle Lane + Option 4: Romanes to Thompson Shared Path.

2.0 BACKGROUND

- 2.1 Napier Road serves as the most direct route between Havelock North and Whakatu-Clive and on to Napier. As such it was identified in the iWay 10-Year plan as one of the top five routes for cycleway treatment. The completion of the Whakatu Arterial is expected to lead to an increase in traffic on Napier Road which only increases the need to improve safety and accessibility for cyclists along this route.
- 2.2 Council adopted the current iWay Strategy in 2017. In 2018 an independent review of the cycleway priorities was carried out using similar criteria to the original but with different weighting and scoring methods. The table below shows all the projects considered with both the 2017 and 2018 rankings. The review confirmed that the rankings were largely robust with only minor differences between the two systems. The table also shows the current status of all projects. Napier Road moved from 6 to 5 due to the completion of Brookfields Road.

Location	2017 Rank	2018 Rank	Status
St Aubyn St upgrade	1	1	Roundabout study complete
Willowpark Rd	2	2	
Southampton St upgrade	3	3	Roundabout study complete
Pakowhai Rd Stage 4	4	4	
Brookfields Rd	5	n/a	Complete
Napier Rd Stage 2	6	5	Waiting approval
Te Aute Rd urban	7	6	With development
Te Aute Rd rural	8	9	
Southland Drain	9	12	In procurement
Portsmouth Rd	10	10	
Havelock North to Wineries Ride Link Trail	11	11	
Waimarama Road	12	14	On hold
Middle Road	13	8	Various
Lyndhurst Rd	14	15	Partially complete, with development
Pakowhai Rd Stage 5	15	13	
Victoria St	16	17	
Murdoch Rd West	17	20	
Evenden Rd	18	19	
Collinge Rd	19	18	
Railway Path Stage 2	20	24	
Lawn Rd	21	21	
Rangitane Rd (Whakatu Ext)	22	22	With parks
Outram Rd	23	23	
Te Mata Peak Trail	24	26	
Wineries Ride Extension - Maraekakaho Rd & SH50	25	25	
Korokipo	26	27	
Ruahapia Rd	n/a	7	Complete
Tomoana	n/a	16	

- 2.3 Council commissioned ViaStrada to carry out an investigation and analysis of the Napier Road route and potential options, identifying
- The likely predominant user group
 - Any physical/site constraints
 - Advantages and disadvantages of each option
 - A high-level estimate for each option
 - The recommendation of a preferred option
- 2.4 Currently the only provision for cyclists on Napier Road is a sealed shoulder of variable, often narrow, width. This can only appeal to “strong and fearless” cyclists, about 1% of the population. Currently about 70 people cycle along Napier Road each day.
- 2.5 Due to the length and location of Napier Road, to cycle the route requires a high level of fitness and the majority of the connections are high volume and high speed roads. The most viable target audience for this cycle facility are primarily commuters who are “enthused and confident” cyclists.
- 2.6 The southern section of Napier Road between Romanes Drive and Thompsons Road is closer to the urban area of Havelock North and this area is undergoing residential development. It also has many tourist attractions and a pre-school in close vicinity. As such it could target residents and tourists who are more likely to be “interested but concerned” and less experienced cyclists, as well as pedestrians.

3.0 CURRENT SITUATION

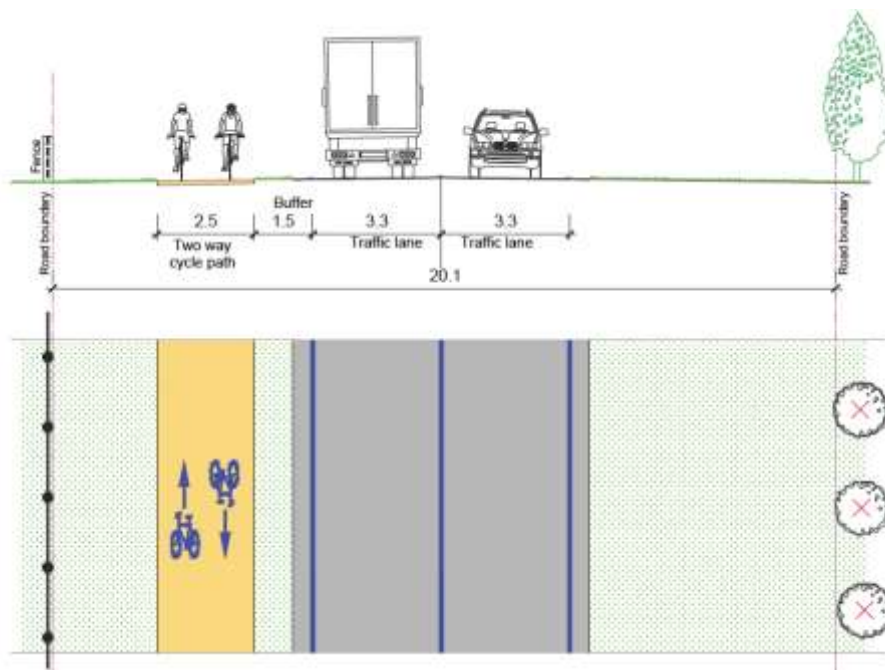
- 3.1 The 4.5 km section of Napier Road between Romanes Drive and State Highway 2 serves as the direct link between Havelock North and Whakatu-Clive-Napier. It is designated as an Arterial and heavy vehicle route.
- 3.2 Current traffic volumes average around 4,000 vehicles per day (vpd), though this is expected to increase to 6,000vpd within the next eight years. The speed limit was recently changed from 100km/h to 80km/h, and the current 85th percentile speed is 87km/h.
- 3.3 Traffic lanes are generally 3.3m wide and were recently resurfaced. Sealed shoulders are provided on both sides and average 0.3m wide, though there is a large variation with the width ranging from 0.1m to 2.5m.
- 3.4 The road reserve is 20.1m wide. Generally wide and flat grass verge, though this is narrowed in some locations with hedges and across a culvert.
- 3.5 The original rough order cost estimate for this project was for between \$700,000 and \$900,000. This is part of the iWay programme with a total budget of \$2.7 Million over the next three years.

4.0 OPTIONS

4.1 Option 1: Two-Way Shared Path on One Side

A 2.5m wide separated concrete path on the west side of Napier Rd.

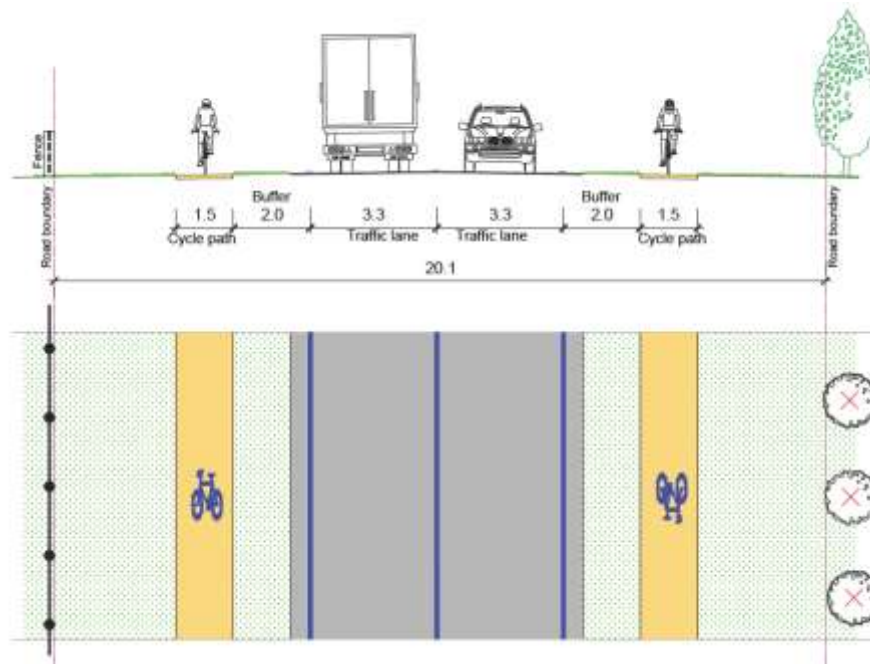
Estimated cost \$1.8M



4.2 Option 2: One-Way Shared Path on Each Side

A 1.5m wide separated concrete path on each side of Napier Road.

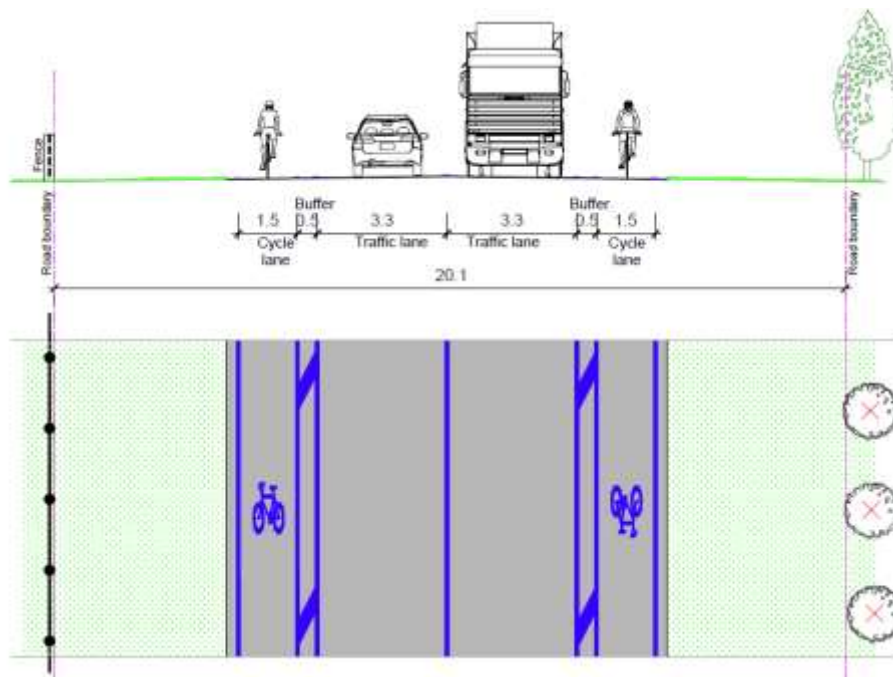
Estimated cost \$2.5M



4.3 Option 3a: Buffered On-Road Cycle Lane

A 1.5m wide on-road cycle lane with 0.5m wide painted buffer on each side of Napier Road.

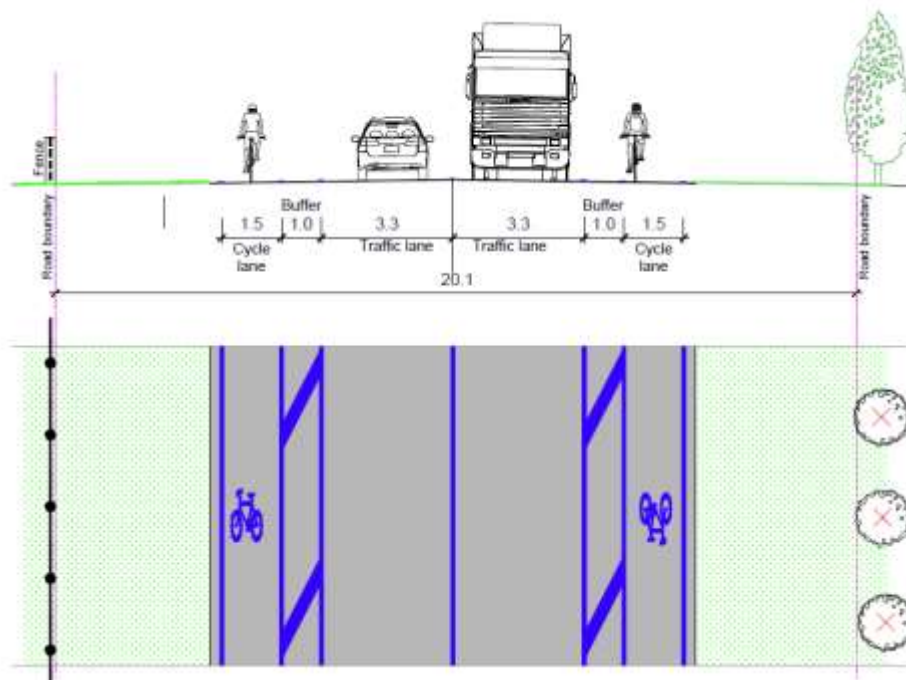
Estimated cost \$1.5M



4.4 Option 3b: Wider Buffered On-Road Cycle Lane

A 1.5m wide on-road cycle lane with 1.0m wide painted buffer on each side of Napier Road.

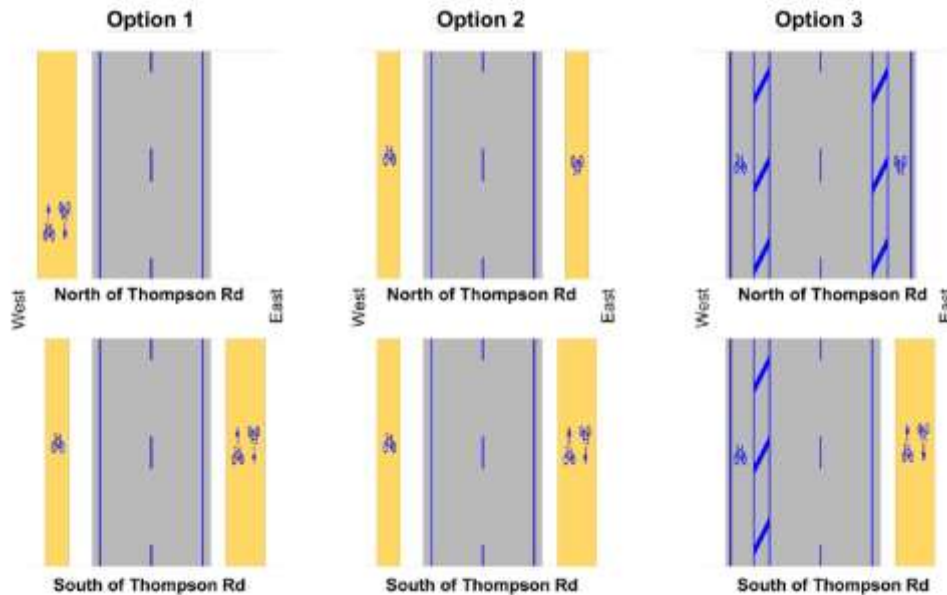
Estimated cost \$1.6M



4.5 Option 4: Romanes to Thompson Two-Way Shared Path

A 2.5m wide separated concrete path on the east side of Napier Road between Romanes Drive and Thompsons Road.

This option can be integrated with any of the other options for an estimated additional cost of \$160,000.



4.6 Option 5: Do Nothing

Retain the existing sealed shoulders, average 0.3m wide (range from 0.1m to 2.5m). No cost.

5.0 SIGNIFICANCE AND ENGAGEMENT

- 5.1 These options were presented to the Active Transport Group meeting on 12 December 2018.
- 5.2 Option 1 was criticised because cyclists from both directions would share a path and would have to cross the road at some stage, making it unsafe.
- 5.3 Option 2 was considered by many to be the safest option.
- 5.4 Either Option 3 was the preferred option as they were seen as a good compromise between cost and infrastructure provision. The wider buffer of Option 3b was desirable due to the amount of heavy vehicles on the route.
- 5.5 There was disagreement on the need for Option 4 and the demand from tourists.

6.0 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)

6.1 Option 1: Two-Way Shared Path on One Side

A 2.5m wide separated concrete path on the west side of Napier Rd.

Estimated cost \$1.8M

This has a high degree of separation from adjacent traffic and will feel safer for less-confident cyclists. It avoids crossing Lawn Road. It caters well to recreational users and can be shared by pedestrians.

However, it is the least safe option at side roads and driveways, due to drivers not expecting cyclists coming from the contra-flow direction, and visibility at driveways is limited by hedges. It is not attractive to experienced cyclists whom may choose to remain on road. It may be misused, e.g. by slower farm vehicles or motorcycles. Cyclists travelling in the contra-flow direction can confuse oncoming traffic, particularly at night.

6.2 Option 2: One-Way Shared Path on Each Side

A 1.5m wide separated concrete path on each side of Napier Road.

Estimated cost \$2.5M

This has a high degree of separation from adjacent traffic and will feel safer for less-confident cyclists. It caters well to recreational users and is safer than a two-way option in terms of interactions at side roads and driveways.

However, it is less appropriate for sharing with pedestrians as it is narrower and pedestrians are likely to travel in both directions. Visibility at driveways is still limited by hedges. It is not attractive to experienced cyclists whom may choose to remain on road. It may be misused, e.g. by slower farm vehicles or motorcycles. Conflict point crossing Lawn Road. Most costly option.

6.3 Option 3a: Buffered On-Road Cycle Lane

A 1.5m wide on-road cycle lane with 0.5m wide painted buffer on each side of Napier Road.

Estimated cost \$1.5M

This caters well to existing road cyclists and confident commuter cyclists. Safest option at side roads and driveways. Consistent with the connecting routes and the least costly option.

This option meets the Austroads desirable width for on-road cycle lanes in an 80km/h environment (2.0m including the painted buffer).

However, there is less separation from adjacent traffic and it will not be attractive to less-confident cyclists whom will feel less safe. Does not cater to recreational users or pedestrians. May be misused, e.g. for parking, slow vehicles, passing etc.

6.4 Option 3b: Wider Buffered On-Road Cycle Lane

A 1.5m wide on-road cycle lane with 1.0m wide painted buffer on each side of Napier Road.

Estimated cost \$1.6M

This caters well to existing road cyclists and confident commuter cyclists. Safest option at side roads and driveways. Consistent with the connecting routes. With wider separation from adjacent traffic than Option 3a it will be more attractive to and safer for less-confident cyclists.

This option exceeds the Austroads desirable width for on-road cycle lanes in an 80km/h environment, but still falls within the acceptable range (1.8-2.7m including the painted buffer).

However, it does not cater to recreational users or pedestrians. May be misused, e.g. for parking, slow vehicles, passing etc.

6.5 Multi-criteria Analysis

A multi-criteria analysis was carried out by ViaStrada on the four options above. They included five criteria with inputs and weights assigned based on judgement. Results are shown in the table below.

Option	Cost		Maintenance req's		Target audience		Safety		Environment		Total	Rank
	ROC	8	Score	4	Score	10	Score	10	Score	4		
1 two-way path	\$ 1,784,000	5.8	8	0.8	4	4.0	5	5.0	4	1.6	17.2	3
2 one-way paths	\$ 2,474,000	0.8	8	0.8	5	5.0	4	4.0	4	1.6	12.2	4
3a buffered lane	\$ 1,480,000	8.0	4	2.4	7	7.0	6	6.0	3	1.2	24.6	2
3b wider buffered lane	\$ 1,616,000	7.0	4	2.4	8	8.0	7	7.0	2	0.8	25.2	1

The criteria were:

- Cost
- Maintenance requirements
- Target audience
- Safety
- Environment

The analysis shows the on-road options were preferred, with Option 3b scoring slightly higher than Option 3a.

6.6 Budget implications

The original rough order cost for this project was estimated to be between \$700,000 and \$900,000. This is substantially lower than the latest estimates, as it did not include:

- Crossings at Lawn Road and Thompson Road.
- Integration with driveways.
- Wider facilities.
- Separated path options.

Options 1, 3a, and 3b would take up half to two-thirds of the iWays budget for the next three years (\$2.7M). Any of these would allow for previously committed projects to go ahead, as well as a number of minor improvements such as roundabout upgrades.

Option 2 would exceed the entire non-committed iWays budget for the next three years.

	2018/19	2019/20	2020/21	3 Year
iWays Programme	\$930,000	\$911,550	\$901,000	\$2,742,550
Option 1 two-way path	\$357,000	\$713,500	\$713,500	\$1,784,000
Option 2 one-way paths	\$570,000	\$952,000	\$952,000	\$2,474,000
Option 3a buffered lane	\$296,000	\$592,000	\$592,000	\$1,480,000
Option 3b wider buffered lane	\$323,000	\$646,500	\$646,500	\$1,616,000

6.7 Programme implications

The other major iWays projects programmed for the next three years are the roundabouts on St Aubyn Street and Southampton Street. These had an original rough order cost estimate of \$1.44M combined.

However after a full safety and accessibility review of these roundabouts there is the possibility to implement low cost improvements, e.g. line marking changes and minor improvements, at least in the short term for the majority of the intersections. This is likely to cost less than \$20,000 per roundabout, leading to a considerable cost saving.

6.8 Option 4: Romanes to Thompson Two-Way Shared Path

A 2.5m wide separated concrete path on the east side of Napier Road between Romanes Drive and Thompsons Road. This option can be integrated with any of the other options.

Estimated cost is an additional \$160,000.

This caters well to recreational users and pedestrians at the southern end of the route, where proximity to the urban area of Havelock North and several tourist destinations make this a higher priority user group.

6.9 Option 5: Do Nothing

Retain the existing sealed shoulders, average 0.3m wide (range from 0.1m to 2.5m).

Estimated cost \$NIL

This caters only to existing strong and fearless cyclists and does not provide a safe cycle facility on Napier Road.

7.0 PREFERRED OPTION/S AND REASONS

- 7.1 Option 3b: Wider Buffered On-Road Cycle Lanes + Option 4: Romanes to Thompson Two-Way Shared Path
- 7.2 This caters well to existing road cyclists and confident commuter cyclists along the length of the route. It is the safest option at side roads and driveways and is consistent with most of the connecting routes.
- 7.3 With wider separation from adjacent traffic than Option 3a it will be more attractive to and safer for less confident cyclists.
- 7.4 This option also caters well to recreational users and pedestrians at the southern end of the route, where proximity to the urban area of Havelock North, a pre-school, and several tourist destinations make this a higher priority user group.

8.0 RECOMMENDATIONS AND REASONS

- A) That the report of the Strategic Transport Engineer titled "Napier Road Cycle Options" dated 28/02/2019 be received.
- B) That Option 3b: Wider Buffered On-Road Cycle Lane + Option 4: Romanes to Thompson Two-Way Shared Path be accepted as the preferred option.

With the reasons for this decision being that the objective of the decision will contribute to meeting the current and future needs of communities for good quality local infrastructure in a way that is most cost-effective for households and business by:

- i) **Providing accessible transport options.**

Attachments:

There are no attachments for this report.

REPORT TO: WORKS AND SERVICES COMMITTEE

MEETING DATE: THURSDAY 28 FEBRUARY 2019

FROM: TRANSPORTATION ASSET MANAGER
MARIUS VAN NIEKERK
TRANSPORTATION OPERATIONS MANAGER
ADAM JACKSON

SUBJECT: CONVERTING DECORATIVE LUMINAIRES TO LED LUMINAIRES

1.0 SUMMARY

- 1.1 The purpose of this report is to obtain a decision from the Council on converting decorative luminaires to LED luminaires within the residential areas of Hastings, Havelock and Flaxmere.
- 1.2 This proposal arises from the streetlight to LED luminaire conversion programme previously approved by Council and the high cost of purchasing decorative LED luminaires that will retain the street character aspects of the light fitting.
- 1.3 The Council is required to give effect to the purpose of local government as prescribed by Section 10 of the Local Government Act 2002. That purpose is to meet the current and future needs of communities for good quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. Good quality means infrastructure, services and performance that are efficient and effective and appropriate to present and anticipated future circumstances.
- 1.4 The objective of this decision relevant to the purpose of Local Government is to provide good quality infrastructure for households and business by:
 - Improving illumination on residential, collector and arterial roads.
 - Reduce electricity consumption associated with providing street lighting.
 - Reduce ongoing maintenance costs associated with street lighting.
- 1.5 This report concludes by recommending to convert suitable decorative luminaires to standard LED luminaires by minor modification of existing poles.

2.0 BACKGROUND

- 2.1 Council is currently converting existing residential, collector and arterial road luminaires to LED luminaires using an 85% subsidy offer from New Zealand Transport Agency (NZTA).
- 2.2 The conversion of all luminaires to LED luminaires have been included in the LTP.
- 2.3 With NZTA providing an 85% subsidy offer, this programme has been accelerated to occur over six years, commencing in 2015 and concluding in 2021.

- 2.4 Decorative lights as shown below are excluded from the NZTA subsidy offer but minor modifications to the pole to fit standard type LED lights are included.



- 2.5 There are a number of subdivisions where decorative poles and lights have been installed. The total number of lights, consisting of various decorative designs, are 325 poles and lights. Refer to the pictures below for examples of existing lights.(Excludes CBD areas of Hastings and Havelock).
- 2.6 There are 60 poles and lights which consist of decorative type Victorian lantern type and modern bowl type lights which are shown below (Respectively Kingsgate and Woodlands drive subdivisions). These poles are generally 4m – 4.5m high and are spaced at closer spacing than overhead luminaires which are typically installed at 6m – 8m height and 50m or greater spacing between poles.
- 2.7 The Hastings District Engineering Code of Practice has been amended to ensure any new subdivisions proposing decorative street lights complies with P category standard LED type luminaires.



- 2.8 Woodlands Drive subdivision streetlight examples:



2.9 Kingsgate Subdivision streetlight examples:

- 2.10 P category standard LED type luminaires have optimum performance when installed at a height of 8m or higher and are able to provide sufficient light at pole spacing of up to 90m.
- 2.11 The 60 luminaires in the Woodlands drive and Kingsgate subdivisions cannot be converted to utilise a standard P category LED without significant modification to the pole to increase the height. With this proposed modification to increase the height, it is highly unlikely that the existing pole foundations will be sufficient.
- 2.12 If full pole replacement is considered the 54% funding assistance rate (FAR) will apply to all costs associated with replacing the pole. This is currently not budgeted for in the LTP.
- 2.13 As the existing luminaires and poles still have significant remaining life left, it is recommended to run these units to failure or when spare parts become unavailable and then do a full pole and light upgrade in 10 to 20 years' time.
- 2.14 The remaining 265 subdivision decorative luminaires consists of typically a green powder coated steel pole with the existing decorative light mounted on a steel arm, typically at a height of 6m – 8m and at spacing's of between 40 to 60m. These luminaires are able to be easily converted to a standard LED P category fitting with only minor modifications to the pole arm. (Typically Brookvale Road, Palmbrook Ave and Williams Street developments)
- 2.15 It is proposed that the steel arm is cut at a suitable position – generally just behind the existing light and that a standard P or V category LED light which is colour matched to the pole, is fitted onto the existing arm.



- 2.16 The proposed replacement light units and pole modifications qualify for the 85% subsidy offer from NZTA.

3.0 CURRENT SITUATION

- 3.1 The cost of replacing the existing decorative luminaires with similar decorative LED luminaires (refer 2.2) has been assessed and a number of concerns regarding the replacement of these luminaires have been identified.
- 3.2 The cost of these units are generally more than double ($\pm\$1100$) than the cost of replacing a normal P category luminaires ($\pm\$350$). NZTA has confirmed that the purchase of decorative LED luminaires do not qualify for the 85% subsidy.
- 3.3 A number of poles have decorative shapes with goose necks or curved outreach arms. These are likely to require modification to allow the conversion to LED luminaires to be successful.
- 3.4 All decorative poles have been powder coated and with many of them now older than 10 years, the finish has faded. The modification to fit the LED luminaires to poles may require cutting and repainting to the existing pole arms. This will be carefully matched to retain the appearance of the poles.

4.0 OPTIONS

- 4.1 **Option A** – Status quo. Continue running the existing luminaire until the streetlight poles are due for replacement. A pole and light replacement can be

done at this time. The remaining life for the decorative poles varies from ten to twenty years.

- 4.2 **Option B** – Convert all 325 decorative luminaire by installing new decorative LED luminaire on existing poles. This option requires decorative LED luminaire (refer 2.2) to be funded at the normal 54% funding assistance rate as decorative luminaire do not qualify for the 85% subsidy which expires June 2021. This is currently not budgeted for in the LTP.
- 4.3 **Option C** – Convert 265 suitable decorative luminaires to standard LED luminaires by minor modification of existing poles. This option qualifies for the 85% NZTA LED replacement subsidy. This option excludes the 60 Luminaire in Kingsgate and Woodlands Drive sub-division (refer 2.4 – 2.6).

5.0 SIGNIFICANCE AND ENGAGEMENT

- 5.1 In terms of Council's significance and engagement policy the matters considered in this report are not of significance and no consultation is required.
- 5.2 Notwithstanding 5.1 and considering the visual impact of the options put forward, community engagement was undertaken by pamphlet drop and requesting a response using My voice My choice website. 1192 pamphlets were distributed by 10 November 2018, giving residents twenty days to respond.
- 5.3 By the closing date of 30 November 2018, 19 responses had been received. Of the 19 responses two were not supportive of the conversion and seventeen were supportive.

6.0 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)

- 6.1 **Option A:** Status Quo. Continue to run the 365 existing luminaire until the streetlight poles nears the end of their useful lives (approximately 10 to 20 years remaining life for most of the decorative poles). At this point the pole and light is replaced, likely with standard streetlight pole and standard LED luminaire.
- 6.2 The benefits of LED luminaire are not realised until the conversion is made and this is likely to be between 10 to 20 years away for most subdivisions.
- 6.3 Continuing with the existing luminaire will have the following impacts:
 - 6.3.1 Continuing current known poor levels of service(LOS) not meeting P category lighting requirements in some streets
 - 6.3.2 Impacts on amenity and public safety(improving illumination has direct impacts on public safety)
 - 6.3.3 Continuing high electricity consumption for poor LOS outcomes described above
 - 6.3.4 Continuing high maintenance costs(All new LED luminaire have ten year warranty and twenty year life and will significantly reduce streetlight related ongoing maintenance costs)
- 6.4 One risk to consider is the availability of spare light bulbs and drivers to keep the current old technology luminaire going. With the world wide shift to LED

- technologies, spare parts for older type light fittings may become hard to find and may also be more expensive.
- 6.5 This option will not qualify for the 85% subsidy offer from NZTA which expires on June 2021 and will be funded using a combination of 54% funding assistance rate (FAR) and general rates.
 - 6.6 A Nett present value comparison of the options presented here shows that this option has the highest Nett present value (NPV) cost of all options considered
 - 6.7 This option has the highest cost (including procurement and running cost) projected over 20 years, of the options considered.
 - 6.8 **Option B:** Replace all 365 decorative luminaire with new decorative LED luminaires to closely match the existing luminaires in each subdivision.
 - 6.9 Refer 2.2 for picture of typical decorative LED luminaire.
 - 6.10 The decorative LED luminaires is roughly three times the cost of a standard P category LED luminaire and NZTA confirmed that decorative LED luminaires will not be funded at the 85% subsidy level. Funding will have to be applied for at the normal 54% FAR and general rates through a new funding application.
 - 6.11 With the current LED conversion scheme offering 85% FAR approved to June 2021, it is unlikely that NZTA will invest in this option.
 - 6.12 This option will retain the character aspects of the subdivision where it is installed.
 - 6.13 This option will realise the benefits of installing LED luminaire which are:
 - 6.13.1 Improved illumination leading to improved LOS (amenity and safety)
 - 6.13.2 Improved cost effectiveness due to reduced power consumption and reduced maintenance costs.
 - 6.14 There may be unwanted visual impact due to the mix of old and new components (due to faded powder coating on the poles).
 - 6.15 An NPV present value comparison of the options presented in 6.2 shows that this option has the second highest nett present value (NPV) cost of all options considered.
 - 6.16 This option has the second highest combined cost (including procurement and running cost) projected over 20 years, of the options considered.
 - 6.17 **Option C:** Replace 265 decorative luminaire in selected subdivisions with standard LED luminaires by minor modifications to existing poles. There are 60 luminaires in subdivisions where the poles do not meet the requirements and these are excluded from this option - refer 4.2).
 - 6.18 This option has lower cost of materials relating to the replacement of luminaires as the replacement of the luminaires including minor modification to existing poles qualify for the 85% NZTA subsidy.
 - 6.19 This option will modify the character aspects of the subdivision where it is installed and has been received as a positive impact by the community.(refer 4.2).

- 6.20 This option will realise the benefits of installing LED luminaires which are:
- 6.20.1 Improved illumination leading to improved LOS (amenity and safety).
 - 6.20.2 Improved cost effectiveness due to reduced power consumption and reduced maintenance costs long term.
 - 6.20.3 There may be minor unwanted visual impact due to the mix of old and new components (due to faded paint on the poles).

The typical arrangement showing the visual change to the street character is shown below:



- 6.21 A NPV comparison of the options presented here shows that this option has the lowest NPV cost of all options considered.
- 6.22 This option has the lowest cost (including procurement and running cost) projected over 20 years, of the options considered.

7.0 FINANCIAL IMPACTS

- 7.1 An NPV evaluation for each of the options have been completed. The evaluation considered a twenty year period with a rate of return of 6%.
- 7.2 The comparison is shown below.
- 7.3 The NPV analysis did not include the impact of NZTA subsidy rates on the options.

Option	NPV \$(000)	Comments
Option A	\$350.2	Costs are reflecting ongoing maintenance and electricity costs over 20 years using 6% rate
Option B	\$191.5	Electricity savings from LED luminaires are having positive impacting on this option but high replacement cost of decorative LED increases the cost of this option. This option is currently not budgeted for in the LTP.
Option C	\$115.5	Electricity savings, lower cost of standard LED units and minor modifications to the pole arms are reflected in the lower cost.

Costs comparison of options

7.4 The table below compares the costs of each option over 20 years. Option C with the lower procurement cost has the lowest overall cost to council of all the options considered.

	Description of cost	Costs	FAR	Annual running cost	One off procurement costs	Council cost over 20 years	Cost comparison with Option C over 20 years
Option A - Status Quo	Ongoing annual power cost	\$ 33,529.00	54%	\$ 15,423.34		\$ 398,166.80	\$ 286,057.28
	Annualised Bulb replacements	\$ 9,750.00	54%	\$ 4,485.00			
*Option B - Replace existing with decorative LED	Ongoing power use post conversion	\$ 6,617.71	54%	\$ 3,044.15		\$ 233,721.82	\$ 121,612.30
	Procurement of new led lights at \$1100 per light	\$ 357,500.00	54%		\$ 164,450.00		
	Installation	\$ 55,926.00	85%		\$ 8,388.90		
*Option C - Modify poles to fit standard LED	Ongoing average power costs (includes electricity costs for non converted decorative lights)	\$ 7,964.64	54%	\$ 3,663.73		\$ 112,109.52	\$ -
	Installation and procurement of LED units	\$ 258,899.00	85%		\$ 38,834.85		

8.0 PREFERRED OPTION/S AND REASONS

8.1 **Option C:** Convert suitable decorative streetlights to standard LED luminaires by minor modification of existing poles. This option excludes Lantern type poles (Kingsgate and Woodlands Drive sub-division (refer 2.4 – 2.6)).

8.2 This option has the lowest cost.

8.3 This option has been consulted on and received majority support from residents.

- 8.4 This option has lower cost of materials and installation costs relating to the replacement of luminaires as the replacement of the lights including minor modification to existing poles qualify for the 85% NZTA subsidy.
- 8.5 This option will modify the character aspects of the subdivision where it is installed and has been received as a positive impact by the community.(refer 4.2).
- 8.6 This option has been budgeted for in the current LTP.
- 8.7 This option will realise the benefits of installing LED lights which are:
- Improved illumination leading to improved LOS (amenity and safety).
 - Improved cost effectiveness due to reduced power consumption and reduced maintenance costs long term.

9.0 RECOMMENDATIONS AND REASONS

- A) That the report of the Transportation Asset Manager titled “Converting Decorative luminaires to LED luminaires” dated 28/02/2019 be received.
- B) That Option C outlined in the report be adopted to replace 265 decorative streetlights to standard LED luminaires by minor modification of existing poles in selected subdivisions as detailed in the report, excluding the 60 Lantern type poles in Kingsgate and Woodlands subdivisions.

With the reasons for this decision being that the objective of the decision will contribute to meeting the current and future needs of communities for good quality and cost effective infrastructure.

Attachments:

There are no attachments for this report.

REPORT TO: WORKS AND SERVICES COMMITTEE

MEETING DATE: THURSDAY 28 FEBRUARY 2019

FROM: PROJECT MANAGER
JOHN WRIGHT

SUBJECT: TE ARA KAHIKATEA (WHAKATŪ ARTERIAL LINK) -
FINAL UPDATE

1.0 SUMMARY

- 1.1 The purpose of this report is to update and inform the Works and Services Committee on construction progress and the financial status of the Te Ara Kahikatea.
- 1.2 The Te Ara Kahikatea was successfully opened to traffic on 19 December 2018, resulting in the Practical Completion Certificate being issued to Higgins Contractors. The defects liability period (maintenance period) for Higgins Contractors is 12 months, ending on 19 December 2019.
- 1.3 The Te Ara Kahikatea construction has been completed ahead of time, under budget, with no injury accidents and built to meet all NZ engineering standards.
- 1.4 The designed alignment has proven to be very successful at achieving travel time savings and efficiencies and the roundabout treatments are a substantial safety improvement on the previous intersections. Public feed-back to date has been very positive.
- 1.5 The Te Ara Kahikatea project budget is \$25.60 million which includes design, investigation, planning, property purchase, construction and contains a contingency of \$1.75 m. The NZTA 100 % budget is \$6.05m and the Hastings District Council budget is \$19.55 m. These budgets were approved by Council on 6 October 2016. The Te Ara Kahikatea project has been completed \$422,129 under budget.
- 1.6 Health and Safety has been a leading priority for contractors and HDC. The project has been completed with one minor incident not requiring first aid. This is an excellent result given the quantity of work involved and the high level of risk associated with civil engineering construction.
- 1.7 The report concludes by recommending that the report be received.

2.0 BACKGROUND

- 2.1 The Te Ara Kahikatea project involved the construction of a new arterial from the Napier Road/SH2 intersection to Pakowhai Road. Work included the construction of a two lane arterial and three new dual lane roundabouts at SH2, Whakatu Road and Pakowhai Road. Higgins Contractors were

awarded this contract (CON2015 045) for the sum of \$9,951,054.48 excluding GST.

- 2.2 A new precast concrete bridge has been constructed at the Karamu Stream crossing adjacent to the Nimon's bus depot. Concrete Structures Ltd. were awarded this bridge contract for the sum of \$1,784,777.00 excluding GST.
- 2.3 The existing Farmland's Fuel Stop required relocation as a result of the new "peanut" roundabout on Whakatu Road. The new fuel stop moved 70m to the west of the Nimon's site. Gemco Construction were awarded this contract for the sum of \$696,113.04 excluding GST.
- 2.4 The Te Ara Kahikatea project has had a major impact on existing service authority infrastructure. Council worked with Unison (Power), Chorus (Telecom) and Nova Energy (gas) to ensure services are relocated, replaced or protected as required.
- 2.5 The Te Ara Kahikatea project has had a significant effect on private and commercial properties. Enabling works were carried out to mitigate the impact and effects that land purchase has had on these properties. Enabling works included fencing, headland tracks, irrigation, orchard removal, shelter belts, windmill relocations, new wells, frost protection, driveways etc.
- 2.6 The Pakowhai Regional Council car park has been reconstructed, doubling the number of existing car parks and providing a safe entrance from the new Pakowhai Road roundabout.
- 2.7 Safety improvements have been implemented at the Farndon Road/Pakowhai Road intersection. Improvements include banning the right turn movements and providing a left turn merge lane for motorists exiting from Farndon Road.
- 2.8 Attachments (plans and photographs) have been included with this report to give an overview of the project (**Attachments 1 and 2**).

3.0 CURRENT SITUATION

- 3.1 Higgins Contractors will continue with minor works such as the Ruahapia railway cycle crossing, Pakowhai Rd cycleway and additional directional signage, with an estimated finish date of late February/early March 2019. Further grassing of the berms and planting to the Pakowhai Road roundabout will take place in autumn.
- 3.2 All work categories identified under item 2 above are complete or near completion.
- 3.3 Stantec consultants have been engaged to carry out the mandatory post construction safety audit. A known issue for consideration by the audit team is lane selection clarity at the State Highway 2 roundabout.

- 3.4 There are four HB Regional Council resource consents for the Te Ara Kahikatea project. HBRC wrote on 21 December 2018 that “there is compliance with the conditions of these consents. Condition 34 requires “as built” plans to be lodged with HBRC within 6 months of the project being completed. Once these have been received a final assessment for compliance will be made”. Higgins Contractors have been instructed to provide “as built” plans.
- 3.5 All the land required for the Te Ara Kahikatea has been surveyed and the plans approved by Land Information New Zealand. The land required for the project has been taken for legal road and new land titles issued for the balance land parcels. The only outstanding land issues are the legalisation of the Mr Apple severance to Omahuri Orchards, and the sale of the residential property at 296 State Highway Two.
- 3.6 The road has been declared a Limited Access Road (LAR). The two access points onto the Te Ara Kahikatea are the Juice Factory and the residential property at 296 State Highway 2. They have had their new accessways registered on their land titles.
- 3.7 Te Taiwhenua O Heretaunga has recommended that the Whakatu Arterial Link is named “Te Ara Kahikatea” and this name has been approved by Council on 31 January 2019.
- 3.8 The Te Ara Kahikatea archaeological report from Clough & Associates has been provided to Te Taiwhenua O Heretaunga. It includes a summary of excavation results, analysis and charcoal carbon dating. The group was appreciative of the report and they thanked HDC for their efforts.

3.9 Te Ara Kahikatea Success Factors

- 3.10 There are many factors that resulted in the successful outcome of the Te Ara Kahikatea project. Some key planning, design and construction elements that contributed to the project’s success have been identified for future reference.
- 3.11 The planning design phase utilised the enquiry by design process and extensive community collaborative consultation smoothed the path for construction. Community liaison with project neighbours and affected businesses remained a focus during construction.
- 3.12 Within the parameters of the procurement process, the best contractor was selected. This provided a culture of quality around the roading materials used and a robust testing regime to ensure specification compliance. Logical and clear traffic management provided an almost seamless transition from old to new roads. Environmental resource consent compliance was not negotiable.
- 3.13 Council and the contractor’s relationship relied heavily on teamwork, regular formal communications and maintaining documenting comprehensive documented contract records. Budgets were regularly reviewed and reported to governance board..

- 3.14 A celebration marking the opening of the entire route is earmarked to take place in late February 2019.

4.0 SIGNIFICANCE AND ENGAGEMENT

- 4.1 The Te Ara Kahikatea has been identified as a key strategic project within the Council's Long Term Plan 2015/25 and the Regional Land Transport Programme 2015/25.
- 4.2 The project has undergone extensive consultation from its inception with the Whakatu Enquiry by Design process which consulted with Industry, Iwi, landowners, transport industry representatives and associations, and government agencies.
- 4.3 The required budget is already included in the Annual Plan and as such the consultation and engagement requirements have been addressed.

5.0 FINANCIAL POSITION

- 5.1 The project budget is \$25.60 million with this value including at \$1.75 million contingency for the expenditure of contract variations. The completed project cost, after crediting property sales, is \$25,177,871. This is \$422,129 under budget as of 31 January 2019. A budget summary is attached (**Attachment 3**).

6.0 RECOMMENDATIONS AND REASONS

- A) That the report of the Project Manager titled "Te Ara Kahikatea (Whakatū Arterial Link) - Final Update" dated 28/02/2019 be received.**

Attachments:

- | | | |
|---|---------------------|---------------|
| 1 | Whakatu Plan | CG-14-5-00092 |
| 2 | Project Photographs | CG-14-5-00091 |
| 3 | Financials | CG-14-5-00089 |











Whakatu Arterial Link

14-Jan-19

Financial Summary

Progress Payment 24

PAID TO DATE

	Financial Year	HDC Component	State Highway	Internal Charges	Sub total	Total
1	2011 / 2012	130,581	0	0	130,581	
2	2012 / 2013	291,490	0	5,275	296,765	
3	2013 / 2014	544,670	0	9,950	554,620	
4	2014 / 2015	4,263,936	96,675	33,800	4,394,411	
5	2015 / 2016	727,077	1,077,522	19,800	1,824,399	
6	2016 / 2017	5,847,363	2,993,150	93,000	8,933,513	
7	2017 / 2018	5,126,173	1,773,539	140,000	7,039,712	
8	2018 / 2019	1,737,216	180,874	70,000	1,988,090	
	Total	18,668,506	6,121,760	371,825		25,162,091

TO PAY - HIGGINS CONTRACTORS

Remaining Payments	219,346					219,346
-----------------------	---------	--	--	--	--	---------

TO PAY - VARIOUS

1	Kiwi Rail	483,750				
2	Consultants	20,000				
3	HDC Costs	54,684				
	Total	558,434				558,434

PROPERTY SALES INCOME

1	HDC	382,000				
2	NZTA		380,000			
	Total	382,000	380,000			-762,000

TOTALS

Sub total	19,064,286	5,741,760				
Internal Charges	371,825					
Total Cost	19,436,111	5,741,760				25,177,871
Budget	19,550,000	6,050,000				25,600,000
Surplus / Deficit	-113,889	-308,240		Under Budget		-422,129
	HDC Component	State Highway			Total	

REPORT TO: WORKS AND SERVICES COMMITTEE

MEETING DATE: THURSDAY 28 FEBRUARY 2019

FROM: GROUP MANAGER: ASSET MANAGEMENT
CRAIG THEW
3 WATERS MANAGER
BRETT CHAPMAN
PARKS AND PROPERTY SERVICES MANAGER
COLIN HOSFORD
WASTE AND DATA SERVICES MANAGER
MARTIN JARVIS
EXECUTIVE ASSISTANT / BUSINESS SUPPORT TEAM
LEADER
CYNTHIA LANE
TRANSPORTATION MANAGER
JAG PANNU

SUBJECT: ASSET MANAGEMENT ACTIVITIES UPDATE

1.0 SUMMARY

- 1.1 The purpose of this report is to update the Committee on progress with projects managed by the Asset Management Group and other activities, as well as strategies the Group has been working on during the 2018/2019 financial year. Financial details are reported as part of the separate quarterly financial report to the Finance and Monitoring Committee ultimately in the Annual Report.
- 1.2 The Council is required to give effect to the purpose of local government as prescribed by Section 10 of the Local Government Act 2002. That purpose is to meet the current and future needs of communities for good quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. Good quality means infrastructure, services and performance that are efficient and effective and appropriate to present and anticipated future circumstances.
- 1.3 This report concludes by recommending that the report of the Group Manager, Asset Management be received.

2.0 UPDATE ON KEY PROJECTS

- 2.1 Each team within Asset Management has reported against their current LTP objectives. (See **Attachments 1, 2, 3 and 4**).
- 2.2 Attached is a Schedule of Contracts Let (**Attachment 5**).
- 2.3 The Asset Management Projects Status Report is attached as **Attachment 6**.

3.0 QUALITY MANAGEMENT

Objective – To Provide Opportunities for Improvement to Our Quality Management System

- 3.1 During the period October to December 2018
- 3.2 A Telarc Compliance Auditor is visiting for two days in February auditing Asset Management systems and processes against the ISO:9001:2015 standard. Results of the audit will be reported at the next Works and Services Committee meeting.

4.0 RECOMMENDATIONS AND REASONS

- A) That the report of the Group Manager: Asset Management titled “Asset Management Activities Update” dated 28/02/2019 be received.

Attachments:

- | | | |
|---|---|---------------|
| 1 | Attachment 1 - Waste and Data Services Report February 2019 | CG-14-5-00098 |
| 2 | Attachment 2 Transportation Report February 2019 | CG-14-5-00099 |
| 3 | Attachment 3 - 3 Waters February 2019 | CG-14-5-00100 |
| 4 | Attachment 4 Parks and Buildings 28 February 2019 | CG-14-5-00101 |
| 5 | Attachment 5 Schedule of Contracts Let | CG-14-5-00097 |
| 6 | Attachment 6 Project Status Report | CG-14-5-00086 |



Works and Services Waste and Data Report 28 February 2019



Item 7

Attachment 1



Works and Services – Waste and Data Report for the Quarter ending Dec 2018

Contents

Objective 1: A Community That Wastes Less

Objective 2: Operating Performance

Health and Safety Risks

Quality/Compliance Measures and Improvements

Regional and National Issues

Cover Photo: Omarunui Landfill

OBJECTIVE 1: A Community That Wastes Less

Joint Waste Management and Minimisation Plan:

Staff from both councils are continuing working on the implementation plan in order to programme and undertake the actions stated in the WMMP.

Changes to the collection systems for refuse and recycling will not come into effect until existing contracts have expired (scheduled mid 2020).

Procurement strategy and contract documentation tasks have commenced.

The recycling market challenges are almost certainly going to affect the action plan items, with the future of current plastic recycling practices at risk. This will have to be considered in the consideration of waste disposal bin size (e.g. potential 80-120L bins).



OBJECTIVE 2: Operating Performance

Omarunui Landfill:

Revenue (excluding levy and ETS) at the landfill as at 31st December 2018 was \$455,651 more than expected (against budget) due to higher Commercial Operation revenue. In financial terms the overall net surplus from operations of \$2,201,308 is \$524,260 favourable to budget.

The landfill received 86,078 tonnes of waste in the 2017/18 year and is currently on track to receive a similar total amount this financial year. This would mark a slowdown in the recent increase of waste being generated in the region.



The harvest of the landfill forest was completed last financial year which resulted in total revenue of \$1,644,574 and expenditure of \$163,488. The net revenue of \$1,481,086 was distributed to the shareholding Councils minus \$120,000 which was transferred to a reserve to cover the replanting and maintenance costs.

Henderson Rd Transfer Station:

Henderson Road Refuse Transfer Station revenue is \$13,624 above budget. Operational savings at Henderson Road are \$57,194 ahead of budget. Therefore the overall surplus is currently \$70,819 year to date.

The transfer station is expecting to receive 12,000 tonnes of general waste and 3,000 tonnes of green waste this financial year. These volumes are similar to what was actually received last financial year.

Last year significant improvements were made to the recycling depot at the transfer station with the addition of eight "green recycling bins" (modified shipping containers) and a purpose built platform with multiple access points. This is working extremely well and has received very positive feedback.



Risks

Risks

Personnel

Given the volume of work to be undertaken, staffing levels are currently very stretched. An expression of interest for positions within the waste team was advertised during the quarter and as a result an additional staff member will join the team on 1 April 2019. This person will be working mainly in the operational and contract management area of waste services delivery. Applicants with waste minimisation and educational experience are also being assessed for suitability as it would also be desirable to have additional staff resources in this area.

Recycling is a key risk area, with discussion later in the report.

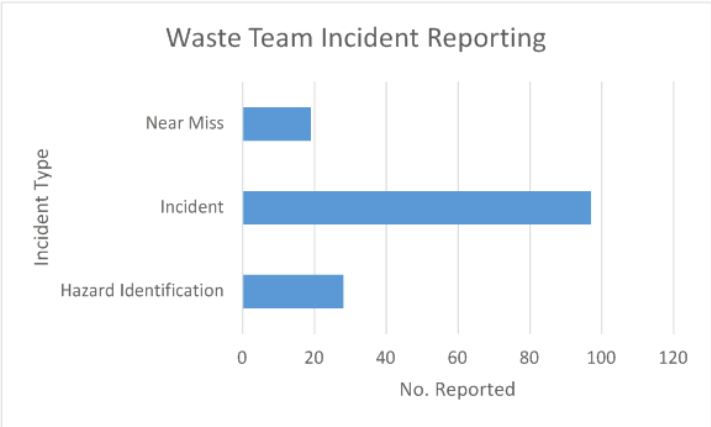
Omarunui Landfill Top Risks

	Likelihood	Consequence
Chemicals	Possible	Severe
Equipment and tools	Possible	Severe
Exposure to elements	Possible	Severe
Machinery	Possible	Severe
Manual Handling	Possible	Severe
Slippery Surfaces	Possible	Severe
Working in Isolation	Possible	Severe
Working on slopes	Possible	Severe

Health and Safety

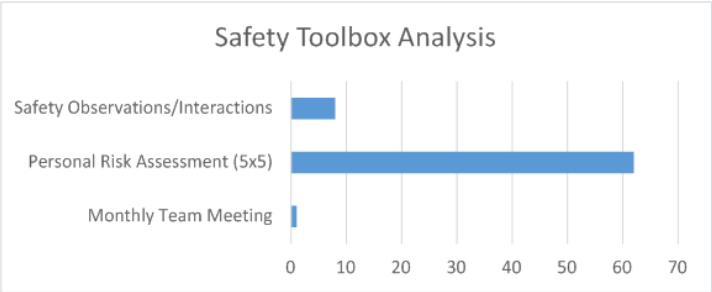
Health and Safety

Incidents



Performance Measures

Number of inspections and safety observations completed by the Waste and Data team recorded for the quarter.



Selected Parameters

Entries Date Range: 1 Oct 18 to 31 Dec 18

Form/s: Health and Safety Discussion | Monthly Team Meeting | Personal Risk Assessment (5x5) | Quarterly Workplace Inspection Form | Safety Observations/Interactions | Toolbox - Landfill | Toolbox - Office Based | Toolbox Meeting

Report Line 1: Asset Management

Customer Relationship Management

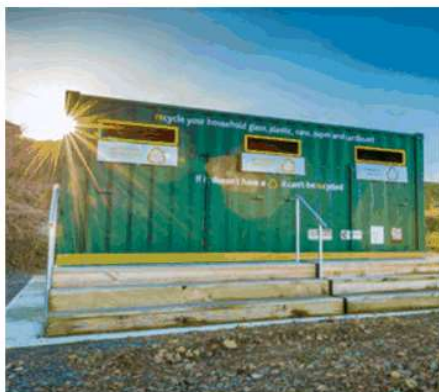
CRMS (Customer Relationship Management * As recorded by CRM system)	Initiated per Quarter	Closed Per Quarter
	187	178
	Complaints	Compliments
	3	0



Quality / Compliance Measures and Improvements

Performance Measures:

Compliance Reported	No. Approvals	
ISO 9001 - QUALITY ASSURANCE	The quality system was externally audited for certification on 12 March 2018 by Telarc SAI.	The AS/NZS ISO 9001 Certification has an expiry date of 12 March 2019
Solid Waste Resource Consents	No abatement notices issued.	Annual reports received from HBRC.
Refuse Transfer Station	Hours of operation – required to meet level of service target	Facility open except for Christmas Day, New Year's Day and Easter Sunday
Omarunui Landfill	Hours of operation – required to meet level of service target	Facility open except for weekends, Christmas Day, and New Year's Day. The site was open for a limited number of Saturdays as required.
WMMP	A number of improvements are recommended.	The improvement programme phasing is currently being built into a schedule for the Joint committee to adopt to enable WMMP to be implemented.



Regional and National Issues

Recycling

The New Zealand recycling market is currently facing difficult times, created by China's policy decision to stop importing plastic and paper/cardboard for recycling as they have sufficient supply within the Chinese market to meet their demands.

Local Hawke's Bay contractors are currently experiencing difficulties in disposing plastics collected for recycling. Officers are in discussions with these businesses to explore all possible options. Hawke's Bay is fortunate to have a local paper/cardboard recycling company that has capacity to continue taking our material for recycling.

An announcement from central government concerning recycling and product stewardship actions is expected during the course of the current financial year.

Officers are working with the current contractors in regards to the practicable options Council have and the cost implications that these may have. It is planned that a report on this will be made to the Council meeting in March 2019.

Any other issues

The Havelock North recycling facility at Martin Place has been subject to non-recyclable material being left on site as well as recycling not deposited into the bins. This has required additional clean ups and was particularly bad over the busy Christmas period. The volume of recycling taken over the holiday period was such that daily servicing of the bins could not keep up with the demand. The volume of recycling received over the festive season was also much higher than expected at 207 tonnes and additional servicing was required.

This was exacerbated by the public dumping material around the site. Signs have been installed which have had a limited impact. A live CCTV camera has also been installed to help deter undesirable activity at this facility.



Moving forward a review of the operating model used needs to occur, alongside this consideration of the lack of certainty of the sites tenancy must be confronted as the site currently operates on leased land with a three month notice period. If the current service is desired for the long term then a more permanent site needs to be found. The current risk with this notice period is that it would not give Council sufficient time to locate and establish a new site, which would result in a break in service.

Illegal dumping has also occurred spasmodically at other unmanned recycling depots and is dealt with on a case by case basis.



Item 7

Attachment 2



Contents

Objective 1: Safe Transport Network

Objective 2: Infrastructure that Supports Economic Growth, Efficiency and Productivity

Objective 3: An Accessible and Resilient Transport Network

Objective 4: Offering Choice of Travel Modes and Reducing Environmental Impact

Objective 5: Customer Focused, Cost Effective Transport Services

Health and Safety / Risks

Quality/Compliance Measures and Improvements

Regional and National Issues

Cover Photo: Te Ara Kahikatea, Peanut Roundabout

Banner Photo: Presenting Move it Winners, Clive School

OBJECTIVE 1: Safe Transport Network

Activities:

Speed Limit Review

During the previous speed limit review which was implemented in August 2018 council received numerous requests from the public for additional reviews across many of the Districts routes. In addition, NZTA requested that any future reviews also considered the top 10% high risk safety routes across the District.

The technical assessments of all of the public requests and high risk routes have been completed and the final report has been reviewed and is currently being finalised. It is proposed to present the findings of the technical assessments in a stakeholders meeting in March/April 2019. This will be followed by a workshop with Council, prior to the formal proposal. The timing of the public consultation and implementation will be discussed with the Mayor, so that it does not interfere with Council elections. The scale of the assessments is considerable (approximately 30 routes) and as such the discussion with council will also need to concentrate on route priorities to allow the next stage of speed limit changes to be manageable.

Council has received a draft Speed Limits Bylaw Review proposal from Napier City Council. The proposal has the potential to impact a number of HDC boundary roads including:

- Puketitiri Road
- Puketapu Road
- Brookfields Road
- Springfield Road

Officers are compiling HDC response to the proposal. The response will be consulted with the Chair of Works & Services and Transportation Portfolio Leaders before it is submitted to NCC.

Pedestrian Safety

We have built a pedestrian refuge on Karamu Road North and a kea crossing on Campbell Street for Havelock North Primary School to improve pedestrian safety. Following the school travel plan study, minor works such as footpath widenings and extensions were completed during the October school holidays.

Work has started a Safe Routes to School programme, initially focused on three of our Travel Plan schools (Hastings Central School, St Matthew's Primary School and Irongate School), which will involve walk/cycle audits of the street network near the schools and a prioritised list of minor improvements.

High Risk Corridors and Urban Intersections

Investigations have begun on the high risk corridors and intersections identified in the latest Council Road Safety Strategy. We have completed crash reduction studies on York Road, Pakowhai Road, Farndon Road, Te Aute Road and Top 5 High Risk Intersections. The crash reduction study for Waimarama Road is due to begin in February.

Many of the recommended improvement actions from these studies, which consist largely of guardrail installation and signage upgrades, have been completed, with the remainder to be implemented in the coming months.

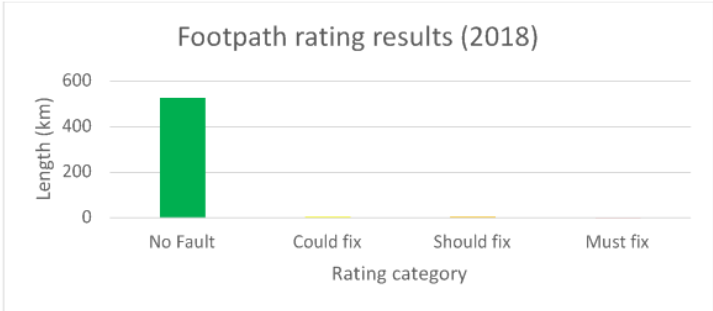
Footpaths

The three-yearly footpath rating has been completed and this new data has been used to update the existing programme. The programme has been aligned with Area Wide Pavement Treatment (AWPT) programme.

OBJECTIVE 1: Safe Transport Network

Approximately 180m of footpath has been replaced this quarter. The majority of remaining footpath renewals form part of upcoming AWPT projects.

Gaps in the footpath network sites were identified based on community requests mainly and assessed to set priorities. Funding has been allocated from National Land Transport Fund (NLTF) for this work. The projects to be initiated for 2018/19 financial year are; Pakowhai Road (Williams to Evenden) and Napier Road (Crosses to Romanes). The projects planned for the next two years are: Southampton Road (Townshend to LaSalle), Tomoana Road (Williams to Kenilworth) and Karamu Road (Collinge to Kenilworth).



Motorcycle Safety Improvements

Additional funding has been received from ACC to improve motorcycle safety on two high-risk motorcycle routes; The Heritage Route, comprising of Middle Road and Tukituki Road, as well as the Pakowhai Road & Maraekakaho Road route.

Investigations have started to determine the locations and treatments for these routes which will provide the greatest benefit to motorcyclists. Physical works identified in the investigation will be implemented before the end of the financial year

Road Safety Action Plan Group

In September, a meeting of Hawkes Bays Road Safety Action Plan (RSAP) group was hosted. This group, comprised representatives from the Local Councils, NZTA, Police, ACC and Road Transport Association and aims to meet quarterly to discuss transport safety issues and initiatives, both locally and nationally. Roadsafes Hawkes Bay presented their learner driver education kit, which has been deployed in schools to help prepare young drivers identify and react to hazards on the roads. The Road Policing Unit’s focus remains on the high risk roads in the district.

Waimarama Cycleway Improvements Project.

Work has continued on preparation for this project, including concluding the remaining land purchase and final design detail, between HBRC and HDC. This project is a Health and Safety upgrade of 2.3km of the existing Landscapes ride of HB Trails where it is proposed to relocate the existing on-road section between Te Mata Road and Craggy Range Winery, referred to as the "Mad mile", to an off-road route on private property. MBIE funding has been approved for this project just prior to Christmas for 50% of the cost of the project, along with HBRC and HDC share of costs. This project is on hold until the remaining section of the Craggy Range Track is resolved.

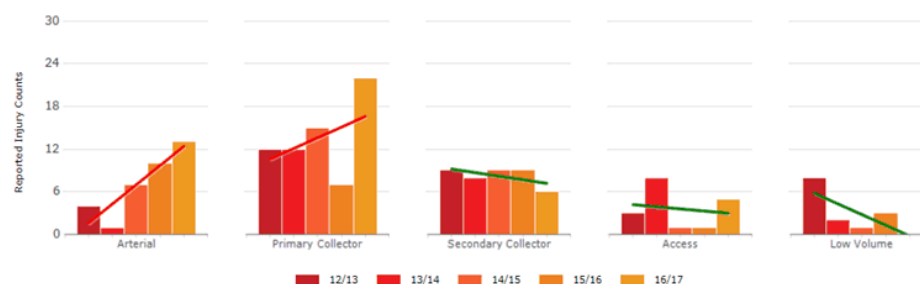
OBJECTIVE 1: Safe Transport Network

Performance Measures:

Performance Measure	Target	Baseline	Crashes this Quarter	Total Crashes this Financial Year
The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number	Reducing trend of fatality and serious injury from previous year. Measured Annually	32	1 known crashes* *may change, as there is a lag in crash reporting to CAS of at least 6 months	10



The total number of reported serious injuries and fatalities (DSI) each year on the network



The graph on the left shows that serious injury and fatal crash trends are declining except for arterial and primary collector roads. These mimic the national trends and are comparable with the peer group.

The safety strategy has identified key high risk routes and works are programmed to make these sites safer for road users.

OBJECTIVE 2: Infrastructure that Supports Economic Growth, Efficiency and Productivity

Te Ara Kahikatea

Te Ara Kahikatea opened to traffic on 18 December 2018. It was completed ahead of time, to construction specification and within the allocated budget of \$25.60 m. The change over for traffic from Ruahapia Road to the new arterial was well received by the motoring public with many positive comments received regarding the smooth road surface, the improved safety at the major intersections and the travel time savings.

“Finishing off” work continues at Ruahapia Road railway crossing, cycle paths, grassing and landscaping. A post construction safety audit will follow shortly which may necessitate some minor alterations.

Development

Irongate Road Stage 2: The designs for the road section (approx. length 400m) are completed. It was tendered in December 2018 and the construction is scheduled to begin in March 2019. The designs for the Roundabout stage is closely following the roading stage. If development speed slows then the roundabout installation could be delayed to manage financial liabilities.

Omahu/ Henderson Roundabout: Land issues were successfully negotiated through design modifications.

Arbuckle Road Extension: Adjacent landowners have agreed to the newly designed road layout. Detail designs are currently being worked on. The cost increase implications of the planned works will be considered as part of the annual plan.

Iona Middle Project: Iona Middle Structure Plan has been approved by the minister. The developer promoted the concept of a development agreement with the HDC. Details of that are being worked through. In the interim, the concept plan for the roading elements: Iona Road Realignment, improving the safety of the Gilpin/Iona Intersection and the detailed plans for Breadalbane Avenue are being developed by Stantec.

Brookvale Road Development: Transportation advice is continued to be provided for the Structure plan of Brookvale Development.

High Productivity Motor Vehicle Routes

Ohurakura Road, Napier Road and Mutiny Road are the next High Productivity Motor Vehicle (HPMV) routes to be investigated. These were prioritised due to forecasted forestry activity and impending opening of Te Ara Kahikatea. The Investigation works are well underway with most of the Ohurakura Road bridges passing the evaluations. There are few complications with Mutiny Road structures due to lack of structural plans which is currently under investigation

OBJECTIVE 2: Infrastructure that Supports Economic Growth, Efficiency and Productivity

Performance Measures:

Transport developments Identified in Structure Plans and Included in LTP	Target for this financial year	Status
Irongate Road stage 2	Completed by end of 18/19 financial year	Design Complete. Tenders are closed.
Omahu/ Henderson Roundabout	Completed by end of 18/19 financial year	Design completed
Arbuckle Road Extension	Completed by end of 18/19 financial year	Design Progressing
Te Ara Kahikatea	Completed by February 2019	<p>Vehicle access to Ruahapia Road through Pakowhai Road was closed early November 2018. Te Ara Kahikatea was opened to traffic on the 18 December 2018 and access to Ruahapia Road across the railway lines was closed on the same day.</p> <p>The pedestrian and cyclist access across the Ruahapia Level Crossing is underway.</p> <p>General tidying up (grassing and planting) are being put on hold until Autumn due to current hot weather.</p>
High Productivity Motor Vehicles (HPMV) Routes		
Structures Identified and Included in LTP to be assessed (67 Structures)	13	Investigations Progressing with all structures with five structures passing with no further strengthening works.

OBJECTIVE 3: An Accessible and Resilient Transport Network

Activities:

Restricted Bridges

Six weight and speed restricted bridges are undergoing investigations with an aim to strengthen and derestrict them once the work is complete. Four bridges under design stage are Avery's bridge at Ohurakura Road, Kuripapango at Taihape Road, Ohara (Big Hill No.2) on Big Hill Road and Moeangiangi on Waikare Road.

September Storm Event

The effects of the September 4th storm event continued to be felt throughout this reporting quarter. There is significant work still being programmed with all works expected to be completed prior to May 2019.

Stortford Lodge Roundabout

A traffic model assessment was carried out on the effect of adding a left turn slip lane to the north-east (Pakowhai Rd) approach to the Stortford Lodge roundabout. While the slip lane would reduce delay on this approach, long delays would remain and even increase on other approaches. The model also predicted that the performance of this roundabout is likely to get significantly worse, particularly in the PM peak, with delays of up to 4 minutes on the south-east (Heretaunga St) approach.

Further investigation of this roundabout is to be done once the wider transport network model is updated, incorporating recent changes such as the Expressway improvements and Te Ara Kahikatea, as well as any changes since the last regional modelling study.

Performance Measures:

Performance Measure	Budgeted in LTP	Target for this year	Status
Number of restricted bridges programmed to be strengthened	22	6	4 – Design Stage 2 – Investigations underway



OBJECTIVE 4: Offering Choice of Travel Modes and Reducing Environmental Impact

Activities

Cycling Studies

A study of roundabout safety and accessibility has been conducted on the Southampton Street and St Aubyn Street routes. It has provided a “tool box” of options for various types of improvement measures.

Napier Road – an options study has been completed for the provision of cycling facilities along Napier Road, between Havelock North and the new Te Ara Kahikatea roundabout on State Highway 2.

Cycling Infrastructure

The shared path along St Georges Rd has been completed. Crossing points and planting are still to be done.

The link between the new Te Ara Kahikatea and Chesterhope Bridge, involving a two-way shared path along the north-west side of Pakowhai Rd, has been designed and tendered.

The Southland Drain pathway, a largely off-road limestone path between Park Rd South and St Georges Rd, is also under procurement.

Ruahapia Rd has been closed to traffic at Pakowhai Rd and the railway crossing, but remains open for walking and cycling. The physical works here and at the Te Ara Kahikatea railway crossing are to be completed early this year.

Travel Plan and Safety Programmes

Cycle and scooter skill programmes, delivering training to nearly 2500 students a year, continues in partnership with Sport Hawkes Bay, NZTA and ACC.

“MoveIt” School Travel Plans – programme works with participating schools, encouraging students to walk, scooter and cycle, in partnership with Sport Hawkes Bay and ViaStrada.

Irongate School is the latest to adopt a School Travel Plan. Some cycle skills training has already taken place along with access improvement works.

“MoveIt” competition – an interschool “MoveIt” competition was held during term 4. Eight schools participated, with Clive School winning the \$500 sports equipment voucher.

“Share the Road” – this campaign is currently in progress, focussing on safe and considerate behaviour by motorists toward cyclists, and increased awareness and safe behaviour by cyclists.

Aotearoa Bike Challenge – this is a national workplace cycling challenge designed to encourage more people to make everyday trips by bike. Local activities and promotions throughout February will support this, including an inter-council competition between Napier City Council, Hawke’s Bay Regional Council and HDC.



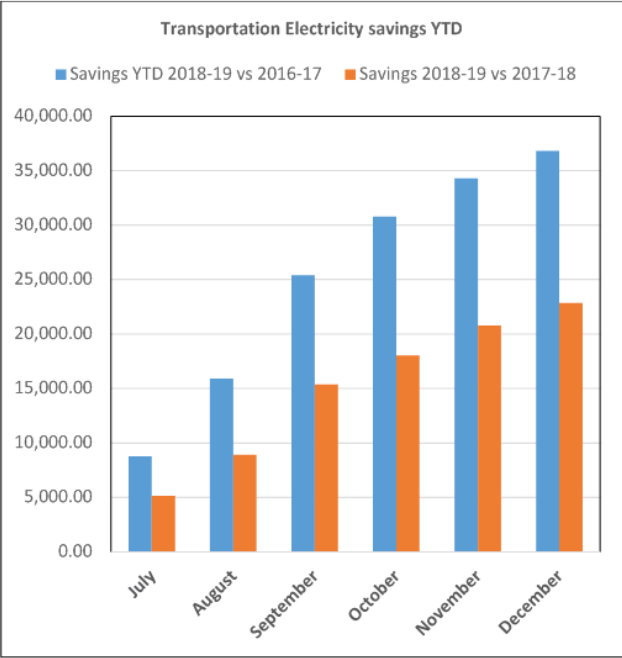
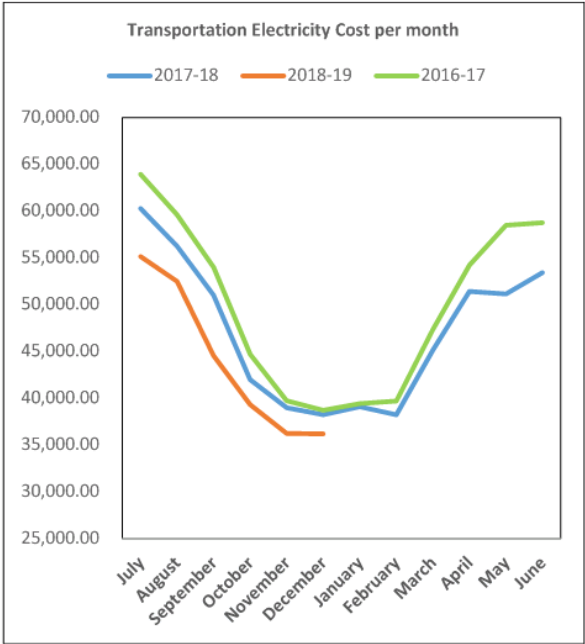
Bus Shelters

Work has begun to install four bus shelters at bus stops (Orchard Road, Tomoana Road, Heretaunga Street East and Omahu Road) that have been requested by the community. These shelters are funded by Hawkes Bay Regional Council. The completion date for this project is dependent on the supplier, but is estimated to be in February/March 2019.

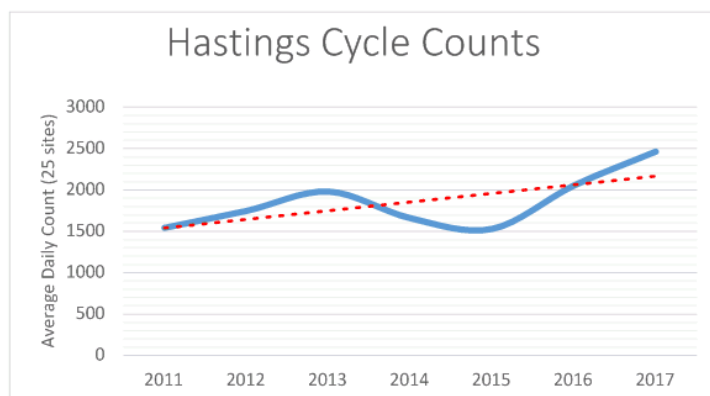
OBJECTIVE 4: Offering Choice of Travel Modes and Reducing Environmental Impact

Street Lighting Efficiency

The LED streetlight replacement programme is currently approximately 50 % completed. The electricity savings are starting to be realised, though difficult to fully quantify as Unison have changed their line charge calculation with a much higher portion of their charge being fixed, and the Genesis Electricity contract was renegotiated in May 2018. Therefore to get a truer indication of the savings it may be more useful to compare 2018-19 to 2016-17. Currently there is a \$36,000 saving YTD versus 2016-17, which with a fully completed programme would equate to approximately \$140,000 Electricity saving for a full year.



OBJECTIVE 4: Offering Choice of Travel Modes and Reducing Environmental Impact



Cycle counts across Hastings grew an average of 9% a year between 2011 and 2017.

A drop in numbers during 2014 and 2015 coincided with a fall in fuel prices around the same time

Performance Measures:

Performance Measure	Target	Status
Proportion of people walking and cycling	Increase the proportion of people walking and cycling, compared with other transport options *currently under review	9.8% 2013 Census journeys to work*
Number of people walking and cycling	Increase the number of people walking and cycling *currently under review	1204 Average daily trips across eight permanent count sites, 2017/18

OBJECTIVE 4: Offering Choice of Travel Modes and Reducing Environmental Impact

Performance Measure	Target	Status
Street light efficiency	20% reduction in power usage by 2022	65% of all street lights are already replaced by LED. Programme is ahead of schedule – all street lights will be replaced by 2020 June. Consultation regarding the upgrade of decorative lights is complete and a separate report will be presented to Work & Services Committee.
The percentage of footpaths within a territorial authority district that fall within the level of service or service standard for the condition of footpaths that is set out in the territorial authority's relevant document (such as its annual plan, activity management plan, asset management plan, annual works programme or Long Term Plan)	No more than 1.5% (6.7kms of HDC network) of footpaths classified poor or worse as measured by Council's condition rating system	This measure is reported every 3 years. Last count showed 6.17kms of footpath as poor.

*The results from the 2018 Census should be available soon. For the first time the census included journeys to school as well as work in the transport question, which will provide a broader picture of travel patterns. The MOT's Household Travel Survey has also re-started and will be able to provide similar statistics on a more regular basis in-between Census.

OBJECTIVE 5: Customer Focused, Cost Effective Transport Services

Activities:

AC Programme

There is approximately 2,000T of asphalt to be laid in Hastings and Havelock North during this sealing season. To avoid conflict with other water projects, asphalt works will now commence in March 2019.

There are always delays to traffic during the asphalt works, and some of the intersections/roundabouts are in areas that demand a higher level of communication with affected stakeholders. The Transportation team and Communications team are working together to ensure those affected stakeholders are advised as early as possible of the works, and to minimise the interruption or effect these works will have on businesses.

AC Roundabouts, Intersections and Cul-de-sacs		Methodology	Mix Type
Havelock North	Teachers Lane Street Block	Mill and Replace	25mm AC 10
Havelock North	Te Mata Road/Karanema/Duart Intersection	Mill and Replace	50mm PMB SP14
Havelock North	Havelock Road/St Georges Road Roundabout	Mill and Replace	50mm PMB SP14
Hastings	Heretaunga Street East/Willowpark Road South Roundabout	Mill and Replace	50mm PMB SP14
Hastings	Omahu/Wilson Roundabout	Mill and Replace	50mm PMB SP14
Hastings	Stortford Lodge Roundabout	Mill and Replace	50mm PMB SP14
Hastings	Fredrick Street West Intersection	Mill and Replace	50mm PMB SP14
Hastings	Evenden Road West Approach	Mill and Replace	50mm PMB SP14
Havelock North	Te Puna Place – Cul-de-sac only	Mill and Replace	25mm AC 10
Hastings	Chambers Street – Cul-de-sac only	Mill and Replace	25mm AC 10

Sealed Road Renewals

Reseal programmes have been confirmed and resealing has commenced in both Rating Area-1 and Rating Area-2 with very good progress to date. Over 90% of the both urban and rural programmes have been completed.

As per Council's policy approach and NZTA current direction, we are continuing to seal some urban asphalt surfaces with a fine chipseal. This provides a more cost effective solution than replacing asphalt surfaces over weak pavements.

Area Wide Pavement Treatments

The following provides a summary of the 2018/19 Area Wide Pavement Treatment projects:

Project	Status	Physical Works Completion Date
Taihape Road	Work started	April 2019
Alexandra Street	Contract awarded. Work to commence in February	May 2019
Kahuranaki Road	To be tendered in February	December 2019
Eastbourne Street	Design Complete	May 2019

Alleyways

Caernarvon Drive/Sunderland Drive Alleyway is progressing with further legal processes to incorporate alleyway land to adjoining properties underway.

Strategic Planning

The results of initial consultation and a short list of treatment options for Simla Ave – Te Mata Peak Rd was discussed with the council in a workshop at the end of November. Further work is being done with wider consultation planned for the first half of this year.

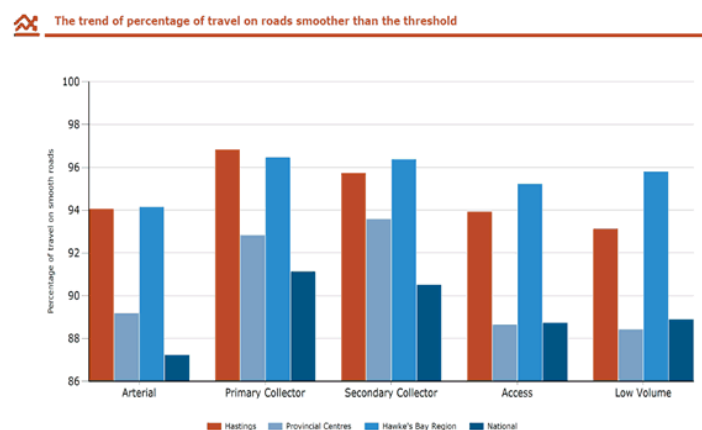


OBJECTIVE 5: Customer Focused, Cost Effective Transport Services

Performance Measures:

Performance Measure	Target	Programmed for this year	Status
The percentage of the sealed local road network that is resurfaced	5.5% of sealed local road network is resurfaced per annum (72km resealed per year)	87.4 KM has been designed with final quantum of work to be managed to available budget.	Resealing has commenced 78.5km sealed as at the end of December.

Performance Measures Completed Annually	Target	Current Status – Measured Annually
The average quality of ride on a sealed local road network, measured by smooth travel exposure	90% smooth travel exposure (Average quality of ride)	95.5%
The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the timeframe specified in the long term plan	98% of customer service requests relating to roads and footpaths responded to within 28 days	94% (This number reflects completion of physical works and instances where works is programmed and customer informed prior to the work being completed is not reflected).



Health and Safety / Risks

Item 7

Risks

NZTA Budget Approvals

The 2018/21 funding requests for maintenance and renewal works and for bridge strengthening were approved.
Funding for the iWay programme is under review and Council is working with NZTA during the assessment of business cases and release of funds.

Risk Assessment Workshop

A risk assessment workshop between Operations staff and Fulton Hogan staff was held to create a risk register that will be used to manage and monitor risks associated with maintenance contracts and operations throughout the Hastings District. This register will be used to prepare a similar register for the DRA1 contract with Downer.

Unsealed Pavement Investigation

A scoping report was prepared that provided an opportunity to further recommendations using available summer intern staff. Pavement investigations are being carried out on higher traffic volume unsealed roads to better understand the pavement needs. The outcome of these investigations will be presented to the Rural Community Board and will provide evidence based data for future decision making, and business case preparation to funding agencies.

Tree investigations

Road side trees pose a significant risk to motorists, and to the roading assets. We have initiated a programme to identify all roadside trees, and have begun to prioritise these to manage the trees in both a timely and risk based manner. We are utilising summer intern staff to assist with this data gathering exercise.

Lifelines

The transportation lifelines critical infrastructure and hazard vulnerability assessment was completed and submitted to HB Lifelines Group. A regional workshop was held to evaluate the submitted along with information from all other road controlling and utilities authorities in the region. The team will reflect the evaluation feedback in the HDC critical infrastructure and vulnerability assessment.

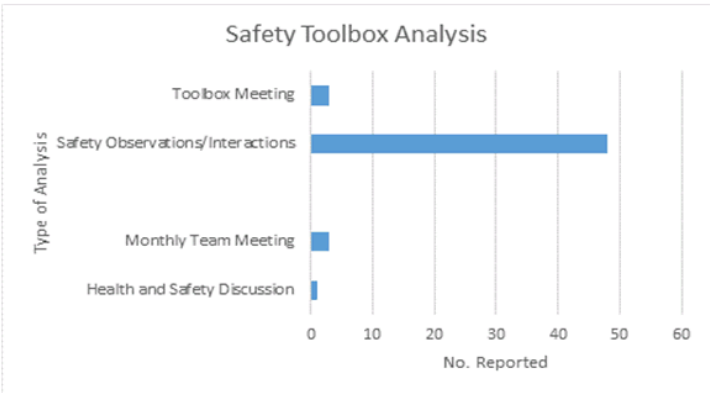
Health and Safety

Incidents

None reported.

Performance Measures

Number of inspections and safety observations completed by the Transportation team recorded for the quarter.



Selected Parameters

Entries Date Range: 1 Oct 18 to 31 Dec 18

Form/s: Health and Safety Discussion | Monthly Team Meeting | Personal Risk Assessment (5x5) | Quarterly Workplace Inspection Form | Safety Observations/Interactions | Toolbox - Landfill | Toolbox - Office Based | Toolbox Meeting

Report Line 1: Asset Management



Attachment 2

Quality / Compliance Measures and Improvements

Item 7

Activities:

Transportation Policy Manual

The Transportation Manual is a collection of policies that cover a wide range of issues across the transport space. This manual was last updated in 2013 and many of the policies may have been superseded or are no longer fit for purpose. A 3-5 year project has begun to review and update each policy in the manual.

Performance Measures:

Compliance Reported	No. Approvals	
Corridor Access Request Applications (including Traffic Management Plans)	135	
Transport Related Building Consents	459	
CRMS (Customer Relationship Management * As recorded by CRM system)	Initiated per Quarter 451	Closed Per Quarter 426
	Complaints 1	Compliments 3

Attachment 2



Regional and National Issues

Provincial Growth Fund

The New Zealand Government has allocated three billion dollars over a three-year term to invest in regional economic development through the Provincial Growth Fund (PGF). The PGF is a significant opportunity to realise the remarkable potential of the regions. It can provide funding to accelerate growth, and to kick start new economic development initiatives.

HDC have submitted a PGF application for capital funding for the Bridges Strengthening programme. The investment of this programme is urgent as the restrictions placed will cause significant transport inefficiencies, therefore this application will seek PGF support to help accelerate this programme.

Engineering Code of Practise (ECOP)

We are currently undertaking the first revision of the ECOP 2011. The new version will be named ECOP 2018. Feedback on the modifications will be two tiered, first being from the practitioner groups and the second as a part of consultations for the planned District Plan changes.

The first tier of feedback is complete and the suggestions from the practitioner group has been incorporated in to the document. The updated document will be forwarded to Planning and Regulatory to begin the second tier of feedback.

Footpath Subsidy

A report to Council was taken to discuss the allocation of funds released by the introduction of footpath subsidy.

The decision was to reinvest into minor safety, walking and cycling projects as well as the transportation reserve.

Targeted Enhanced Funding Assistance Rate

A new targeted enhanced funding assistance rate (TEFAR) has been approved by the NZ Transport Agency to assist councils in bringing forward new high and very high priority locally-led improvement activities for the 2018–21 National Land Transport Programme (NLTP). This will mean up to 50% more funding for eligible programmes.

We have applied for this enhanced funding in order to bring forward a number of projects in our Low Cost/Low Risk programme. If we are approved, the additional funding will allow us to release some of the local share to spend on other transportation projects.

Regional Model Update

Transport models in Hawke's Bay are old, with the Hastings Area Transport model now nine years old. There has been significant land use changes and traffic growth since then, as well as the creation of new roads such as the Expressway improvements and Te Ara Kahikatea. A refresh of the model is planned, to be done in partnership with NCC, HBRC, and NZTA. This is still awaiting funding approval from NZTA.

Road Efficiency Group

The Road Efficiency Group (REG) has several key projects planned such as:

- enhancing the 'One Network' framework - including increasing the relevance for urban areas and on the low volume parts of the transport system
- developing the current performance measures and better defining customer levels of service
- enabling guidance on embedding ONRC into contracts

Other projects include developing further the data quality project and supporting the sector through an ongoing learning development programme. This includes supporting the further enhancement of transport business cases needed to support the Long-Term Planning processes and future submissions to the National Land Transport Programme (NLTP).







Contents

Objective 1: Healthy Drinking Water and Sanitary Services

Objective 2: Sustainable Use of Land and Water Resources

Objective 3: Infrastructure Supporting Economic Growth

Objective 4: Resilience to Hazards and Shocks

Health and Safety Risks

Quality/Compliance Measures and Improvements

Regional and National Issues

Cover Photo: Clifton Revetment

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Activities:

Drinking Water Compliance (All Supplies)

Testing results from drinking water samples taken from treatment plants and within the reticulation for the 1 October to 31 December period were all compliant with the Drinking Water Standards for bacteriological requirements.

Full compliance to the current NZDWS Protozoa requirements will not be achieved until the completion of the treatment plant installations and upgrades. The Wilson Road treatment plant is complete and fully operational delivering UV treated water into the network.

The operations team carry out routine inspections and observations at our water treatment plants, pump stations and reservoirs to ensure that our facilities are fully operational and our monitoring equipment is tested and operating to specification.

Total number of inspections completed: 1 Oct - 31 Dec 2018

Source/ WTP	Bore inspection/WTP inspections	Monitoring inspections/ calibrations	instrument verifications/
Brookvale	25	99	
Eastbourne	19	111	
Portsmouth	8	60	
Wilson Rd	7	62	
Frimley	10	61	

Reticulation	Reservoir inspections	Booster pump inspections	Monitoring instrument inspections/ verifications/ calibrations
Havelock	6	12	39
Hastings	2	NA	NA
Paki Paki	1	4	18

Other forms	Inspections
Dechlorinated tap/mobile CI trailer	15

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Table 1. Drinking water compliance status for Sources/Water treatment Plants in the Hastings District (1 October to 31 December 2018)

Sources and Water Treatment Plants	Population	Samples / qtr (DWSNZ)	Samples taken	E.coli transgressions	Comment
Frimley Bore 1	>10000	91	171	0	Complies
Frimley Bore 2					
Portsmouth Bore	>10000	86	86	0	Complies
Eastbourne Bore	>10000	91	264	0	Complies
Eastbourne Bore 2					
Eastbourne Bore 3					
Eastbourne Bore 4					
Eastbourne Bore 5					
Brookvale WTP post treatment	>10000	90	91	0	Complies
Wilson Road Bore	>10000	58	58	0	Complies

Sources and Water Treatment Plants	Population	Samples / qtr (DWSNZ)	Samples taken	E.coli transgressions	Comment
Haumoana Bore 2	1900	26	184	0	Complies
Haumoana Bore 3					
Ferry Rd Bore	198	3	13	0	Complies
Tucker Lane Bore	362	3	13	0	Complies
Whakatu Bore	337	3	13	0	Complies
Parkhill Bore	80	13	92	0	Complies
Waipatu Bore Bennett Road	30	13	13	0	Complies
Waipatiki Beach Post Treatment	12	13	14	0	Complies
Treatment Omahu	126	13	13	0	Complies
Whirinaki Post treatment	750	26	37	0	Complies
Esk Post treatment	50	13	25	0	Complies
Waimarama Post Treatment	2000	26	26	0	Complies

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Table 2. Drinking water compliance status for Reticulation zones in the Hastings District (1 October 2018 – 31 December 2018)

Reticulation zones	Population	Samples / qtr (DWSNZ)	Samples taken	E.coli transgressions	Comment
HAS001BP	300	3	4	0	Complies
HAS001EA	16668	22	34	0	Complies
HAS001FL	12171	19	34	0	Complies
HAS001HN	15370	22	38	0	Complies
HAS001PA	200	3	5	0	Complies
HAS001WE	20055	25	45	0	Complies
HAU002	1900	13	20	0	Complies
CLI00AL	198	3	13	0	Complies
CLI001VA	362	3	13	0	Complies
WHA029	337	3	13	0	Complies
PAR005	80	3	13	0	Complies
WAI135	30	3	13	0	Complies

Reticulation zones	Population	Samples / qtr (DWSNZ)	Samples taken	E.coli transgressions	Comment
WAI087	12	3	14	0	Complies
OMA008	126	3	13	0	Complies
WHI007WH	750	13	20	0	Complies
WHI007ES	50	3	20	0	Complies
WAI007	2000	13	21	0	Complies

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Wastewater Treatment Plant Compliance (East Clive WWTP)

Routine quarterly sampling at the Wastewater treatment plant and around the outfall pipeline were undertaken in mid-October 2018 and results indicate that the plant continues to operate within all its consent conditions.

Wastewater Treatment Plant Compliance (East Clive WWTP)

The table below summarises the routine of trade waste inspections undertaken. No major issues were identified. The trade waste officer continues to take a proactive and collaborative approach with industries to ensure that high levels of compliance are achieved.

Trade Waste Inspections:

Month	Number of inspections undertaken
October 2018	7
November 2018	20
December 2018	16

Wastewater Treatment Plant Operations

The wastewater plant continues to operate within its consent conditions. Flows and loads through the plant are at normal levels with flows increasing in January–March due to the food processing season.

Routine plant inspections and maintenance continue to be undertaken and upgrades to the industrial and domestic screens are ongoing.

Other projects at the plant include relocation of the diesel tanks to comply with HASNO requirements. Design of the beach overflow chamber is underway. The outfall manifold project has been deferred to 2021/22 following an unsuccessful procurement process. Only one tender was received and HDC was unable to negotiate a fair and reasonable price with the tenderer. The PLC upgrade is at the planning and design stage and the HDC Network Engineer is reviewing and developing a 3Waters control strategy. This strategy will inform the final PLC design.

During a period of bad weather and rough seas just prior to Christmas one of the diffuser marker buoys broke free and drifted ashore. This is being repaired.

Major Projects

Small Community Supplies:

UV Package Design and Supply

A competitive contract has been awarded to Vertex for the supply of UV reactors for both the Small community supply sites of Waipatiki, Esk/Whirinaki, Clive, Whakatu, Haumoana, Waimarama, as well as the HDC urban supplies of Eastbourne and Frimley. The reactors will be provided to the successful contractor for the Treatment Upgrade project.

Small Community Treatment Upgrades

A tender is currently out for the proposed treatment upgrades for the 6 small community treatment plants listed above. 3 shortlisted tenderers are competing for the project with tenders closing on 13 March 2019. The proposed work includes new treatment facilities and buildings, reservoir storage and new bores where required. The works are prioritised for construction on a site by site basis through to June 2020.

Haumoana Investigation Bore

Work has been completed on the investigation bore at the intersection of Parkhill and Palamino Road. The bore has been drilled to a depth of 123m and is currently being tested for quality and quantity parameters. Subject to the outcome of these results decisions will be made on a production bore and the location of treatment buildings and reservoir storage.

Havelock North Booster Pump Station

Tenders documents have been released to invited tenderers for the Havelock North Booster Pumpstation and residual trunk main pipework contract. All necessary land purchase and easement requirements have been concluded in preparation for construction. Adjoining landowners have been kept informed of progress on this project with regular update newsletters. Tenders close on 27 February 2019, with contract award expected in early March 2019 construction to commence in late March 2019 for completion by November 2019.

Eastbourne/ Frimley Treatment Upgrades

Modelling work to determine the network upgrades and treatment requirements for the Eastbourne and Frimley supplies was completed at the end of 2018. The outcome of this work is being used to develop work schedules for the 2 areas and to determine options for siting proposed new facilities such as new treatment facilities and buildings, reservoir storage and new bores where required. Currently consideration is being given to contract delivery options, refining potential site options and confirming project estimates for the proposed works. Confirmation of this is expected by the end of March 2019.

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Stormwater Compliance

Quality Management

Stormwater samples in the Omaha Road industrial area will continue to be collected during rain events as per the consent conditions for James Rochfort, Barnes Place and Lowes Pit. Tonkin and Taylor have been engaged to carry out an assessment of options for the enhancement of Lowes Pit. Tonkin & Taylor will use the monitoring results to develop and assess mitigation options to reduce the level of contaminants entering the stormwater system draining into Lowes Pit.

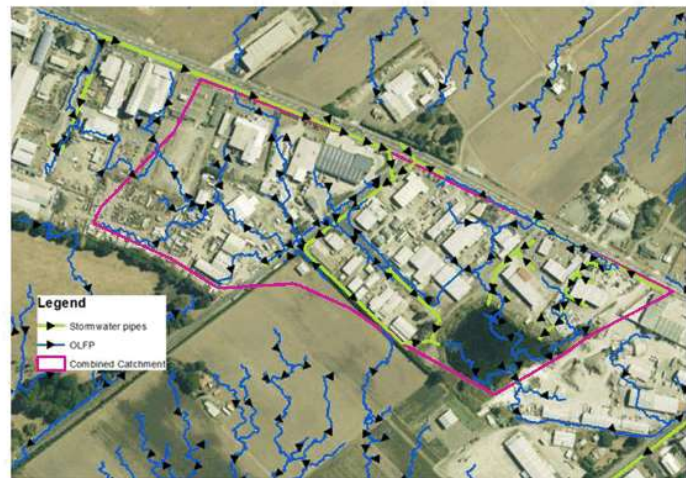


Figure 1.1: Location of Lowes Pit in the town of Hastings

Plan showing catchment area draining to Lowes Pit.



Example of High Risk site with potential for chemicals to enter the stormwater network.

Stantec dam engineers visited the Havelock North and Te Awanga/Clifton detention dams in November and a summary report of findings has been issued to HBRC in accordance with the consent requirements and a final report will be submitted in February. No major issues were identified during the dam inspections, however some minor maintenance work was identified (mainly vegetation control and removal of fallen trees). The remedial works will be carried out by the City Care (HDC Maintenance Contractor) or other specialist contractors.

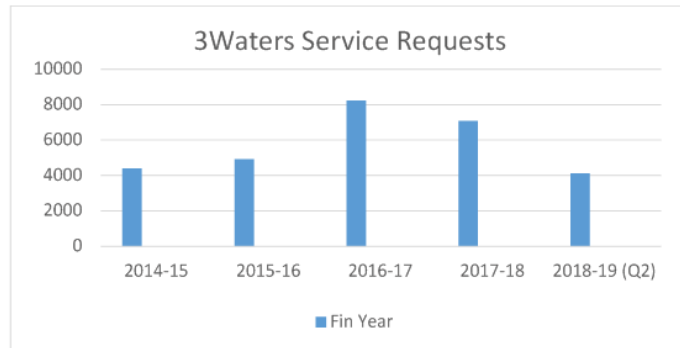
The compliance report for the Whakatu West Industrial area was issued to HBRC in November as per consent requirements. Further information was sent in November to HBRC in relation to the stormwater network consent. No formal feedback has been received from HBRC, however this will be discussed at the next Project Steering Group with HBRC in March.

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Continuity of Services

Council's aim is to provide a highly reliable water, wastewater and stormwater service and to minimise the extent of any service disruptions. The time taken to respond to faults, failures and complaints is monitored to ensure that our customers receive services that deliver to the agreed levels of service and we are responsive and attentive to their needs.

In the reporting period (Q2) there were 4,134 service requests to Council and the percentage split between each of the 3 water activities is shown in the adjacent table. The majority of service requests (70.5%) are in relation to the water supply where repairs and replacements on our water service laterals and tobies continue to make up the bulk of the work being undertaken by our maintenance contractor.



Utility	100.0%
Stormwater	6.7%
Wastewater	22.8%
Drinking Water	70.5%

Top 5 Complaints / Requests for service are dominated by Drinking Water

Drinking Water

Count	Service Request type
553	WCLEK (Leaking connection - other)
527	WTLEK (leaking Water Toby)
420	WMISC (Water Miscellaneous)
371	WLEAK (Inspect water leak misc)
331	WTLOC (Locate water toby)

Wastewater

Count	Service Request type
228	SCBLK (Blocked sewer connection)
131	SMISC (Sewer miscellaneous)
84	SPBLK (Blocked sewer pipe/main)
58	SCOV (Overflowing Sewer Connection)
49	SMINV (Investigate Sewer manhole)

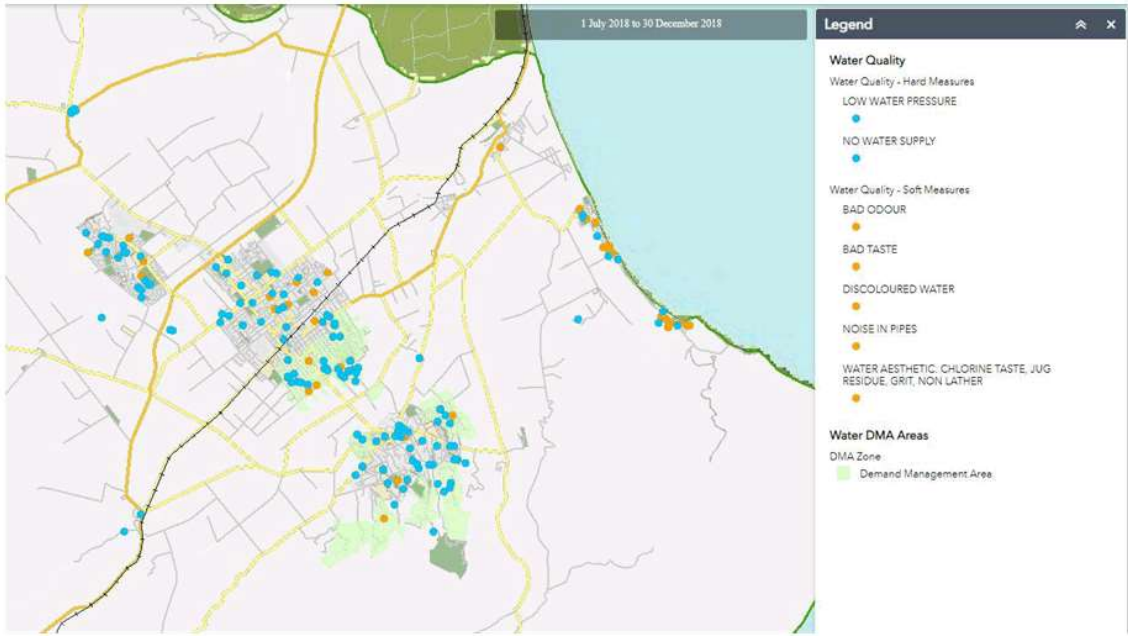
Stormwater

Count	Service Request type
42	RSBLK (Blocked sump)
36	RCNEW (Request for new stm connection)
36	RMISC (Storm miscellaneous)
29	RCINV (Investigate problem connection)
14	RPINV (Investigate Storm Main Problem)

OBJECTIVE 1: Healthy Drinking Water and Sanitary Services

Transparency and Overview

Our performance measures include maintaining records on customer complaints in relation to water quality (clarity, taste, and odour) and service delivery (pressure, flow and continuity of supply). The following chart shows the location of complaints received in the reporting period (Q2) across the Hastings urban areas.



OBJECTIVE 2: Sustainable Use of Land and Water Resources

Item 7

Activities:

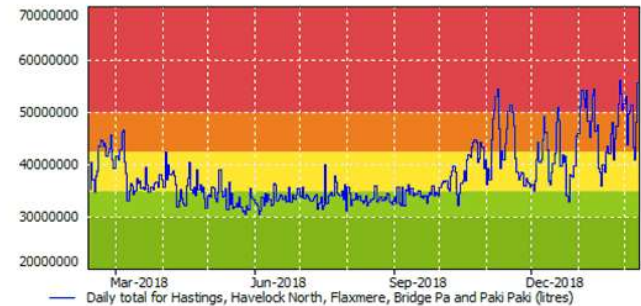
Water Consumption



The period from October to December inclusive was wetter than normal. As a result, the Mangateretere Stream has remained above the minimum flow that triggers the move to Level 2 restrictions.

The long range forecast from January 2019 is for normal to above normal rainfall as the predicted El Nino weather pattern has not materialised. Officers continue to monitor usage across all of our water supplies and are keeping an eye on Regional Council monitoring sites to keep informed on environmental conditions across the Heretaunga Plains.

Hastings Water Supply Daily Usage 2018



Water Conservation *Saving H2O is the way to go*

The H2O campaign has been in full swing commencing in November. Hastings DC, Napier CC and HBRC have developed a joint campaign to encourage people to adopt water saving techniques in the home and to support our water conservation initiatives.

The campaign will continue to March 2019 and aligns with HDC's water conservation and water restriction programme. Although Napier City Council has instigated water restrictions the Hastings District Council is still operating at Level 1 which is promoting water conservation but without any restrictions in place.



Attachment 3

OBJECTIVE 2: Sustainable Use of Land and Water Resources

Stormwater Management

Quantity Management

Flooding of urban networks from significant rainfall can overwhelm the piped stormwater system and our network of urban streams and drains. Overland flows can result in inundation and ponding and in extreme cases may compromise buildings and residential dwellings.

The district experienced higher than average rainfall in November and December,

	October	November	December
Average Rainfall	46mm	26mm	44mm
Actual Rainfall	22mm	70mm	110mm

Only minor localised flooding occurred due mainly to blocked sumps and house connections

The development of stormwater models continues with the Flaxmere and Havelock North networks currently being built. The stormwater model covers the urban areas of Hastings, including Flaxmere, Clive and Havelock North and will be used to identify flood prone locations and where network upgrades are needed. This information will be used to develop a renewals and upgrade programme for inclusion into the Council's long term plan.



Blocked Sump – Portsmouth Road



Debris blocking ramped driveway access – Terrace Rd

OBJECTIVE 3: Infrastructure Supporting Economic Growth

Activities:

Lyndhurst Rd

Bulk water, wastewater and stormwater services are under construction to service the Lyndhurst Stage 2 development area. Work has progressed from Lyndhurst Rd into the main service corridor up to Arbuckle Rd. It is proposed to continue the installation of the remainder of the bulk services up to Ikanui Drive to enable the last areas of development to have services available ahead of development proposals being finalised. Council Designers are waiting for the developer to confirm details so the design can be finalised and work started.

Maraekakaho Road

The contract to extend the stormwater network along Maraekakaho Road has been awarded to Fulton Hogan. The extension of the network will reduce the extent of flooding into the road carriageway during rain events. Fulton Hogan are due on site 15 February and the project is due for completion at the end of April.

Howard St

A hearing date has been set for 19 & 20 February to hear submission on the Notice of Requirement for designating the location of the internal road and associated bulk water services. The design of roading and 3-waters infrastructure is being progressed and will be used to respond to the submissions received.

Iona/Middle Rd

Planning and design of services is ongoing for Iona/Middle. The residential zoning is now in place and one landowner in Breadalbane Avenue has submitted subdivision plans, however this is independent of the larger Iona/Middle development area. Council is awaiting feedback from the main Developer to enable design work to commence on the major works.

Omahu Industrial Bulk Services

The construction of water and wastewater bulk services in the Omahu Industrial area is nearing completion. The two main wastewater pump stations are currently being tested ready for commissioning (going live). Fulton Hogan are currently installing connections for industrial sites in preparation for those sites becoming fully operational. The reinstatement of affected land and the fencing of the land boundaries adjacent to the Council owned service corridor is ongoing.

There are two short extensions (opposite Kirkwood Road and Raupare Rd) to the water and wastewater networks that will be undertaken by Fulton Hogan once the water and wastewater systems have been commissioned and are operational.

Brookvale Road

The 3-waters asset managers are working closely with the land developer, consultants and Council Planning officers to clarify the stormwater options and servicing solutions as part of the rezoning of the land between Brookvale Road and Thompson Road. The Crombie Drain runs through the development land and all parties are working with HBRC who are the consenting authority that approves any stormwater solution for his development area.



Installation of Omahu Industrial wastewater storage chamber and pump station.

OBJECTIVE 4: Resilience to Hazards and Shocks

Water Supply –

Reservoir upgrade programme

All of the urban and small community supply reservoirs have had internal and external inspections undertaken. These inspections have been collated into a report and any remedial work has been prioritised in terms of water quality, safety and resilience.

Maintaining emergency water storage in major events provides support to our communities at critical times. Specialist consultants have undertaken structural integrity evaluations of a number of reservoirs and the recommendations from these are currently being incorporated into the overall programme of works.

A further programme for specific seismic assessments is currently being investigated targeting any further earthquake strengthening or other necessary work to ensure that they meet current codes and are resilient to damage.

A detailed programme of work is near completion. Discrete work packages are being identified for procurement.

Procurement of the first stage of works including; vent and hatch security improvements, roof sealing works and access improvements to allow for both further repair works and ongoing site access will commence is expected to commence in March 2019.

Treatment initiatives and major projects

Wilson Road drinking water treatment plant has been completed, and the major new pipeline between Hastings and Havelock North is complete apart from two special fittings that are in transit from Germany. These fittings complete the Crosses Road bridge alignment and act as flexible joints at each end of the bridge. The majority of pressure testing has been completed with only a few sections remaining.

The contractor has also been busy reinstating the road surfaces along the entire length including a rebuild of the St Aubyn St/Sylvan Rd roundabout.

The amount of disruption to commuters, property owners and the general public has been significant at times and all involved in the project have been aware of the need for good communication to keep everyone up-to-date as the project has progressed. Now that we are at the end of the construction phase there is an opportunity to thank the community for their patience over an extended period of time. The Communication Team are working on a comms package that can align with a formal opening once the pipeline is in operation.

Network Modelling

The major capital works programme to deliver our water supply strategy is advancing to the design stages. Significant modelling has been undertaken to evaluate our future operating environment and to understand how the system will work once new treatment, storage and pump stations have been constructed.

The modelling work is now advancing to assess how our network can respond to major fire events and what potential improvements may be required. Our network models will assist our asset managers to better understand our resilience to earthquakes and where areas of vulnerability may be and what strategies and options may be implemented over time.

This work will advance over the next couple of years to inform future LTP planning cycles.

OBJECTIVE 4: Resilience to Hazards and Shocks

Renewals – planned and reactive

3Waters renewals planning is ongoing with the preparation of the transportation co-ordination report. This planning document will identify and prioritise integrated renewals projects over the next 3 years. The integrated renewal project in Alexandra Road (Riverslea Rd N to Sylvan Rd) will commence construction mid-February 2019.

A stormwater hydraulic model is under development this will help to identify areas that potentially require renewals and upgrades.

Water supply renewals priorities include the development of a connections renewals programme.

Wastewater reticulation renewals planned for the 3rd and 4th quarters include Nikau Street trenchless renewal, Trunk Sewer Relining of the No. 1 sewer along Richmond Road, Park Road Rising Main renewal and improvement and the renewal of the domestic and industrial screens at the WWTP.

The integrated renewal project in Alexandra Road (Riverslea Rd N to Sylvan Rd) will commence construction mid-February 2019. The watermain in Eastbourne Street (Karamu Rd to Russell St) will be replaced in coordination with the road reconstruction starting early March 2019.

A planning and coordination meeting is planned for late February to consider the priorities and way forward for the 2019/2020 financial year projects. Following this meeting the programme for 19/20 can be prepared by Stantec.

Waimarama Seawall

In November Beca were on site to assess the condition of the Waimarama Seawall, as per consent requirements. An initial findings report was received at the end of November indicating the wall is generally in an acceptable condition. The report does however identify some voids in the rock wall which require filling, with some minor erosion at the crest in places.



Figure 4 – Seawall in Acceptable Condition, Voids Require Filling

The shoreline past the end of the seawall is showing noticeable erosion. This is the transition point between the constructed rock wall and the natural shoreline. This area is a focus point for wave energy, with water getting in behind the rock wall and eroding the steep land face. This area is outside of the targeted rate area and consideration of options will be needed before any further work/extension is undertaken, as it will have an impact on both the funding of the work and additional consents may be needed.

OBJECTIVE 4: Resilience to Hazards and Shocks**Clifton Revetment**

Work has been progressing well on this project with 80% of the revetment wall completed prior to the Christmas close down period. It was proposed to recommence work on Monday 14th January but this has been deferred until Monday 11th February 2019 due to high tourist numbers and campground use within the contract area and concerns with high temperatures impacting on potential road damage, both at the project site and between the site and quarry. The remaining work includes completing the revetment wall, constructing and sealing the road into the campground and boat ramp area and signage and planting. This work is expected to be completed (with the exception of planting) by 22nd March 2019.



Health and Safety / Risks

Risks

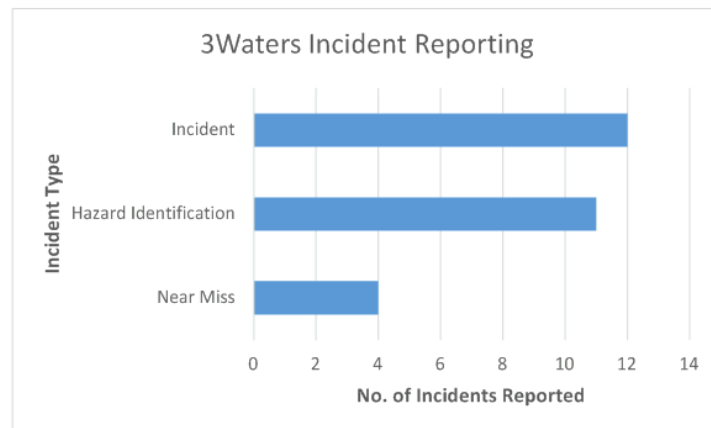
Resourcing

The 3 Waters team are continuing to implement changes to our compliance, operational and planning processes as part of the 3 waters change programme. Most of the new positions within the restructure have been appointed and good progress is being made as our new systems and people integrate into the team.

Supplier Capacity and Prices

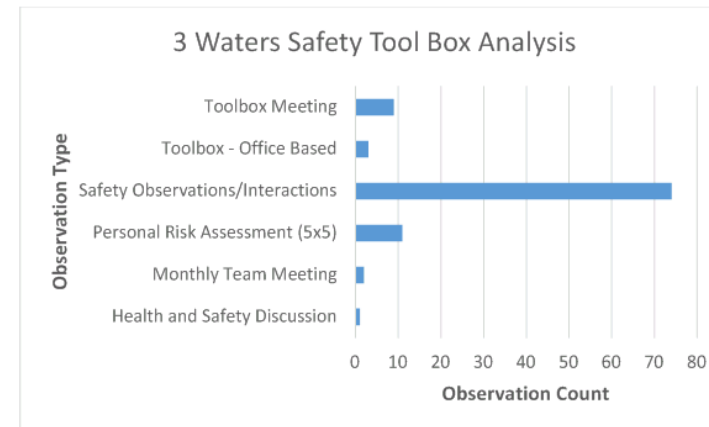
With the amount of economic activity across the region there are risks that prices will rise and/or suppliers may become stretched beyond current available capacity.

Health and Safety



Performance Measures

Number of inspections and safety observations completed by the 3 Waters team recorded for the quarter.



Selected Parameters

Entries Date Range: 1 Oct 18 to 31 Dec 18

Form/s: Health and Safety Discussion | Monthly Team Meeting | Personal Risk Assessment (5x5) | Quarterly Workplace Inspection Form | Safety Observations/Interactions | Toolbox - Landfill | Toolbox - Office Based | Toolbox Meeting

Report Line 1: Asset Management

Customer Relationship Management

CRMS (Customer Relationship Management * As recorded by CRM system)	Initiated per Quarter	Closed Per Quarter
	487	456
	Complaints	Compliments
	4	2

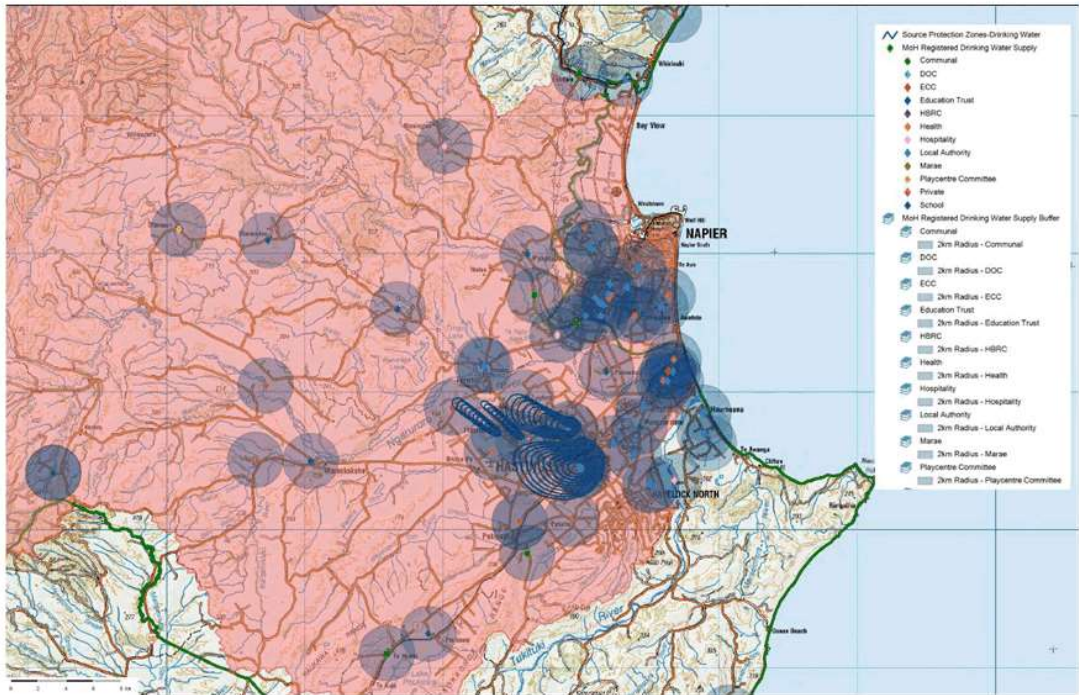
Regional and National Issues

Planning Provisions: Source Protection Zone (SPZ) implementation

The HBRC Regional Planning Committee is working through Plan Change 9 (TANK) considerations. As part of this the HB Drinking Water Joint Working Group (JWG) presented the proposed drinking water source protection zone planning provisions. The proposal would, if adopted, provide additional considerations on activities that occur within a registered water supply catchment area. This would enable registered water suppliers to have increased awareness and input into consents for activities.

The JWG parties will be considering the implications of this new modelling in February 2019 and what this may mean for the Tank Plan Change

Council will also need to consider a potential review of District Plan provisions in a similar manner.



Further analysis on the development of the source protection zones for Hastings has been undertaken by HBRC modellers to assist the JWG to determine whether there is merit in moving to a more advanced version of the analytical model developed by HDC.

Regional and National Issues

3 Waters Review

The Government is reviewing how to improve the regulation and supply arrangements of drinking water, wastewater and stormwater (three waters) to better support New Zealand's prosperity, health, safety and environment. Most three waters assets and services are owned and delivered by local councils.

Effective three waters services are essential for our communities

- Our health and safety: depends on safe drinking water, safe disposal of wastewater and effective stormwater drainage.
- Our prosperity: depends on adequate supply of cost effective three waters services for housing, businesses and community services.
- Our environment: depends on well managed extraction of drinking water, and careful disposal of wastewater and stormwater.

Progress update - November 2018:

Local Government Minister Nanaia Mahuta and Health Minister David Clark have announced (November 2018) work to overhaul three waters regulation as part of the Three Waters Review. This is part of an ongoing reform programme to transform drinking water, wastewater and stormwater. The programme is focused on collaborating with the local government sector, the water sector and other stakeholders to meet the three-waters challenges facing it. These include funding pressures, rising environmental standards, climate change, seasonal pressure from tourism, and the recommendations of the Havelock North Inquiry.

Direction of the review:

- Regulatory arrangements for drinking water and wastewater: the immediate priority for the review is the detailed policy work on the overarching shape and form of regulatory arrangements for drinking water and wastewater. The Ministers of Local Government, Health, and the Environment intend to take detailed proposals on this to Cabinet in June 2019.
- Service delivery and economic regulation: this is part of a longer ongoing conversation with local government and the water and infrastructure sectors. Options for further investigation have been identified and detailed advice to enable consideration of their relative merits will be put to Cabinet towards the end of 2019.

- Engagement: central government, through the cross-agency project team, is working with councils, iwi/Māori and stakeholders with an interest in three waters services to engage on options for the shape and form of the regulatory arrangements, and to inform the ongoing conversation relating to service delivery and economic regulation.

HB Regional 3 Waters Review

Work has commenced on the Hawkes Bay Regional 3 waters review. Morrison Low and WSP Opus have been awarded the engagement to complete the review.

The 3 Waters Manager is involved in a national review of the Drinking Water Standards for NZ and various work streams are underway to consider what changes are required to address deficiencies that have been identified.

The first of a range of changes to the Standards will become effective in March 2019. The Drinking-Water Standards for New Zealand 2005 (Revised 2018) now require routine monitoring of total coliforms; and enumeration testing for E.coli and total coliforms. In addition, there are a number of minor changes to the Standards to clarify or correct text within the Standards, to simplify compliance procedures, or to move material from the (mandatory) Standards to (voluntary) Guidelines.



Works and Services Parks and Buildings Report 20 November 2018



Contents

Objective 1: Safe Multi-Functional Urban Centres

Objective 2: Places and Spaces for Fun and Recreation

Objective 3: Places and Spaces for Arts, Culture and Learning

Objective 4: Appealing Visitor Destination

Objective 5: Fostering Recreational Participation

Objective 6: Buildings and Spaces that Enhance District Identity

Health and Safety Risks

Regional and National Issues

Cover Photo: Holly Hospice Trail – Frimley Park

OBJECTIVE 1: Safe Multi-Functional Urban Centres

Activities:

- **Leading review of the CBD Master Plan with Urbanism +**
Officers have continued work with consultants on the reviewed CBD. With Council’s consideration and potential adoption, a coherent and integrated plan will be in place to lead design and Hastings CBD project prioritisation for the next 10+ years.



- **Eastbourne Street Upgrade**
The final project design for the upgrade of the 100 and 200 Eastbourne Street East blocks was adopted by Council on 6 December 2018. Work commenced on 16 February with new watermain renewals. The Street works proper commenced on Feb 25th with completion programmed for Jun 28th



OBJECTIVE 2: Places and Spaces for Fun and Recreation

Activities:

- Cornwall Park consultation day where the community was invited to have their say about the exciting new plans for the park
- Raureka Park Consultation Day



Cornwall Park Consultation Day



Cornwall Park Perspective 1



Cornwall Park Perspective 2



Raureka Park Consultation Day

OBJECTIVE 3: Places and Spaces for Arts, Culture and Learning

Activities:

- **Keirunga Hub rebuild** – helping pavers Council grant While the rebuild of the fire damaged Keirunga Gardens Arts and Crafts Society building is not a Council led project, officers have been assisting in facilitating work. This has included landscape work to open up the project area, sharing some services renewals costs to improve services to both Council and KGACS assets, provision of recycled CBD pavers to improve the front entrance to the buildings.

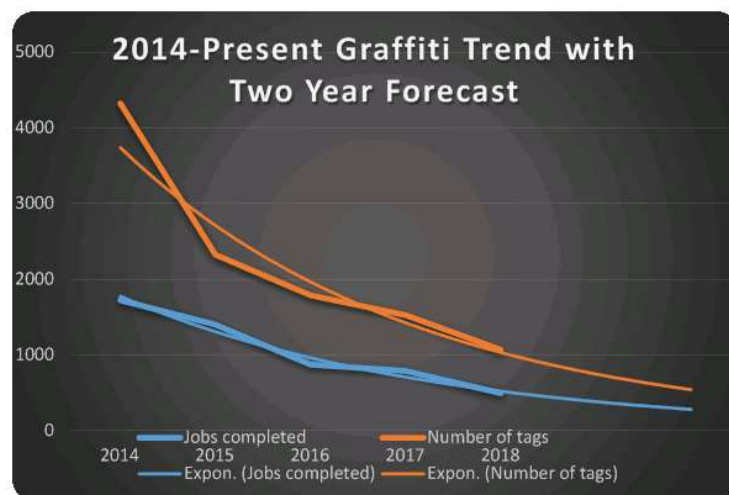


OBJECTIVE 4: Appealing Visitor Destination

Item 7

Activities / Performance Measures:

Tagging has continued to follow a downward trend across the District on a yearly level. However there has been an increase in 55 tags for the November-January quarter comparative to the same time last year. Council Officers will remain vigilant to ensure that this does not become the trend for the rest of the year.



Attachment 4

OBJECTIVE 4: Appealing Visitor Destination

Waimarama Domain –

Has had a large weed trees removed and remaining trees pruned to improve mowing, views and providing more shade for people



Cape Coast Reserves Management Plan's implementation for 2018.

Te Awanga Domain has had a concrete promenade laid and seats, signs installed. A Wednesday Farmers Market has begun operating. The East Road (Cape View) corner has been filled and planted.

Haumoana Domain has been a major project with an extensive weed tree removal, pruning and mulching making the area ready for new native planting in autumn.

A new park road and walkways have been created with the assistance of a \$190,000 grant from MBIE for improvement of Freedom Camping areas. Existing drains have been cleared and a new swale installed to help drain low lying areas. Picnic tables and seats have been installed.

While the area has been opened up to vehicles, there is ample open space for recreation activities.



The Cape Coast Art and Heritage Trust has funded 8 signs along the cycle trail and Tremains have sponsored the first artwork at Haumoana Hall. 'Elixir of Life' is a sculpture by Amy Lynch and Ricks Terstappen and is to be installed on the Corner of Beach and Haumoana Roads.



OBJECTIVE 5: Fostering Recreational Participation

Activities:

Sports grounds are now being prepared to bring winter sports onto grounds to start games from 23rd February. Summer sport is now back in full sing

Officers have worked closely with Holly Hospice on the events on the Village Green and Frimley Park for November

Events on our parks:

Park	Event	Date
HN Village Green	HB Arts Festival	6th -31st Oct
Romanes Park	Annual Tour of the Bay Cycling Event	21st Oct
Anderson Park	Annual Blast in the Park Fireworks	2 nd Nov
Frimley Park	Holly Hospice Trail	8 th – 10 th Nov
HN Domain	Holly Hospice Fete	8 th – 10 th Nov
Frimley Park	Rose Sunday	11 th Nov
Tainui Reserve	Peak Trail Blazer	18 th Nov
Windsor Park	Ngati Kahungunu Sports Tournament	24 th Nov
Civic Square	Takaapui Festival	24 th Nov
Frimley Park	HB Primary & Intermediate Schools Tri	4 th Dec
Flaxmere Park	Flaxmere Family Fun Picnic	
Cornwall Park	TSB Carols in the Park	23 rd Dec
Various	HB/Nth Island Cricket Camps	4 th – 22 nd Jan



OBJECTIVE 6: Buildings and Spaces That Enhance District Identity

Activities:



Item 7

Attachment 4

Health and Safety / Risks

Item 7

Risks

The January dry spell has seen the drying off of turf and sports fields require increased irrigation for summer sports to ensure safe surfaces are provided.

The potential for having water restrictions in the coming months may see the return to the more expensive night time irrigation in order to keep fields safe for activities.

Given the volume of work to be undertaken, staffing levels are currently very stretched.

Health and Safety

Incidents

As a result of injury to patron at Havelock North Exeloo, new electronic sensors have been installed providing a safer door system.

Performance Measures

Number of inspections and safety observations completed by the Parks & Properties team recorded for the quarter.

Attachment 4

Regional and National Issues

Item 7

Regional Freedom Camping Fund

Work has commenced on the planned Haumoana Domain upgrade funded by central government. \$190,000 grant to deliver improved parking and open space for visitors and locals alike. A replacement toilet block to be built in 2019 to compliment work.

Haumoana Domain has been a major project with an extensive weed tree removal, pruning and mulching making the area ready for new native planting in autumn. A new park road and walkways have been created with the assistance of a \$190,000 grant from MBIE for improvement of Freedom Camping areas. Existing drains have been cleared and a new swale will help drain low lying areas. Picnic tables and seats have been installed. While freedom camping is permitted the area has also been designed as a family picnic area. New toilets are also proposed to be built in February March 2019.

The Cape Coast Art and Heritage Trust has funded 8 signs along the cycle trail and Tremains have sponsored the first artwork at Haumoana Hall. 'Elixir of Life' is a sculpture by Amy Lynch and Ricks Terstappen and has installed on the Haumoana Hall. A seat and a sign will be installed soon and planting in autumn.



Attachment 4



2018/19 [Q2] Contract Schedule

(1) Other costs can include site investigations, design and consultancy fees, supply of materials and supporting activities delivered via existing maintenance contracts and by others

Index #	Month	Contract #	Contract Name	Contract Estimate	Tenders	Range of Tenders	Selected Tenderer	Accepted Tender Value	Other Costs [see note 1]	Total	Funds Allocated	Variance
1	Oct	CON2018092	Frimley Pool Sealant Renewals 2018	\$37,500	1	Negotiated	Bootmac Contracting Ltd	\$30,126	\$5,000	\$35,126	\$37,500	\$2,374
2	Oct	CON2018093	WWTP Outfall Diffuser - 2018 Inspection and Maintenance	\$200,000	1	Negotiated	NZ Diving & Salvage Ltd	\$102,400	\$0	\$102,400	\$175,000	\$72,600
3	Oct	CON2018094	New Haumoana Domain Toilet - Structural Engineering Services	\$7,300	1	\$7,300 to \$7,300	Strata Group Consulting Engineers	\$7,300	\$188,250	\$195,550	\$200,000	\$4,450
4	Oct	CON2018087	Haumoana Public Water Supply Bore	\$460,700	2	\$400,416 to \$560,880	Honnors Drilling Limited	\$400,416	\$50,000	\$450,416	\$700,000	\$249,584
5	Nov	CON2018097	Clive Pool Renewals 2018/19 Professional Structural Services Design	\$2,500	1	Negotiated	LHT Design Ltd	\$2,250	\$0	\$2,250	\$2,500	\$250
6	Nov	CON2018103	Havelock North Function Centre HVAC System Modification	\$38,000	1	Negotiated	Refrigeration and	\$37,306	\$0	\$37,306	\$90,000	\$52,694
7	Nov	CON2018040	Emergency Management Office Building Upgrade Works	\$1,300,000	2	\$1,089,038 to \$1,269,778	Simkin Construction Ltd	\$1,089,038	\$440,000	\$1,529,038	\$1,620,000	\$90,962
8	Nov	CON2018107	New Windsor Park Sports Field Toilet – Architectural Services	\$22,000	1	\$10,250 to \$10,250	Citrus Studio Architecture	\$10,250	\$154,750	\$165,000	\$170,000	\$5,000
9	Nov	CON2018098	Clive Pool Renewal Capital Works 2018/19	\$30,000	1	\$19,466 to \$19,466	Jacobs Building and Construction Ltd	\$19,466	\$0	\$19,466	\$45,000	\$25,534
10	Dec	CON2018108	New Windsor Park Sports Field Toilet – Structural Engineering	\$7,500	1	\$7,500 to \$7,500	Strata Group Consulting	\$7,500	\$0	\$7,500	\$30,000	\$22,500
11	Dec	CON2018084	Sports Grounds Pop-up Irrigation 2018-22 - Request for Proposal	\$183,570	1	\$153,303 to \$153,303	Thinkwater Hawkes Bay	\$153,303	\$12,000	\$165,303	\$190,000	\$24,697
12	Dec	CON2018109	Eastbourne Street Upgrade – Paving Supply	\$105,000	1	Negotiated	Horizon International	\$100,611	\$0	\$100,611	\$110,000	\$9,389
13	Dec	CON2018101	Maraekakaho Road Stormwater Extension Upgrade	\$518,894	3	\$484,888 to \$582,601	Fulton Hogan	\$484,888	\$175,000	\$659,888	\$693,000	\$33,112
14	Dec	CON2018104	Building Services Maintenance Contract 2019-2023	\$80,000	1	\$80,942 to \$80,942	Almak Ltd	\$80,942	\$0	\$80,942	\$80,000	-\$942
15												

[1] Other costs include site investigations, design and consultation fees, supply of materials and supporting activities delivered via existing maintenance contracts and by others

2018/19 HDC/Stantec Alliance Infrastructure Capital Programme



INVESTIGATION AND DESIGN PROJECTS

KEY	1	OK	Project progressing to targets with no obstacles
	2	Caution	Project under close monitoring
	3	Critical	Project has current high risk aspects
	0	Complete	Project is completed
		Hold	Project placed on hold



Appendix A

Updated: 01 February 2019

Project Phases: ● Reports → ● Investigation → ● Design → ● Completed

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Roading	Growth Project	Sarath Kuruwita	DB	Arbuckle Road Extension and Lighting	Design	75%	22/02/2019	1	1	1	1	OK		Detail design progressing well. Due to Unison undergrounding their overhead lines by May 2019, the road reconstruction works cannot commence until mid 2019.	
Wastewater	WW Renewals	David James	CB	2019/2021 SEWER RENEWALS - Renewals Planning	Investigation	Ongoing	TBC	1	1	1	1	OK		Renewals planning in progress, draft report being prepared. NTC for extended identified sewer CCTV inspections underway for CON2017015.	
Water	WS New Works	Matt Kersel, Brett Chapman	MS	ALL Water Loss Assessment	Report	40%	29/03/2019	1	1	1	1	OK	MKe	Issues with data quality have been documented and submitted to HDC as a Technical Note. Stantec are progressing with available information as per HDC acceptance.	Awaiting feedback on best way forward with available data.
Stormwater		Matt Kneebone	CB	ALL Whakatu SW	Investigation	15%	Dependant on landowner negotiations TBC	1	2	1	1	Caution	MKn	Abbreviated OoS being drafted, to be issued for HDC approval.	HDC consulted HBRC mobile pumping options.
Stormwater		Matt Kneebone	MS	Annual Reports - Stormwater Compliance (including network consent and separate areas of interest)	Report	100%	30/11/2018	0	0	0	0	Complete		Reporting complete for 2018.	
Roading/ Water/ Stormwater/ Wastewater		Marius Van Niekerk/Matt Kersel/Matt Kneebone/David James	MS	Asset Management Projects Coordination Report 2018-24	Report	5%	10/09/2019	1	1	1	1	OK		Procurement plan has been approved by HDC. Client supplied information to be assessed for suitability. Base plans underway.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - Kahuranaki Road (8.47 - 10.65 km)	Design	90%	Detail design 16/02/2019	1	1	1	1	OK		Design nearing completion.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - Middle Road Stage 2 (9.14 - 10.0 km)	Design	75%	Detail design 14/02/2019	1	1	1	1	OK		Decision regarding whether this project is tendered this financial year depends on construction estimates of other rural AWPT projects.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - Mt Erin Road	Investigation	0%	Construction start 30/08/2019 TBC	1	1	1	1	OK	MVN	Stantec to prepare Offer of Service. Timing of projects under consideration by HDC.	HDC to confirm whether drainage works to happen in current or next financial year.
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - SH2/Railway Road Safety Improvements	Investigation	0%	22/03/2019 Construction start 29/10/2019 TBC	1	1	1	1	OK		Yet to start.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - Taihape Road	Design	100%	Design 01/11/2018	0	0	0	0	Complete		To be constructed by Fulton Hogan (HDC Maintenance Contractor).	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - Te Mata Peak Road Stage 1 (850m)	Design	60%	Construction start 20/01/2020 TBC	1	1	1	1	Hold		This work will be prioritised once Corridor Management Plan (CMP) has been approved by HDC. To complete design subject to approval timeframe.	CMP approval.

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Rural - Te Mata Peak Road Stage 2 (1400m)	Investigation	0%	Design 21/01/2019 Construction start 02/09/2019 TBC	1	1	1	1	Hold	MVN	This work will be prioritised once Corridor Management Plan (CMP) has been approved by HDC. To complete design by January 2019 subject to approval timeframe.	CMP approval. Awaiting PDS.
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Alexandra Street (Warren Street to Willowpark Road)	Design	50%	Preliminary design TBC	1	1	1	1	Hold		Timing of projects under consideration by HDC.	
Roading/ Water	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Eastbourne Street	Design	90%	Detail Design 07/02/2019	1	1	1	1	OK		Work to be undertaken by Roding.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Grove Road	Design	75%	Detail design 16/02/2019	1	1	1	1	OK	MVN	Design nearing completion.	Awaiting pavement design from HDC.
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Hastings Street Stage 1 (Victoria Street to Jervois Street)	Investigation	5%	Investigation to be complete 22/02/2019	1	1	1	1	OK	MVN	Timing of projects under consideration by HDC. Tentative construction period for Stage 2 is 01/09/2020 to 13/01/2021, and Stage 3 from 01/09/2021 to 14/01/2022.	Offer of Service with HDC for approval.
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Holt Place (full length)	Design	50%	Detailed design 22/02/2019 Construction start 19/08/2019 TBC	1	1	1	1	OK		Design progressing.	
Roading/ Stormwater	AWPT Sealed	Marius Van Niekerk/Matt Kneebone	DB	AWPT Urban - Mayfair Ave (including Ellison and Victoria)	Investigation	10%	FY21/22 TBC	1	1	1	1	Hold	MVN	Investigation required. Confirm Scope with AM. Assign resource. Analysis of public feedback will be undertaken to determine next steps. Linked to Princes St project. On hold due to WW upgrade in Mayfair Ave. SW investigation is underway. Revisit FY 2021/22.	Awaiting PDS.
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Princes Street Stage 2	Design	50%	TBC FY20/21	1	1	1	1	Hold		Awaiting Sewer Rising Main project progress. Road design is complete, no further design work in the interim. Construction FY 2020/21, after Mayfair Ave project completion.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	AWPT Urban - Simla Avenue	Design	50%	Roding Design 19/07/2019 3 Waters Design 17/01/2020	1	1	1	1	Hold		This work will be prioritised once Corridor Management Plan (CMP) has been approved by HDC. Design for this may be progressed in 2019 for tentative construction dates in early 2020.	Client to confirm timeframes.
Wastewater		David James	RH	Bio Trickling Filter - Performance Issues	Investigation	Ongoing	Ongoing	1	1	1	1	OK		Investigations continuing. Tank coring inspection scheduled for 12/02/2019.	
Roading/ Wastewater	Growth Project	Sarath Kuruwita/ David James	DB	Breadalbane Avenue Development	Investigation	50%	Investigation 12/02/2019 Preliminary Design 01/04/2019	1	1	1	1	OK		Concept design is progressing, topographical survey complete, geotechnical testing to be undertaken.	
Water	WS New Works	Matt Kersel	JD	Bridge Pa Booster Pump Station	Design	35%	Geotech investigations and procurement 31/10/2018 TBC	1	1	1	1	OK		Detailed design underway. Additional offer for Contract Management to be submitted following confirmation of scope. Further work being completed for this project under 'Mechanical & Electrical Works - Bridge Pa' line item.	
Roading	Bridge Structural Maintenance	Anu Ileperuma	JD	Bridge Strengthening - 222 Kuripapango Bridge	Design	0%	TBC	1	1	1	1	OK		PDS and OoS to be submitted by Stantec.	

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Roading/ Water/ Stormwater/ Wastewater	Growth Project	Sam Faulknor/ Matt Kersel/ Matt Kneebone/ David James	CB	Brookvale Road Development Wastewater	Investigation		TBC FY18/19	1	1	1	1	Hold	DJ	Revisit FY 2018/19. Awaiting Project Definition Sheet.	Driven by developer needs, no action required at this stage 13/02/2018. RS with DJ.
Roading	iWay	Eynon Phillips	DB	Caroline Road cycleway - Mitre 10 to Heathcote Ave	Investigation	5%	TBC FY18/19	1	1	1	1	Hold		Revisit FY 2018/19. Identified as low priority (HDC 16/02/2018). Awaiting Project Definition Sheet.	
Wastewater	WW Renewals	David James	MS	CBD Sewers - Slip lined Mains Renewal	Design	100%	9/11/2018	0	0	0	0	Complete		Investigations complete, preparing report to close project.	
Wastewater		David James	RH	Clive WWTP CCTV and Profiling	Report	85%	9/11/2018	1	1	1	1	OK		Report being finalised for issue to HDC..	
Stormwater	SW New Works	Matt Kneebone	MS	CMP OPERATIONS - PSG, Technical Workshops, CMP Task Assistance and Storm Event Monitoring	Report	Ongoing	Ongoing	1	1	1	1	OK		Updated CMP being reviewed. Stantec to arrange meeting with AM.	
Stormwater		Matt Kneebone	MS	Cornwall Park	Investigation	100%	TBC	0	0	0	0	Complete	CH	Meeting held to define scope 06/08/2018 with HDC and Stantec. No further work identified at this stage.	HDC to provide PDS if required.
Water		Matt Kersel	MS	Eastbourne Diesel Storage Tank	Investigation	15%	Preliminary Design 28/02/2019 Detail Design TBC	1	1	1	1	OK		Soil sampling complete, results to be analysed and report pending.	
Wastewater	WW New Works	David James	MS	Eastern Interceptor Upgrade	Design	50%	Detailed design 27/06/2019	1	1	1	1	OK		Alta preparing constructability review report which will impact Park Road Rising Main projects.	
Stormwater		Matt Kneebone	CB	Emerald Hill Stormwater	Design	0%	04/03/2019 TBC	1	1	1	1	OK		OoS approved by HDC, surveyors being engaged.	
Water/ Stormwater/ Wastewater	W/SW/WW	Matt Kersel/Matt Kneebone/David James	MS	Generator Strategy (includes Backup Power Strategy)	Report	99%	28/02/2019 TBC	2	1	1	2	Caution	MKn/MKe/D.	Report in draft format with 3 waters and operations asset managers. Yet to receive feedback.	Awaiting feedback.
Water		Matt Kersel	RS	Havelock North Trunk Water Main - Pipework to 15 Karanema Drive BPS	Design	100%	1/09/2018	0	0	0	0	Complete		Design with HDC. Construction to be undertaken as part of Booster Pump Station Contract.	
Roading	Internal	Craig Thew	JD	HDC ALLIANCE Rooding HR - PreQual System Review	Management	Ongoing	Ongoing	1	1	1	1	OK		Implementation of review recommendations predicted to take up to 12 months. PreQual database improvements and review of the performance scoring matrix are in progress.	
Corporate		Craig Thew	DP	HDC Contract Document	Design	100%	End Aug 2018	0	0	0	0	Complete		Contract Management workshop held on 27/08/2018 to raise awareness of the new template and the business processes.	
Stormwater	SW Renewal	Matt Kneebone	CB	HDC Dams - 2018 Dam Inspections	Report	80%	Short report submitted Full report 16/02/2019	1	2	1	1	Caution		Short report issued. Full finalised report to follow in Feb 2019.	
Stormwater	SW Renewal	Matt Kneebone	CB	HDC Dams - Clifton Dam	Report	5%	TBC	1	2	1	1	Caution		Offer of service approved. Work to begin pending completion of Te Awanga flood assessment.	
Stormwater	SW Renewal	Matt Kneebone	CB	HDC Dams - Operations & Maintenance	Report	10%	TBC	1	1	1	1	OK		Offer of service to follow outcomes from HDC Dams Te Awanga and Clifton flood assessments, due for completion prior to June 2019.	
Stormwater	SW Renewal	Matt Kneebone	CB	HDC Dams - Te Awanga Stage 2	Report	5%	TBC	1	2	1	1	Caution		Offer of service under revision following HDC feedback.	
Corporate		Craig Thew	DP	HDC Procurement Improvements	Report	Ongoing	Ongoing	1	1	1	1	OK		One page scoping and workstream documents have been prepared and project scope will be confirmed on the 18/02/2019.	

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Roading/ Water/ Stormwater/ Wastewater		Sarath Kuruwita/ Matt Kersel/ Matt Kneebone/ David James/	CB	Howard Street Development	Design	45%	Concept Design TBC Detailed Design TBC	1	1	1	1	OK		High level concept design options presented to HDC. Preferred engineering solution agreed with AM.	HDC (Craig Scott and Rowan Wallace) are working with stakeholders.
Roading/ Water/ Stormwater/ Wastewater		Sarath Kuruwita/ Matt Kersel/ Matt Kneebone/ David James/	CB	Howard Street Development - Notice of Requirements	Report	100%	19/12/2018	0	0	0	0	Complete	MKn	HBRC flood levels received 11/01/2019. Flood level informing SW design, resulting in best engineering servicing options being discussed at meeting with HDC Planning, SW and Transportation asset managers, with agreement being reached on finished roading levels to satisfy best stormwater servicing outcome. Hearing with Commissioner on 11/02/2019 regarding Woolworths property submission. HDC to have separate discussions with Woolworths before hearing.	AM to provide submission to hearing.
Roading	Bridge Structural Maintenance	Anu lleperuma	JD	HPMV BRIDGE ASSESSMENTS	Investigation	90%	15/02/2019 Construction start 01/06/2019 TBC	1	1	1	1	OK		New engagement for Berry Bridge HPMV evaluation due Feb 2019 and OoS being prepared for strengthening design.	
Roading	Growth Project	Sarath Kuruwita	DB	Ikanui Road Cul de sac	Design	0%	TBC	1	1	1	1	Hold	SK	Work identified as non priority, HDC to confirm when design works are to proceed.	Awaiting PDS. Define timeline for construction
Wastewater	WW Renewals	David James	RH	Inland Trunk Sewer - CCTV Investigations 2018	Investigation	2%	TBC	1	2	1	1	Caution		To start on commencement of CCTV contract being undertaken. Project to be replanned and confirmed with HDC.	
Wastewater	WW Renewals	David James	RH	Inland Trunk Sewer - Karamu Stream Pipe Crossing Condition Assessment	Report	95%	20/11/2018 TBC	1	1	1	1	OK	DJ	Draft report submitted to HDC for comment via Teamwork.	HDC to comment.
Roading/ Wastewater	Growth Project	Sarath Kuruwita/ David James	DB	Iona/Middle Road Development - Roding	Investigation	10%	Investigation TBC Design TBC	1	1	1	1	OK	SF	Workshop held 28/09/2018. HDC has provided master PDS (version 12 uploaded to Teamwork 31/10/2018). HDC liaising with developers. OoS to be prepared for Iona/Middle/Gilpin intersection realignment concept design.	Sam Faulknor working with Developer.
Wastewater	Expert Advice	David James	MS	Irongate Bulk Water Services - Pressure Sewer Policy	Report	Ongoing	With HDC	1	1	1	1	OK	DJ	Awaiting instruction on next step.	Awaiting AM feedback.
Roading	Growth Project	Sarath Kuruwita	DB	Irongate Road Stage 3 - Maraekakaho Roundabout	Design	50%	Preliminary Design 01/06/2019	1	1	1	1	OK		Design progressing.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	Karamu Road - Victoria Street to Alexandra Street	Design	10%	TBC FY18/19	1	1	1	1	Hold		Works unlikely to proceed for several years. Revisit FY 2018/19. Awaiting Project Definition Sheet.	
Stormwater	Expert Advice	Matt Kneebone	MS	Karamu Road Stormwater Modelling	Investigation	0%	TBC	1	1	1	1	OK		Scope to be confirmed with Fiona McDonald (Stantec) and Matt Kneebone on 13/02/2019.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	Kenilworth Road (Karamu Road to Railway)	Investigation	0%	TBC FY18/19	1	1	1	1	Hold	MVN	Revisit FY 2018/19. Awaiting Project Definition Sheet.	Awaiting client instruction. To be considered in conjunction with status of North East Corridor.
Water/ Stormwater/ Wastewater		Sarath Kuruwita/ Matt Kersel/ Matt Kneebone/ David James	CB	Lyndhurst BWS Portion 3	Design	90%	Detail Design 08/02/2019	1	1	1	1	OK		Developers will design pipework for Arbuckle Road. Design is finished with limited information received from developer. Some risk of rework due to lack of information. Portion 3 expected to start construction end Feb 2019.	
Water		Matt Kersel	MS	Lyndhurst Pump Station Assessment	Report	100%		0	0	0	0	Complete		Memo issued to HDC.	

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Stormwater	SW New Works	Matt Kneebone	CB	Mangarau Herehere Erosion (Havelock Streams)	Investigation	80%	TBC FY18/19	1	1	1	1	Hold	MKn	Link to Dams, further work TBC. Revisit FY 2018/19. Awaiting Project Definition Sheet.	Confirm further work.
Water		Matt Kersel	MS	Mechanical & Electrical Works - Bridge Pa	Design	15%	Dec 2018 TBC	1	1	1	1	OK	MKe	Stantec issued Technical Note to HDC regarding pump selection.	Awaiting feedback regarding Technical Note as well as confirmation of email sent 29/01/2019.
Roading	Safety Improvements	Lachlan Crawford	DB	Minor Safety Project - 17-18 Speed Limit Review	Report	Ongoing	Ongoing	1	1	1	1	OK		Report delivered, awaiting HDC workshop early 2019.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Crash Reduction Study High Risk Intersections	Report	100%	7/12/2018	0	0	0	0	Complete		Report accepted by HDC.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Motorcycle Improvements	Report	10%	TBC	1	1	1	1	OK		Work being prioritised internally.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Napier Road (Karanema - Thompson) Crash Reduction Study (CRS)	Report	100%		0	0	0	0	Complete			
Roading		Lachlan Crawford	PT	Minor Safety Project - Pakowhai/Elwood Intersection Roadmarking	Design	100%	30/11/2018	0	0	0	0	Complete		Decision made to remark as per existing roadmarking.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Pakowhai/Farndon Guardrail Design	Design	10%	29/03/2019	1	1	1	1	OK		Initial site visit complete on 30/01/2019.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Te Aute Road Crash Reduction Study	Report	100%	Complete	0	0	0	0	Complete		Report accepted by HDC.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Te Mata Road (Joll - Waimarama) CRS	Report	50%	11/03/2019	1	1	1	1	OK			
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - Waimarama Road (Te Mata - Red Bridge) CRS	Report	99%	1/02/2019	1	1	1	1	OK		Final review underway, with client COB 01/02/2019.	
Roading	Safety Improvements	Lachlan Crawford	DB	Minor Safety Project - Whakatu/Farndon/Pakowhai	Design	ongoing	Ongoing	0	0	0	0	Complete		Upgrade of intersection. GHD completed design, Stantec assisted review as required.	
Roading	Safety Improvements	Lachlan Crawford	PT	Minor Safety Project - York Road (Maraekakaho - SH50a) CRS	Report	100%		0	0	0	0	Complete			
Water		Matt Kersel	CB	Montgomery Street Watermain Renewal	Design	5%	Detailed design 30/05/2019	1	1	1	1	OK		Design stage commenced.	
Roading	iWay	Eynon Phillips	DB	Napier Road - off road cycleway	Investigation	5%	TBC FY18/19	1	1	1	1	Hold		Investigation of this cycleway was part of the UCP report which was delivered to HDC Sept 2017. This project will be delivered in conjunction with the reconstruction of the adjacent section of road. Revisit FY 2018/19. Awaiting Project Definition Sheet.	
Stormwater	SW New Works	Matt Kneebone	MS	Network Modelling and Analysis - Clive	Investigation	100%	Report to be issued 7/09/2018	0	0	0	0	Complete		Report issued to HDC 08/10/2018.	
Stormwater	SW New Works	Matt Kneebone	MS	Network Modelling and Analysis - Flaxmere	Investigation	80%	28/02/2019 Validation TBC	1	1	1	1	OK		Currently under check and review.	
Stormwater	SW New Works	Matt Kneebone	MS	Network Modelling and Analysis - Hastings System Performance	Investigation	100%	Report to be issued 7/09/2018	0	0	0	0	Complete		Report issued to HDC 08/10/2018.	
Stormwater	SW New Works	Matt Kneebone	MS	Network Modelling and Analysis - Havelock North	Investigation	80%	29/03/2019 Validation TBC	1	1	1	1	OK		Currently under check and review.	
Wastewater	WW Renewals	David James	MS	NETWORK SEWER MODELLING - Park Rd Calibration & System Performance	Investigation	100%		0	0	0	0	Complete		Stantec to provide Wastewater modelling options report for HDC review, reliant on outcomes from Eastern Interceptor. Further SS modelling work to be undertaken as part of Park Road/Eastern Interceptor 80508807.	
Wastewater	WW Renewals	David James	RH	Odour/Septicity/Corrosion Study	Investigation	Ongoing	Ongoing	1	1	1	1	OK		Data collection underway. Reports to be issued monthly.	
Wastewater/ Water	WS New Works	David James/Matt Kersel	CB	Omahu Road Industrial Bulk Water Separable Portion 6 Flynn's	Design	40%		1	1	1	1	OK		Vegetation and tree clearing to be undertaken under current Contract.	

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Roadway	Subdivision Support	Sarath Kuruwita	DB	Omahu Road Industrial Development - Chatham Roundabout	Investigation	0%	Construction start 31/08/2020 TBC	1	1	1	1	OK	SK	Topo survey complete.	Awaiting Project Definition Sheet.
Roadway	Subdivision Support	Sarath Kuruwita	DB	Omahu Road Industrial Development - Henderson Roundabout	Design	70%	1/04/2019	1	1	1	1	OK		Detail design is underway.	
Stormwater	SW New Works	Matt Kneebone	CB	Omahu Road Industrial Development - Wilson to Kirkwood	Management	Ongoing	TBC	1	1	1	1	OK	MKn	On-site Guidelines and Management Plans reviewed as requested.	Comment on guidelines.
Solid Waste	Landfill/Solid Waste Monitoring and Reporting	Martin Jarvis	PF	Omarunui Landfill and Closed Landfills	Management	Ongoing	Ongoing	1	1	1	1	OK		January sampling not yet complete due to equipment issues. New pump procured and air compressor being serviced.	
Wastewater	WW Renewals	David James	RH	Outfall - Submarine section	Investigation	0%	TBC FY18/19	1	1	1	1	OK	DJ		OoS with HDC for approval.
Water		Matt Kersel	MS	Pan Pac Pipeline	Design	100%	7/09/2018	0	0	0	0	Complete		Detail design with HDC for issue to Contractor.	
Wastewater	WW New Works	David James	MS	Park Road South/Lyell Street - Pump Station Rising Main Relining	Design	99%	Detailed design 21/12/2018	1	1	1	1	OK		Design in review, to be submitted following incorporation of report from Alta. PCN to be submitted for Procurement phase.	
Stormwater		Matt Kneebone	CB	Reynolds Road Stormwater	Design	0%	7/03/2019	1	1	1	1	OK		OoS approved. Design commencing.	
Wastewater	WW Renewals	David James	MS	Rising Main Investigations - Frederick Street	Investigation	30%	TBC	1	1	1	1	Hold		CCTV complete and pipe sample pending. On Hold pending Rising Main Master Plan.	
Wastewater	WW Renewals	David James	MS	Rising Main Investigations - Hemi Street	Investigation	50%	TBC	1	1	1	1	Hold		To CCTV and pipe sample. On Hold pending Rising Main Master Plan.	
Wastewater	WW Renewals	David James	MS	Rising Main Investigations - Master Project Plan	Investigation	90%	13/02/2019	1	1	1	1	OK		Master project plan being developed to inform the LTP.	
Wastewater	WW Renewals	David James	MS	Rising Main Investigations - Murdoch Road	Investigation	10%	TBC	1	1	1	1	Hold		Desktop study complete. City Care to price. On Hold pending Rising Main Master Plan.	
Wastewater	WW Renewals	David James	MS	Rising Main Investigations - School Road / Clive Township	Design	50%	Options report 16/02/2019	1	1	1	1	OK		Options report under action.	
Wastewater	WW Renewals	David James	MS	Rising Main Investigations - Waipuna Street	Investigation	25%	TBC	1	1	1	1	Hold		To CCTV and pipe sample. On Hold pending Rising Main Master Plan.	
Wastewater	WW Renewals	David James	MS	Rising Mains PS Renewal Planning	Investigation		23/05/2019 TBC	1	1	1	1	OK			
Wastewater	WW Renewals	David James	RH	Rising Mains PS Storage	Investigation	20%	31/12/2018 TBC	0	0	0	0	Complete		Investigations into PS storage to continue as resource becomes available. This work is to progress in conjunction with RM Investigations. This work is continuing under WW Pump Station Storage Assessment.	
Stormwater	SW New Works	Matt Kneebone	MS	Ruahapia Industrial Discharges - Concept Options	Investigation	90%	FY18/19 TBC	0	0	0	0	Complete	MKn	Matt to present to Craig at end of February. Expect further assistance after that. Revisit FY 2018/19. Awaiting Project Definition Sheet.	Draft report with HDC to confirm next phase.
Wastewater		David James	RH	Shutdown Trial Modelling	Report	100%	Shut down and inspection 06/06/2018 Internal Memo 06/07/2018	0	0	0	0	Complete			
Stormwater	SW Renewal	Matt Kneebone	MS	Stormwater Pump Stations	Investigation	100%	TBC	0	0	0	0	Complete		PDS approved but requires reprogramming. Further work being carried out under Stormwater Pump Stations - Ferry Road, Sutton Ave and Copeland.	
Stormwater		Matt Kneebone	CB	Stormwater Pump Stations - Ferry Road, Sutton Ave and Copeland	Investigation	0%	TBC	1	1	1	1	OK	LC	Stantec to contact HDC early 2019.	HDC Operations team to inform next step.
Stormwater	SW Renewal	Matt Kneebone	CB	Stormwater Renewal / Criticality Strategy	Report	0%	TBC	1	2	1	1	Caution		Finalised OoS to be issued for HDC approval 08/02/2019. This includes renewal strategy outline.	
Water		Matt Kersel	CB	Te Mata Cross Connection - Flow Meter	Design	80%	Detailed design 20/03/2019	1	1	1	1	OK		Removed from Monadelphous contract, to be built under Havelock North Booster Pump Station contract while swimming pool is closed for Winter 2019.	

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Roading/ Water/ Stormwater/ Wastewater		Sarath Kuruwita/ Matt Kersel/ Matt Kneebone/ David James	MS	Update of HDC Code of Practice Standard Drawings	Design	100%		0	0	0	0	Complete		Revised Standard Drawings issued to HDC.	
Wastewater	WW Renewals	David James	CB	Urban Trunk Sewer - Eastern Interceptor Condition Assessment	Report	Ongoing	Report to be issued to HDC	1	2	1	1	Caution		Report has been reviewed by Wayne Hodson.	
Wastewater		David James	CB	Urban Trunk Sewer - Master Planning	Report	2%	1/04/2019	1	1	1	1	OK		Change of Stantec PM. Stantec revising OoS for HDC approval.	
Roading	Bridge Structural Maintenance	Anu lleperuma	JD	VDAM BRIDGE WORKS - Moeangiangi and Ohara (Big Hill #2)	Investigation	95%	15/02/2019	1	1	1	1	OK		Moeangiangi report to be issued week ending 15/02/2019 following site inspection with BIU. OoS to be prepared for both bridges to go to design.	
Water	WS New Works	Matt Kersel	RH	Waimarama Reservoir Seismic Assessment	Investigation	Ongoing	TBC	1	1	1	1	OK	MKe		OoS for Seismic and geotech work with HDC for approval.
Roading	Growth Project	Sarath Kuruwita	JD	Waipatu Transport Study	Report	0%	TBC	1	1	1	1	Hold	AB/SK	Offer of Service to be revised once HDC confirm new scope and funding.	HDC to confirm scope and funding.
Wastewater	WW New Works	David James	CB	Wastewater Flow Modelling and Model Enhancement	Investigation	10%	29/03/2019	1	1	1	1	OK	DJ	OoS submitted for approval for Model Enhancement. Flow Monitoring proposal in progress.	OoS with HDC for approval.
Wastewater		David James	MS	Wastewater Pump Stations Operations and Management	Management	0%	FY 2018/19	0	0	0	0	Complete		To scope. Steve Hutchison work – used for valuation and O&M Manuals. Data improvements – Jamie Anderson. Data plan IPS. Operating instructions – collate information. Revisit FY 2018/19. This work is continuing under Wastewater Pump Stations Renewal Prioritisation.	
Wastewater	WW New Works	David James	MS	Wastewater Pump Stations Renewal and Improvements	Design	Ongoing	TBC	1	1	1	1	OK		Report was issued for Anderson Park and Oliphant Street PS improvements, HDC has chosen preferred option. PCN for options to be submitted.	
Wastewater		David James	MS	Wastewater Pump Stations Renewal Prioritisation	Investigation	0%	TBC	1	1	1	1	OK		Signed PDS provided by HDC. Stantec to finalise OoS.	
Water		Graeme Hansen	MS	Water Model Review & Strategy - Eastbourne and Frimley WTP	Investigation	100%	9/11/2018	0	0	0	0	Complete		Frimley (Flaxmere) report issued. Eastbourne (Havelock North) report submitted.	
Water		Matt Kersel	MS	Water Model Review & Strategy - Iona Triangle Model	Management	95%	21/01/2019	1	1	1	1	OK	MKe		With HDC for final approval.
Water		Graeme Hansen	MS	Water Model Review & Strategy - Master Model (M05)	Management	95%	Workshop TBC	1	1	1	1	OK		Stantec to organise workshop to discuss future steps.	
Water	WS New Works	Matt Kersel	MS	Water Model Review & Strategy - Rescope and Review	Report	100%		0	0	0	0	Complete		Peer review complete.	
Water		Matt Kersel	CB	Water Operations Programming	Management	20%	TBC	1	1	1	1	OK		PCN to be prepared for next stage of work.	
Water		Matt Kersel	MS	Water Safety Plans - Hastings	Investigation	100%	26/10/2018 TBC	0	0	0	0	Complete	MKe	Addendum to WSP issued to inform DWA, implementation audit scheduled for November.	Awaiting feedback from Matt Kersel.
Water		Matt Kersel	MS	Water Safety Plans - Hastings Addendum	Report	10%	28/02/2019 TBC	1	1	1	1	OK		In discussion with HDC.	
Water	WS New Works	Matt Kersel	MS	Water Safety Plans - Small Community	Investigation	100%		0	0	0	0	Complete		WSP's issued to HDC.	
Wastewater		David James	MS	Water Safety Plans - WWTP Bore	Report	0%	TBC	1	1	1	1	Hold		Dependant on Hastings WSP.	
Stormwater	SW Renewal	Matt Kneebone	MS	Water Services 2017-2018 - Mayfair Ave SW	Investigation	100%	7/09/2018	0	0	0	0	Complete		Report issued to HDC.	
Wastewater		David James	MS	WATER SERVICES 2017-2018 - WW Developer Enquiries	Management	Ongoing	Ongoing	1	1	1	1	OK			
Stormwater	SW New Works	Matt Kneebone	MS	Water Services Minor Works 2016/17 - Arataki Road SW (Brookvale Drain Extension and Arataki Rd SW Improvements)	Design	95%	Dependant on review	1	1	1	1	OK	MKn		Awaiting client review of options report and drawings.
Water	WS New Works	Matt Kersel	MS	Water Services Minor Works 2016/17 - HVN Res Discharge Permit	Report	90%	TBC	1	2	1	1	Caution	MKe		Actions with HDC as per Grant Russell email 06/09/2018 and 01/02/2019.
Stormwater	Expert Advice	Matt Kneebone	MS	Water Services Minor Works 2016/17 - Te Mata Mushroom Advice	Management	0%	FY 2018/19	0	0	0	0	Complete	MKn	HDC working through with landowner. Expect revision of construction drawings required but subject to land sale and purchase agreement. Revisit FY 2018/19. Awaiting Project Definition Sheet.	AM to advise status.

Asset	Account Code	HDC Asset Manager	Project Manager	Project Description	Phase	% of Phase Complete	Expected Finish	Quality	Time	Cost	H&S	Overall Project Status	AM Input Required	Issues/Comments	Actions
Wastewater		David James	MS	WW PS Improvements - Anderson Park and Oliphant	Design	0%	28/02/2019	1	1	1	1	OK		Mark Ridge (Stantec) to proceed with developing OoS.	
Wastewater		David James	MS	WW Pump Station Storage Assessment	Investigation	50%	28/02/2019	1	1	1	1	OK		Report writing underway.	
Wastewater	WW Renewals	David James	RH	WWTP Infrastructure Condition Assessment	Investigation	85%	Awaiting data from Hydrotech TBC	1	1	1	1	Hold		Hydrotech CCTV profiling work complete, some data received. Further information has been requested. Outfall section of CCTV and wider condition investigation plan is on hold, to revisit when requested by HDC.	
Wastewater	WW Renewals	David James	RS	WWTP Outfall - Beach Overflow Chamber	Design	100%	30/08/2018	0	0	0	0	Complete		Construction of beach chamber will be undertaken as part of manifold contract.	
Wastewater		David James	RH	WWTP Wet Well and Balance Tank Condition Assessment	Investigation	0%	Inspection mid Oct TBC Report Dec 2018	1	1	1	1	Hold		Timing for inspections to be confirmed (linked to Manifold procurement decisions). Hydrotech to carry out inspection and reporting.	

2018/19 HDC/Stantec Alliance Infrastructure Capital Programme



CONSTRUCTION PROJECTS

KEY	1	OK	Project progressing to targets with no obstacles
	2	Caution	Project under close monitoring
	3	Critical	Project has current high risk aspects
	0	Complete	Project is completed
		Hold	Project placed on hold



Updated: 01 February 2019

Project Phases: ● Procurement → ● Construction → ● Defects → ● Completed

Asset	Account Code	HDC Asset Manager	Project Manager	Contract Number	Contract Name	Phase	% of Phase Complete	Advertising Date	Closing Date	Contract \$ Estimate	Approved by	Approval Date	Construction Start Date	Construction Completion Date	Quality	Time	Cost	H.S.	Complaints	Overall Project Status	Issues/Comments	Actions
Roadway	Subdivision Support	Sarath Kuruwita	DB	CON2017044	Arataki Road Reconstruction - Stage 3	Defects	100%	27/04/2017	10/05/2017	\$ 312,500.00	CE	25/05/2017	12/06/2017	4/08/2017	0	0	0	0	0	Complete	Project complete.	
Roadway	AWPT Sealed	Marius Van Niekerk	DB	CON2017106	AWPT Rural - Middle Road Stage 1 (5.9 - 6.5 km)	Construction	99%	22/11/2017	6/12/2017		TSC	21/12/2017	15/01/2018	7/03/2018	2	1	1	1	1	Caution	Remediation works to be undertaken, likely to take up to two weeks to complete. Weather dependant.	
Roadway	AWPT Sealed	Marius Van Niekerk	DB	CON2017106	AWPT Rural - Rochfort Road (0 - 1.0 km)	Procurement	50%						FY18/19	FY18/19	1	1	1	1	1	Hold	HDC have put this project on hold until further notice. Revisit FY 2019/20 due to other priorities.	
Roadway	AWPT Sealed	Marius Van Niekerk	DB	CON2017106	AWPT Rural - Waimarama Road (2.85 - 3.46 km)	Construction	99%	22/11/2017	6/12/2017		TSC	21/12/2017	19/02/2018	13/04/2018	1	1	1	1	1	OK	Remediation works complete. Awaiting as built.	
Roadway	AWPT Sealed	Marius Van Niekerk	DB	CON2018106	AWPT Urban - Alexandra Street (Riverslea Road to Sylvan Road including 3 Waters)	Construction	0%	3/12/2018	19/12/2018	\$ 700,000.00	TSC	22/01/2019	18/02/2019	6/06/2019	1	1	1	1	1	OK	Tender awarded to Fulton Hogan. Start up meeting to be arranged.	
Roadway	Bridge Investigations	Anu Ileperuma	JD	CON2017002	Bridge Strengthening - 220 Kawera Bridge	Defects	95%	30/05/2017	28/06/2017	\$ 145,000.00	CE	26/05/2017	13/11/2017	22/12/2017	1	1	1	1	1	OK	Final defects walkover to be carried out week ending 08/02/2019.	
Wastewater		David James	CB	CON2018050	CCTV Investigation Contract	Management	0%	29/10/2018	21/11/2018	\$786,000 over 3 years	TSC	13/12/2018	9/02/2019	9/02/2021	1	1	1	1	1	OK	Contract awarded to Davies Waste, contract document signing to take place after receipt of insurance documents. IPS data transfer process flow currently being finalised with HDC and Consultants.	
Major Projects	SW New Works	Graeme Hansen	SC	CON2018074	Clifton Sea Wall	Construction	80%	not required		\$ 20,000.00	CE	18/09/2018	17/09/2018	1/03/2019	1	1	1	1	1	OK	Revised programme supplied by Contractor following agreement to postpone work prior to Christmas due to high temperatures affecting seal performance combined with high visitor numbers.	
Wastewater	WW Renewals	David James	RH	CON2018093	Diffuser Inspection - 2018 Contract	Construction	100%		End of June 2018 TBC						0	0	0	0	0	Complete	Works complete, payment certified.	
Wastewater	WW Renewals	David James	RH	CON2019018	Diffuser Inspection - Term Contract	Procurement	50%		13/03/2019	\$ 500,000	TSC	28/03/2019	1/04/2019	31/03/2022	1	1	1	1	1	OK	Procurement timing pushed to early 2019.	Draft RFT with HDC (KS/DJ) for approval.
Roadway	AWPT Sealed	Marius Van Niekerk	DB	CON2016114	Ellison Road - Karamu Road to Hastings Street	Defects	100%	9/12/2016	18/01/2017	\$ 598,864.00	TSC		6/03/2017	11/08/2017	0	0	0	0	0	Complete	Site works complete. As Built complete.	
Wastewater	WW Renewals	David James	RH		Fardon Road Pump Station Renewal	Procurement	30%			\$ 200,000.00			29/03/2019	10/05/2019	1	2	1	1	1	Caution	Findings from condition assessment to be presented to David James, meeting set for week ending 08/02/2019.	
Major Projects	Drinking Water New Works	Graeme Hansen	SC	CON2018087	Haumoana / Te Awanga / Parkhill Water Supply	Construction	5%				CE		26/11/2018	1/06/2019	1	1	1	1	1	OK	Investigation bores have been complete, next steps to be determined. Delivery of new water bore needs to be complete by end of March 2019 to allow WTP to progress by 01/06/2019.	
Water	WS New Works	Matt Kersel	SM	CON2019001	Havelock North Trunk Water Main - Booster Pump Station	Procurement	20%					24/08/2018	22/03/2019	1/11/2019	1	1	1	1	1	OK	Design has been complete and is out to invited tender, closing on 27/02/2019.	
Water	WS New Works	Matt Kersel	CB	CON2017109	Havelock North Trunk Water Main - MSQA	Construction	95%	29/11/2017	15/12/2017	\$ 8,000,000.00	TSC	21/12/2017	1/03/2018	22/02/2019	1	1	1	1	1	OK	Pressure testing complete. Road reinstatement at leak sites complete. Final walkover for road, water and sewer in progress with snagging list.	
Water	Upgrade	Matt Kersel	MS	CON2016097	Heretaunga Street Watermain	Defects	95%	2/03/2017	29/03/2017	\$ 3,400,000.00	TSC	27/04/2017	15/05/2017	31/11/2017	1	1	1	1	1	OK	Draft as built received. Practical completion issued. End of defects 22/12/2018. Final defects walkover held on 11/12/2018, additional defects walkover required when additional defects have been rectified.	
Roadway	Bridge Structural Maintenance	Anu Ileperuma	JD	CON2018010	HPMV BRIDGE WORKS - Blacks Bridge and Tois Bridge	Defects	5%	14/12/2017	24/01/2018	\$ 1,163,221.00	TSC	8/02/2018	26/02/2018	20/12/2018	1	1	1	1	1	OK	Practical Completion issued, now in defects period	
Wastewater	WW Renewals	David James	RH		Inland Trunk Sewer - Number 1 Richmond Road Lining (incl Frimley Domestic Interceptor)	Procurement	10%	28/02/2019		\$ 3,420,000.00	TSC	30/04/2019	1/05/2019	1/09/2019	1	2	1	1	1	Caution		Procurement plan with HDC (DJ) for approval.
Wastewater/Water	WW New Works	David James/Matt Kersel	MS	CON2016039	Irongate Bulk Water Services (Water and Wastewater, incl Wilson Road water main renewal)	Defects	80%	15/06/2016	17/08/2016	\$ 3,382,560.00	TSC		31/10/2016	28/02/2018	1	1	1	1	1	OK	In defects notification period. RAMM data yet to be received.	
Roadway	Subdivision Support	Sarath Kuruwita	DB	CON2017077	Irongate Road Stage 1 - Cul de sac head	Defects	100%	17/08/2017	6/09/2017	\$ 270,171.00	CE		30/10/2017	15/12/2017	0	0	0	0	0	Complete	Project complete.	
Roadway/Stormwater	Growth Project	Sarath Kuruwita/Matt Kneebone	DB	CON2018105	Irongate Road Stage 2 - Maraekakaho to Cul de sac	Procurement	95%		16/01/2019	\$ 1,900,000.00	TSC	15/02/2019	1/03/2019	19/06/2019	1	1	1	1	1	OK	TSC report being drafted.	
Roadway	AWPT Sealed	Marius Van Niekerk	DB	CON2016114	Karamu Road - St Aubyn St to Victoria St	Defects	100%	9/12/2016	18/01/2017	\$ 351,763.00	TSC	2/02/2017	6/03/2017	11/08/2017	0	0	0	0	0	Complete	Site works complete. As Built complete.	

Asset	Account Code	HDC Asset Manager	Project Manager	Contract Number	Contract Name	Phase	% of Phase Complete	Advertising Date	Closing Date	Contract \$ Estimate	Approved by	Approval Date	Construction Start Date	Construction Completion Date	Quality	Time	Cost	H&S	Complaints	Overall Project Status	Issues/Comments	Actions
Major Projects	Upgrade	Graeme Hansen	GH		Landscapes Trail - Waimarama Road (Mad Mile) Health and Safety Improvements	Procurement	10%						Mid 2019		1	2	1	1	1	Hold	Reviewing project design and completing land purchase. Request for funding has been approved. Progress of this project has been delayed while awaiting resolution of the Craggy Range reinstatement consent.	
Roading/ Water/ Stormwater/ Wastewater	SW New Works	Sarah Kuruwita/ Matt Kersell/ Matt Kneebone/ David James	DB	CON2015079	Lyndhurst BWS Portion 1	Defects	60%	13/09/2017	4/10/2017	\$ 1,100,000	TSC	26/10/2017	20/11/2017	10/08/2018	1	1	1	1	1	OK	As built submitted to HDC. Remedial works to be undertaken by Fulton Hogan.	
Water/ Stormwater/ Wastewater		Matt Kersell/ Matt Kneebone/ David James	CB	CON2015079	Lyndhurst BWS Portion 2	Construction	30%					2/07/2018	15/10/2018	7/03/2019 TBC	1	1	1	1	1	OK	Revised programme has been requested, completion date likely to be revised. Construction going well.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	CON2017065	Maraekakaho Road - Cattle yards to Southampton Street	Defects	80%	2/10/2017		\$ 531,040.00	TSC		16/10/2017	8/12/2017	1	1	1	1	1	OK	Awaiting details on pavement testing carried out following construction.	
Stormwater	SW New Works	Matt Kneebone	MS	CON2018101	Maraekakaho SW Extensions	Construction	0%	5/11/2018	21/11/2018	\$ 583,000.00	TSC	13/12/2018	11/02/2019	15/03/2019	1	1	1	1	1	OK	Tender awarded to Fulton Hogan. Start up meeting carried out.	
Roading	Safety Improvements	Lachlan Crawford	DB	CON2018011	Minor Safety Project - Nelson - Eastbourne Roundabout	Defects	0%	15/03/2018	4/04/2018	\$ 737,000.00	TSC		7/05/2018	10/08/2018	1	1	1	1	1	OK	Construction complete, as built with HDC. Defects walkover to follow.	
Wastewater	WW Renewals	David James	CB	CON2017025	Ngaio St Reactive Renewals	Defects	99%	30/03/2017	26/04/2017	\$ 367,710.00	CE	9/05/2017	4/09/2017	24/11/2017	1	1	1	1	1	OK	In defects notification period. As built complete except for RAMM data sheets which are yet to be supplied.	
Wastewater	WW Renewals	David James	CB		Nikau St Reactive Renewals	Construction	0%				CE		TBC		1	1	1	1	1	OK	Scope to be redefined with HDC.	
Wastewater/ Water	WS New Works	David James/Matt Kersell	CB		Omahu Road Industrial Bulk Water - Stormwater Pump Station	Construction	50%						8/11/2018	TBC	1	1	1	1	1	OK	Pipework construction complete.	Decision pending pump station (MKn).
Wastewater/ Water	WS New Works	David James/Matt Kersell	CB	CON2017046	Omahu Road Industrial Bulk Water Separable Portion 5 Far End	Procurement	0%						TBC	TBC	1	1	1	1	1	OK	FH to provide pricing, expected by mid Feb 2019.	
Wastewater/ Water	WS New Works	David James/Matt Kersell	CB	CON2017046	Omahu Road Industrial Bulk Water Separable Portions 1-4	Construction	90%	4/10/2017	22/11/2017	\$ 3,650,000.00	TSC		19/02/2018	29/03/2019	1	1	1	1	1	OK	Expect Practical Completion in March 2019.	
Roading	Way	Eynon Phillips	JD	CON2017068	Pakowhai Road Cycleway - Section B	Defects	20%	7/11/2017	22/11/2017	\$ 242,810.00	CE	27/11/2017	15/01/2018	17/07/2018	1	1	1	1	1	OK	Practical Completion issued 17/07/2018. Stantec to meet with HDC over the residual defects, target date end of Feb 2019.	
Wastewater	WW New Works	David James	MS	CON2019008	Park Road North/Albert Street/Avenue Road - Pump Station Rising Main Rehabilitation	Procurement	50%	29/01/2019	43532	\$ 2,041,914.00	TSC	28/03/2019	15/04/2019	7/10/2019	1	1	1	1	1	OK	Awaiting receipt of tenders.	
Stormwater	SW New Works	Matt Kneebone	MS	CON2017060	Railway Road - Stormwater	Construction	99%	6/09/2017	4/10/2017		TSC	26/10/2017	19/11/2017	10/08/2018	1	1	1	1	1	OK	Construction complete, as built complete. Reinstatement defects to be remedied, list with Contractor. Contractor to resubmit road reshaping price and methodology for approval.	
Major Projects	Upgrade	Graeme Hansen	GH	CON2019002	Small Community Treatment Upgrades	Procurement	50%		13/03/2019					1/06/2020	1	1	1	1	1	OK	EOI to shortlist three tenderers, tenders close 13/03/2019.	
Roading	Way	Eynon Phillips	DB	CON2017107/CON2017109	St Georges Road - off road cycleway	Defects	100%			\$ 118,168.00	CE	9/02/2018	26/02/2018	20/04/2018	0	0	0	0	0	Complete	Roadmarking implemented before Christmas. Project complete.	
Roading	Way	Eynon Phillips	DB	CON2017107	Sylvan Road - off road cycleway	Defects	100%			\$ 96,660.00	CE	9/02/2018	2/04/2018	20/04/2018	0	0	0	0	0	Complete	Complete.	
Major Projects	Regulatory	Graeme Hansen	GH	CON2018100	Te Mata Track Reinstatement (Craggy Range)	Construction	100%			\$ 80,000.00	CE		30/10/2018	8/11/2018	0	0	0	0	0	Complete	Project completed in accordance with programme and budget.	
Wastewater/ Water	Upgrade	David James/Matt Kersell	MS	CON2016093	Te Mata Water and Waste Water	Defects	40%	2/03/2017	29/03/2017	\$ 3,900,000.00	TSC	27/04/2017	15/05/2017	30/04/2018	3	1	1	1	1	Critical	Road pavement and surfacing Defects rectification Jan - March 2019. Will extend defects period to September 2019. Ongoing dispute process being managed with HDC.	
Major Projects		Graeme Hansen	GH	CON2018099	UV Package Design and Supply	Procurement	100%				TSC	22/01/2019			1	1	1	1	1	OK	Contract has been awarded to Vertex.	
Roading	Bridge Structural Maintenance	Anu Ileperuma	JD	CON2017102	Vista Bridge Stage 4 - remedial works	Defects	50%	9/11/2017	22/11/2017	\$ 465,153.00	TSC		19/02/2018	15/06/2018	1	1	1	1	1	OK	Practical completion issued 21/06/2018. End of defects 15/06/2019.	
Water	WS New Works	Matt Kersell	CB	CON2017059	Wilson Rd WTP	Defects	60%	not required				26/03/2018	26/03/2018	19/08/2018	1	1	1	1	1	OK	Practical Completion achieved 12/09/2018. End of defects 19/02/2019.	
Roading	AWPT Sealed	Marius Van Niekerk	DB	CON2017065	Windsor Ave - Ada Street to Grove Road	Defects	75%		16/07/2017	\$ 554,086.00			12/02/2018	8/06/2018	1	1	1	1	1	OK	Remediation works complete.	
Wastewater	WW Renewals	David James	RH		WWTP Manifold	Procurement	40%			\$ 2,000,000.00				1/04/2020	1	1	1	1	1	Hold	Following failed negotiations with the preferred tenderer, the project has been deferred until FY 2021/22.	