



**Notice of the ordinary meeting of the**

**Infrastructure Committee**

***Kōmiti Hanganga***

|           |  |
|-----------|--|
| Date:     | Thursday 20 February 2020                                      |
| Time:     | 10.00a.m.  |
| Location: | Council Chamber, Civic House<br>110 Trafalgar Street<br>Nelson |

## **Agenda**

### ***Rārangi take***

|                     |                                    |
|---------------------|------------------------------------|
| <b>Chair</b>        | Cr Brian McGurk                    |
| <b>Deputy Chair</b> | Cr Rohan O'Neill-Stevens           |
| <b>Members</b>      | Her Worship the Mayor Rachel Reese |
|                     | Cr Yvonne Bowater                  |
|                     | Cr Trudie Brand                    |
|                     | Cr Mel Courtney                    |
|                     | Cr Kate Fulton                     |
|                     | Cr Judene Edgar                    |
|                     | Cr Matt Lawrey                     |
|                     | Cr Gaile Noonan                    |
|                     | Cr Pete Rainey                     |
|                     | Cr Rachel Sanson                   |
|                     | Cr Tim Skinner                     |

**Pat Dougherty**  
**Chief Executive**

Quorum: 7

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

# ***Infrastructure Committee***

## **Areas of Responsibility:**

- Bylaws, within the areas of responsibility
- Transport network, including, roading network and associated structures, walkways, cycleways and shared pathways, footpaths and road reserve, street lighting, traffic management control and parking.
- Water
- Wastewater, including Bell Island Wastewater Treatment Plant
- Stormwater and Flood Protection
- Solid Waste management, including transfer stations and waste minimisation
- Regional Landfill
- Recycling

## **Delegations:**

The committee has all of the responsibilities, powers, functions and duties of Council in relation to governance matters within its areas of responsibility, except where they have been retained by Council, or have been referred to other committees, subcommittees or subordinate decision-making bodies.

The exercise of Council's responsibilities, powers, functions and duties in relation to governance matters includes (but is not limited to):

- Monitoring Council's performance for the committee's areas of responsibility, including legislative responsibilities and compliance requirements
- Developing, approving, monitoring and reviewing policies and plans, including activity management plans and the Infrastructure Strategy
- Reviewing and determining whether a bylaw or amendment, revocation or replacement of a bylaw is appropriate
- Undertaking community engagement, including all steps relating to Special Consultative Procedures or other formal consultation processes
- Approving submissions to external bodies or organisations, and on legislation and regulatory proposals
- Hear, consider and decide all applications for road stopping

## **Powers to Recommend to Council:**

In the following situations the committee may consider matters within the areas of responsibility but make recommendations to Council only (in accordance with sections 5.1.3 - 5.1.5 of the Delegations Register):

- Matters that, under the Local Government Act 2002, the operation of law or other legislation, Council is unable to delegate
- The purchase or disposal of land or property relating to the areas of responsibility, other than in accordance with the Long Term Plan or Annual Plan
- Unbudgeted expenditure relating to the areas of responsibility, not included in the Long Term Plan or Annual Plan
- Decisions regarding significant assets

**Karakia Timatanga****1. Apologies**

- 1.1 An apology has been received from Her Worship the Mayor for early departure

**2. Confirmation of Order of Business****3. Interests**

- 3.1 Updates to the Interests Register
- 3.2 Identify any conflicts of interest in the agenda

**4. Public Forum**

- 4.1 Nelsust - Default Footpath Design

**5. Confirmation of Minutes**

- 5.1 21 November 2019 **6 - 13**
- Document number M4139
- Recommendation

***That the Infrastructure Committee***

- 1. Confirms the minutes of the meeting of the Infrastructure Committee, held on 21 November 2019, as a true and correct record.***

**6. Chairperson's Report 14 - 15**

Document number R14808

Recommendation

***That the Infrastructure Committee***

- 1. Receives the Chairperson's Report (R14808).***

**7. Waste Disposal Landfill Levy: Submission to Ministry for the Environment**

**16 - 33**

Document number R13706

Recommendation

***That the Infrastructure Committee***

- 1. Receives the report Waste Disposal Landfill Levy: Submission to Ministry for the Environment (R13706) and its attachment (A2336149); and***
- 2. Approves retrospectively the Nelson City Council submission to the Ministry for the Environment on the Waste Disposal Levy (A2336149 - Attachment one of Report R13706).***

**8. Residents Only Carpark permit fees**

**34 - 41**

Document number R13763

Recommendation

***That the Infrastructure Committee***

- 1. Receives the report Residents Only Carpark permit fees (R13763); and***
- 2. Defers any decision on adjusting fees for Residents Only Carpark permits until further work on modal shift, including a Parking Strategy review, is carried out in the 2020/21 financial year subject to approval in the 2020/21 Annual Plan for this work; and***
- 3. Approves a moratorium on issuing any new Resident Only Carpark permits until the Parking Review Strategy is undertaken.***



**9. Infrastructure Quarterly Report to 31 December 2019**

**42 - 99**

Document number R13740

Recommendation

***That the Infrastructure Committee***

- 1. Receives the report Infrastructure Quarterly Report to 31 December 2019 (R13740) and its attachments (A2336640 and A2336638).***

**CONFIDENTIAL BUSINESS**

**10. Exclusion of the Public**

Recommendation

***That the Infrastructure Committee***

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

| <b>Item</b> | <b>General subject of each matter to be considered</b>                            | <b>Reason for passing this resolution in relation to each matter</b>   | <b>Particular interests protected (where applicable)</b>  |
|-------------|---|--|---|
| <b>1</b>    | <b>Infrastructure Committee Meeting – Confidential Minutes - 21 November 2019</b> | Section 48(1)(a)<br>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7. | The withholding of the information is necessary: <ul style="list-style-type: none"><li>• Section 7(2)(h)<br/>To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li><li>• Section 7(2)(i)<br/>To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</li></ul> |

**Karakia Whakamutunga**



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## Minutes of a meeting of the Infrastructure Committee

**Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson**

**On Thursday 21 November 2019, commencing at 9.01a.m.**

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Present: Councillor B McGurk (Chairperson), Councillors Y Bowater, T Brand, M Courtney, J Edgar, M Lawrey, R O'Neill-Stevens (Deputy Chairperson), G Noonan, R Sanson and T Skinner

In Attendance: Group Manager Infrastructure (A Louverdis), Group Manager Corporate Services (N Harrison), and Governance Adviser (E Stephenson)

Apologies: Her Worship the Mayor Reese, Councillor Fulton and Councillor Rainey (all on Council business)

### 1. Apologies

Resolved IC/2019/001

***That the Infrastructure Committee***

- 1. Receives and accepts the apologies from Her Worship the Mayor Reese, Councillor Fulton and Councillor Rainey for absence on Council business.***

Sanson/Skinner

Carried

Councillor Rainey subsequently attended the confidential section of the meeting.

## 2. Confirmation of Order of Business

There was no change to the order of business.

## 3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

## 4. Public Forum

There was no public forum.

## 5. Chairperson's Report

Document number R13600, agenda pages 8 - 10 refer.

The Chairperson spoke to his report, highlighting the issues facing the committee in the triennium.

The motion was taken in parts.

Resolved IC/2019/002

### ***That the Infrastructure Committee***

#### ***1. Receives the report Chairperson's Report (R13600).***

Edgar/Noonan

Carried

Resolved IC/2019/003

### ***That the Infrastructure Committee***

#### ***1. Appoints the following Elected Member to a liaison role as follows:***

| <b><i>Organisation/Group</i></b>    | <b><i>Liaison</i></b>      |
|-------------------------------------|----------------------------|
| <b><i>Accessibility for All</i></b> | <b><i>Mel Courtney</i></b> |

Noonan/Lawrey

Carried

**6. Council submission on Proposed Priority Products and Priority Product Stewardship Guidelines**

Document number R10441, agenda pages 11 - 26 refer.

Resolved IC/2019/004

***That the Infrastructure Committee***

- 1. Receives the Report Council submission on Proposed Priority Products and Priority Product Stewardship Guidelines (R10441) and its attachment (A2276930); and***
- 2. Approves retrospectively the submission signed by both Nelson City Council and Tasman District Council to the Ministry for the Environment (A2276930 - Attachment one of report R10441).***

Sanson/O'Neill-Stevens

Carried

**7. Nelson Tasman Regional Landfill Business Unit (NTRLBU) 2020/21 Business Plan**

Document number R11477, agenda pages 27 - 46 refer.

NTRLBU Acting General Manager, Don Clifford, and NCC Accountant, Andrew Bishop, answered questions regarding timeframes of deliverables.

Discussion took place regarding alignment of the NTRLBU Terms of Reference (TOR) and the Nelson Regional Sewerage Business Unit (NRSBU) Memorandum of Understanding (MoU) and Group Manager Infrastructure, Alec Louverdis, noted that these two reference documents were not in total alignment. He noted that the upcoming review of the Activity Management Plans (AMPs) would present the opportunity to reflect what was approved in the Business Plan.

Further discussion took place regarding the Business Plan.

Group Manager Infrastructure, Alec Louverdis advised that he would formally write to the NTRLBU Acting General Manager asking for the Committee's comments to be included in the NTRLBU 2021/21 Business Plan, including:

- more details of the studies required for the Long Term Capital Programmes; and
- addition of when the Hazardous Activities and Industries List review would be undertaken.

Resolved IC/2019/005

***That the Infrastructure Committee***

- 1. Receives the report Nelson Tasman Regional Landfill Business Unit 2020/21 Business Plan (R11477) and its attachment (A2279731); and***
- 2. Provides comments back to the Nelson Tasman Regional Landfill Business Unit Acting General Manager on the draft 2020/21 Business Plan (A2279731).***

Edgar/Courtney

Carried

**8. Nelson Regional Sewerage Business Unit (NRSBU) 2020/21 Business Plan**

Document number R11478, agenda pages 47 - 72 refer.

NRSBU Acting General Manager, Don Clifford, and NCC Accountant, Andrew Bishop, answered questions regarding timing of the review of the AMPs and possible changes to the business plan as a result of resource consent conditions that might be imposed as part of the Bell Island resource consent renewal, currently underway.

Group Manager Infrastructure, Alec Louverdis, noted that he would formally write to the NRSBU Acting General Manager, requesting specifics of when the Business Improvement Plan was to due to commence.

Resolved IC/2019/006

***That the Infrastructure Committee***

- 1. Receives the report Nelson Regional Sewerage Business Unit 2020/21 Business Plan (R11478) and its attachment (A2279695); and***
- 2. Provides comments back to the Nelson Regional Sewerage Business Unit Acting General Manager on the draft Nelson Regional Sewerage 2020/21 Business Plan (A2279695).***

Noonan/Edgar

Carried

**9. Nelson Regional Sewerage Business Unit Annual Report 2018/19**

Document number R11481, agenda pages 73 - 110 refer.

NRSBU Acting General Manager, Don Clifford, and NCC Accountant, Andrew Bishop, were present for this item. Mr Clifford noted that the key message was that operating and maintenance costs were higher than budgeted, but capital spending was down.

Resolved IC/2019/007

***That the Infrastructure Committee***

- 1. Receives the report Nelson Regional Sewerage Business Unit Annual Report 2018/19 (R11481) and its attachment (A2279751); and***
- 2. Receives the Nelson Regional Sewerage Business Unit Annual Report 2018/19 (A2279751).***

Sanson/O'Neill-Stevens

Carried

**10. Nelson Tasman Regional Landfill Business Unit - Annual Report 2018/19**

Document number R11482, agenda pages 111 - 135 refer.

NRSBU Acting General Manager, Don Clifford, and NCC Accountant, Andrew Bishop, answered questions relating to the Annual Report.

Resolved IC/2019/008

***That the Infrastructure Committee***

- 1. Receives the report Nelson Tasman Regional Landfill Business Unit - Annual Report 2018/19 (R11482) and its attachment (A2279829); and***
- 2. Receives the Nelson Tasman Regional Landfill Business Unit - Annual Report 2018/19 (A2279829).***

Edgar/Courtney

Carried

## 11. Infrastructure Quarterly Report to 30 September 2019

Document number R12536, agenda pages 136 - 203 refer.

A replacement agenda page 143, Opex expenditure for Infrastructure Quarter 1, (A2304702) was tabled. Manager Capital Projects, Lois Plum, Manager Transport and Solid Waste, Marg Parfitt, and Manager Utilities, David Light, were present for this item. Ms Plum advised of Infrastructure highlights. Questions were answered regarding the recommendations to Council for unbudgeted funding and its impacts. The reasons for requested additional funding rather than making reallocations within existing activities were clarified.

It was requested that future Quarterly Reports where additional funding was to be requested include the decision-making considerations, typically at the end of the report.

Further questions were answered regarding matters covered in the report and for clarification, the figure of \$590,000 for the Awatea Pump Station was added to clause 2 of the motion.

Clarification was also added to clause 2 of the recommendation to Council that the additional funding of \$700,000 in 2019/20 and \$2,100,000 in 2020/21 meant an additional \$1,800,000 from what was in the Long-Term Plan.

The motion was taken in parts.

Resolved IC/2019/009

### ***That the Infrastructure Committee***

1. ***Receives the report Infrastructure Quarterly Report to 30 September 2019 (R12536) and its attachments (A2291554, A2274684 and A2288750); and***
2. ***Notes an anticipated deferral of budget for Awatea Pump Station Upgrade of \$590,000 in the 2019/20 Financial Year.***

Noonan/Edgar

Carried

### **Attachments**

- 1 A2304702 - Opex Expenditure Infrastructure Q1 (replacement agenda page 143)

Recommendation to Council IC/2019/010

### ***That the Council***

1. **Approves the additional funding of \$420,000 for St Vincent Sewer Renewal in the 2019/20 Financial Year; and**
2. **Approves the funding of \$700,000 in 2019/20 and \$2,100,000 (an additional \$1.8M from the Long Term Plan) in 2020/21 to complete the Saxton Creek Upgrade between Champion Road and Main Road Stoke; and**
3. **Approves the additional funding of \$89,000 in 2019/20 to complete the Railway Reserve Underpass, noting that the culvert underpass has been ordered.**

Sanson/Skinner

Carried

The meeting was adjourned at 10.37a.m. and reconvened at 10.54a.m.

## 12. Exclusion of the Public

Resolved IC/2019/011

***That the Infrastructure Committee***

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

Edgar/O'Neill-Stevens

Carried

| Item | General subject of each matter to be considered | Reason for passing this resolution in relation to each matter   | Particular interests protected (where applicable)  |
|------|---|---|--|
| 1    | Recycling - The Way Forward                     | Section 48(1)(a)<br><br>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7 | The withholding of the information is necessary: <ul style="list-style-type: none"> <li>• Section 7(2)(h)<br/>To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li> <li>• Section 7(2)(i)</li> </ul> |



| Item | General subject of each matter to be considered | Reason for passing this resolution in relation to each matter | Particular interests protected (where applicable)   |
|------|---|---|---|
|      |   |   | To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) |

The meeting went into confidential session at 10.55a.m. and resumed in public session at 12.59p.m.

### **RESTATEMENTS**

It was resolved while the public was excluded:

|  |   |
|--|---|
|  | <b>CONFIDENTIAL: Recycling - The Way Forward</b>  |
|  | <b><i>That the Infrastructure Committee</i></b><br><b><i>8. <u>Agrees</u> that the decisions (IC/2019/012) be made publicly available following the release of the related Council decisions.</i></b> |

There being no further business the meeting ended at 12.59p.m.

Confirmed as a correct record of proceedings:

\_\_\_\_\_ Chairperson \_\_\_\_\_ Date

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## **Chairperson's Report**

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### **1. Chair's foreword**

- 1.1 My chair's report centres on the progress of two significant projects/initiatives that fall under this committee's responsibility as detailed below.

### **2. Recommendation**

***That the Infrastructure Committee***

- 1. Receives the Chairperson's Report (R14808).***

### **3. Update**

#### **Recycling changes**

- 3.1 The recommendation from the last meeting of the Infrastructure Committee (and confirmed by Council on 13 December 2019) was to cease collection of plastic classes 3, 4, 6 and 7 from 1 July 2020.
- 3.2 Amongst the actions was a comprehensive public communication plan (which is underway) and letters to local supermarkets and other retailers advising of the Council decision and asking them for their leadership in phasing out the use of these plastic classes in their stores and from their suppliers.
- 3.3 Since then the feedback has been very positive, and Council has been applauded for its clear stance on the issue.

#### **Parking meters**

- 3.4 The contract for the supply and installation of Pay-by-Plate parking meters has been awarded to Integrated Technology Solutions and the new parking meters will be installed late June across the entire CBD.
- 3.5 Coins will still be able to be used to pay for parking as well as other methods.

## Item 6: Infrastructure Chair's Report

- 3.6 This work and the previous amendments to the Parking and Vehicle Control Bylaw are separate to a review of a parking strategy, due to be carried out later in the year. The one hour free parking each day is to remain, however, it will be part of the parking strategy review.
- 3.7 A comprehensive communication plan will be developed in advance of the roll-out of the new parking meters.

**Author: Brian McGurk, Chairperson**

### **Attachments**

Nil

## **Waste Disposal Landfill Levy: Submission to Ministry for the Environment**

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### **1. Purpose of Report**

- 1.1 To retrospectively approve the Nelson City Council's submission to the Ministry for the Environment (MfE) on the Waste Disposal Landfill Levy consultation document.

### **2. Summary**

- 2.1 The Government opened consultation on Waste Disposal Landfill Levy on 27 November 2019 with submissions closing on 3 February 2020.
- 2.2 A pro forma submission in consultation with the Infrastructure Chair was prepared and submitted on behalf of Nelson City Council. Officers worked closely with staff from Tasman Council (TDC) in preparing a submission in light of the Joint Waste Management and Minimisation Plan (JWMMP). Each Council will submit separately. Retrospective approval of the submission is required from this Committee.

### **3. Recommendation**

#### ***That the Infrastructure Committee***

- 1. Receives the report Waste Disposal Landfill Levy: Submission to Ministry for the Environment (R13706) and its attachment (A2336149); and***
- 2. Approves retrospectively the Nelson City Council submission to the Ministry for the Environment on the Waste Disposal Levy (A2336149 - Attachment one of Report R13706).***

#### **4. Background**

- 4.1 The waste disposal levy charged by Central Government is currently \$10 per tonne (excluding GST) on all waste sent to landfill. The levy was introduced under the Waste Minimisation Act 2008. Disposal facility operators must pay the levy based on the weight of material disposed of at their facility. However they may pass this cost on to the waste producer such as households and businesses. Currently the levy applies only to any waste that is disposed of at a waste disposal facility as defined under the Waste Minimisation Act 2008, which is essentially only municipal landfills.
- 4.2 The purpose of the levy was to encourage New Zealanders to take responsibility for the waste they produced and to find more effective and efficient ways to reduce, reuse, recycle or reprocess waste. It also creates funding opportunities for waste minimisation initiatives.
- 4.3 Half of the money levied goes to territorial authorities (city and district councils) on a pro rata population basis to spend on promoting or achieving the waste minimisation activities set out in their waste management and minimisation plans (WMMPs). The remaining levy money (minus administration costs) is put into the national Waste Minimisation Fund which is used for waste minimisation activities in New Zealand.
- 4.4 Nelson City Council (NCC) and Tasman District Council (TDC) share a Joint Waste Management and Minimisation Plan 2019 (JWMMP). The Councils strongly agree that the total waste disposed to landfill in New Zealand needs to reduce. The Councils' JWMMP, adopted in September 2019 states: "Our ambition is to eliminate unnecessary waste to landfill and our target is to reduce waste to landfill by 10% per person by 2030."
- 4.5 While the Councils agree that waste to landfill needs to reduce, it is noted that that reducing waste to landfill is not the sole indicator of waste minimisation, and should not be an end in itself. The Councils consider that there needs to be a strong focus on waste avoidance rather than a single focus on reduced waste to landfill. This is illustrated in the goals in the Council's JWMMP which are to:
- avoid the creation of waste
  - improve the efficiency of resource use
  - reduce the harmful effects of waste.

#### **5. Discussion**

- 5.1 The Government is proposing to increase the landfill levy and apply it to more types of waste. The consultation document which can be accessed at <https://www.mfe.govt.nz/consultations/landfill-levy> has been released and seeks feedback on proposals to:

## Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment

- increase the levy for municipal landfills (those that take household waste); and
- apply the levy to all types of landfill except cleanfills (accepting only virgin excavated natural materials) and farm dumps; and
- apply the levy at different rates for different landfill types, to reflect different environmental and social costs of disposal, and different opportunities for recovery of different materials; and
- collect better waste data.

5.2 Full discussion is contained in the submission (Attachment 1). In summary, Council:

- Supports a proposed 2023 increase in levy of \$50 per tonne for municipal landfills, and a widening of the levy to other classes of landfill;
- Strongly supports Central Government taking a more active role in progressing Product Stewardship, and encourages its instigation at the earliest opportunity;
- Strongly supports and encourages the increase in the disposal levy to be used to provide national and regional solutions for waste diversion;
- Strongly supports the inclusion of industrial monofills, construction and demolition fills, and contaminated soil fill sites in the levy programme;
- Supports for exemption from the levy for cleanfills, but considers it is essential for the Ministry to complete a stocktake and implement mandatory reporting for these facilities at no additional cost or resources from local authorities;
- Agrees that waste data in New Zealand needs significant improvement and strongly support the proposed data collection improvements.

## 6. Options

6.1 Two options are presented to the Committee to either retrospectively support the submission or not to support the submission. Officers recommend Option one.

Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment

| <b>Option 1: Retrospectively approve the pro-forma submission on Waste Disposal Landfill Levy to the MfE</b>        |   |
|---|---|
| Advantages  | <ul style="list-style-type: none"><li>• Signals support for changes to the Waste Disposal Landfill Levy.</li><li>• Supports vision and goals of JWMMP</li></ul> |
| Risks and Disadvantages   | <ul style="list-style-type: none"><li>• None</li></ul>  |
| <b>Option 2: Do not retrospectively approve the pro-forma submission on Waste Disposal Landfill Levy to the MfE</b> |   |
| Advantages  | <ul style="list-style-type: none"><li>• None</li></ul>  |
| Risks and Disadvantages   | <ul style="list-style-type: none"><li>• Lack of clear position statement on Waste Disposal Landfill Levy proposals if submission withdrawn</li></ul>            |

## **7. Next Steps**

- 7.1 MfE will prepare a report that summarises submissions and will then make recommendations to the Minister.
- 7.2 If Cabinet approves the policy proposals they will take effect in phases from mid-2020 or mid-2021 (depending on which option is chosen).
- 7.3 By July 2023 all new levy rates are proposed to be in place.
- 7.4 The Joint Regional landfill is aware of the proposed changes and will consider implications to the Business Plan following any decisions.

**Author:** Margaret Parfitt, Manager - Transport and Solid Waste

### **Attachments**

Attachment 1: A2336149 Waste Levy Submission from Nelson City Council [↓](#)

| <b>Important considerations for decision making</b>  |
|--|
| <p><b>1. Fit with Purpose of Local Government</b></p> <p>The submission is aligned with the purpose of Local Government in enabling “democratic decision-making and action by, and on behalf of, communities” as it reflects the consulted on JWMMP supporting waste minimisation. The longer term increased waste levy may also contribute to economic well-being, through supporting Council’s and the community’s cost of waste minimisation activity.</p>                                      |
| <p><b>2. Consistency with Community Outcomes and Council Policy</b></p> <p>The recommendations in this report support the following Nelson City Council Community Outcomes – “Our unique environment is healthy and protected”; “Our infrastructure is efficient, cost effective and meets current and future needs”; “Our communities are healthy, safe, inclusive and resilient” and “Our region is supported by an innovative and sustainable economy”.</p>                                     |
| <p><b>3. Risk</b></p> <p>Not providing feedback on the Government proposal risks perception that Council is uninterested and/or that the final approved proposal will not have considered Council’s view.</p> <p>These proposals have potential to improve the reduction and management of waste in our region.</p> <p>By not supporting these proposals there is a risk that without a clear position, Council will not be best placed to engage on the development of waste levy programmes.</p> |
| <p><b>4. Financial impact</b></p> <p>The proposed changes to the waste disposal levy are not anticipated to create additional direct costs to Council, but may result in additional funding support for waste minimisation work. There will be an increased cost to those disposing of waste with no reduction in volume.</p>  |
| <p><b>5. Degree of significance and level of engagement</b></p> <p>This matter is of low significance. The Ministry for the Environment has opened engagement to all local/regional authorities. The submission supports the goals and aspiration of the JWMMP which was widely consulted on before adoption in September 2019.</p>  |



## **6. Climate Impact**

By reducing waste to landfill and subsequently reducing greenhouse gas emissions, increased landfill levy should improve environmental well-being.

## **7. Inclusion of Māori in the decision making process**

No engagement with Māori has been undertaken in preparing this report.

## **8. Delegations**

The Infrastructure Committee has the following delegations to consider

### Areas of Responsibility:

- Solid Waste management, including transfer stations and waste minimisation
- Regional Landfill
- Recycling

### Delegations:

- The committee has all of the responsibilities, powers, functions and duties of Council in relation to governance matters within its areas of responsibility, except where they have been retained by Council, or have been referred to other committees, subcommittees or subordinate decision-making bodies.
- The exercise of Council's responsibilities, powers, functions and duties in relation to governance matters includes (but is not limited to):
- Approving submissions to external bodies or organisations, and on legislation and regulatory proposals.



Ministry for the Environment  
PO Box 10362  
Wellington 6143

**Nelson City Council Submission on Reducing Waste: A more effective  
landfill levy 2019**

**Introduction**

Nelson City Council (Council) supports in principle the raising of the landfill levy, but have a range of comments on this matter as presented below. Please note that due to the short timeframe available and much of that timeframe being the 'holiday period', this submission has not yet gone through a full council process for sign-off and therefore should be considered as pro forma.

The Council does not want to speak to their submission

The Council contact is:

Terry Dwyer, Activity and Operations Supervisor – Solid Waste,  
(DDI:03 545 8831) or [terry.dwyer@ncc.govt.nz](mailto:terry.dwyer@ncc.govt.nz)

## Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment: Attachment 1

### **Preamble**

Overall this Council **supports** the increase in the disposal levy (please refer to the submission for specifics).

Firstly, thank-you for the work of the Ministry on this issue, and for soliciting feedback.

The consultation document reads that the levy is being introduced to pay for the planning (and as generally indicated, investment in) national recycling facilities and infrastructure for improved waste diversion. On the basis of these conclusions this is **strongly supported** by Council. New Zealand (and in particular the South Island) have a need for long-term and sustainable on-shore outlets for all of the materials that local authorities do, or could, collect for recycling. The Local Authorities kerbside collection options are being directed by the limited availability of on-shore facilities, and this is restricting the national ability to divert waste. Simply put, we cannot collect what we cannot process.

Our support is therefore premised on two guiding principles – Product Stewardship and local recycling facilities.

### **Product Stewardship**

The aim of our Joint Waste Minimisation and Management Plan (JWMMP) is to follow the waste hierarchy and avoid the creation of waste. It is imperative that Central Government take the lead and display strong leadership in developing and maintaining momentum on the issue of Product Stewardship.

This Council **strongly supports** Central Government taking a more active role in progressing Product Stewardship, and encourages its instigation at the earliest opportunity. Product Stewardship (such as relating to some plastics) will immediately encourage the reduction of waste or the use of an alternate material at the design stage, and prevent the need for a processing solution. Product Stewardship will provide the financial structure for expansion of processing facilities and will instil an awareness in the general public of waste and waste diversion. Council is of the opinion that Product Stewardship will have a greater influence on the waste diversion of an individual than will the levy-driven increase in the price of a kerbside bag.

### **Development of local meaningful sustainable recycling facilities**

Council **strongly supports and encourages** the increase in the disposal levy where it will be used to provide national and regional solutions for waste diversion. Council recognises the need for regional recycling processing facilities rather than regional facilities being limited to sorting and transporting. While public perception is that collecting and sorting is recycling, this is misleading. Processing is an integral part of the recycling process. Council is of the view that the limited number, and the locations, of regional and national processing facilities is what restricts wider waste diversion.

The lack of long-term sustainable processing facilities has necessitated that our Council no longer collects plastics 3, 4, 6 and 7 with these being diverted to landfill.

Therefore Council **proposes** that it is Central Government that is well placed to not only show strong leadership in waste diversion, but to actively develop infrastructure and facilities to promote local solutions. This will include embracing international technologies and developing sustainable markets. Where there is a recognised short-fall in the national ability to fully process a material (such as fibre), and where the private sector cannot adequately expand, Central Government should use the levy to establish facilities.

We **strongly support** the collection of data from sites from which levies are not presently collected, but also **strongly suggest** that all aspects of data collection, auditing, and levy collection be the responsibility of the Ministry. The Ministry should recognise that local authorities may not have the resources or financial ability to complete this work which is on their behalf.

### Background

Nelson City Council is a Unitary Authority in the Top of the South Island. Nelson City Council and Tasman District Council share a Joint Waste Minimisation and Management Plan (JWMMP), adopted in September 2019.

Nelson City Council and Tasman District Council jointly own one operational municipal landfill sited at York Valley, Nelson. The councils also jointly own a landfill at Eve's valley which stopped operating in 2018.

- 1 *Do you agree the current situation of increasing amounts of waste going to landfill needs to change?*

The Council **strongly agrees** that the total waste disposed to landfill in New Zealand needs to reduce. The Council's JWMMP, adopted in September 2019 states:

"Our ambition is to eliminate unnecessary waste to landfill and our target is to reduce waste to landfill by 10% per person by 2030."

While the Council **agrees** that waste to landfill needs to reduce, we note that that reducing waste to landfill is not the sole indicator of waste minimisation, and should not be an end in itself. The Council considers that there needs to be a strong focus on waste avoidance rather than a single focus on reduced waste to landfill. This is illustrated in the goals in the Council's JWMMP which are to:

- *avoid the creation of waste*
- *improve the efficiency of resource use*
- *reduce the harmful effects of waste*



Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment:  
Attachment 1

*2 Do you have any comments on the preliminary Review of the effectiveness of the waste levy outlined in appendix A?*

The Council **agrees** that the levy in its present form is unlikely to achieve a reduction in landfill use, and questions whether the proposed increase in levy rates will produce a reduction in the per capita going to landfill or total landfill use.

The Council **advocates** that New Zealand should have its own waste levy plan with minimal reliance on overseas models. We should trust our Kaitiakitanga. The consultation document has drawn the conclusion that 'Countries that have high levies have low landfill disposal'. The comparison may not be entirely valid when comparing New Zealand to countries of high population density, and easy access to alternative options such as incineration or export.

Significant amounts of New Zealand waste is construction material. While waste generated in construction is recognised as being too high, it is misleading to compare our wooden-based house construction with the brick and prefabricated concrete construction in Europe. Wooden house construction will always produce more waste, and with a fast growing population and the need for more houses this will continue to distort the per capita disposal rate.

*3 Do you think the landfill levy needs to be progressively increased to higher rates in the future (beyond 2023)*

The consultation document presents that the purpose of the levy increase is to change behaviour, and as a supplementary purpose, raise revenue to be used to minimise waste.

While a higher levy may have some effect on the behaviour of an individual, the suggestion that the setting of the rate to the proposed levels will change behaviour, is less certain. Therefore the Council **strongly recommends** that the Ministry for the Environment carefully monitor waste minimisation and disposal activities during the initial changes to the levy to validate any changes in waste disposal behaviour.

Council is unsure if the increased levy is being introduced to pay for the planning and investment in national recycling facilities which are critical to New Zealand dealing with its waste stream. This council supports Central Government leading national recycling initiatives that will assist local authorities in dealing with recycling

*4 Do you support expanding the landfill levy to more landfills, including:*

- *Waste disposed at industrial monofills (class 1)*
- *Non-Hazardous construction, demolition waste (eg rubble, concrete, plasterboard, timber) (class 2)*
- *Contaminated soils and inert materials (class 3 & 4) (whether requiring restrictions on future use of site or not)*

The Council **strongly supports** the inclusion of industrial monofills, construction and demolition fills, and contaminated soil fill sites in the levy programme. Industrial monofills, construction and demolition fills, and contaminated soil disposal are all an essential part

of the waste management in any region, but should be subject to similar price incentives and provide funding for waste minimisation, as do municipal landfills.

A key benefit of increasing and expanding the levy is the increase in the available funds with which to action improvements and expand waste minimisation both locally and nationally. The improvement in data collection, and potentially the waste assessments, would improve identification of waste streams, and potentially their source. This would improve planning for targeted diversion.

The expansion of the levy to new sites will require data collection, reporting, and levy collection, and the Council **strongly recommends** that the cost of establishing and managing these processes be borne by the owner of the landfill. The Ministry may choose to make an allowance or payment towards those costs but it is the belief of the Council that the costs should not be incurred by the Councils.

5 *Do you think that some activities, sites, or types of waste should be excluded from the landfill levy, including:*

- o *Cleanfills (class 5)*
- o *Farm dumps*
- o *Any others (eg, any exceptional circumstances)? If so, please specify.*

Council **supports** exemption from the levy for cleanfills, but consider it is essential for the Ministry to complete a stocktake and implement mandatory reporting for these facilities. The Council also **recommends** a consistent definition of "cleanfills", implementing the "Technical Guidelines for Disposal to Land", adopted by WasteMINZ in 2018, in collaboration with disposal facility operators.

Due to the cost of administration the Council also **supports** exemption of farm dumps from the disposal levy. The Council notes however that these dumps may constitute a large proportion of waste disposed to land in New Zealand. The lack of knowledge relating to farm dump contents raises the possibility of some dumps becoming a significant, and unexpected, environmental risk. Therefore the Council **recommends** further work by the Ministry to determine the number and scale of farm dumps, and in time, to consider mandatory data reporting for these sites.

The Council **encourages** the committee to consider exempting from the levy material that is removed from an existing landfill and then put into another landfill. This exemption would allow the improvement of landfill sites, and the clearing of unofficial fills or farm dumps. This would also be of particular assistance where there is risk of erosion or exposure of landfill material. The significant difference between this material and general waste is that this is not 'new' waste but rather the same waste in a different location. Recent events such as Fox River, and the awareness of the number of landfills at risk of exposure due to rising sea levels, indicate that we must encourage landfill amelioration. The Council would like to avoid a situation where the cost of re-disposal could otherwise prevent environmental improvements.

The Council also **recommends** that consideration be given to an exemption to assist in the management of waste following unexpected disasters. This is most appropriate where a disaster has been declared, and where this has created significant amounts of material which may not have otherwise been waste. Indicative examples are floods, earthquakes,



Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment:  
Attachment 1

and significant fires. Due to it not being 'sudden' or 'unexpected' the council does not at this time consider sea level rise as within the suggested criteria.

The introduction of the suggested landfill amelioration exemptions would also assist in the future development of 'landfill mining'. Although at this time this industry is theoretical, an exemption could be applied where an old landfill is 'mined', some materials are recovered for recycling or re-use, and the residue from the activity (which was originally from the landfill) could be disposed of back into a landfill.

- 6 *Do you have any views on how sites that are not intended to be subject to a levy should be defined (eg, remediation sites, subdivision works)?*

Council does not want to present any view on this question.

- 7 *Do you prefer the proposed rate for municipal (class 1) landfills of:*
- o \$50 per tonne
  - o \$60 per tonne
  - o *Other (please specify, eg, should the rate be higher or lower?)*

Council **supports** a proposed 2023 levy of \$50 per tonne for municipal landfills, and a widening of the levy to other classes of landfill. However the Council cautions that if levy rates are lower at other disposal facilities, (industrial monofills, construction and demolition fills, and managed and controlled fill sites) this may create perverse outcomes.

Council **proposes** that the choice of disposal sites should be directed by best practice disposal and not motivated by levy avoidance. Disposal options driven by levy avoidance will not improve the behaviour of individuals or take the complete environmental impact of that disposal into account. If the variation between the landfill types is substantial it may only change commercial behaviour, and result in lower than budgeted revenue from the levy.

If the intention of the increase to the levy is to raise ring-fenced revenue to implement nationally driven initiatives and improvements in New Zealand's waste management, the levy could be arguably set at whatever rate is required to fund those improvements. This may be very different and higher than the proposed rates, and would be open to more increases as new disposal systems or processing options became available.

If revenue is dependent on a per tonne levy, a reduction in waste is a reduction in revenue. If the levy revenue decreases, projects which rely on ongoing levy funding may no longer be viable. They would then require further increases, or top ups from the consolidated fund.

- 8 Do you think the levy rate should be the same for all waste types? If not:
- o Should the levy be highest for municipal landfills (class 1)?
  - o Should the levy be lower for industrial monofills (class 1) than municipal landfills (class 1)?
  - o Should the levy be lower for construction and demolition sites (class 2) than municipal landfills (class 1)?
  - o Should the levy be lowest for contaminated soils and other inert materials (class 3 & 4)?
  - o Should a lower levy apply for specified by-products of recycling operations?

The Council notes that under all four levy implementation proposals the levy gap between municipal landfills and other disposal facilities will increase. This will create a risk of inappropriate diversion of materials from municipal landfills to other facilities.

At the present \$10 per tonne differential there is minimal financial gain in inappropriate diversion (if ETS obligations are excluded). However in Option D by 2023 there would be a \$40 per tonne difference, and a greater incentive to inappropriately divert materials. The Council is of the opinion that it is important to avoid creating a price point where inappropriate diversion is 'rewarded'.

The Council **strongly recommends** that the Ministry monitor the rate and composition of materials diverted from municipal landfills to other disposal facilities.

Further, the Council **recommends** that the levy for municipal and non-municipal landfills be significantly similar.

The Council also notes that there is some uncertainty about 'price elasticity of waste disposal' (the level of behaviour change likely due to price or levy increases) and whether waste production will be reduced, or just diverted to disposal sites that attract a lower levy. Given this uncertainty, the Council strongly recommends that the Ministry carefully monitor changes in waste disposal behaviour during the proposed changes.

It is also unclear whether industrial monofills, construction and demolition fills, and managed and controlled fill sites, will be subject to Emission Trading Scheme (ETS) obligations. If these sites are exempt from the ETS then this diversion activity could increase further. The Council recommends that these disposal sites be subject to the same ETS obligations as municipal landfills.

The Council would also like the committee to consider the influence on public perception of multiple increases being presented as required to change behaviour. Waste minimisation requires the support, and the trust, of the public, and a reduction in public confidence may influence all waste minimisation activities.

It is also worth noting that if \$50 per tonne is the reported rate that is required to change behaviour, and the levy is at \$50, there could not be a justification for further price increases. If monitoring indicates that the rate at which behaviour is changed is a different figure, then that is the figure that should be planned for, and introduced, even if over time. If that rate is (as suggested) \$140 per tonne there should be a multi-year plan which ends at that figure. If after \$50/tonne is introduced, and the levy rate continues to rise, it



## Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment: Attachment 1

cannot be justified as a model for behaviour change, and may then be seen only as a revenue gathering exercise.

The Council **recommends** that the Ministry carefully determine and monitor waste minimisation investment needs during the implementation of the proposed changes, so that these can be assessed during the statutory review of the effectiveness of the levy in 2023.

The Council recognises that the consultation document also relies heavily on a per capita waste figure, even though data collected from local landfills indicate that the majority of waste is generated indirectly. Most waste is in the form of commercial, construction and demolition, and industrial waste. This indicates that a reduction in residential or kerbside waste will not have as significant an effect as commercial waste reduction. This Council **proposes** that the monitoring and auditing process following any increases be sufficiently robust as to be able to determine from which sector the variation is occurring.

Behavioural change is generally the result of financial or emotional influences. Emotional (or environmental) behaviour may be applied when making a purchasing decision. However while decisions such as the use of plastic bags have become commonplace, private company's waste management and disposal systems are not likely to be a significant driver in an individual's purchasing decisions.

A financial influence will often change the behaviour of an individual, but only when the cost of that increase is independently and directly applied. This has been observed during times of high petrol prices where some people lessened their driving. Where someone may notice an extra 50 cents per kerbside refuse bag, and potentially use less bags, they are less likely to notice a levy increase when it is included in the total cost of a purchase. The increase in the disposal costs to a supermarket will be divided over hundreds of lines. For many people the small general increase in costs will be sufficiently vague that it is unlikely to change their behaviour.

The Council **suggests** that due to the limited direct effect on an individual, the presentation of behaviour change as a justification for levy increases should be minimised.

While the consultation document's suggested intention of the increase is to produce consumer behaviour change, the Council also suggests that some of the options may not create the intended type of change. Economic constraints on the lower socio-economic sectors of society forces them to buy the more affordable, which usually means of a lower quality. This means that they dispose of items more regularly. This is usually out of necessity not choice. An increase in levies will directly impact the price of disposal, which puts further strain on those who can least afford it. People may then resort to socially unacceptable refuse disposal such as 'fly tipping' or dumping of materials, which in turn may create negative environmental impacts. While previous refuse disposal prices have not produced significant increases in fly tipping, the increase indicated in option D is far greater than any previous increase so this is likely to be an increasing problem.

On an individual or family basis the \$60 increase only translates to an extra \$0.40c per kerbside bag, however the consumers will also be inheriting increased commercial disposal costs from their supermarkets and stores, and as such this may add a few dollars per week to their total household costs. The Council is of the opinion that people who are struggling to meet their daily costs may not be effectively educated if they are being told that they

## Item 7: Waste Disposal Landfill Levy: Submission to Ministry for the Environment: Attachment 1

are being penalised to change their behaviour - they require effective and affordable alternative disposal options.

The Council **advocates** that it is also important that if the levy is increased, it actually reduces landfill use. A high landfill levy can create perverse outcomes such as in New South Wales where a high levy was the economic justification for freighting refuse to a low-levy Queensland. New South Wales had a low landfill use but the same volume of refuse was disposed, only in a different place and without levy revenue. In this case the high levy just produced a high carbon footprint. For this reason the Council would like to express a concern that the high levy may also artificially accelerate the financial viability of contentious disposal options such as incineration plants.

- 9 *Do you support phasing in of changes to the levy, and if so, which option do you prefer – increase then expand (option A); expand and increase (option B); expand then increase (option C); expand then higher increase (option D); or none of the above?*

The Council **supports** the phased implementation of the levy. A phased approach will enable industry and local government to adapt to the changes and enable the Ministry to establish systems to monitor disposal, collect the levy, distribute funds and to monitor the effects of the changes.

The Council **considers** that Option C provides the best option.

The reasons for the support of this option are that:

- it brings all classes of landfill under a levy system by 2023
- It has an appropriate timeframe for the introduction of systems on landfill classes that are presently excluded from the levy.
- industrial monofills and construction and demolition fills will be treated consistently, with a manageable difference between municipal and non-municipal prices
- contaminated soil fills will be treated consistently, with a manageable difference between municipal and non-municipal prices
- it will enable the central government to build capacity and to monitor the effect of differential levy pricing

It is the opinion of the Council that **Option C** of the levy proposal provides the best option to develop the required systems, raise revenue, and monitor behaviour. The introduction of levies on non-municipal landfills will not significantly impact their operations but the auditing and waste assessments will provide surety of appropriate disposal.

- 10 *Do you think any changes are required to the existing ways of measuring waste quantities in the Waste Minimisation (Calculation and payment of waste Disposal Levy) Regulations 2009?*

Council does not want to present any view on this question.



*11 Do you think any changes are required to the definitions in the Waste Minimisation (calculation and Payment of waste Disposal levy) regulations 2009?*

Council does not want to present any view on this question.

*12 What do you think about the levy investment plan?*

The Council **strongly recommends** the streamlining the approval process for the Waste Minimisation Fund, or consideration of advanced investment of levy revenue ahead of receipt of levy funds. The current approval process often exceeds 12 months which delays investment and limits innovation for waste minimisation.

For this reason the Council **proposes** the advancing of revenue to develop reuse and recycling programmes. This would effectively be borrowing against future levy revenue. This process is well established and is used when developing Government managed infrastructure which is usually built based on predictions of future revenue.

*13 If the Waste Minimisation Act 2008 were to be reviewed in the future, what are the changes you would like to consider?*

**Regional levy application**

The Council would also like to present that some industries are already moving to increased recycling and re-use which will reduce landfill use. This is creating increasing demand on the existing recycling facilities. Unfortunately recycling is generally a low value / high volume industry. While most towns and cities have recycling services and collection depots, the sites are limited to collection and sorting. Recycling processing generally requires larger volumes of raw material than is available in smaller cities and towns. This has resulted in plants being sited in high population centres. Smaller cities and towns may be able to collect and sort materials but they incur significant, and usually very uneconomical, transport costs. In some cases the carbon footprint of the transport may be worse than the landfill option.

The Council **proposes** that consideration be given to a plan which takes the regional recycling overheads into consideration and that an amount (beyond the 50% to the territorial authority) be set aside to subsidise the higher freight, and be paid to the 'recyclers' in 'the regions'.

*14 Do you agree that waste data needs to be improved?*

The Council **strongly agrees** that waste data in New Zealand needs significant improvement and **strongly supports** the proposed data collection improvements.

A concern raised by most waste minimisation organisations in New Zealand is the poor standard of comprehensive, reliable waste data. The Ministry has good data on the quantity of material that goes to Class 1 (levied) disposal sites, and most councils hold reasonable data on the waste that they manage through their services and facilities. However the data relating to the total amount of waste generated, the amount of material that goes to Class 2-4 disposal sites and farm dumps (together about 70% of all material

disposed to land), the material that is collected or managed by private operators, and material that is recycled and recovered, is generally estimated or unreliable. The Council have found that our overall understanding of waste flows is severely limited.

The Council **supports** the implementation of a national waste data framework so that data currently collected can be accurately aggregated at a national level. The Council also **supports** better waste data in the Local Government Waste Manifesto.

Better waste data will have a positive effect across all aspects of the waste sector. It will allow councils, the private and community sectors, and Government to benchmark their performance, identify areas where performance could be improved, plan with greater confidence, and to monitor and measure the effectiveness of actions.

In the view of the Council there are three key actions are required to improve waste data

- Require (under section 37 of the WMA) the Waste Data Framework to be used by Territorial Authorities (TA) for compiling and reporting data.
- Develop and implement regulations under Section 86 of the WMA to provide a mechanism for requiring reporting of recovered material data.
- Establish a platform for key parties to enter data into, compile data, and make aggregated data available.

The Council **strongly supports** the proposal for the Ministry to collect representative waste composition data for New Zealand disposal facilities.

To supplement the improvement in data collection the Council encourages the introduction of regular physical waste assessments, conducted on landfills, and funded entirely by the levy programme. The information collected would have nationwide value to strategic planning but as the cost of complete waste assessments exceeds the affordability of many councils this is presently not seen as a priority.

*15 If the waste data proposals outlined are likely to apply to you or your organisation, can you estimate any costs you would expect to incur to collect, store and report such information? What challenges you might face in complying with the proposed reporting requirements for waste data?*

We **strongly support** the collection of data from sites from which levies are not presently collected, but also **strongly suggest** that all aspects of data collection, auditing, and levy collection be the responsibility of the Ministry. The Ministry should recognise that local authorities may not have the resources or financial ability to complete this work which is on their behalf.

*16 What are the main costs and benefits for you of the proposals to increase the levy rate for municipal landfills, expand the levy to additional sites and improve waste data?*

The Council already collects detailed waste data for landfill operations, greenwaste disposal, kerbside recycling and transfer station and resource recovery centre operations. The key effects of the proposed data collection requirements would be the requirement to compile and report data monthly, provide audit capacity and changes to point sale or weighbridge software (if data definitions required change).

The cost to establish additional systems is estimated at \$15,000 per council and the on-going cost of reporting and audit at \$10,000 per annum.

If the data collection was expanded to non -municipal sites these estimate would increase in proportion to the number of sites.



Chair Infrastructure Committee  
Councillor Brian McGurk  
Nelson City Council  
January 2020

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## **Residents Only Carpark permit fees**

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### **1. Purpose of Report**

- 1.1 To consider an adjustment in fees for Residents Only Carpark permits for the 2020/2021 financial year.

### **2. Recommendation**

***That the Infrastructure Committee***

- 1. Receives the report Residents Only Carpark permit fees (R13763); and***
- 2. Defers any decision on adjusting fees for Residents Only Carpark permits until further work on modal shift, including a Parking Strategy review, is carried out in the 2020/21 financial year subject to approval in the 2020/21 Annual Plan for this work; and***
- 3. Approves a moratorium on issuing any new Resident Only Carpark permits until the Parking Review Strategy is undertaken.***

### **3. Background**

- 3.1 During the Hearings Panel (Other) committee meeting held on 3 December 2019 and the Annual Plan workshop on 4 December 2019, officers were asked by Councillors to reconsider the fees applying to Resident Only Carpark permits. Comment from Councillors suggested the current scheme is out of step with Council's desire to achieve modal shift.
- 3.2 The Resident Only Carpark permit scheme is designed to ensure that residents with significant parking constraints are able to park near to their properties. These constraints relate to properties located outside the Central Business district (CBD), where there is an on-street parking shortage and where formed off-street parking cannot be provided. In

## Item 8: Residents Only Carpark permit fees

order to be eligible for a Resident Only Carpark Permit an applicant must have no off street parking nor the potential to create off street parking. There are currently 31 residential car park permits issued in Nelson City.

- 3.3 Currently there is no application fee for a Residents Only Carpark permit and hence no recovery of staff time costs for assessing and preparing the report to the Hearings Panel (Other) for consideration. If an application is successful a \$350 fee applies, set five years ago to cover the cost of installing a permitted park (signage and line marking.) There is a \$20 fee for annual renewal which covers some administration costs. These fees have not been reviewed in a number of years.
- 3.4 Under the existing Council Policy the resident only carpark is not available for general use – i.e. it is exclusively for those with Residents Only Carpark permits. There is no annual “rental” fee for the public space the permit relates to.

### 4. Discussion

- 4.1 Intensification is increasing demand for on-street parking across the city. The increase in the number of requests for Resident Only Carpark permits, which are approved by the Hearing panel (Other) Committee, has been noted and a refresh of the fees charged has been called for.
- 4.2 A change in eligibility criteria, or what a permit entitles residents to, is outside of the scope of this report, but refreshing the fees for any permit to recover costs is appropriate. A Modal Shift Strategy review is planned in the coming year which will explore future options for the overall scheme.
- 4.3 Officers have conducted a review of other Councils’ policies and practices when compiling this report and examples of fees from other Councils are provided below for information. Permits at other Councils do not provide a guaranteed park outside the applicant’s residence as the Nelson scheme currently does, nor do they reflect costs of dedicated signage and line marking.

| <b>Council</b>       | <b>Annual fee</b>                     |
|----------------------|---------------------------------------|
| Christchurch City    | \$54                                  |
| Wellington City      | \$195                                 |
| Dunedin City         | \$205                                 |
| Auckland City        | \$75                                  |
| Marlborough District | Marlborough does not operate a scheme |
| Tasman District      | TDC does not operate a scheme         |

## Item 8: Residents Only Carpark permit fees

- 4.4 Valuation advice - Preliminary investigation with registered valuers has provided the following broad information as the basis of which some fees could be set.

| <b>Zone</b>  |                                | <b>Weekly rental (plus GST)</b> | <b>Annual rental based on mid-point (plus GST)</b> |
|--|--------------------------------|---------------------------------|--|
| Commercial car parking                                   | CBD – inside ring road         | \$30-\$40                       | \$1,800  |
|  | Fringe CBD – outside ring road | \$23- \$30                      | \$1,380  |
|  | Fringe Commercial              | \$18-\$23                       | \$1,070  |
| Industrial Carparking                                    | CBD and Port Nelson            | \$12-\$15                       | \$700  |
| Residential (assuming 24 hour use as per current policy) | Outer CBD ring                 | \$10                            | \$520  |
|  | Inner CBD ring                 | \$18                            | \$940  |

- 4.5 Officers consider that some change to the existing fees charged for Resident Only Carpark permits is appropriate and propose consideration of a fee structure as outlined below. Based on existing numbers of permits this adjustment would fully recover installation costs and generate around \$15,500 new income for Council.



## Item 8: Residents Only Carpark permit fees

| <b>Description</b>  | <b>Current 19-20 fees &amp; charges</b> | <b>Possible 2020-21 fees &amp; charges</b> |
|---|---|--|
| <b>Initial application fee</b> to cover admin/ processing and report writing. (Non-refundable if application does not progress) | Nil                                     | \$50                                       |
| <b>Installation costs</b> (if successful) - Covers costs of line marking, signage install and reinstatement                     | \$350                                   | \$1,000                                    |
| <b>Annual renewal fee</b> Covers ongoing maintenance for renewal and "rent" for exclusive use of public space                   | \$20                                    | \$500                                      |

## 5. Options

5.1 There are two decisions to be made:

5.1.1 To adjust fees or not adjust fees; and

5.1.2 When and how to adjust fees.

5.2 Each of the options is discussed below with their own recommendation.

## 6. Decision One – to adjust fees or not adjust fees

6.1 Officers support Option 2 - an adjustment in fees and charges.

| <b>Option 1: No adjustment in fees</b> |  |
|--|--|
| Advantages                             | <ul style="list-style-type: none"> <li>No pushback from existing permit holders</li> </ul>   |
| Risks and Disadvantages                | <ul style="list-style-type: none"> <li>Continued demand for Residents Only carpark will continue to be requested at a price that does not reflect exclusive use</li> <li>Additional demand on rates</li> </ul> |
| <b>Option 2: Adjustment in fees</b>    |  |
| Advantages                             | <ul style="list-style-type: none"> <li>Recovery of costs from the private user will reduce cost to general ratepayer</li> </ul>  |
| Risks and Disadvantages                | <ul style="list-style-type: none"> <li>Risk of pushback from existing permit holders who have not faced any significant cost for a dedicated on-street park for some time</li> </ul>                           |

## 7. Decision two – When and how to adjust fees

### 7.1 There are two options to consider

7.1.1 Option 1 - Agree an intent to adjust fees and consult on this matter with feedback to be reported back to a future committee meeting.

7.1.2 Option 2 - Defer any adjustment in fees decision and consultation until the Modal Shift Strategy review is carried out potentially in 2020/21 (subject to funding approval in the 2020/21 Annual Plan) and in the interim place a moratorium on issuing of new Resident Only Carpark permits until this work is completed.

7.2 Officers recommend Option 2 as it will avoid confusion and duplicated consultation if the proposed Parking Strategy review changes the criteria and the mechanism by which the Resident Only Carpark permit scheme operates.

| <b>Option 1: Approve consultation on proposed fees and report back to a future committee.</b>   |  |
|---|--|
| Advantages  | <ul style="list-style-type: none"> <li>Provides for a communication plan to be developed that explains the rationale for fee adjustments in keeping with Council focus on Central City intensification and modal shift</li> </ul>  |
| Risks and Disadvantages   | <ul style="list-style-type: none"> <li>Risk of push back from existing permit owners who have not faced any significant cost for a dedicated on street park for some time</li> <li>Parking Strategy not yet done which may influence Council direction in this matter</li> </ul> |
| <b>Option 2: Defer any adjustment in fees decision and consultation until the Parking Strategy review to be carried out in the 2020-21 year, and place a moratorium on issuing of new resident parking only permits until this work is completed.</b> |  |
| Advantages  | <ul style="list-style-type: none"> <li>No additional installation costs to be borne by the general ratepayer</li> <li>Allows for a complete review of the scheme that better reflects Councils desire of central city intensification and modal shift</li> </ul>                 |
| Risks and Disadvantages   | <ul style="list-style-type: none"> <li>Continued use of existing Resident Only carparks at a price that does not reflect exclusive use and is met by the general ratepayer</li> </ul>  |

## Item 8: Residents Only Carpark permit fees

### **8. Conclusion**

- 8.1 At the request of Council, officers have investigated changes to fees for Residents Only Carpark permits for the 2020/2021 financial year.
- 8.2 Investigation has shown that the Nelson scheme differs from other local authorities around New Zealand and that Nelson is not recovering its expenses in this matter.
- 8.3 However, rather than alter fees now, officers are of the view that a full review of the scheme is warranted and recommend that any review should be carried out as part of the Parking Strategy work next year, and that until this is done that no new permits are issued in the interim.

**Author: Margaret Parfitt, Manager - Transport and Solid Waste**

### **Attachments**

Nil

|  |  |
|--|--|
| <b>Important considerations for decision making</b>              |  |
| <b>1. Fit with Purpose of Local Government</b>                   | Fees and charges enables Council to meet the current and future needs of communities for good-quality local infrastructure, local public services, in a way that is most cost-effective for households and businesses.   |
| <b>2. Consistency with Community Outcomes and Council Policy</b> | Approving fees and charges enables Council to carry out activity that is aligned with the community outcome "our infrastructure is efficient, cost effective and meets current and future needs".  |
| <b>3. Risk</b>   | The Resident Only car parking permit fees have not been reviewed for several years. If some adjustment is not approved at some point, the income generated from fees and charges may not cover actual costs incurred and result in a financial shortfall.                                  |
| <b>4. Financial impact</b>                                       | Any adjusted fees for Resident Only Carparks is not included in Council's 2020/21 Annual Plan.   |
| <b>5. Degree of significance and level of engagement</b>         | The matter of adjusted fees is overall of low significance for Council, but potentially of high significance for those with current Resident Only Carpark permits. Any proposed adjustment in fees may not be received well and targeted consultation is recommended.                      |
| <b>6. Climate Impact</b>   | Increasing cost for car parking can influence travel behaviour that could have a positive impact on climate change and encourage modal shift.  |
| <b>7. Inclusion of Māori in the decision making process</b>      | No engagement with Māori has been undertaken in preparing this report.   |
| <b>8. Delegations</b>  | <p><i>Areas of Responsibility:</i></p> <ul style="list-style-type: none"> <li>• <i>Bylaws, within the areas of responsibility</i></li> <li>• <i>Transport network, including, roading network and associated structures, walkways, cycleways and shared pathways, footpaths</i></li> </ul> |

## Item 8: Residents Only Carpark permit fees

*and road reserve, street lighting, traffic management control and parking.*

### *Delegations:*

- *The committee has all of the responsibilities, powers, functions and duties of Council in relation to governance matters within its areas of responsibility, except where they have been retained by Council, or have been referred to other committees, subcommittees or subordinate decision-making bodies.*

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## **Infrastructure Quarterly Report to 31 December 2019**

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### **1. Purpose of Report**

- 1.1 To inform the Committee of the financial and non-financial results for the second quarter for the activities under its delegated authority.

### **2. Recommendation**

***That the Infrastructure Committee***

- 1. Receives the report Infrastructure Quarterly Report to 31 December 2019 (R13740) and its attachments (A2336640 and A2336638).***

### **3. Background**

- 3.1 Quarterly reports on performance are being provided to each Committee on the performance and delivery of projects and activities within their areas of responsibility.
- 3.2 The financial reporting focuses on the year to date performance (1 July 2019 to 31 December 2019) compared with the year-to-date (YTD) approved capital and operating budgets.
- 3.3 Unless otherwise indicated, all information is against approved operating budget, which is the 2019/20 annual budget plus any carry forwards, plus or minus any other additions or changes as approved by the Committee or Council.
- 3.4 More detailed project status reports are included (attachments) for the 34 projects that fall under the Infrastructure Committee. These have been selected if their budget is at least \$250,000 for 2019/20, are multi-year projects with a budget over \$1 Million, or have been assessed to be of particular interest to the Committee.
- 3.5 Project status is analysed based on three factors; quality, time and budget. From the consideration of these three factors the project is summarised as being on track (green), some issues/risks (orange), or

## Item 9: Infrastructure Quarterly Report to 31 December 2019

major issues/risks (red). Projects that are within 5% of their budget are considered to be on track in regards to the budget factor.

### 4. Tenders Awarded

4.1 Tenders awarded under delegated authority in this quarter are listed below:

| <b>Project Name</b>  | <b>Awarded to</b>                     | <b>Tender Price</b> |
|--|---------------------------------------|---------------------|
| St Vincent St Sewer Renewal                                      | Tasman Civil Ltd                      | \$617,366           |
| Annesbrook Drive Watermain Renewal Stage Two                     | Nelmac                                | \$645,456           |
| Supply & installation of Princes Drive/Railway reserve underpass | Alpha Precast Ltd                     | \$187,846           |
| Parking Meter Replacement  | Integrated Technology Solutions (ITS) | \$716,000           |
| Tahunanui Pathways Parkers Road to Beach Road                    | Downer                                | \$1,477,048         |

## 5. Financial Results

### Profit and Loss by Activity

| Transport                   | YTD Actuals    | YTD Operating Budget 2019/20 | YTD Variance | Total Operating Budget 2019/20 | Total Annual Plan Budget 2019/20 | Latest forecast |
|-----------------------------|----------------|------------------------------|--------------|--------------------------------|----------------------------------|-----------------|
| <b>Income</b>               |                |                              |              |                                |                                  |                 |
| Rates Income                | (5,222)        | (5,222)                      | 0            | (10,444)                       | (10,444)                         | (10,444)        |
| Other Income                | (2,898)        | (3,207)                      | 309          | (6,178)                        | (6,591)                          | (5,981)         |
| <b>Total Income</b>         | <b>(8,120)</b> | <b>(8,429)</b>               | <b>309</b>   | <b>(16,622)</b>                | <b>(17,035)</b>                  | <b>(16,425)</b> |
| <b>Expenses</b>             |                |                              |              |                                |                                  |                 |
| Staff Operating Expenditure | 1,351          | 1,265                        | 86           | 2,531                          | 2,531                            | 2,531           |
| Base Expenditure            | 4,021          | 4,492                        | (471)        | 8,875                          | 9,203                            | 8,824           |
| Unprogrammed Expenses       | 115            | 53                           | 62           | 105                            | 105                              | 158             |
| Programmed Expenses         | 288            | 597                          | (309)        | 1,390                          | 1,264                            | 937             |
| Finance Expenses            | 262            | 283                          | (21)         | 566                            | 566                              | 566             |
| Depreciation                | 3,692          | 3,816                        | (124)        | 7,631                          | 7,631                            | 7,631           |
| <b>Total Expenses</b>       | <b>9,729</b>   | <b>10,506</b>                | <b>(777)</b> | <b>21,098</b>                  | <b>21,300</b>                    | <b>20,647</b>   |
| <b>(Surplus)/Deficit</b>    | <b>1,609</b>   | <b>2,077</b>                 | <b>(468)</b> | <b>4,476</b>                   | <b>4,265</b>                     | <b>4,222</b>    |

| Wastewater                  | YTD Actuals    | YTD Operating Budget 2019/20 | YTD Variance | Total Operating Budget 2019/20 | Total Annual Plan Budget 2019/20 | Latest forecast |
|-----------------------------|----------------|------------------------------|--------------|--------------------------------|----------------------------------|-----------------|
| <b>Income</b>               |                |                              |              |                                |                                  |                 |
| Rates Income                | (4,384)        | (4,360)                      | (24)         | (8,719)                        | (8,719)                          | (8,767)         |
| Other Income                | (789)          | (813)                        | 24           | (2,731)                        | (2,731)                          | (2,548)         |
| <b>Total Income</b>         | <b>(5,173)</b> | <b>(5,173)</b>               | <b>0</b>     | <b>(11,450)</b>                | <b>(11,450)</b>                  | <b>(11,315)</b> |
| <b>Expenses</b>             |                |                              |              |                                |                                  |                 |
| Staff Operating Expenditure | 460            | 493                          | (33)         | 1,056                          | 986                              | 986             |
| Base Expenditure            | 2,516          | 2,717                        | (201)        | 5,057                          | 5,057                            | 5,167           |
| Unprogrammed Expenses       | 393            | 281                          | 112          | 562                            | 562                              | 620             |
| Programmed Expenses         | 304            | 246                          | 58           | 632                            | 702                              | 617             |
| Finance Expenses            | 31             | 39                           | (8)          | 78                             | 78                               | 78              |
| Depreciation                | 1,944          | 1,995                        | (51)         | 3,989                          | 3,989                            | 3,989           |
| <b>Total Expenses</b>       | <b>5,648</b>   | <b>5,771</b>                 | <b>(123)</b> | <b>11,374</b>                  | <b>11,374</b>                    | <b>11,457</b>   |
| <b>(Surplus)/Deficit</b>    | <b>475</b>     | <b>598</b>                   | <b>(123)</b> | <b>(76)</b>                    | <b>(76)</b>                      | <b>142</b>      |



Item 9: Infrastructure Quarterly Report to 31 December 2019

| <b>Solid Waste</b>          | <b>YTD<br/>Actuals</b> | <b>YTD<br/>Operating<br/>Budget<br/>2019/20</b> | <b>YTD<br/>Variance</b> | <b>Total<br/>Operating<br/>Budget<br/>2019/20</b> | <b>Total<br/>Annual<br/>Plan<br/>Budget<br/>2019/20</b> | <b>Latest<br/>forecast</b> |
|-----------------------------|------------------------|---|-------------------------|---|---|----------------------------|
| <b>Income</b>               |                        |   |                         |   |   |                            |
| Rates Income                | 0                      | 0   | 0                       | 0   | 0   | 0                          |
| Other Income                | (3,005)                | (2,955)   | (50)                    | (5,916)   | (5,916)   | (5,916)                    |
| <b>Total Income</b>         | <b>(3,005)</b>         | <b>(2,955)</b>                                  | <b>(50)</b>             | <b>(5,916)</b>                                    | <b>(5,916)</b>  | <b>(5,916)</b>             |
| <b>Expenses</b>             |                        |   |                         |   |   |                            |
| Staff Operating Expenditure | 144                    | 144   | 0                       | 287   | 287   | 287                        |
| Base Expenditure            | 2,661                  | 2,534   | 127                     | 4,983   | 4,983   | 4,990                      |
| Unprogrammed Expenses       | 6                      | 12  | (6)                     | 23  | 23  | 23                         |
| Programmed Expenses         | 67                     | 141   | (74)                    | 286   | 286   | 309                        |
| Finance Expenses            | 16                     | 16  | 0                       | 32  | 32  | 32                         |
| Depreciation                | 75                     | 75  | 0                       | 150   | 150   | 150                        |
| <b>Total Expenses</b>       | <b>2,969</b>           | <b>2,922</b>                                    | <b>47</b>               | <b>5,761</b>                                      | <b>5,761</b>  | <b>5,791</b>               |
| <b>(Surplus)/Deficit</b>    | <b>(36)</b>            | <b>(33)</b>                                     | <b>(3)</b>              | <b>(155)</b>                                      | <b>(155)</b>  | <b>(125)</b>               |

| <b>Stormwater</b>           | <b>YTD<br/>Actuals</b> | <b>YTD<br/>Operating<br/>Budget<br/>2019/20</b> | <b>YTD<br/>Variance</b> | <b>Total<br/>Operating<br/>Budget<br/>2019/20</b> | <b>Total<br/>Annual<br/>Plan<br/>Budget<br/>2019/20</b> | <b>Latest<br/>forecast</b> |
|-----------------------------|------------------------|---|-------------------------|---|---|----------------------------|
| <b>Income</b>               |                        |   |                         |   |   |                            |
| Rates Income                | (2,221)                | (2,218)   | (3)                     | (4,435)   | (4,435)   | (4,435)                    |
| Other Income                | 0                      | 0   | 0                       | 0   | 0   | 0                          |
| <b>Total Income</b>         | <b>(2,221)</b>         | <b>(2,218)</b>                                  | <b>(3)</b>              | <b>(4,435)</b>                                    | <b>(4,435)</b>  | <b>(4,435)</b>             |
| <b>Expenses</b>             |                        |   |                         |   |   |                            |
| Staff Operating Expenditure | 406                    | 399   | 7                       | 798   | 798   | 798                        |
| Base Expenditure            | 124                    | 160   | (36)                    | 258   | 258   | 281                        |
| Unprogrammed Expenses       | 53                     | 156   | (103)                   | 225   | 225   | 213                        |
| Programmed Expenses         | 66                     | 78  | (12)                    | 237   | 237   | 261                        |
| Finance Expenses            | 204                    | 221   | (17)                    | 443   | 443   | 443                        |
| Depreciation                | 1,202                  | 1,237   | (35)                    | 2,474   | 2,474   | 2,474                      |
| <b>Total Expenses</b>       | <b>2,055</b>           | <b>2,251</b>                                    | <b>(196)</b>            | <b>4,435</b>                                      | <b>4,435</b>  | <b>4,470</b>               |
| <b>(Surplus)/Deficit</b>    | <b>(166)</b>           | <b>33</b>                                       | <b>(199)</b>            | <b>0</b>  | <b>0</b>  | <b>35</b>                  |

## Item 9: Infrastructure Quarterly Report to 31 December 2019

| <b>Water Supply</b>         | <b>YTD Actuals</b> | <b>YTD Operating Budget 2019/20</b> | <b>YTD Variance</b> | <b>Total Operating Budget 2019/20</b> | <b>Total Annual Plan Budget 2019/20</b> | <b>Latest forecast</b> |
|-----------------------------|--------------------|-------------------------------------|---------------------|---------------------------------------|---|------------------------|
| <b>Income</b>               |                    |                                     |                     |                                       |   |                        |
| Rates Income                | (1,856)            | (1,853)                             | (3)                 | (3,705)                               | (3,705)                                 | (3,705)                |
| Other Income                | (4,124)            | (4,081)                             | (43)                | (8,729)                               | (8,729)                                 | (8,731)                |
| <b>Total Income</b>         | <b>(5,980)</b>     | <b>(5,934)</b>                      | <b>(46)</b>         | <b>(12,434)</b>                       | <b>(12,434)</b>                         | <b>(12,436)</b>        |
| <b>Expenses</b>             |                    |                                     |                     |                                       |   |                        |
| Staff Operating Expenditure | 522                | 486                                 | 36                  | 977                                   | 952                                     | 952                    |
| Base Expenditure            | 1,619              | 1,870                               | (251)               | 3,541                                 | 3,471                                   | 3,473                  |
| Unprogrammed Expenses       | 993                | 968                                 | 25                  | 2,043                                 | 1,993                                   | 2,043                  |
| Programmed Expenses         | 62                 | 98                                  | (36)                | 262                                   | 262                                     | 292                    |
| Finance Expenses            | 683                | 687                                 | (4)                 | 1,373                                 | 1,373                                   | 1,373                  |
| Depreciation                | 2,170              | 2,192                               | (22)                | 4,383                                 | 4,383                                   | 4,383                  |
| <b>Total Expenses</b>       | <b>6,049</b>       | <b>6,301</b>                        | <b>(252)</b>        | <b>12,579</b>                         | <b>12,434</b>                           | <b>12,516</b>          |
| <b>(Surplus)/Deficit</b>    | <b>69</b>          | <b>367</b>                          | <b>(298)</b>        | <b>145</b>                            | <b>0</b>                                | <b>80</b>              |

| <b>Flood Protection</b>     | <b>YTD Actuals</b> | <b>YTD Operating Budget 2019/20</b> | <b>YTD Variance</b> | <b>Total Operating Budget 2019/20</b> | <b>Total Annual Plan Budget 2019/20</b> | <b>Latest forecast</b> |
|-----------------------------|--------------------|-------------------------------------|---------------------|---------------------------------------|---|------------------------|
| <b>Income</b>               |                    |                                     |                     |                                       |   |                        |
| Rates Income                | (832)              | (830)                               | (2)                 | (1,661)                               | (1,661)                                 | (1,661)                |
| Other Income                | 0                  | 0                                   | 0                   | 0                                     | 0                                       | 0                      |
| <b>Total Income</b>         | <b>(832)</b>       | <b>(830)</b>                        | <b>(2)</b>          | <b>(1,661)</b>                        | <b>(1,661)</b>                          | <b>(1,661)</b>         |
| <b>Expenses</b>             |                    |                                     |                     |                                       |   |                        |
| Staff Operating Expenditure | 94                 | 142                                 | (48)                | 285                                   | 285                                     | 285                    |
| Base Expenditure            | 4                  | 47                                  | (43)                | 61                                    | 61                                      | 61                     |
| Unprogrammed Expenses       | 25                 | 27                                  | (2)                 | 82                                    | 82                                      | 82                     |
| Programmed Expenses         | 0                  | 0                                   | 0                   | 0                                     | 0                                       | 0                      |
| Finance Expenses            | 349                | 368                                 | (19)                | 736                                   | 736                                     | 736                    |
| Depreciation                | 265                | 249                                 | 16                  | 497                                   | 497                                     | 497                    |
| <b>Total Expenses</b>       | <b>737</b>         | <b>833</b>                          | <b>(96)</b>         | <b>1,661</b>                          | <b>1,661</b>                            | <b>1,661</b>           |
| <b>(Surplus)/Deficit</b>    | <b>(95)</b>        | <b>3</b>                            | <b>(98)</b>         | <b>0</b>                              | <b>0</b>                                | <b>0</b>               |

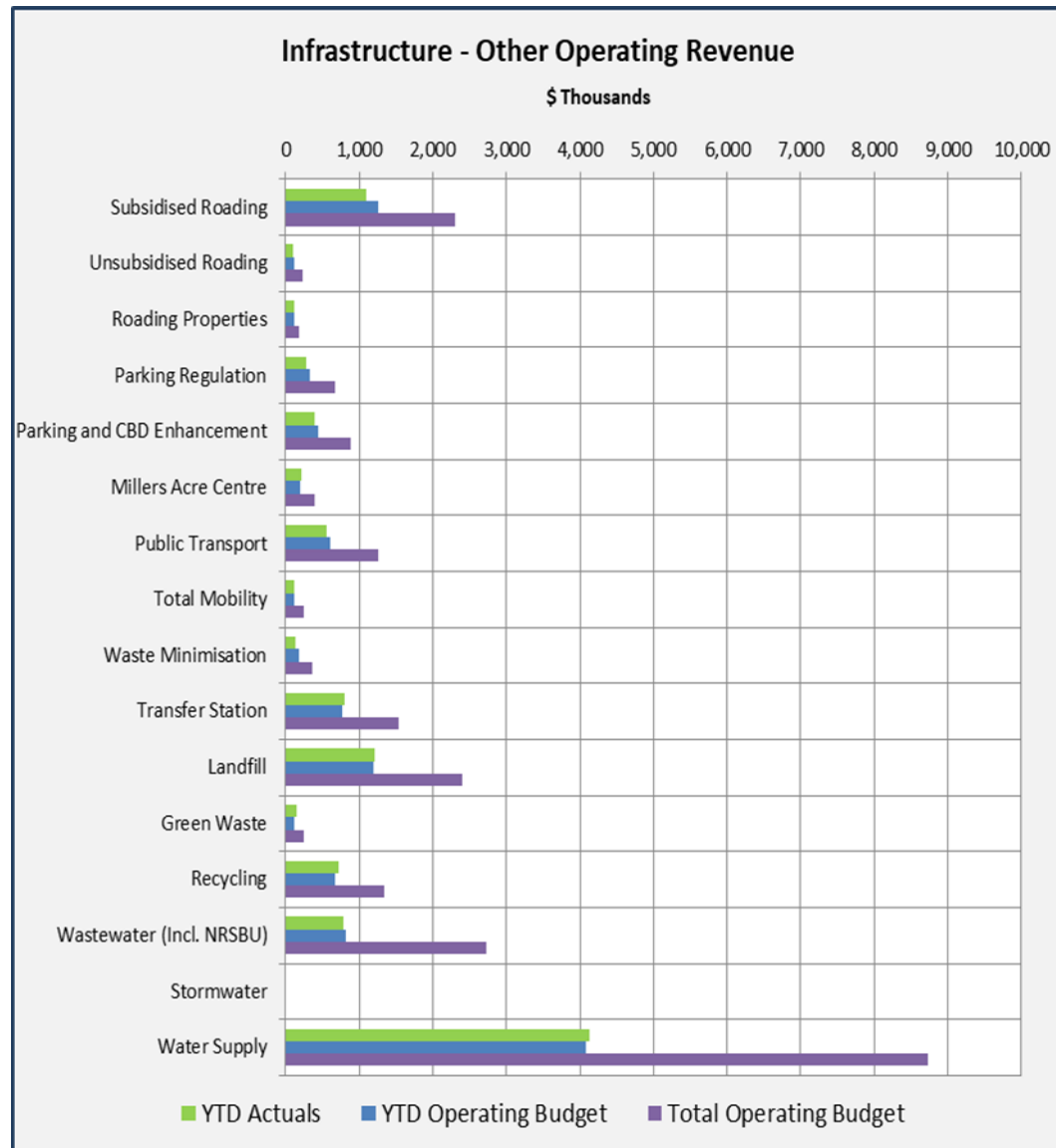
### Notes

- The "Total Operating Budget" differs from the "Total Annual Plan Budget" in that it includes carry forwards and reallocations made after the final approval of the Annual Plan.
- Base Expenditure is expenditure that happens year after year, for example yearly contracts or operating expenses.
- Programmed Expenditure is planned work, or there is a specific programme of works. For example, painting a building.

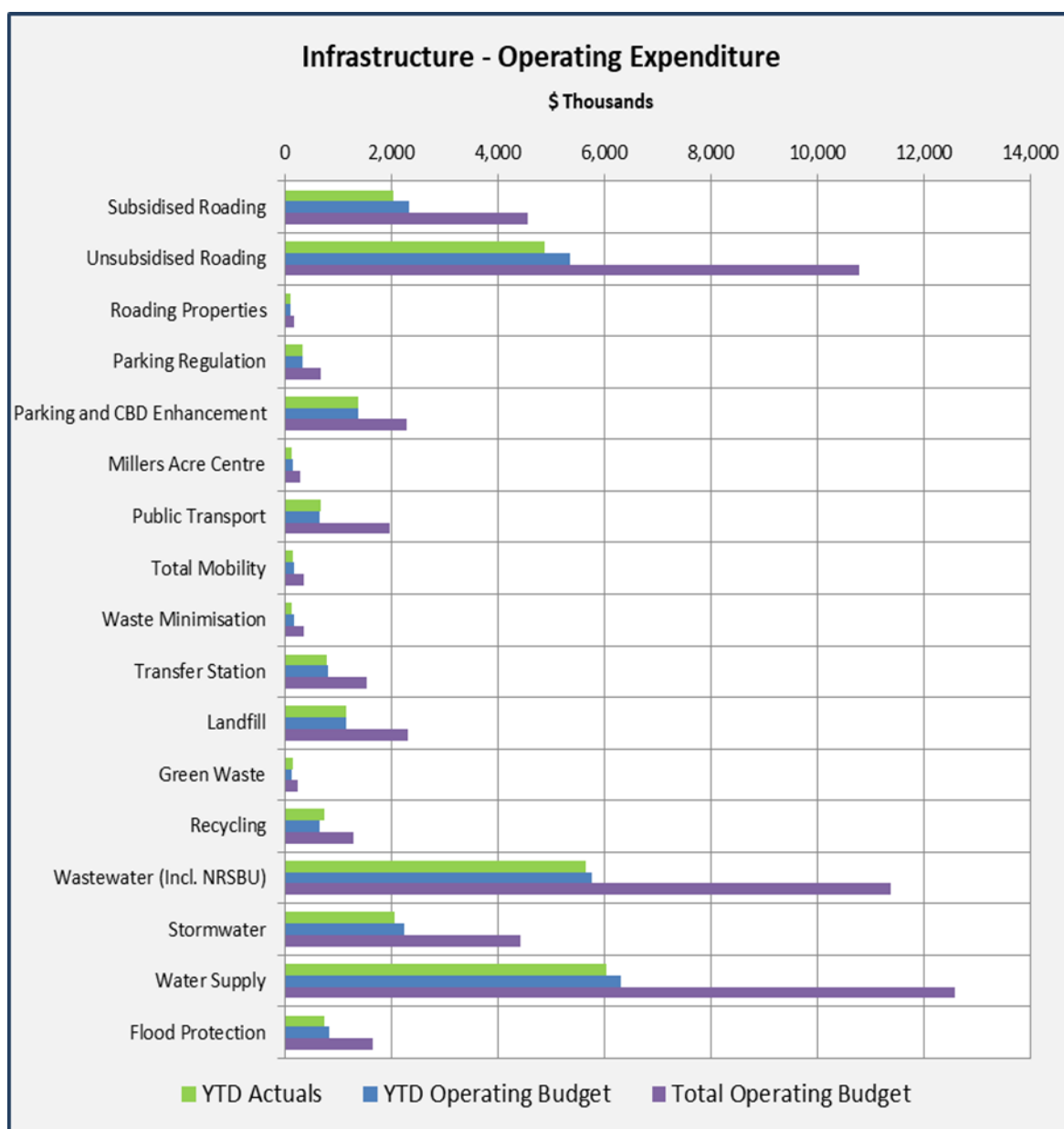
## Item 9: Infrastructure Quarterly Report to 31 December 2019

- Unprogrammed Expenditure is reactive or unplanned in nature, for example responding to a weather event. Budgets are included as provisions for these expenses which are unknown.

### Operating Revenue (excluding rates)



# **Operating Expenditure (excluding internal interest)**



## Terms used

**Ahead/behind** – this indicates that the variance is due to timing, or that it is not yet known whether the variance will continue for the full year. This should be clarified in the commentary.

**Over/under** – this indicates that a budget has been overspent or underspent, and that it is likely there is an actual cost saving or overrun. This should be made clear by the commentary.

## 5.1 Staff Costs

Staff costs are overall behind budget by \$326,000 across Infrastructure, including operating staff expenditure ahead of budget by \$48,000 and capital staff expenditure behind by \$374,000. Staff costs include all expenditure relating directly to the employment of staff, as well as some overheads which are allocated to cost centres on the same basis as staff time.

## 5.2 Transport

**Subsidised Roding income** is **less than budget by \$165,000**. New Zealand Transport Agency (NZTA) income is behind budget by \$166,000 and is driven by expenditure. Subsidised Roding expenditure is **less than budget by \$310,000**. Various expenditure codes are behind budget, notably street light power (\$51,000), pre-seal repairs (\$63,000), road marking (\$122,000) and sealed pavement maintenance (\$212,000). These budgets are on track to be spent for the full year.

**Unsubsidised Roding expenditure** is **less than budget by \$477,000**. Champion Road Roundabout grant expenditure is behind budget by \$235,000, the grant is now not planned until 2020/21 and at a reduced amount (\$150,000). Depreciation is under budget by \$100,000.

**Parking Regulation income** is **less than budget by \$51,000**. Fees received to date are 16% lower than 2018/19, and are currently on track to be under budget by \$115,000 for the full year.

**Public Transport income** is **less than budget by \$42,000**. NZTA income is behind budget by \$31,000 and is driven by expenditure. The income budget has not been phased in line with the expenditure. Public Transport expenditure is **greater than budget by \$33,000**. Expenditure for the bus service is \$146,000 ahead of budget, this relates to the additional costs of providing public transportation services, including allowances for driver rests and meal breaks. This additional expenditure has had additional subsidy approval by the (NZTA) however delays in moving to the gross contract may require an additional request to the NZTA to be made to assist covering additional expenditure.

## 5.3 Solid Waste

**Waste Minimisation income** is **less than budget by \$53,000**. Waste minimisation income is driven by expenditure which **is less than budget by \$51,000**. Areas where expenditure is behind budget relate to subsidies which are disbursed over the year and some developing initiatives such as the coffee cup rental scheme. A construction and demolition waste reduction programme will result in budget being fully spent.

## 5.4 Utilities

**Wastewater expenditure** is greater than budget by \$57,000.

Wastewater reticulation reactive maintenance is over budget by \$112,000 due to the cost of reactive works, including Paru Paru pump failures, Nile Street gravity system blockages, and the Atawhai Rising Main leak in September. Officers have identified approximately \$57,000 of this reactive work that can be capitalised, however there is a risk this reactive budget will be overspent for the full year. Insurance expenditure is behind budget by \$91,000 due to timing. Nelson North Wastewater Treatment Plant base expenditure is \$51,000 over budget due to increased costs for monitoring the pond health. Inflow and infiltration reduction programme costs are ahead of budget by \$27,000 due to timing. Depreciation is under budget by \$50,000.

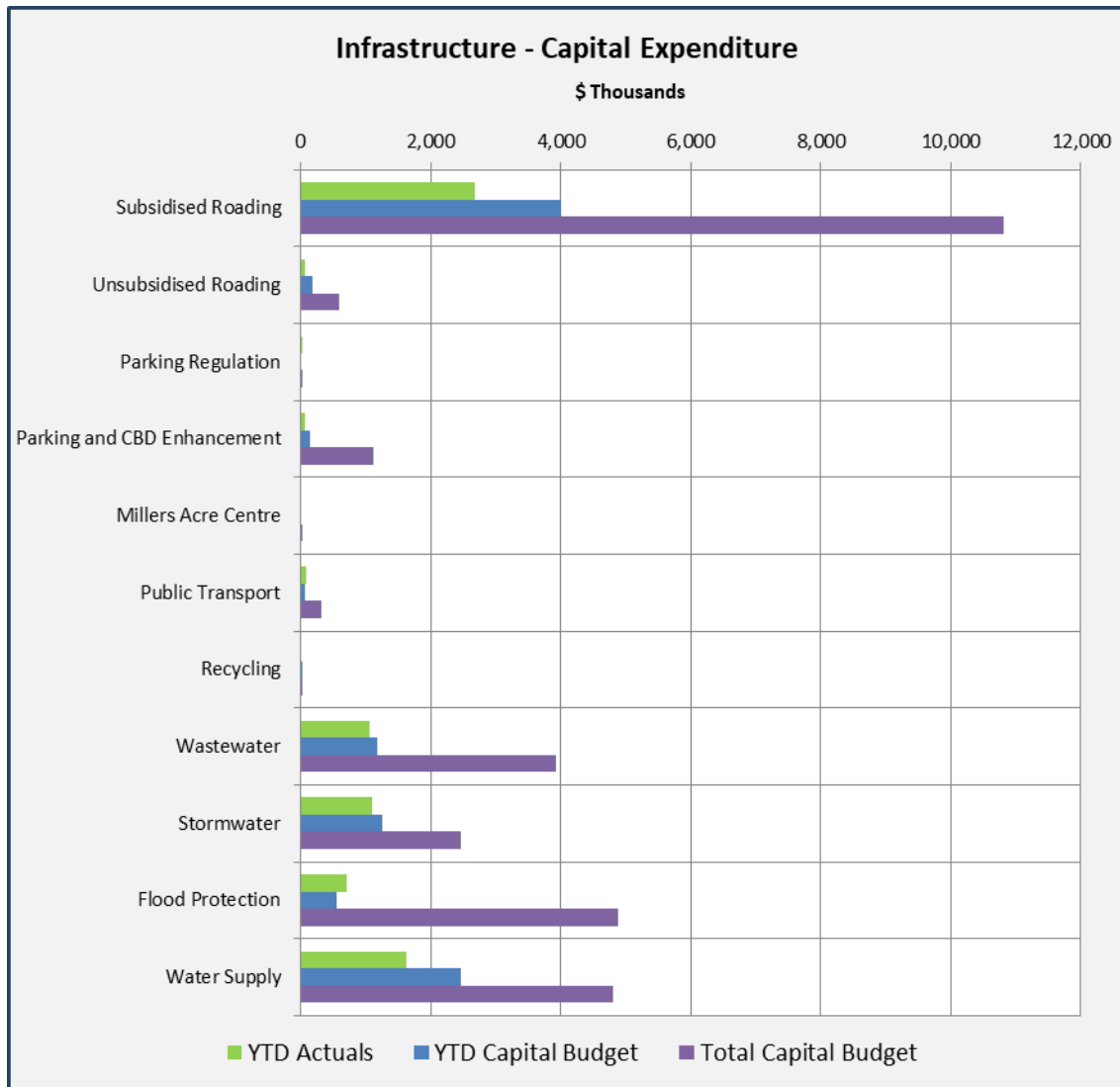
**Nelson Regional Sewerage Business Unit** (NRSBU) expenditure is less than budget by \$180,000. This is a timing variance relating to Council's share of NRSBU costs.

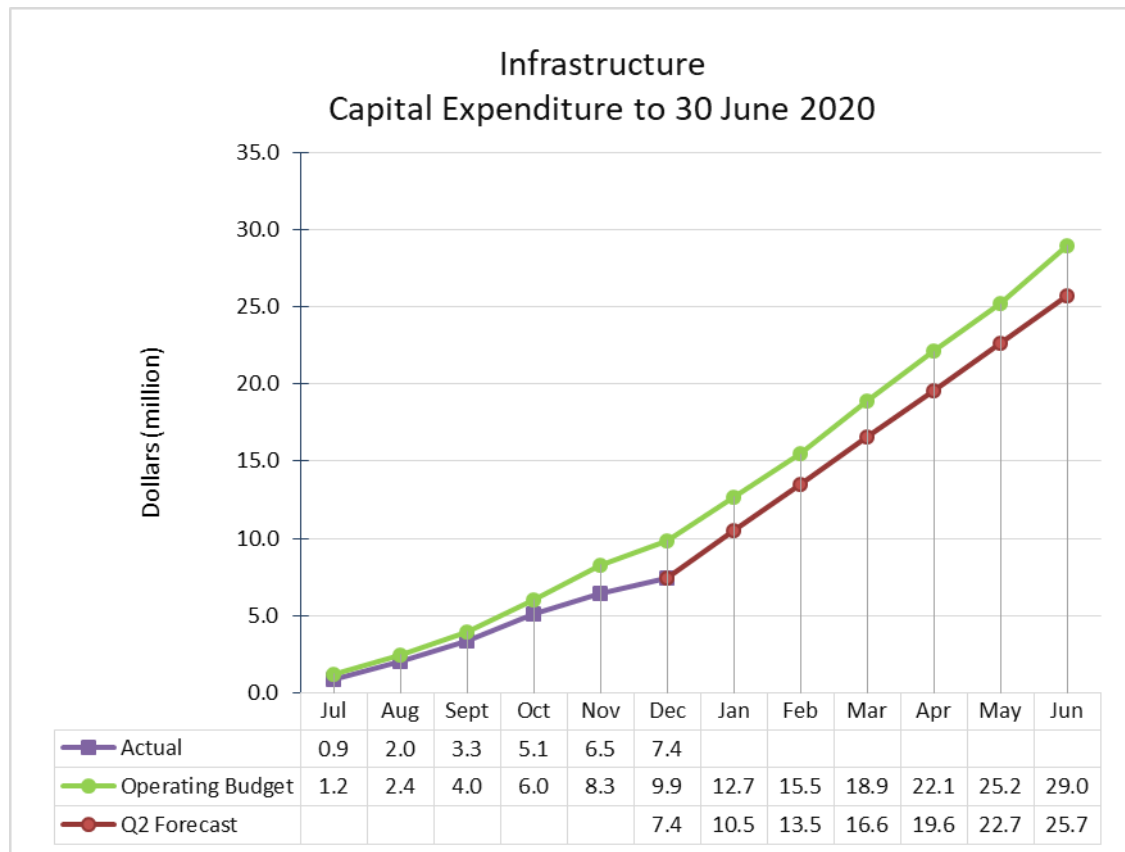
**Stormwater expenditure** is less than budget by \$196,000. Stormwater reticulation reactive maintenance costs are behind budget by \$103,000 due to timing (works are predominately completed during the summer months). Insurance is behind budget by \$42,000 due to timing. Depreciation is under budget by \$35,000.

**Flood Protection expenditure** is less than budget by \$97,000. Staff operating expenditure is behind budget by \$48,000. Open Channel Programmed and Reactive Flood Protection Maintenance are behind budget by \$41,000 due to timing (works are predominately completed during the summer months).

## Item 9: Infrastructure Quarterly Report to 31 December 2019

### Capital Expenditure (including capital staff time, excluding vested assets)





## 6. Commentary on Capital Projects

- 6.1 All capital projects with a budget greater than \$250,000 in this financial year have a project sheet in Attachment 1 of this report. Further details regarding the projects below can be found in Attachment 1.

### **Project Delays to 19/20 Capital Delivery Programme and Key Changes to the 2020/21 Annual Plan**

- 6.2 Orphanage Stream bunding between Saxton Road East and Suffolk Road (a flood mitigation project following the extreme 2013 rainfall event) has been delayed into 2020/21 and 2021/22 to enable a review of the proposed location of the stop bank wall and a delay with landowner negotiations at Suffolk Road. These delays will result in the 2019/20 project forecast reducing from \$823,000 to \$200,000. Officers have requested approximately \$500,000 via the 2020/21 Annual Plan.
- 6.3 Seafeld Terrace Road Reinstatement is delayed due to complexities with the resource consent. Construction scheduled for 2019/20 has been delayed by a year and is now anticipated to be constructed in 2020/21. This delay will result in the 2019/20 project forecast reducing from \$1,330,000 to \$135,000. Officers will be requesting approximately \$1,200,000 via the 2020/21 Annual Plan.



## Item 9: Infrastructure Quarterly Report to 31 December 2019

- 6.4 Wakatu Drive (Storage World) Stormwater Upgrade is delayed. Officers are undertaking work to confirm secondary flow paths for the whole industrial estate. This investigation is planned for this current year, with detail design and construction being completed in 2020/21 and 2021/22. This delay will result in the 2019/20 project forecast reducing from \$600,000 to \$70,000. Officers will be requesting a budget of approximately \$80,000 via the 2020/21 Annual Plan.
- 6.5 As reported in the previous Quarterly Report to Infrastructure Committee, the Awatea Pump Station Upgrade has a projected spend of \$517,000 this year versus a budget of \$1,107,000. Officers will be requesting the 2020/21 budget is reduced from \$3,655,000 to \$1,000,000 via the 2020/21 Annual Plan as construction will be delayed due to negotiations and issues that need to be address in the detail design stage. Officers also note that the current total project forecast is approximately \$1,200,000 over the LTP budget (\$8,250,000 versus \$7,067,000). The increase in cost is due to complexities with the ground conditions and additional project scope to increase wastewater storage capacity at the Beach Road Pump Station. This additional funding will be sought in a separate report to Committee/Council.
- 6.6 The Gracefield Sewer Diversion project is tracking one year ahead of programme. Construction is now anticipated to be completed in late 2020, ahead of the original programme of June 2022. Officers will be requesting the 2020/21 budget is increased from \$565,000 to \$1,670,000.
- 6.7 Following a condition assessment at the North Nelson Wastewater Treatment Plant (NWWTP), the renewal of key assets have been identified with a need to be bring some work forward ahead of the renewals programme. Officers will be requesting the 2020/21 budget is increased from \$156,000 to \$306,000 to address this. The renewals budget for the NWWTP will be reduced in future years to accommodate this request.
- 6.8 Neale Park Pump Station, following the major upgrade, has been operational for some months, however there has been an underlying odour issue that has not been able to be resolved by the actions taken to date. An additional \$160,000 is required to resolve this issue and has been requested through the 2020/21 Annual Plan.
- 6.9 The Wastney Terrace Stormwater Upgrade has previously experienced significant delays due to numerous landowner negotiations. At present these negotiations are progressing well. Officers will be requesting the 2020/21 budget is reduced from \$835,000 to \$50,000 pending resolution of these agreements. The budget for 2020/21 allows for the finalisation of these agreements and the resource consent, with construction planned for 2021/22.
- 6.10 The Saxton Creek Upgrade (Main Road Stoke to Sea) has experienced several delays due to landowner negotiations. Officers will be requesting the 2020/21 budget is reduced from \$3,950,000 to \$300,000. The

## Item 9: Infrastructure Quarterly Report to 31 December 2019

budget for 2020/21 allows for the finalisation of these agreements, detail design and resource consent, with construction planned for 2021/22 onwards.

- 6.11 Since the approval of the 2018 Long Term Plan, several project budgets are projecting an increase following the completion of indicative business cases. The key projects that will be requesting additional money via the 2020/21 Annual Plan are summarised below.

| <b>Project</b>                          | <b>2020/21 LTP Budget</b> | <b>2020/21 Proposed Annual Plan Budget</b> |
|---|---------------------------|--|
| Anzac Park to Maitai Walkway Link       | \$261,120                 | \$820,000                                  |
| Arapiki Road Upgrade – Retaining Wall   | \$313,344                 | \$731,000                                  |
| Mount St / Konini St Stormwater Upgrade | \$773,437                 | \$1,220,000                                |
| Wastewater Model Calibration            | \$0                       | \$400,000                                  |

- 6.12 The Tahunanui Cycleway Project Stage 2 is progressing ahead of programme and is expected to be completed in August 2020. This project was originally programmed to be completed in June 2021.
- 6.13 The Washington Valley Stormwater Upgrade (previously referred to as Montcalm/Arrow/Wash Valley/ Hasting Stormwater) is running behind programme and is also expected to come in greater than the LTP budget. The project is delayed due to the inclusion of wastewater and water upgrades, which had not originally been included within the original scope of the project. Due to this delay, Officers will be requesting the 2020/21 budget is reduced from \$1,130,000 to \$119,000 via the 2020/21 Annual Plan. Officers also note that the current total project forecast is approximately \$3,000,000 over the LTP budget (\$6,305,000 versus \$3,080,000). The key reason for this anticipated increase is construction market, project complexities and increased contingency. This additional budget will be considered as part of the 2021 LTP.
- 6.14 The Rutherford Street Stormwater Upgrade (Little Go Stream) is running behind programme and is also expected to come in greater than the LTP budget. The project had historically been delayed to enable a detailed investigation of options for the proposed route and completion of easement agreements. Due to this delay, Officers will be requesting the 2020/21 budget is reduced from \$1,044,000 to \$100,000 via the 2020/21 Annual Plan. Officers also note that the current total project forecast is approximately \$1,600,000 over the LTP budget (\$4,460,000 versus \$2,870,000). The key reason for this anticipated increase is construction market, traffic management complexities and increased

## Item 9: Infrastructure Quarterly Report to 31 December 2019

contingency. This additional budget will be considered as part of the 2021 LTP.

### **7. Status Report Update**

#### **7.1 Sand Bags**

To inform a future Infrastructure report, work continues to investigate what policy and practice other New Zealand Councils have in this area. Advice is being taken from Civil Defence. In addition, messaging about sandbags in general for Council communication will be improved (how they work, where to get them, how to install/dispose of).

#### **7.2 Nelson Tasman Joint Regional Landfill (NTRLBU)**

The Committee has requested further work on the matter regarding receiving material from Hazardous Activities and Industries List sites. This is on the NTRLBU General Manager's work programme and he is working towards gathering the necessary information to present back to the NTRLBU Board and then back to the Committee.

#### **7.3 Hampden Terrace/Waimea Road Intersection Closure**

An officer report will come to the Infrastructure Committee, within six months of the commencement of the trial closure which has been in place since 6 October 2019. An update letter and email has been sent out to all in the affected area and the project is now profiled on Shape Nelson for the purposes of gathering ongoing feedback and providing information updates.

### **8. Commentary on operational projects**

8.1 There is a detailed status report for one operational project included in the attachments. This project has been selected for quarterly reporting as it has been assessed to be of particular interest to the Committee.

8.2 These operational projects are assessed on the same factors – quality, time and budget and noted as being on track, with some issues/risks or with major issues/risks. These project updates are appended in Attachment 1.

### **9. Other notable achievements, issues or matters of interest**

#### **9.1 Risks**

The ongoing key risk for the Capital Projects team relates to achieving delivery of the capital programme. Projects at risk are those that require land negotiations, resource consents, CIA's and the unknown market fluctuations during tendering, this can and does result in an inability to attract tenderers, increased costs requiring further funding, and construction unable to start at the expected time, resulting in projects having to be re-phased into a different financial year.

9.2 2021 Activity Management Plans

The Utilities and Transportation teams have begun the development of the 2021 Activity Management Plans (AMPs). Additional external resources are required to assist with the development of the AMPs due to officer's high workload and involvement with cross council work including the Nelson Plan, housing developments and responding to various National Policy Statements by central government.

The costs for the external resources are unaccounted and poses a risk to the operational expenditure budgets within the transportation, water, wastewater, stormwater & flood protection activities. A further update on this risk will be included in third quarterly report.

9.3 Lindavia Intermedia Detected in the Maitai Dam

Council staff recently found a low-density population of non-toxic Lindavia intermedia in the Maitai Dam and have a monitoring programme in place to watch for changes. Officers are unable to ascertain how this algae entered the Maitai Dam.

Lindavia is a non-toxic nuisance algae. It will not affect the quality of the Council's drinking water supply, but does have the potential, if it blooms, to affect infrastructure.

Staff are confident at this stage that it will have minimal impact on the water treatment plant infrastructure and that it will have no effect on the Council's ability to continue to supply A grade potable water to the city. Council officers will continue to monitor the situation.

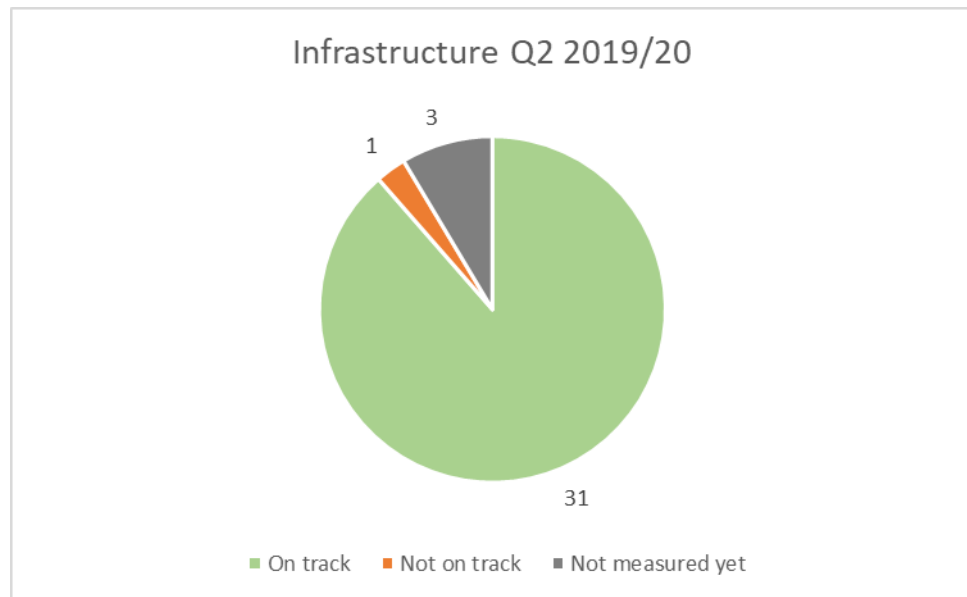
**10. Key Performance Measures**

10.1 As part of the development of the Long Term Plan 2018-28 (LTP) Council approved levels of service, performance measures and targets for each activity. There are 35 performance measures that fall under the Infrastructure Committee. The final results for each performance measure will be reported on through the Annual Report.

- On track
- Not on track
- Achieved
- Not achieved

10.2 Attachment 3 lists all performance measures within the Infrastructure Committee delegations, their status and commentary for the quarter.

## Item 9: Infrastructure Quarterly Report to 31 December 2019



- 10.3 Thirty one out of the 35 performance measures can be confirmed as being on track.
- 10.4 One performance measure is not on track. This performance measure relates to growth in public transport patronage. During the second quarter patronage has dropped slightly on all but one route resulting in a net growth year to date of 2.1% which is below the 4% year on year growth target.
- 10.5 Three performance measure have not been measured due to timing and insufficient data.
- 10.6 The review of performance for the second quarter for the Infrastructure Committee is included in this report, with project reports and performance measure updates attached.

**Author:** Lois Plum, Manager Capital Projects

### Attachments

Attachment 1: A2336640 - One Page Reports [↓](#)

Attachment 2: A2336638 - Performance Measures [↓](#)

| Sealed road resurfacing programme (renewal)  |  |         |      | 1540   |
|--|--|---------|------|--------|
| Renewal of existing sealed carriageway surfaces across Nelson undertaken as part of the existing maintenance contract. |  |         |      |        |
| Overall Health   |  | Quality | Time | Budget |
|  |  |         |      |        |

**Project Update (work completed, in progress, scheduled & budget change info)**

The 2019-20 programme is underway. Majority of work planned to occur between September - March. A resurfacing map showing areas of planned work has been made available through the Councillor newsletter and is on the Council website.

**Project Risks**

There is a potential that some sites might not be completed due to daytime constraints and inability to complete work at night

**Project Issues**

RMA rules currently restrict Council's ability to undertake night work or Sunday works due to noise limits. Some current programmes sites are located in areas where completing work during the day is deemed too disruptive (e.g. would require closing the landfill). A global noise consent to work at night or on a Sunday is being prepared for lodgement early 2020. There is a risk some sites originally programmed for this year will need to be deferred if the consent is not obtained but budget will be reallocated to alternate sites and will be fully spent.

| Sealed road resurfacing programme (renewal) |                   |                   |                   |                       | 1540             |
|---|-------------------|-------------------|-------------------|-----------------------|------------------|
|   | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                       | 1,170,000         | 1,195,740         | 1,222,042         | 9,403,722             | 12,991,504       |
| Carry-forwards / Amendments                 | 80,000            | 108,960           | -                 | -                     | 188,960          |
| <b>Total Budget</b>                         | 1,250,000         | 1,304,700         | 1,222,042         | 9,403,722             | 13,180,464       |
| Actual Spend to Date                        | 1,238,653         | 335,639           |                   |                       |                  |
| <b>Full Year Forecast</b>                   | 1,238,653         | 1,304,700         | 1,316,045         | 9,321,066             | 13,180,464       |

Excludes capital staff time

We are currently transitioning to a model in which capital staff time is budgeted at a project level. Projects managed by the Capital Projects team have been moved to this new model in 2019/20. For these projects, capital staff time is included in the 2019/20 year where indicated. The remaining projects will transition in 2020/21.

| On St Parking Meter renewals  |         |      |        | 1484 |
|---|---------|------|--------|------|
| Meters have reached the end of their useful life (performance and condition). Replacement solution will include improvements to assist demand analysis, enforcement and fee collection. |         |      |        |      |
| Overall Health  | Quality | Time | Budget |      |
|   |         |      |        |      |

#### Project Update (work completed, in progress, scheduled & budget change info)

A Pay by Plate operating system has been approved by Council and the contract for new meters was awarded to Global ITS in December 2019. Pay by Plate required some changes to the Parking and Vehicle Control Bylaw and these were consulted on and approved by Council in December 2019. Procurement of the Parking App and enforcement equipment is underway and financial integration testing will commence shortly. The project is on target to be implemented by July 2020. A detailed communications and education plan is currently being developed.

#### Project Risks

The preferred option has been based on the existing parking policy but has the flexibility to respond to any future changes.

#### Project Issues

Current meters are close to end of life with increasing maintenance costs and limited ability to source replacement parts for ageing machines.

| On St Parking Meter renewals |                   |                   |                   |                       | 1484             |
|------------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals   |                   |                   |                   |                       | 9,971            |
|                              | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget        | 158,500           | 529,784           | -                 | 602,105               | 1,290,389        |
| Carry-forwards / Amendments  | (90,500) *        | 361,538           | -                 | -                     | 271,038          |
| <b>Total Budget</b>          | 68,000            | * 891,322         | -                 | 602,105               | 1,561,427        |
| Actual Spend to Date         | 62,228            | * 11,809          |                   |                       |                  |
| <b>Full Year Forecast</b>    | 62,228            | * 891,322         | -                 | 602,105               | 1,555,655        |

\* Includes capital staff time

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| Travel Demand Management Improvements   |         |      |        | 3299 |
|---|---------|------|--------|------|
| Funding to support Travel Demand Management includes provision of a secure cycle storage facility in the CBD, e- bike facilities and e-vehicle charging stations. |         |      |        |      |
| Overall Health  | Quality | Time | Budget |      |
|   |         |      |        |      |

**Project Update (work completed, in progress, scheduled & budget change info)**

Locations have been identified for progressing covered secure cycle parking in central Nelson. Sites 1 is in Montgomery Square and the second location is still to be confirmed. Procurement is underway and building consent applications prepared.

**Project Risks**

Shelters may be unwelcome by nearby retailers who value car parks. Engagement with affected retailers is ongoing and if agreement on final location can not be reached there is a risk of project delay until alternative locations are secured.

**Project Issues**

No concerning issues to report

| Travel Demand Management Improvements |                   |                   |                   |                       | 3299             |
|---------------------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals            |                   |                   |                   |                       | -                |
|                                       | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                 | -                 | 255,501           | 261,121           | -                     | 516,622          |
| Carry-forwards / Amendments           | -                 | -                 | (161,121)         | -                     | (161,121)        |
| <b>Total Budget</b>                   | -                 | 255,501           | 100,000           | -                     | 355,501          |
| Actual Spend to Date                  | -                 | 4,595             |                   |                       |                  |
| <b>Full Year Forecast</b>             | -                 | 255,500           | 100,000           | -                     | 355,500          |

Excludes capital staff time

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| Bus terminal (CBD Interchange) 2997  |         |      |        |
|--|---------|------|--------|
| CBD public transport terminal changes to improve service for customers and reduce reliance on goodwill of current NBus provider for use of current site.   |         |      |        |
| Overall Health   | Quality | Time | Budget |
|  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |         |      |        |
| The business case was initially delayed due to development of Wakatu Square Cephas concept. A stage 1 initial list of requirements has been prepared. Work continues to be coordinated with the City Development Team with the aim of preparing the strategic business case in conjunction with the Public Transport Review to be undertaken over the next 6 months. |         |      |        |
| Project Risks  |         |      |        |
| Linkages with other projects may impact delivery of this project such as the City Centre development and public transport review.  |         |      |        |
| Project Issues   |         |      |        |
| No concerning issues to report.  |         |      |        |

| Bus terminal (CBD Interchange) 2997 |                   |                   |                   |                       |
|-------------------------------------|-------------------|-------------------|-------------------|-----------------------|
| 2013/14 to 2017/18 Actuals          |                   |                   |                   |                       |
|                                     | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 |
| Total                               | 2018/28           |                   |                   |                       |
| Long-term Plan Budget               | 50,000            | 51,100            | 208,897           | 2,268,679             |
| Carry-forwards / Amendments         | -                 | 25,894            | -                 | -                     |
| <b>Total Budget</b>                 | 50,000            | 76,994            | 208,897           | 2,268,679             |
| Actual Spend to Date                | 8,012             | -                 |                   |                       |
| <b>Full Year Forecast</b>           | 8,012             | 76,994            | 210,002           | 2,268,679             |

Excludes capital staff time

We are currently transitioning to a model in which capital staff time is budgeted at a project level. Projects managed by the Capital Projects team have been moved to this new model in 2019/20. For these projects, capital staff time is included in the 2019/20 year where indicated. The remaining projects will transition in 2020/21.

| Champion Salisbury capacity and cycle crossing upgrade  |  |         |      | 3170   |
|---|--|---------|------|--------|
| Increase capacity at the Champion Road/Salisbury Road roundabout, including a cycle/pedestrian underpass. Links with the Main Road Stoke Cycleway project. This is a TDC project and is jointly funded by TDC, NZTA ,the developer and NCC. |  |         |      |        |
| Overall Health  |  | Quality | Time | Budget |
|   |  |         |      |        |

| Project Update (work completed, in progress, scheduled & budget change info)   |  |  |  |  |
|--|--|--|--|--|
| <p>Tasman District Council are planning a project to upgrade the roundabout to double lanes to cater for growing traffic volumes. They are also planning to address how pedestrians and cyclists get through the roundabout. TDC considered an underpass and following a request from TDC the initial grant of \$150,000 approved by Council was supplemented with an additional grant of \$320,000 toward the underpass. Councils total contribution was to be \$470,000. However higher than anticipated costs due to ground water level and under ground services forced TDC to consider other options. An at grade crossing has now been approved by TDC and Nelson City Councils contribution to the underpass will not be required. The NCC contribution for the roundabout remains but in order to line up with TDC programme has been moved into the 2020-21 financial year.</p> |  |  |  |  |
| Project Risks  |  |  |  |  |
| No risks to report in this quarter.  |  |  |  |  |
| Project Issues   |  |  |  |  |
| No issues to report at this stage  |  |  |  |  |

| Champion Salisbury capacity and cycle crossing upgrade |                   |                   |                   |                       | 3170             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals                             |                   |                   |                   |                       | -                |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                                  | -                 | 152,400           | -                 | -                     | 152,400          |
| Carry-forwards / Amendments                            | -                 | 317,600           | -                 | -                     | 317,600          |
| <b>Total Budget</b>                                    | -                 | 470,000           | -                 | -                     | 470,000          |
| Actual Spend to Date                                   | -                 | -                 |                   |                       |                  |
| <b>Full Year Forecast</b>                              | -                 | -                 | 150,000           | -                     | 150,000          |

Excludes capital staff time

We are currently transitioning to a model in which capital staff time is budgeted at a project level. Projects managed by the Capital Projects team have been moved to this new model in 2019/20. For these projects, capital staff time is included in the 2019/20 year where indicated. The remaining projects will transition in 2020/21.

| Railway Res/Princes Dr Underpass  |  |         |      | 2172   |
|---|--|---------|------|--------|
| Construction of a cycleway/Pedestrian underpass for the Princes Drive extension and associated pathway improvements |  |         |      |        |
| Overall Health  |  | Quality | Time | Budget |
|   |  |         |      |        |

**Project Update (work completed, in progress, scheduled & budget change info)**

This project is closely linked with the Coastal View sub-division. The developer is responsible for the design and construction of the their sub-division access road onto Waimea Road including the traffic light intersection. Council is responsible for the railway reserve underpass. The developer has commenced earthworks on the access road with the aim of having the road and traffic lights in place by June 2020. Site access to the retirement village has been granted to the developer off Beatson Road and Highview Drive and that work is underway. The traffic signals are required to be installed before any dwellings can be occupied. The underpass project is eligible for a 51% NZTA subsidy and application has been submitted to the Agency. Council and their consultants are working closely with the developer and their consultants to ensure a seamless operation. The construction of the concrete culvert has been awarded to Alpha Precast and fabrication has commenced.

**Project Risks**

Construction of the foundation and pathways for the concrete culvert underpass by Council could be delayed and this could delay/affect the developers timeline. All measures are being taken to ensure that this is mitigated.

**Project Issues**

Co-ordination between Council and the developer is critical. Achieving success has been assigned to the GM Infrastructure and GM Environmental Management. The health index for the project timing is red because a civil contractor has not yet been appointed to complete the foundation to receive the concrete underpass and the path construction. Negotiations are underway with the civil contractor constructing Princes Drive to complete this work.

| Railway Res/Princes Dr Underpass |                   |                   |                   |                       | 2172             |
|----------------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals       |                   |                   |                   |                       | 11,036           |
|                                  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget            | 104,000           | -                 | -                 | -                     | 104,000          |
| Carry-forwards / Amendments      | (74,000) *        | 696,717           | -                 | -                     | 622,717          |
| <b>Total Budget</b>              | 30,000 *          | 696,717           | -                 | -                     | 726,717          |
| Actual Spend to Date             | 21,850 *          | 63,984            |                   |                       |                  |
| <b>Full Year Forecast</b>        | 21,850 *          | 696,717           | -                 | -                     | 718,567          |

\* Includes capital staff time

We are currently transitioning to a model in which capital staff time is budgeted at a project level. Projects managed by the Capital Projects team have been moved to this new model in 2019/20. For these projects, capital staff time is included in the 2019/20 year where indicated. The remaining projects will transition in 2020/21.

| Integrated Bus Ticketing  |  |         |      | 2945   |
|---|--|---------|------|--------|
| <p>The Regional Integrated Ticketing System (RITS) is an Electronic ticketing system for Nbus to allow more effective tracking of demand as well as improving speed of transactions resulting in improved trip reliability.</p> <p>In 2014 Nelson City Council resolved to join a Regional Consortium of councils to advance an integrated ticketing solution for Public Transport. At that stage the anticipated "Go Live" date for Nelson was May 2018.</p> |  |         |      |        |
| Overall Health  |  | Quality | Time | Budget |
|   |  |         |      |        |

#### Project Update (work completed, in progress, scheduled & budget change info)

Nelson is one of nine regions introducing this electronic ticketing system. Both Northland and Wanganui are fully live, with drivers and the general public providing positive feedback about the system and the customer experience. There have been improvements with the stability and performance of the website and back office systems, but unfortunately the level of manual intervention required means that until the remaining defects have been resolved additional regions, including Nelson, are not able to go live in March. The local Nelson readiness project continues to progress well, with staff travelling to Dunedin for user acceptance testing of the front end customer facing systems on 26 January. A detailed local implementation plan has been approved by the senior leadership team, and the local team remain engaged and are awaiting a revised go live date to progress this.

#### Project Risks

Further delays to the go live date due to:

1. Testing outcome not yet known
2. Council is part of a regional consortium and is bound by the decisions the Governance group make

#### Project Issues

No additional costs have been put forward by the supplier as a result of this requirement for further testing.

| Integrated Bus Ticketing    |                   |                   |                   |                       | 2945             |
|-----------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 150,319          |
|                             | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget       | 310,000           | -                 | -                 | -                     | 310,000          |
| Carry-forwards / Amendments | (190,000)         | 321,050           | -                 | -                     | 131,050          |
| <b>Total Budget</b>         | 120,000           | 321,050           | -                 | -                     | 441,050          |
| Actual Spend to Date        | 214,366           | 67,989            |                   |                       |                  |
| <b>Full Year Forecast</b>   | 214,366           | 321,050           | 75,203            | -                     | 610,619          |

Excludes capital staff time

We are currently transitioning to a model in which capital staff time is budgeted at a project level. Projects managed by the Capital Projects team have been moved to this new model in 2019/20. For these projects, capital staff time is included in the 2019/20 year where indicated. The remaining projects will transition in 2020/21.

| Maitai shared path (Collingwood St to Nile St)  |  |  |         |      | 2173   |
|---|--|--|---------|------|--------|
| Cycle facilities connecting the Wood, Brook and Maitai to CBD along the Maitai River.   |  |  |         |      |        |
| Overall Health  |  |  | Quality | Time | Budget |
|   |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)  |  |  |         |      |        |
| A preliminary sketch of options has been prepared in co-ordination with the flood protection project for the Maitai. The plan recognises the potential increased demands in the area as a result of the growth in both residential and recreational activity in the Maitai Valley (Kaka Valley and the Gondola). An engagement plan for iwi and other stakeholders is being prepared and will be undertaken in co-ordination with the development of the detailed plans and the Out and About Policy review over the next 6 months.   |  |  |         |      |        |
| Project Risks   |  |  |         |      |        |
| Ongoing user conflict on the existing Maitai path is a risk while there is a low level of service for the current user numbers and modes. Risks around delivery timeframes, cost and scope are that the development of, and consultation surrounding, the "Out and About" walking and cycling policy will delay or change delivery of any options in the 2018-21 period.  |  |  |         |      |        |
| Project Issues  |  |  |         |      |        |
| The diverse range of community feedback and issues has been reviewed. Many issues relate to the general operation of the road network in the Nelson east area and will be managed through routine activities, however Dommett St could require more specific design. Issues specific to Maitai Path need to be managed alongside the Maitai Flood Protection project that is underway. The flood protection project will shape short term and long term solutions for the Maitai Esplanade, and could be an opportunity for the pathway project to develop with iwi and community involvement over a longer time period. The health index for time is orange while uncertainty remains over project timetables and the recent change timetable of the anticipated construction of development in the Maitai Valley. The 2019/20 budget will be spent on engagement and design over the next 6 months. |  |  |         |      |        |

| Maitai shared path (Collingwood St to Nile St) |                   |                   |                   |                       | 2173             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals                     |                   |                   |                   |                       | 48,918           |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                          | 50,000            | 51,100            | 156,672           | 1,140,691             | 1,398,463        |
| Carry-forwards / Amendments                    | (45,000) *        | (12,670)          | (36,672)          | 94,342                | -                |
| Total Budget                                   | 5,000 *           | 38,430            | 120,000           | 1,235,033             | 1,398,463        |
| Actual Spend to Date                           | 1,000 *           | 59                |                   |                       |                  |
| Full Year Forecast                             | 1,000 *           | 28,430            | 120,000           | 1,140,691             | 1,290,121        |

\* Includes capital staff time

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| New Footpath Programme   |  |  |         |      | 2798   |
|--|--|--|---------|------|--------|
| New footpaths to link gaps in the existing pedestrian network. Needed to ensure surfaces are safe and level of service is appropriate for pedestrians. Work is delivered under the maintenance contract.   |  |  |         |      |        |
| Overall Health   |  |  | Quality | Time | Budget |
|  |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |  |  |         |      |        |
| New footpath programme is underway for 2019/20. New footpaths have been completed on Kawai Street, Echodale Place and Main Road Stoke. Other sites yet to be delivered include Trafalgar Square, Scotia Street, Hasting Street, Waimea Road to Railway Reserve connection at Bishopdale. Other sites are being considered for new footpath connections include Quarantine Road bridge. If Quarantine Road is deferred the budget will be reallocated to next priority sites. |  |  |         |      |        |
| Project Risks  |  |  |         |      |        |
| Delivery of the footpath on Quarantine Road bridge may be deferred to 2020/21 while design is finalised to ensure truck turning movemnts are not compromised.  |  |  |         |      |        |
| Project Issues   |  |  |         |      |        |
| No issues to report  |  |  |         |      |        |

| New Footpath Programme      |         |         |         |            | 2798      |
|-----------------------------|---------|---------|---------|------------|-----------|
|                             | Year 1  | Year 2  | Year 3  | Years 4-10 | Total     |
|                             | 2018/19 | 2019/20 | 2020/21 | 2021/28    | 2018/28   |
| Long-term Plan Budget       | 700,000 | 715,400 | 731,139 | 4,406,172  | 6,552,711 |
| Carry-forwards / Amendments | -       | -       | -       | -          | -         |
| Total Budget                | 700,000 | 715,400 | 731,139 | 4,406,172  | 6,552,711 |
| Actual Spend to Date        | 791,904 | 236,317 |         |            |           |
| Full Year Forecast          | 791,904 | 715,400 | 574,167 | 4,471,240  | 6,552,711 |

Excludes capital staff time

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|   |  |  |         |      |        |
|---|--|--|---------|------|--------|
| Anzac park to Maitai Walkway Link   |  |  |         |      | 3151   |
| minor improvements, traffic signal changes, etc.  |  |  |         |      |        |
| Overall Health  |  |  | Quality | Time | Budget |
|   |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)  |  |  |         |      |        |
| Design being finalised and resource consent application submitted.<br>Construction needs to take place outside of peak summer periods. As a result construction is proposed to be split over the 19/20 & 20/21 financial years. |  |  |         |      |        |
| Project Risks   |  |  |         |      |        |
| Risks are linked to potential increasing costs, associated with time delays, resulting in public concern over lack of progress.   |  |  |         |      |        |
| Project Issues  |  |  |         |      |        |
| Costs of the approved option are higher than the indicative business case estimates meaning budget health is red.<br>Budget increase has been requested via the Annual Plan process   |  |  |         |      |        |

|                                   |            |          |         |            |           |
|-----------------------------------|------------|----------|---------|------------|-----------|
| Anzac park to Maitai Walkway Link |            |          |         |            | 3151      |
| 2013/14 to 2017/18 Actuals        |            |          |         |            | 32,002    |
|                                   | Year 1     | Year 2   | Year 3  | Years 4-10 | Total     |
|                                   | 2018/19    | 2019/20  | 2020/21 | 2021/28    | 2018/28   |
| Long-term Plan Budget             | 60,000     | 306,600  | 261,120 | -          | 627,720   |
| Carry-forwards / Amendments       | (28,000) * | (82,812) | -       | 110,812    | -         |
| Total Budget                      | 32,000 *   | 223,788  | 261,120 | 110,812    | 627,720   |
| Actual Spend to Date              | 31,639     | 34,832   |         |            |           |
| Full Year Forecast                | 31,639 *   | 223,788  | 820,000 | 20,000     | 1,095,427 |

\* Includes capital staff time

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| Upper Trafalgar St improvements/ closure  |         |      |        | 1319 |
|---|---------|------|--------|------|
| Upper Trafalgar Street to be closed to vehicular access on a permanent basis, the project will put in place the requirements for summer and then design and implement the permanent solution. |         |      |        |      |
| Overall Health  | Quality | Time | Budget |      |
|   |         |      |        |      |

| Project Update (work completed, in progress, scheduled & budget change info)   |
|--|
| <p>A Request For Quote (RFQ) for the landscape, lights and innovative smart poles closed 17 January.</p> <p>A consultant has been engaged to provide the civil drawings, review the proposed landscape design and supervise the civil works as well during the construction phase.</p>   |
| Project Risks  |
| <p>Limited budget: \$250k is allocated for the 2019/20 stage (lighting). It includes the design, the site supervision and the construction.</p> <p>Timeframe: timeframe is tight: 5months from design to construction.</p> <p>Design: the design will need approval before proceeding to the construction. It may affect the whole schedule.</p> |
| Project Issues   |
| No issue to report at this stage.  |

| Upper Trafalgar St improvements/ closure |                   |                   |                   |                       | 1319             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals               |                   |                   |                   |                       | 68,284           |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                    | 5,000             | 5,110             | 5,222             | 40,141                | 55,473           |
| Carry-forwards / Amendments              | 39,000            | 250,000           | -                 | -                     | 289,000          |
| <b>Total Budget</b>                      | 44,000            | 255,110           | 5,222             | 40,141                | 344,473          |
| Actual Spend to Date                     | 21,644            | 61,674            |                   |                       |                  |
| <b>Full Year Forecast</b>                | 21,644            | 255,110           | 5,222             | 40,141                | 322,117          |

Excludes capital staff time

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| Seafield Terrace remediation   |         |      |        | 3291 |
|--|---------|------|--------|------|
| Reinstatement of Seafield Terrace following Feb 2018 storm events  |         |      |        |      |
| Overall Health   | Quality | Time | Budget |      |
|  |         |      |        |      |
| Project Update (work completed, in progress, scheduled & budget change info)   |         |      |        |      |
| Detailed design and tender documents are complete. Resource consent application is scheduled to be lodged end of January 2020. Not yet known if application will be publicly notified. Technical reports needed for the application have been received from Iwi, coastal ecologist, landscape architect and archaeologist . Work can not be tendered until approval received for resource consent, NZ Heritage approval, and a DOC concession. |         |      |        |      |
| Project Risks  |         |      |        |      |
| Notified resource consent with potential 6 additional months. Construction will not start this financial year so officers have requested this budget is moved to 2020/21 via Annual Plan.  |         |      |        |      |
| Project Issues   |         |      |        |      |
| Delay due to public notification of consent  |         |      |        |      |

| Seafield Terrace remediation |         |           |           |            | 3291      |
|------------------------------|---------|-----------|-----------|------------|-----------|
| 2013/14 to 2017/18 Actuals   |         |           |           | 35,006     |           |
|                              | Year 1  | Year 2    | Year 3    | Years 4-10 | Total     |
|                              | 2018/19 | 2019/20   | 2020/21   | 2021/28    | 2018/28   |
| Long-term Plan Budget        | -       | -         | -         | -          | -         |
| Carry-forwards / Amendments  | 91,197  | 1,330,000 | -         | -          | 1,421,197 |
| Total Budget                 | 91,197  | 1,330,000 | -         | -          | 1,421,197 |
| Actual Spend to Date         | 62,200  | 78,295    |           |            |           |
| Full Year Forecast           | 62,200  | 135,000   | 1,204,000 | -          | 1,401,200 |

Excludes capital staff time

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| Tahunanui Cycle Network - SH6 Annesbrook Drive   |  |  |         |      | 3182   |
|--|--|--|---------|------|--------|
| Design and construction of reconfigured Tahunanui cycleway project, now in two stages with Annesbrook Drive being Stage 1.                 |  |  |         |      |        |
| Overall Health   |  |  | Quality | Time | Budget |
|  |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |  |  |         |      |        |
| Stage one of Tahunanui Cycleway was completed in the 18/19 financial year. Stage two has been awarded with work commencing early February. |  |  |         |      |        |
| This project is running a head of programme.   |  |  |         |      |        |
| Project Risks  |  |  |         |      |        |
| No concerning risks to report  |  |  |         |      |        |
| Project Issues   |  |  |         |      |        |
| Ongoing public concern over the loss of parking along Muritai Street.  |  |  |         |      |        |

| Tahunanui Cycle Network - SH6 Annesbrook Drive |                   |                   |                   |                       | 3182             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals                     |                   |                   |                   |                       | -                |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                          | 200,000           | 817,600           | 1,880,071         | -                     | 2,897,671        |
| Carry-forwards / Amendments                    | 170,000 *         | 1,031,904         | (1,201,904)       | -                     | -                |
| <b>Total Budget</b>                            | 370,000 *         | 1,849,504         | 678,167           | -                     | 2,897,671        |
| Actual Spend to Date                           | 818,388 *         | 170,070           |                   |                       |                  |
| <b>Full Year Forecast</b>                      | 818,388 *         | 1,849,504         | 183,000           | -                     | 2,850,892        |

\* Includes capital staff time

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| Arapiki Road Upgrade - Retaining Wall   |                   |                   |                   |                       | 3215             |
|---|-------------------|-------------------|-------------------|-----------------------|------------------|
| This Project is for the renewal of the failing retaining wall structures on Arapiki Road, The work required is for strengthening or full replacement. Drainage and Road safety projects are planned in the area so this work will need to compliment the larger plan. |                   |                   |                   |                       |                  |
| Overall Health  |                   |                   | Quality           | Time                  | Budget           |
|   |                   |                   |                   |                       |                  |
| Project Update (work completed, in progress, scheduled & budget change info)  |                   |                   |                   |                       |                  |
| Private owners consultation to commence late January /February 2020, followed by ground investigation and detailed design.  |                   |                   |                   |                       |                  |
| Project Risks   |                   |                   |                   |                       |                  |
| No concerning risks to report.  |                   |                   |                   |                       |                  |
| Project Issues  |                   |                   |                   |                       |                  |
| Costs of the approved option are higher than the strategic business case estimates. Budget increase has been requested via the Annual Plan process  |                   |                   |                   |                       |                  |
| Arapiki Road Upgrade - Retaining Wall   |                   |                   |                   |                       | 3215             |
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | -                |
|   | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget   | 50,000            | 51,100            | 313,344           | 53,373                | 467,817          |
| Carry-forwards / Amendments   | - *               | 87,275            | -                 | -                     | 87,275           |
| <b>Total Budget</b>   | 50,000            | * 138,375         | 313,344           | 53,373                | 555,092          |
| Actual Spend to Date  | 42,801            | * 20,727          |                   |                       |                  |
| <b>Full Year Forecast</b>   | 42,801            | * 130,000         | 731,000           | 20,000                | 923,801          |

\* Includes capital staff time

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| Mount St / Konini St stormwater upgrade  |  |         |      | 2079   |
|--|--|---------|------|--------|
| Stormwater and road upgrade to improve pedestrian safety/access and improve stormwater disposal options for several additional properties. |  |         |      |        |
| Overall Health   |  | Quality | Time | Budget |
|  |  |         |      |        |

#### Project Update (work completed, in progress, scheduled & budget change info)

The indicative business case has been completed. Site investigations and detailed design for the preferred option are underway. The project scope has increased with the inclusion of the Gloucester Street stormwater network and Konini St watermain upgrade. The project has been split over multiple financial years as a result of this. This is a multidisciplinary project with links to budgets in stormwater, water supply and transport.

#### Project Risks

1. Slope/ground instability could add to time and cost.
2. Full stormwater benefits may not be realised if all private laterals are not connected.
3. Formalisation of the proposed shared zone is dependant on the outcome of the speed limit review which is yet to be consulted on.

#### Project Issues

Costs of the approved option are higher than the strategic business case estimates. Budget increases have been requested via the Annual Plan process

| Mount St / Konini St stormwater upgrade |                   |                   |                   |                       | 2079             |
|---|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals              |                   |                   |                   |                       | -                |
|   | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                   | 60,000            | 30,660            | 773,437           | 999,604               | 1,863,701        |
| Carry-forwards / Amendments             | (5,000) *         | 73,794            | -                 | 5,000                 | 73,794           |
| <b>Total Budget</b>                     | 55,000            | 104,454 *         | 773,437           | 1,004,604             | 1,937,495        |
| Actual Spend to Date                    | 56,124            | 16,138            |                   |                       |                  |
| <b>Full Year Forecast</b>               | 56,124            | 273,574 *         | 1,220,000         | 1,230,000             | 2,779,698        |

\* Includes capital staff time

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| Residential Meters Renewals   |         |      |        | 2128 |
|---|---------|------|--------|------|
| Replace end of life residential water meters with new mechanical meters   |         |      |        |      |
| Overall Health  | Quality | Time | Budget |      |
|   |         |      |        |      |
| Project Update (work completed, in progress, scheduled & budget change info)  |         |      |        |      |
| This is a multi-year project with 1,200 meters installed last financial year. This financial year, 5,000 meters are planned to be installed with 1,480 already in. The timing of the work programme to replace approximately 15,200 meters citywide has been planned over a four year period to align with Council Meter Management and Invoicing Requirements. |         |      |        |      |
| Project Risks   |         |      |        |      |
| No concerning risks to report.  |         |      |        |      |
| Project Issues  |         |      |        |      |
| No concerning issues to report.   |         |      |        |      |

| Residential Meters Renewals |                            |                   |                   |                       | 2128             |
|-----------------------------|----------------------------|-------------------|-------------------|-----------------------|------------------|
|                             | 2013/14 to 2017/18 Actuals |                   |                   |                       | 187,501          |
|                             | Year 1<br>2018/19          | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget       | 1,100,000                  | 1,124,200         | 1,044,480         | -                     | 3,268,680        |
| Carry-forwards / Amendments | (750,000) *                | (399,662)         | -                 | 430,000               | (719,662)        |
| Total Budget                | 350,000 *                  | 724,538           | 1,044,480         | 430,000               | 2,549,018        |
| Actual Spend to Date        | 333,590 *                  | 118,294           |                   |                       |                  |
| Full Year Forecast          | 333,590 *                  | 624,538           | 750,000           | 430,000               | 2,138,128        |

\* Includes capital staff time

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| Hardy Street (Trafalgar St - Collingwood St) Water Renewal                   |  |  |         |      | 3118   |
|--|--|--|---------|------|--------|
| Water main renewal   |  |  |         |      |        |
| Overall Health   |  |  | Quality | Time | Budget |
|  |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info) |  |  |         |      |        |
| All work has been completed.   |  |  |         |      |        |
| Project Risks  |  |  |         |      |        |
| No concerning risks to report.   |  |  |         |      |        |
| Project Issues   |  |  |         |      |        |
| No concerning issues to report.  |  |  |         |      |        |

| Hardy Street (Trafalgar St - Collingwood St) Water Renewal |           |         |         |            | 3118    |
|--|-----------|---------|---------|------------|---------|
| 2013/14 to 2017/18 Actuals                                 |           |         |         |            | 49,058  |
|  | Year 1    | Year 2  | Year 3  | Years 4-10 | Total   |
|  | 2018/19   | 2019/20 | 2020/21 | 2021/28    | 2018/28 |
| Long-term Plan Budget                                      | -         | -       | -       | -          | -       |
| Carry-forwards / Amendments                                | 455,000 * | 366,108 | -       | -          | 821,108 |
| Total Budget   | 455,000 * | 366,108 | -       | -          | 821,108 |
| Actual Spend to Date                                       | 399,674 * | 356,079 |         |            |         |
| Full Year Forecast   | 399,674 * | 366,108 | -       | -          | 765,782 |

\* Includes capital staff time

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| Annesbrook water renewal   |         |      |        | 3186 |
|--|---------|------|--------|------|
| Renew approx. 1.1km of pipe along Annesbrook Drive. Construction of the section north of Wakatu Drive 2018/19 along with design of south section. Linked with Tahuna Cycleway project (ID 3182). |         |      |        |      |
| Overall Health   | Quality | Time | Budget |      |
|  |         |      |        |      |
| Project Update (work completed, in progress, scheduled & budget change info)   |         |      |        |      |
| Stage one was completed as part of the Annesbrook Drive infrastructure upgrade. Stage two has now been awarded with work commencing in February.   |         |      |        |      |
| Project Risks  |         |      |        |      |
| No concerning risks to report.   |         |      |        |      |
| Project Issues   |         |      |        |      |
| No concerning issues to report.  |         |      |        |      |

| Annesbrook water renewal    |           |           |         |            | 3186      |
|-----------------------------|-----------|-----------|---------|------------|-----------|
| 2013/14 to 2017/18 Actuals  |           |           |         |            | -         |
|                             | Year 1    | Year 2    | Year 3  | Years 4-10 | Total     |
|                             | 2018/19   | 2019/20   | 2020/21 | 2021/28    | 2018/28   |
| Long-term Plan Budget       | 50,000    | 1,430,800 | -       | -          | 1,480,800 |
| Carry-forwards / Amendments | 803,329 * | (538,512) | -       | -          | 264,817   |
| Total Budget                | 853,329 * | 892,288   | -       | -          | 1,745,617 |
| Actual Spend to Date        | 853,329 * | 82,436    |         |            |           |
| Full Year Forecast          | 853,329 * | 817,288   | 20,000  | -          | 1,690,617 |

\* Includes capital staff time

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| Water Loss Reduction Programme   |         |      |        | 2803 |
|--|---------|------|--------|------|
| Reduce the total amount of drinking water that is lost from the network.   |         |      |        |      |
| Overall Health   | Quality | Time | Budget |      |
|  |         |      |        |      |
| Project Update (work completed, in progress, scheduled & budget change info)   |         |      |        |      |
| The following work is currently underway:<br>1. Leak detection and night flow monitoring on the lower Stoke and Tahunanui Hill District Meter Area (DMAs) zones has been completed, with over 40 leaks identified and repaired.<br>2. Headloss investigation on the Haven Rd high pressure pipeline is ongoing.<br>3. Waterloss analysis reports for DMA Zones is programmed to be completed this financial year.<br>4. Insitu testing on the accuracy of the water treatment plant flow meters is currently underway. |         |      |        |      |
| Project Risks  |         |      |        |      |
| No risk to report  |         |      |        |      |
| Project Issues   |         |      |        |      |
| No issues to report  |         |      |        |      |

| Water Loss Reduction Programme |          |         |         |            | 2803      |
|--------------------------------|----------|---------|---------|------------|-----------|
|                                | Year 1   | Year 2  | Year 3  | Years 4-10 | Total     |
|                                | 2018/19  | 2019/20 | 2020/21 | 2021/28    | 2018/28   |
| Long-term Plan Budget          | 266,262  | 292,497 | 298,931 | 1,478,222  | 2,335,912 |
| Carry-forwards / Amendments    | (49,931) | -       | -       | 49,931     | -         |
| Total Budget                   | 216,331  | 292,497 | 298,931 | 1,528,153  | 2,335,912 |
| Actual Spend to Date           | 210,871  | 38,302  |         |            |           |
| Full Year Forecast             | 210,871  | 292,496 | 298,931 | 1,528,153  | 2,330,451 |

Excludes capital staff time

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| Tui Glen Road  |  |         |      | 3116   |
|--|--|---------|------|--------|
| Renewal of the watermain along Tui Glen Road (approximately 500m) to provide requirements for minimum fire flow and to replace asbestos-black pipes that have reached the end of their serviceable life. |  |         |      |        |
| Overall Health   |  | Quality | Time | Budget |
|  |  |         |      |        |

| Project Update (work completed, in progress, scheduled & budget change info) |  |  |  |  |
|--|--|--|--|--|
| Construction complete. Practical Completion issued.                          |  |  |  |  |
| Project Risks  |  |  |  |  |
| No risks to report.  |  |  |  |  |
| Project Issues   |  |  |  |  |
| No issues to report.   |  |  |  |  |

| Tui Glen Road               |                   |                   |                   |                       |                  | 3116 |
|-----------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|------|
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       |                  | -    |
|                             | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |      |
| Long-term Plan Budget       | 600,000           | -                 | -                 | -                     | 600,000          |      |
| Carry-forwards / Amendments | (561,500) *       | 482,431           | -                 | -                     | (79,069)         |      |
| <b>Total Budget</b>         | 38,500 *          | 482,431           | -                 | -                     | 520,931          |      |
| Actual Spend to Date        | 42,684 *          | 390,821           |                   |                       |                  |      |
| <b>Full Year Forecast</b>   | 42,684 *          | 386,431           | -                 | -                     | 429,115          |      |

\* Includes capital staff time

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| NWWTP renewals  |  |  |         |      | 2768   |
|---|--|--|---------|------|--------|
| The continuous renewal of assets at the Nelson North Wastewater Treatment Plant.  |  |  |         |      |        |
| Overall Health  |  |  | Quality | Time | Budget |
|   |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)  |  |  |         |      |        |
| Work completed to date include the renewal of the bio filter media, fences, access gates, algae seeding pump and uninterrupted power supply unit (UPS). |  |  |         |      |        |
| Project Risks   |  |  |         |      |        |
| No risks to report in this quarter.   |  |  |         |      |        |
| Project Issues  |  |  |         |      |        |
| Additional renewals have been requested via the Annual Plan. The cost of this is offset from future renewals at the NWWTP.                              |  |  |         |      |        |

| NWWTP renewals              |         |         |         |            | 2768      |
|-----------------------------|---------|---------|---------|------------|-----------|
| 2013/14 to 2017/18 Actuals  |         |         |         |            | -         |
|                             | Year 1  | Year 2  | Year 3  | Years 4-10 | Total     |
|                             | 2018/19 | 2019/20 | 2020/21 | 2021/28    | 2018/28   |
| Long-term Plan Budget       | 150,000 | 153,300 | 156,672 | 2,001,672  | 2,461,644 |
| Carry-forwards / Amendments | -       | 96,700  | -       | -          | 96,700    |
| Total Budget                | 150,000 | 250,000 | 156,672 | 2,001,672  | 2,558,344 |
| Actual Spend to Date        | 188,788 | 163,336 |         |            |           |
| Full Year Forecast          | 188,788 | 250,000 | 306,672 | 1,812,884  | 2,558,344 |

Excludes capital staff time

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|   |                |                |                |                   |                |
|---|----------------|----------------|----------------|-------------------|----------------|
| <b>St Vincent street sewer renewal</b>  |                |                |                |                   | <b>3098</b>    |
| <p>The sewer network along St Vincent St from St Lawrence St to Gloucester St has reached the end of its useful life in terms of both condition and performance. The lack of capacity during rain events and blockages results in frequent overflow issues and will impact on the ability to develop upstream.</p> <p>The overflows affect the public health and causes environmental issues which then leads to failure to comply with our resource consent.</p> |                |                |                |                   |                |
| <b>Overall Health</b>   |                |                | <b>Quality</b> | <b>Time</b>       | <b>Budget</b>  |
|   |                |                |                |                   |                |
| <b>Project Update (work completed, in progress, scheduled &amp; budget change info)</b>   |                |                |                |                   |                |
| At the 12th December 2019 Council meeting additional budget of \$420,000 was approved. The Contract has since been awarded and Construction is to start on first week of February.  |                |                |                |                   |                |
| <b>Project Risks</b>  |                |                |                |                   |                |
| No concerning Risks to report.  |                |                |                |                   |                |
| <b>Project Issues</b>   |                |                |                |                   |                |
| No concerning issues to report.   |                |                |                |                   |                |
| <b>St Vincent street sewer renewal</b>  |                |                |                |                   | <b>3098</b>    |
| <b>2013/14 to 2017/18 Actuals</b>   |                |                |                |                   | <b>12,875</b>  |
|   | <b>Year 1</b>  | <b>Year 2</b>  | <b>Year 3</b>  | <b>Years 4-10</b> | <b>Total</b>   |
|   | <b>2018/19</b> | <b>2019/20</b> | <b>2020/21</b> | <b>2021/28</b>    | <b>2018/28</b> |
| Long-term Plan Budget   | 200,000        | -              | -              | -                 | 200,000        |
| Carry-forwards / Amendments   | (120,000) *    | 816,180        | -              | -                 | 696,180        |
| <b>Total Budget</b>   | <b>80,000</b>  | <b>816,180</b> | <b>-</b>       | <b>-</b>          | <b>896,180</b> |
| Actual Spend to Date  | 65,366         | 18,923         |                |                   |                |
| <b>Full Year Forecast</b>   | <b>65,366</b>  | <b>766,180</b> | <b>-</b>       | <b>-</b>          | <b>831,546</b> |

\* Includes capital staff time

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| Awatea Place sewer pump station  |  |         |      | 1716   |
|--|--|---------|------|--------|
| Design and construct a new wastewater storage tank facility at Beach Road and a new sewer pump station at Awatea Place including new rising and gravity trunk main connections to allow decommissioning of both Parkers Road pump station sites.   |  |         |      |        |
| Overall Health   |  | Quality | Time | Budget |
|  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |  |         |      |        |
| <p>Awatea Place pump station design and stakeholder consultations continue and are going well. Effects of deep excavation dewatering has been identified as a risk and has been modelled to determine potential effects on nearby properties and for water takes from consented bores. A site management proposal will be put forward as part of the Resource Consent and requirements included in the construction contract. The cultural impact assessment undertaken by local iwi has been completed and no significant issues identified that can not be accommodated as part of the works. An easement plan has been completed for the new pumping main from Awatea Place across both Nelson Airport Ltd and Golf Course lands. A draft resource consent application has been submitted for preliminary assessment by the planning team. A final location for the Beach Road wastewater storage facility has been agreed after community consultation and detailed design is progressing. Current estimates bring total project forecast in over budget and rephasing of LTP budgets required to match 19/20yr, 20/21yr and 21/22yr forecasts. Construction timeframe has moved into the 20/21yr and budgets to be adjusted via a serperate report to be presented to Council to align with forward forecast out to 21/22yr as previously reported.</p> |  |         |      |        |
| Project Risks  |  |         |      |        |
| <p>There is a high project risk due to deep excavations with high groundwater table and tidal influences needing dewatering that could cause ground subsidence and effects on water takes from bores. Geotechnical investigation has confirmed ground remediation and foundation requirements for the design are appropriate. Excavation risks and cost allowances for temporary works to be allowed in final construction estimates and currently increase the project budget requirement. Easement agreements need to be updated and agreed for the revised pipe route through both Nelson Airport Ltd and Golf Course lands.</p>  |  |         |      |        |
| Project Issues   |  |         |      |        |
| <p>Consultation in progress for construction works across both Nelson Airport Ltd (NAL) and Golf Course lands requiring updated easement agreements expecting to be formalised in February. The trunk sewer pipe alignment from Parkers Road into Awatea Place needs to cross underneath a multitude of services including three large stormwater pipes at the intersection. The pipe corridor down Awatea Place is very narrow and will affect property owner access during deep excavation works. A temporary carpark is proposed on NAL land and needs to be agreed to accommodate property owner and visitor parking during the construction contract. Project health is showing RED due to identified risks and the Beach Road storage tank facility being included in this project requiring additional time and budget.</p>   |  |         |      |        |

| Awatea Place sewer pump station |           |           |           |            | 1716      |
|---------------------------------|-----------|-----------|-----------|------------|-----------|
| 2013/14 to 2017/18 Actuals      |           |           |           |            | 218,189   |
|                                 | Year 1    | Year 2    | Year 3    | Years 4-10 | Total     |
|                                 | 2018/19   | 2019/20   | 2020/21   | 2021/28    | 2018/28   |
| Long-term Plan Budget           | 300,000   | 2,044,000 | 3,655,680 | 1,067,460  | 7,067,140 |
| Carry-forwards / Amendments     | (7,000) * | (899,194) | -         | 906,194    | -         |
| Total Budget                    | 293,000   | 1,144,806 | 3,655,680 | 1,973,654  | 7,067,140 |
| Actual Spend to Date            | 290,885   | 300,153   |           |            |           |
| Full Year Forecast              | 290,885   | 554,806   | 1,000,000 | 6,405,000  | 8,250,691 |

\* Includes capital staff time

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| Gracefield Sewer Diversion   |  |         |      | 2884   |
|--|--|---------|------|--------|
| Divert wastewater flows from Gracefield Street to the Quarantine Catchment.  |  |         |      |        |
| Overall Health   |  | Quality | Time | Budget |
|  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |  |         |      |        |
| <p>The original pipe route through Cawthron Crescent has been abandoned and a revised pipe route in Whakatu Drive has been agreed with NZTA and detailed design is progressing on this basis. The project programme is currently being finalised with expectation to tender a construction contract in April 2020. Subject to available budget construction could commence as early as July 2020.</p> <p>This project is ahead of LTP programme.</p> |  |         |      |        |
| Project Risks  |  |         |      |        |
| <p>Ground conditions for trenching and pipe ramming methodologies with potential to strike rock in this area. Any delay as a result of investigation works affecting pipe alignments will affect ability to complete design in time to tender and award a construction contract in July. Geotechnical investigations are underway to mitigate this risk.</p>   |  |         |      |        |
| Project Issues   |  |         |      |        |
| <p>Geotechnical investigation to confirm ground conditions for trenching and pipe ramming methodologies to ascertain final construction design. Project health is GREEN.</p>   |  |         |      |        |

| Gracefield Sewer Diversion  |                   |                   |                   |                       | 2884             |
|-----------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 24,206           |
|                             | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget       | 80,000            | 165,717           | 564,541           | 1,644,422             | 2,454,680        |
| Carry-forwards / Amendments | - *               | 54,642            | -                 | -                     | 54,642           |
| <b>Total Budget</b>         | 80,000            | * 220,359         | 564,541           | 1,644,422             | 2,509,322        |
| Actual Spend to Date        | 81,492            | * 71,930          |                   |                       |                  |
| <b>Full Year Forecast</b>   | 81,492            | * 195,359         | 1,669,422         | -                     | 1,946,273        |

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| Wastewater Model Calibration  |  |         |      | 1648   |
|---|--|---------|------|--------|
| The update and calibration of the wastewater network hydraulic models. The model includes the Nelson central and Nelson south models. This model is critical tool for long term asset management, managing growth, renewals and reducing sewer overflows. |  |         |      |        |
| Overall Health  |  | Quality | Time | Budget |
|   |  |         |      |        |

| Project Update (work completed, in progress, scheduled & budget change info)  |
|---|
| Central model update completed. South model currently being updated. Next stage is 'real time' flow monitoring to calibrate the models. The proposed programme for this project is as follows:<br>19/20 - Update hydraulic models<br>20/21 - Flow Monitoring, calibration and verification<br>21/22 - Finalise verification.                      |
| Project Risks   |
| Flow monitoring stage requires sufficient weather events for successful validation/calibration of the models.   |
| Project Issues  |
| The original budget set for this project was for a high level model update. Following a review of the models, a more detail upgrade and calibration is justified. More money to complete such an upgrade is not accounted for in the current LTP, and these additional costs will be requested from Council via the Annual Plan/2021 LTP process. |

| Wastewater Model Calibration |                   |                   |                   |                       | 1648             |
|------------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals   |                   |                   |                   |                       | -                |
|                              | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget        | 100,000           | -                 | -                 | 117,369               | 217,369          |
| Carry-forwards / Amendments  | 84                | 260,000           | -                 | -                     | 260,084          |
| <b>Total Budget</b>          | 100,084           | 260,000           | -                 | 117,369               | 477,453          |
| Actual Spend to Date         | 64,325            | 74,837            |                   |                       |                  |
| <b>Full Year Forecast</b>    | 64,325            | 260,000           | 400,000           | 267,369               | 991,694          |

Excludes capital staff time

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| Inflow and Infiltration Reduction Programme [OPEX]   |  |         |      | 2311   |
|--|--|---------|------|--------|
| <p>To reduce sewer overflows to the surrounding environment during rain events by reducing/managing the impacts of inflow and infiltration into the sewer network.</p> <p>This is a 10+ year programme. The programme is linked with pipe renewals, system improvements, and network modelling projects.</p> |  |         |      |        |
| Overall Health   |  | Quality | Time | Budget |
|  |  |         |      |        |

| Project Update (work completed, in progress, scheduled & budget change info)  |  |  |  |  |
|---|--|--|--|--|
| <p>I&amp;I inspection work at the trial areas of Rutherford and Washington Valley has completed with a summary report being produced by a consultant. Planning has commenced for remedial work on Council property. Trial diversion of cross connected properties at Washington catchment in progress. Consultant to provide input to the I&amp;I strategy. Utilities engineer engaged. Renewal and upgrades work to Council network continues for St Vincent St and Washington Valley.</p> |  |  |  |  |
| Project Risks   |  |  |  |  |
| <p>Release of the Freshwater National Environment Standard may have an impact on this project with respect to better definition around overflow limits/risk management. Draft Nelson Plan provisions being discussed at high level.</p>   |  |  |  |  |
| Project Issues  |  |  |  |  |
| <p>No concerning issues to report.</p>  |  |  |  |  |

| Inflow and Infiltration Reduction Programme [OPEX] |                   |                   |                   |                       | 2311             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                              | 250,000           | 296,380           | 365,568           | 2,809,812             | 3,721,760        |
| Carry-forwards / Amendments                        | -                 | (70,000)          | -                 | 70,000                | -                |
| <b>Total Budget</b>                                | 250,000           | 226,380           | 365,568           | 2,879,812             | 3,721,760        |
| Actual Spend to Date                               | 224,004           | 142,452           |                   |                       |                  |
| <b>Full Year Forecast</b>                          | 224,004           | 226,380           | 330,568           | 2,879,812             | 3,660,764        |

Excludes capital staff time

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| Saxton Creek Upgrade (Main Rd Culvert to Sea)  |  |  |         |      | 2964   |
|--|--|--|---------|------|--------|
| Upgrading the channel and culverts between Main Road Stoke and Whakatu Drive   |  |  |         |      |        |
| Overall Health   |  |  | Quality | Time | Budget |
|  |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |  |  |         |      |        |
| Initial design completed. Property Consultants have been engaged to assist with landowner agreement and landowner agreement discussions are in progress. |  |  |         |      |        |
| Project Risks  |  |  |         |      |        |
| Delay due to landowner consent. Property consultants have been engaged to help with the easement negotiation.  |  |  |         |      |        |
| Project Issues   |  |  |         |      |        |
| Time delays due to prolonged easement negotiations.  |  |  |         |      |        |

| Saxton Creek Upgrade (Main Rd Culvert to Sea) |                   |                   |                   |                       | 2964             |
|---|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals                    |                   |                   |                   |                       | 257,927          |
|   | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                         | 150,000           | 3,089,506         | 3,951,790         | 1,200,893             | 8,392,189        |
| Carry-forwards / Amendments                   | (125,000) *       | (2,914,861)       | -                 | 3,039,861             | -                |
| Total Budget                                  | 25,000 *          | 174,645           | 3,951,790         | 4,240,754             | 8,392,189        |
| Actual Spend to Date                          | 19,115 *          | 30,102            |                   |                       |                  |
| Full Year Forecast                            | 19,115 *          | 100,000           | 300,000           | 7,973,074             | 8,392,189        |

\* Includes capital staff time

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| Washington Valley Stormwater Upgrade   |                   |                   |                   | 2054                  |                  |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| This project involves the upgrade of the stormwater pipe in Washington Valley and Hastings Street. It will incorporate a water renewal, wastewater renewal and minor road safety improvements.   |                   |                   |                   |                       |                  |
| Overall Health   |                   | Quality           | Time              | Budget                |                  |
|  |                   |                   |                   |                       |                  |
| Project Update (work completed, in progress, scheduled & budget change info)   |                   |                   |                   |                       |                  |
| <p>Updates to the detailed design and site investigations are in progress, with the aim of finalising design plans. This stage of the project for 19/20 is for the 'spine' including upgrade of stormwater network along Washington and Hastings Streets. Due to the large scale nature of the project, it is proposed to divide this contract into separable portions to reduce risks to the heritage trees and traffic congestion. (Construction will be phased over three years from 2021 through to 2024). The exact extent and construction estimates of each separable portion are currently being finalised. Our Consultant is completing an Indicative Business Case (IBC) which is expected this month. Project health is currently red as the cost for construction is higher than the original LTP budget. The project is delayed due to the inclusion of wastewater and water upgrades, which had not originally been included within the original scope of the project.</p> <p>The budget increase will be requested as part of the 2021 LTP.</p> |                   |                   |                   |                       |                  |
| Project Risks  |                   |                   |                   |                       |                  |
| <p>1. The presence of coal tar has been confirmed</p> <p>2. Heritage trees are in close vicinity of the works along Hastings Street and a report by arborist has to be updated. Depending on the report a resource consent may be needed.</p> <p>3. Easement required across private property at east end of Hastings Street. (Negotiations have not yet started for this).</p> <p>4. Potential to cause significant traffic congestion that will need to be managed.</p> <p>5. Proposed investigations into alternative wastewater solutions which are still being finalised is expected to impact on project scope and finance estimates.</p> <p>6. Financial estimates are based on concept designs with a contingency included. Costs will be confirmed upon completion of detail design.</p>  |                   |                   |                   |                       |                  |
| Project Issues   |                   |                   |                   |                       |                  |
| <p>Project health is currently red as the cost for construction is higher than the original LTP budget. The project is delayed due to the inclusion of wastewater and water upgrades, which had not originally been included within the original scope of the project.</p> <p>The budget increase will be requested as part of the 2021 LTP.</p>   |                   |                   |                   |                       |                  |
| Washington Valley Stormwater Upgrade   |                   |                   |                   | 2054                  |                  |
| 2013/14 to 2017/18 Actuals   |                   |                   |                   | 599,206               |                  |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget  | 37,915            | 1,105,099         | 1,129,083         | 807,747               | 3,079,844        |
| Carry-forwards / Amendments  | - *               | (1,009,883)       | -                 | 1,009,883             | -                |
| Total Budget   | 37,915            | * 95,216          | 1,129,083         | 1,817,630             | 3,079,844        |
| Actual Spend to Date   | 36,830            | * 35,107          |                   |                       |                  |
| Full Year Forecast   | 36,830            | * 70,000          | 119,000           | 6,080,000             | 6,305,830        |

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| Nayland Road / Galway  |  |  |         |      | 2840   |
|--|--|--|---------|------|--------|
| Fix recurring flooding problems from street onto two adjacent properties.                        |  |  |         |      |        |
| Overall Health   |  |  | Quality | Time | Budget |
|  |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)                     |  |  |         |      |        |
| Construction has now been completed, and Practical Completion Certificate is about to be issued. |  |  |         |      |        |
| Project Risks  |  |  |         |      |        |
| None   |  |  |         |      |        |
| Project Issues   |  |  |         |      |        |
| No concerning issues to report.  |  |  |         |      |        |

| Nayland Road / Galway       |             |         |         |            | 2840    |
|-----------------------------|-------------|---------|---------|------------|---------|
| 2013/14 to 2017/18 Actuals  |             |         |         |            | 8,032   |
|                             | Year 1      | Year 2  | Year 3  | Years 4-10 | Total   |
|                             | 2018/19     | 2019/20 | 2020/21 | 2021/28    | 2018/28 |
| Long-term Plan Budget       | 206,000     | -       | -       | -          | 206,000 |
| Carry-forwards / Amendments | (156,000) * | 732,394 | -       | -          | 576,394 |
| Total Budget                | 50,000 *    | 732,394 | -       | -          | 782,394 |
| Actual Spend to Date        | 48,421 *    | 701,829 |         |            |         |
| Full Year Forecast          | 48,421 *    | 682,000 | 2,000   | -          | 732,421 |

\* Includes capital staff time

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| Rutherford Street stormwater stage 1: Girls College  |                   |                   |                   |                       | 2850             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| Investigate options to upgrade the capacity of the Little Go Stream Storm Water system between 26 Waimea Road and the Wellington Street / Rutherford intersection, so that it can cope with a 1 in 100 year storm event.   |                   |                   |                   |                       |                  |
| Overall Health   |                   |                   | Quality           | Time                  | Budget           |
|  |                   |                   |                   |                       |                  |
| Project Update (work completed, in progress, scheduled & budget change info)   |                   |                   |                   |                       |                  |
| A preferred route for the Stormwater upgrade along Waimea Road and Rutherford Street has been identified using a Multi Criteria Assessment. Indicative Business Case is underway. Construction is currently planned to commence after Easter 2022 which should have less impact on businesses in the area. Officers are liaising with NZTA to ensure no work takes place on the State Highway while a traffic diversion is in place. Project health is currently red as the cost for construction is higher than the original LTP budget. This is a multidisciplinary project which is linked to budgets in both Wastewater & Water. |                   |                   |                   |                       |                  |
| Project Risks  |                   |                   |                   |                       |                  |
| <ol style="list-style-type: none"> <li>1. Disruption associated with construction is to be expected and a major traffic diversion will be required.</li> <li>2. Financial estimates are based on concept designs with a contingency included. Costs will be confirmed upon completion of detail design.</li> <li>3. The Ministry of Education has advised that negotiations to finalise easements will need to involve Iwi as the Sport Field property is part of a Treaty Settlement with Ngati Toa.</li> </ol>   |                   |                   |                   |                       |                  |
| Project Issues   |                   |                   |                   |                       |                  |
| <p>It is currently being determined whether the existing infrastructure is located within an easement and if so whether the easement will require changes.</p> <p>The overall cost of the project has increased due to increase in construction market, traffic management complexities and increased contingency. The budget increase will be considered as part of the 2021 LTP.</p>   |                   |                   |                   |                       |                  |
| Rutherford Street stormwater stage 1: Girls College  |                   |                   |                   |                       | 2850             |
| 2013/14 to 2017/18 Actuals   |                   |                   |                   |                       | 79,251           |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget  | 290,000           | 1,533,000         | 1,044,480         | -                     | 2,867,480        |
| Carry-forwards / Amendments  | (250,000) *       | (1,412,641)       | -                 | 1,662,641             | -                |
| <b>Total Budget</b>  | 40,000 *          | 120,359           | 1,044,480         | 1,662,641             | 2,867,480        |
| Actual Spend to Date   | 42,695 *          | 67,126            |                   |                       |                  |
| <b>Full Year Forecast</b>  | 42,695 *          | 105,359           | 100,000           | 4,210,000             | 4,458,054        |

\* Includes capital staff time

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| Maitai Flood Mitigation   |  |  |         |      | 1178   |
|---|--|--|---------|------|--------|
| Identify appropriate flood response for the Maitai river in urban sections following a risk based approach. This project is to also consider Coastal Inundation.  |  |  |         |      |        |
| Overall Health  |  |  | Quality | Time | Budget |
|   |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)  |  |  |         |      |        |
| Draft outputs for Stage 1 of the Maitai Flood Management investigations have been delivered and are being reviewed by staff. Identification of flood management options is planned to be undertaken in Q4. This project relates closely to the Nelson Plan and Coastal Hazards work streams. A combined public engagement process for the Central City with the planning team is planned for 2020/21. |  |  |         |      |        |
| Project Risks   |  |  |         |      |        |
| The project is currently on track, but given the potential for major capital works to be required, it is likely that investigations and design will extend over several years.  |  |  |         |      |        |
| Funding allocated in the 2018/28 LTP was for investigations, consultation and design, but the costs of physical works have yet to be assessed and included in future long term budgets. These costs are expected to be high, and there is a likelihood that implementation of other lower priority projects will be delayed.  |  |  |         |      |        |
| Project Issues  |  |  |         |      |        |
| The new flood assessments potentially have a bearing on future development in The Wood and CBD due to higher flood levels resulting from increased allowances for sea level rise.   |  |  |         |      |        |
| A significant challenge is that measures designed to protect low lying areas from future tidal inundation are likely to also obstruct secondary flow paths from these areas back into the river. The potential for future groundwater inundation with sea level rise has yet to be assessed.  |  |  |         |      |        |

| Maitai Flood Mitigation     |                   |                   |                   |                       | 1178             |
|-----------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 53,731           |
|                             | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget       | 100,000           | 51,100            | 104,448           | 327,769               | 583,317          |
| Carry-forwards / Amendments | (40,000)          | 75,000            | -                 | 40,000                | 75,000           |
| Total Budget                | 60,000            | 126,100           | 104,448           | 367,769               | 658,317          |
| Actual Spend to Date        | 58,875            | 29,916            |                   |                       |                  |
| Full Year Forecast          | 58,875            | 126,100           | 150,000           | 323,000               | 657,975          |

Excludes capital staff time

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| Whakatu Drive (Storage World) stormwater improvements   |                   |                   |                   |                       | 2866             |
|---|-------------------|-------------------|-------------------|-----------------------|------------------|
| Install secondary stormwater pipe under Whakatu Drive adjacent to Storage World to mitigate risk of flooding during extreme rain events. Area flooded badly April 2013.   |                   |                   |                   |                       |                  |
| Overall Health  |                   |                   | Quality           | Time                  | Budget           |
|   |                   |                   |                   |                       |                  |
| Project Update (work completed, in progress, scheduled & budget change info)  |                   |                   |                   |                       |                  |
| <p>Results from investigations have been received which confirm that the existing network meets levels of service under current and future climate conditions (up to 2100, RCP8.5, 1.0m sea level rise). However, there is still a risk of flooding from extreme events as there is no capacity for secondary flow to drain from this basin.</p> <p>An alternative culvert alignment discharging to Orphanage Stream has been investigated. Although technically possible, this option was rejected because the inherent risks were considered too high.</p> <p>Installation of the additional culvert to provide capacity for secondary flow has been delayed. Work this financial year will focus on continuing negotiations with NZTA, finalising design and consent requirements for the additional culvert and investigating the secondary flow capacity across the Wakatu Industrial Estate as a whole.</p> |                   |                   |                   |                       |                  |
| Project Risks   |                   |                   |                   |                       |                  |
| <p>1. Risks associated with trenchless installation due to uncertain ground conditions.</p> <p>2. Risks associated with work under and around highway, and gaining agreements from NZTA.</p> <p>3. There is potential for increased costs associated with options</p> <p>4. Risk of setting a precedent for all options</p> <p>5. The secondary flow issues may not be limited to the Storage World basin - the project scope has been increased to investigate management of secondary flow for the entire Wakatu Industrial Estate.</p>   |                   |                   |                   |                       |                  |
| Project Issues  |                   |                   |                   |                       |                  |
| <p>Project health is red due to the historic delays with constructability issues underneath Wakatu Drive. Through these delays we have investigated various other solutions to the flooding problems including assessment of climate change impacts such as sea level rise.</p> <p>Detailed modelling has shown that levels of service are met in the Storage World basin for present day and future scenarios, however, there is currently no capacity for secondary flow (greater than Q20) to drain from this basin.</p>   |                   |                   |                   |                       |                  |
| Whakatu Drive (Storage World) stormwater improvements   |                   |                   |                   |                       | 2866             |
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 23,990           |
|   | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget   | 604,414           | 408,800           | -                 | -                     | 1,013,214        |
| Carry-forwards / Amendments   | (554,414) *       | 217,988           | -                 | 554,414               | 217,988          |
| Total Budget  | 50,000            | * 626,788         | -                 | 554,414               | 1,231,202        |
| Actual Spend to Date  | 61,246            | * 54,095          |                   |                       |                  |
| Full Year Forecast  | 61,246            | * 96,788          | 80,000            | 993,168               | 1,231,202        |

\* Includes capital staff time

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| Orphanage Stream upgrade  |  |         |      | 3289   |
|---|--|---------|------|--------|
| A long term flood remediation programme for Orphanage Stream. This stage includes stopbanks between Saxton Rd East and Suffolk Rd and increasing capacity around the culvert at Suffolk Road.   |  |         |      |        |
| Overall Health  |  | Quality | Time | Budget |
|   |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)  |  |         |      |        |
| Construction of the flood wall/stopbanks has been delayed until 2020/21.  |  |         |      |        |
| Construction of the Suffolk Road portion has been delayed until 2021/22, rephasing to be addressed in the next Quarter.   |  |         |      |        |
| Work this year includes resolving and consulting on resident access requirements, reviewing the 2015 design against updated flood modelling, finalising detailed design, resource consent variation and preparing tender documents.   |  |         |      |        |
| Project Risks   |  |         |      |        |
| 1. Resource consenting: the resource consent for the stopbanks is based on a relatively high level of detail - finalising of the detailed design will require a variation to the original consent.<br>2. Environmental: invasive weeds have been found in the watercourse and managing this during construction could lead to unexpected costs.<br>3. The preferred option for Suffolk Road requires purchase of private land which may result in delays to programme.<br>4. Review of the 2015 design against updated RCP8.5 flood modelling could result in design changes affecting time and cost. |  |         |      |        |
| Project Issues  |  |         |      |        |
| The proposed location of the stop bank wall within the esplanade is being reassessed following an internal review and will result in a delay to the programme with construction taking place in 2020/21.  |  |         |      |        |
| Land negotiation for Suffolk Road portion has resulted in project delays and construction has been delayed until 2021/22.   |  |         |      |        |

| Orphanage Stream upgrade    |                   |                   |                   |                       | 3289             |
|-----------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 11,212           |
|                             | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget       | 140,000           | 858,480           | 668,467           | -                     | 1,666,947        |
| Carry-forwards / Amendments | (78,000) *        | (11,426)          | -                 | 89,426                | -                |
| <b>Total Budget</b>         | 62,000            | * 847,054         | 668,467           | 89,426                | 1,666,947        |
| Actual Spend to Date        | 55,445            | * 68,653          |                   |                       |                  |
| <b>Full Year Forecast</b>   | 55,445            | * 223,574         | 500,000           | 470,000               | 1,249,019        |

\* Includes capital staff time

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| Tahunanui Hills Stormwater- Moana Avenue to Rocks Road   |  |  |         |      | 2855   |
|--|--|--|---------|------|--------|
| Developing & implementing a strategy to improve the management of stormwater within the Tahunanui Slump Overlay.   |  |  |         |      |        |
| Overall Health   |  |  | Quality | Time | Budget |
|  |  |  |         |      |        |
| Project Update (work completed, in progress, scheduled & budget change info)   |  |  |         |      |        |
| Detailed design has started. Due by the end of June 2020 with the consents lodged.   |  |  |         |      |        |
| Project Risks  |  |  |         |      |        |
| 1. Land instability within the Tahunanui Slump.<br>2. Full benefits will only be recognised when all property owners connect their private stormwater laterals into the network.<br>3. Poor condition of pipes detected through CCTV survey increase in pipe renewals. |  |  |         |      |        |
| Project Issues   |  |  |         |      |        |
| Full Year Forecast has increased to \$218K from \$121K budgeted due to increased consultancy cost. Additional funding required for this financial year is being requested.   |  |  |         |      |        |

| Tahunanui Hills Stormwater- Moana Avenue to Rocks Road |                   |                   |                   |                       | 2855             |
|--|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals                             |                   |                   |                   |                       | 145,285          |
|  | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget                                  | 100,000           | 92,649            | 564,541           | 1,614,817             | 2,372,007        |
| Carry-forwards / Amendments                            | (10,000)          | 28,809            | -                 | -                     | 18,809           |
| <b>Total Budget</b>                                    | 90,000            | 121,458           | 564,541           | 1,614,817             | 2,390,816        |
| Actual Spend to Date                                   | 101,937           | 27,116            |                   |                       |                  |
| <b>Full Year Forecast</b>                              | 101,937           | 218,000           | 500,000           | 1,567,689             | 2,387,626        |

Excludes capital staff time  
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| Saxton Creek Upgrade  |         |      |        | 2689 |
|---|---------|------|--------|------|
| Upgrade the Saxton Creek channel and associated culverts between Main Road Stoke and Champion Road, including the construction of a walkway and landscape planting. |         |      |        |      |
| Overall Health  | Quality | Time | Budget |      |
|   |         |      |        |      |

#### Project Update (work completed, in progress, scheduled & budget change info)

Two major milestones were achieved in Q2, The first milestone was receipt of the final land acquisition agreement (11th landowner), and secondly the additional budget was approved by Council on 12 December 2019

Program - With latest approvals we are currently targeting completion of both 3A (Ngati Rarua St Bridge) & 3B (1km of channel upgrade downstream of Hill St) prior to end of 19/20 financial year, and are targeting completion of 3C (1km of channel upgrade upstream of Hill St) in the following 20/21 financial year earthworks season.

Due to the time lost in negotiating and seeking additional funding along with potential for delays onsite an overall amber health is appropriate until risk profile reduces.

#### Project Risks

Risks still outstanding now are more related towards construction, including Weather, chance of flood event during work construction

#### Project Issues

No issues to report

| Saxton Creek upgrade        |                   |                   |                   |                       | 2689             |
|-----------------------------|-------------------|-------------------|-------------------|-----------------------|------------------|
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 4,790,339        |
|                             | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget       | 2,795,598         | 367,920           | -                 | -                     | 3,163,518        |
| Carry-forwards / Amendments | (1,930,581) *     | 1,680,299         | 2,100,000         | -                     | 1,849,718        |
| <b>Total Budget</b>         | 865,017           | 2,048,219         | 2,100,000         | -                     | 5,013,236        |
| Actual Spend to Date        | 865,017           | 361,733           |                   |                       |                  |
| <b>Full Year Forecast</b>   | 865,017           | 2,048,219         | 2,100,000         | -                     | 5,013,236        |

\* Includes capital staff time

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| Wastney Terrace piping ditch (stormwater)   |                   |                   |                   |                       | 2473             |
|---|-------------------|-------------------|-------------------|-----------------------|------------------|
| Upgrade of the public stormwater system to serve the future development potential within the area. Will allow re-routing of stormwater along Wastney Terrace to Jolie Street to upgraded section at South end of street   |                   |                   |                   |                       |                  |
| Overall Health  |                   |                   | Quality           | Time                  | Budget           |
|   |                   |                   |                   |                       |                  |
| Project Update (work completed, in progress, scheduled & budget change info)  |                   |                   |                   |                       |                  |
| <p>This project is currently flagged 'yellow' for time as there are still currently risks to the finalisation of the resource consent and easement agreements.</p> <p>There are four easement agreements in total. Two of the easement agreements have been signed. Negotiations with the remaining two landowners are back on track.</p> <p>Consultation with iwi to continue with regards to obtaining written approval for the resource consent.</p> |                   |                   |                   |                       |                  |
| Project Risks   |                   |                   |                   |                       |                  |
| <p>No immediate risks or issues that are impeding time at this stage. However there are currently inherent risks associated with the finalisation of the resource consent and easement agreements.</p> <p>It is assumed at this stage that all associated agreements including consent will be finalised in 20/21 with Construction starting in 21/22.</p>  |                   |                   |                   |                       |                  |
| Project Issues  |                   |                   |                   |                       |                  |
| The existing 20/21 & 21/22 budget is to be updated based on forecast via the 20/21 Annual Plan and Long Term Plan.  |                   |                   |                   |                       |                  |
| Wastney Terrace piping ditch (stormwater)   |                   |                   |                   |                       | 2473             |
| 2013/14 to 2017/18 Actuals  |                   |                   |                   |                       | 248,698          |
|   | Year 1<br>2018/19 | Year 2<br>2019/20 | Year 3<br>2020/21 | Years 4-10<br>2021/28 | Total<br>2018/28 |
| Long-term Plan Budget   | -                 | 817,600           | 835,584           | -                     | 1,653,184        |
| Carry-forwards / Amendments   | 30,000 *          | (693,276)         | -                 | 663,276               | -                |
| <b>Total Budget</b>   | 30,000 *          | 124,324           | 835,584           | 663,276               | 1,653,184        |
| Actual Spend to Date  | 26,356 *          | 3,447             |                   |                       |                  |
| <b>Full Year Forecast</b>   | 26,356 *          | 124,324           | 50,000            | 1,453,184             | 1,653,864        |

\* Includes capital staff time

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## Item 9: Infrastructure Quarterly Report to 31 December 2019: Attachment 2

Quarterly reporting 2019-20

| Committee responsible | GM responsible | What Council will provide   | Performance measures   | Targets  | Result  |                          |
|-----------------------|----------------|---|--|--|---|--------------------------|
|                       |                |   |  | Year 2 (2019/20)   | Quarter 2 2019/20 comment   | Quarter 2 2019/20 result |
| Infrastructure        | Alec Louverdis | A safe road network   | Change from the previous financial year in the number of fatalities and serious injury crashes on the local road network   | Fewer fatality and serious injury crashes on the local road network compared to previous year  | There has been 5 DSI crashes on the local road network to date in 2019/20: 1 fatal crash events and 4 crash events resulting in serious injury. This is less than the same time in 2019/20. If the current crash rate continues results are on target to meet the performance target for 2019/20. | On track                 |
| Infrastructure        | Alec Louverdis | Smooth sealed road network  | Average quality of ride on a sealed local road network, measured by smooth travel exposure by One Network Road Classification  | The following Smooth Travel Exposure targets are not exceeded in each year:<br>One Network Smooth Travel Exposure Target by road classification:<br>Regional: 90%<br>Arterial: 85%<br>Primary Collector: 80%<br>Secondary Collector: 80%<br>Access: 75%<br>Low Volume: 75% | Contracts are in place to record this data for 2019/20 but results will not be available until the end of 2019/20   | Not measured yet         |
| Infrastructure        | Alec Louverdis | Maintenance of sealed local road network  | Percentage of the sealed local road network resurfaced   | Not less than 3% and not more than 8.5% (in length) is resurfaced, in each year  | A programme of 14.3km of resurfacing is planned for 2019/20. This is 6% of the sealed local road network.   | On track                 |
| Infrastructure        | Alec Louverdis | Good quality smooth footpath surface  | Percentage of footpaths that fall within the level of service standard for condition of footpath, as in Asset Management Plan (i.e. has a condition rating of no greater than 3) | 95% or more of the footpath network by length has a condition rating between 1 and 3 (1-excellent/3-good/5-very poor)  | Improved quality of assessment taking additional factors (such as footpath shape) into account may affect annual measure. Data is being collected but an annual rating is not able to be produced at this time.   | Not measured yet         |
| Infrastructure        | Alec Louverdis | Accessibility - Providing transport choices via public transport and, Efficiency – Maximise movement of people via public transport | NBus patronage   | An increase to at least match a 4% increasing trend over time, from a baseline of 2017/18  | Year-to-date is +2.1% compared to last year which is below the target of 4%. The second quarter was -1.0% compared to the same quarter the previous year. There was a slight decrease on all routes except R5 Hospital.   | Not on track             |
| Infrastructure        | Alec Louverdis | Efficiency – Maximise movement of people via walk and cycle modes   | Percentage of the community that travel to work by walking or cycling as measured in the residents survey  | Year 2 – 20% combined of all journeys to work by walking or cycling  | Census and/or residents survey results will not be available until the end of the year.   | Not measured yet         |

## Item 9: Infrastructure Quarterly Report to 31 December 2019: Attachment 2

Quarterly reporting 2019-20

| Committee responsible | GM responsible | What Council will provide          | Performance measures  | Targets  | Result   |                          |
|-----------------------|----------------|------------------------------------|---|--|--|--------------------------|
|                       |                |                                    |   | Year 2 (2019/20)   | Quarter 2 2019/20 comment  | Quarter 2 2019/20 result |
| Infrastructure        | Alec Louverdis | Responsiveness to service requests | Percentage of customer service requests relating to roads and footpaths to which Council responds within five working days  | 80 % of service requests responded to within five working days   | 86.0% completed within 5 working days.   | On track                 |
| Infrastructure        | Alec Louverdis | Quality – good quality water       | The extent to which drinking water supply complies with:<br>a) part 4 of the drinking water standards <sup>#</sup> (bacterial compliance criteria), and<br>b) part 5 of the drinking water standards <sup>#</sup> (protozoal compliance criteria)                         | 100% compliance with parts 4 and 5 of the drinking water standards                                     | No issues reported.  | On track                 |
| Infrastructure        | Alec Louverdis |                                    | c) part 8 of the drinking water standards (chemical compliance criteria)  | 100% compliance with part 8 of the drinking water standards  | No issues reported.  | On track                 |
| Infrastructure        | Alec Louverdis |                                    | Total number of complaints per 1000 connections about any of the following:<br>- drinking water clarity<br>- drinking water taste<br>- drinking water odour<br>- drinking water pressure or flow<br>- continuity of supply<br>- Council's response to any of these issues | No more than 50 valid complaints per 1000 connections  | 9 complaints per 1000 connections YTD.   | On track                 |
| Infrastructure        | Alec Louverdis |                                    | Average drinking water standard consumption per day per resident  | Normal demand less than 500L per person per day. This includes both domestic and commercial-industrial | Interim results show 260l/person/day based on population of 52,900 people in 2019 calendar year. | On track                 |
| Infrastructure        | Alec Louverdis | Reliability – a reliable supply    | % real water loss from the system   | Real water loss less than 25%  | Interim water balance currently shows 23% real losses for 2019 calendar year.                    | On track                 |

## Item 9: Infrastructure Quarterly Report to 31 December 2019: Attachment 2

Quarterly reporting 2019-20

| Committee responsible | GM responsible | What Council will provide  | Performance measures  | Targets   | Result   |                          |
|-----------------------|----------------|--|---|---|--|--------------------------|
|                       |                |  |   | Year 2 (2019/20)  | Quarter 2 2019/20 comment                        | Quarter 2 2019/20 result |
| Infrastructure        | Alec Louverdis | <b>Customer service</b> – prompt response<br><br>When attending a call-out in response to a fault or unplanned interruption to the system, the following median response times will be measured: | a) attendance for urgent call-outs: from the time notification is received to the time service personnel reach the site                                     | a) Contractor to attend urgent call-outs in a median time of 30 minutes or less                   | Median reponse time of 21min YTD.                | On track                 |
| Infrastructure        | Alec Louverdis |  | b) resolution of urgent call-outs: from the time notification is received to the time service personnel confirm resolution of the fault or interruption     | b) Contractor to resolve urgent call-outs in a median time of 480 minutes or less                 | Median resolution time of 206min YTD.            | On track                 |
| Infrastructure        | Alec Louverdis |  | c) attendance for non-urgent call-outs: from the time notification is received to the time service personnel reach the site                                 | c) Contractor to attend non-urgent callouts in a median time of 120 minutes or less               | Median reponse time of 67min YTD.                | On track                 |
| Infrastructure        | Alec Louverdis |  | d) resolution of non-urgent call-outs: from the time notification is received to the time service personnel confirm resolution of the fault or interruption | d) Contractor to resolve non-urgent call outs in a median time of 1440 minutes (24 hours) or less | Median resolution time of 373min YTD.            | On track                 |
| Infrastructure        | Alec Louverdis | <b>Reliability</b> – a fully operational wastewater treatment system   | Level of compliance of treatment plant with resource consent conditions   | 100% compliance   | No odour complaints YTD.                         | On track                 |
| Infrastructure        | Alec Louverdis |  | Number of dry weather overflows from sewerage system, per 1000 connections  | Fewer than 15 dry weather overflows per 1000 connections  | 1 dry weather overflow per 1000 connections YTD. | On track                 |
| Infrastructure        | Alec Louverdis | <b>Response</b> – appropriate to reported network issues<br><br>These median response times are measured for overflows resulting from a blockage or other fault in the sewerage system           | a) attendance time: from when notification is received to the time service staff reach the site,  | Contractor to attend in median time of 60 minutes or less   | Median response time of 28min YTD.               | On track                 |
| Infrastructure        | Alec Louverdis |  | b) resolution time: from the time notification is received to the time service staff confirm resolution of the blockage or fault                            | Contractor to resolve issue in median time of 480 minutes or less                                 | Median resolution time of 210min YTD.            | On track                 |

## Item 9: Infrastructure Quarterly Report to 31 December 2019: Attachment 2

Quarterly reporting 2019-20

| Committee responsible | GM responsible | What Council will provide            | Performance measures  | Targets  | Result   |                          |
|-----------------------|----------------|--------------------------------------|---|--|--|--------------------------|
|                       |                |                                      |   | Year 2 (2019/20)   | Quarter 2 2019/20 comment  | Quarter 2 2019/20 result |
| Infrastructure        | Alec Louverdis | Quality -environmental protection    | Compliance with territorial authority's resource consents for discharge from the sewerage system measured by number of:<br>a) abatement notices<br>b) infringement notices<br>c) enforcement orders<br>d) convictions in relation to those resource consents      | 100% compliance  | No issues YTD.   | On track                 |
| Infrastructure        | Alec Louverdis |                                      | The total number of complaints received about any of the following:<br>a) sewage odour<br>b) sewerage system faults<br>c) sewerage system blockages, and<br>d) Council's response to issues with the sewerage system  | No more than 20 valid complaints a year per 1000 connections   | Total number of 8 complaints per 1000 connections YTD.   | On track                 |
| Infrastructure        | Alec Louverdis | Environmental protection             | Compliance with resource consents for discharge from the stormwater system, measured by number of:<br>a) abatement notices<br>b) infringement notices<br>c) enforcement orders, and<br>d) successful prosecutions received in relation to those resource consents | 100% compliance with resource consents for discharge   | No issues YTD.   | On track                 |
| Infrastructure        | Alec Louverdis | Protection from damage to property   | a) The number of flooding events that occur<br>b) For each flooding event, the number of habitable floors affected per 1000 properties connected to the stormwater network  | No damage from flood events of a level that have a 50% probability of occurring in any one year<br>No more than 10 per 1000 properties with habitable floor damage from events that have a 5% probability of occurring in any one year | No major flood events during Q2. No incidents of flooding of habitable floors YTD.   | On track                 |
| Infrastructure        | Alec Louverdis | Response to stormwater system issues | Median response time to attend a flooding event, measured from the time that notification is received to the time service personnel reach the site  | Median response time less than 60 minutes  | Median response time of 23min YTD. During the reporting process it was identified that incorrect data was being pulled through the report. This has now been amended. Revised numbers put Q1 result at 28min median response time. | On track                 |

## Item 9: Infrastructure Quarterly Report to 31 December 2019: Attachment 2

Quarterly reporting 2019-20

| Committee responsible | GM responsible | What Council will provide  | Performance measures  | Targets   | Result  |   |
|-----------------------|----------------|--|---|---|---|---|
|                       |                |  |   | Year 2 (2019/20)  | Quarter 2 2019/20 comment   | Quarter 2 2019/20 result  |
| Infrastructure        | Alec Louverdis | Customer satisfaction – minimise valid complaints  | Number of complaints received about the performance of the stormwater system, per 1000 properties connected to the stormwater network                             | No more than 20 complaints per 1000 connections per year                              | Total number of 4 complaints per 1000 connections YTD.  | On track  |
| Infrastructure        | Alec Louverdis | Environmental protection, damage to people and property minimised, and a reliable flood protection network | The major flood protection and control works that are maintained, repaired and renewed to the key standards defined in the Flood Protection Asset Management Plan | Network maintained to current service potential                                       | Flood modelling underway to determine sections of stream and river channel that lack capacity for a present day Q20 flood flow (1 in 20 year flood).  | On track  |
| Infrastructure        | Alec Louverdis |  |   | Flood event damage identified, prioritised and repair programme agreed with community | No flood events have occurred in the YTD  | On track  |
| Infrastructure        | Alec Louverdis |  |   | High priority work completed as soon as practicable                                   | No flood events have occurred in the YTD  | On track  |
| Infrastructure        | Alec Louverdis |  |   | Network components renewed to continue provision of original design service potential | Resource consent application being prepared to allow more environmentally sensitive options to be adopted for stream bank maintenance than the rock protection allowed under global consent.<br><br>Flood gate renewals programmed for Q3 and Q4. | On track  |
| Infrastructure        | Alec Louverdis |  |   | Develop risk based Maitai flood response options                                      | Response options identified   | Identification of flood management options is planned to be complete in Q4. |
| Infrastructure        | Alec Louverdis |  | Develop city wide flood protection strategies   | Prioritise flood response based on results of risk based analysis                     | Project being scoped with NIWA to run RiskScape flood damage assessments for urban catchments to inform prioritisation of strategy development  | On track  |

## Item 9: Infrastructure Quarterly Report to 31 December 2019: Attachment 2

Quarterly reporting 2019-20

| Committee responsible | GM responsible | What Council will provide   | Performance measures   | Targets  | Result   |                          |
|-----------------------|----------------|---|--|--|--|--------------------------|
|                       |                |   |  | Year 2 (2019/20)   | Quarter 2 2019/20 comment  | Quarter 2 2019/20 result |
| Infrastructure        | Alec Louverdis | Measures to encourage the community to reduce waste to landfill                     | Quantity (kg) per capita, annually, excluding bio-solids, material from H.A.I.L sites (contaminated land) and out of region waste e.g. Buller District | Maintain or decrease the amount of waste (kg) per capita to landfill, per year In 2019/20 YTD projection is for year 635Kg per capita excluding special fire disposal and excluding cover material, Hail, Buller waste and water treatment sludge<br>Total waste excluding cover materil is predicted to be 760Kg per capita | To the end of Q2 333Kg per capita was disposed at landfill which is equivalent to previous years.        | on track                 |
| Infrastructure        | Alec Louverdis | Measures to encourage the community to increase composting of food and garden waste | Proportion of households composting food waste and garden waste, from Survey of Residents  | Maintain or increase the % of households that compost food and garden waste compared to previous survey results  | Q2 engagement programme delivered - subsidy uptake on track.   | On track                 |
| Infrastructure        | Alec Louverdis | Support for the collection and recycling of e-waste                                 | Uptake of available subsidies for recycling e-waste  | Consistent or increasing uptake of available e-waste subsidies compared to the previous year (in dollars)<br>Also supplied \$12k grant (part 1 of a 2 year grant) to add to MBIE funding to expand e-waste   | Nelson Environment Centre actively promoting subsidy and looking at expanding activity through MfE grant | On track                 |