Infrastructure Services Committee

AGENDA

Notice of Meeting:

A meeting of the Infrastructure Services Committee will be held on:

Date: **Thursday 27 August 2020**

Time: **4pm (approx).** *(to follow Environmental Services)*

Venue: **Council Chamber**
137 Havelock Street, Ashburton

Membership

Chairperson	Stuart Wilson
Deputy Chairperson	Lynette Lovett
Members	Leen Braam Rodger Letham Diane Rawlinson Mayor Neil Brown (ex-officio)

Infrastructure Services Committee

Timetable	
4pm (approx.)	Meeting commences

ORDER OF BUSINESS

20 August 2020

4. Infrastructure Services Committee

Minutes of the Infrastructure Services Committee meeting held on Thursday 9 July 2020, commencing at 10:28am, in the Council Chamber, 137 Havelock Street, Ashburton.

Present

His Worship the Mayor, Neil Brown; Councillors Stuart Wilson (Chair), Leen Braam, Rodger Letham, Lynette Lovett and Diane Rawlinson.

Also present:

Councillors John Falloon; Angus McKay and Carolyn Cameron.

In attendance

Hamish Riach (Chief Executive), Neil McCann (GM Service Delivery), Paul Brake (GM Business Support); Toni Durham (Strategy & Policy Manager), Brian Fauth (Contracts Manager), Andy Guthrie (Assets Manager), Martin Lo (Graduate Engineer); Emily Reed (Corporate Planner) and Aisling O'Reilly (Governance Officer).

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes

That the minutes of the Infrastructure Services Committee meeting held on 12 March 2020, be taken as read and confirmed.

Rawlinson/Brown Carried

5 District Speed Review

Martin Lo summarised the changes made as a result of consultation.

It was noted that reference to Grove Farm Road 80km/h limit should instead be Gartartan Road.

That the motion be taken in parts.

Rawlinson/Braam Carried

Recommendations to Council

1. **A) That** Council adopts the speed limit changes as shown in the appended speed limit maps (Appendix 1).

   B) That Council amends the Transportation Bylaw, as per the maps contained within Appendix 1, and this is publically notified.

Rawlinson/Letham Carried

2. **That** Council develops the placement of the school zone speed limits with schools and stakeholders, with speed limits outside rural schools set at 60 km/h, and 40 km/h outside urban schools.

Lovett/Brown Carried

The Committee noted the significant variation of cost for signs and agreed it would be useful to get a more detailed report on the cost of signs.

3. **That** Council installs variable speed limit signs outside schools.

Brown/Lovett Carried

4. **That** Council retains the speed limit along the Arundel Rakaia Gorge Road at Mount Somers, between Hoods Road and Ashburton Gorge Road, at 100 kilometres per hour; and that officers be directed to investigate road treatment options with the Mount Somers Citizen Association.

Letham/Rawlinson Carried

Business transacted with the public excluded - 11.07am

That the public be excluded from the following parts of the proceedings of this meeting, namely – 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:

Item No	**General subject of each matter to be considered:**	**In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:**	
6	**Land Purchase**	Section 7(2)(h)	Commercial activities

Rawlinson/Letham Carried

The meeting concluded at 11.29am.

5. Road Safety Co-ordinating Committee

Minutes of the Ashburton District Road Safety Co-ordinating Committee meeting held on Tuesday 4 August 2020, commencing at 9.30am, in the Council Chamber, 137 Havelock Street, Ashburton.

1 Welcome and Apologies

That apologies for absence be received on behalf of Daniel Naude (South Canterbury Road Safety) and Steve Bergerhout (NZ Police – State Highway) and Sean Nilsson (NZTA)

Rawlinson/McMillan Carried

Present:

Lynette Lovett (Chair)	ADC Councillor	Sue Newton	ACADS
Liz McMillan	ADC Councillor	Andrae Gold	ACADS
Diane Rawlinson	ADC Councillor	Lesley Symington	Safer Mid Canterbury
Shane Cochrane	NZ Police – Commercial Vehicle	John Skevington	AA
John Keenan	NZTA	Bevan Findlay	FENZ
David Scarlet	NZTA		

In attendance:

Martin Lo	Graduate Engineer – Roading	Carol McAtamney	Governance Support Officer
Brian Fauth	Contracts Manager		

2 Notification of Extraordinary Business

Nil.

3 Confirmation of Minutes

That the minutes of the Ashburton District Road Safety Coordinating Committee meeting held on 11 February 2020, be taken as read and confirmed.

Skevington/Findlay Carried

Joint Road Safety Committee (ADC/SDC) – Proposal for Discussion

An invitation was to be extended to representatives of the Selwyn District Council road safety committee to attend a meeting to observe the committee procedures. This had been put on hold due to Covid. An invitation is to be extended to attend the November meeting.

Thomsons Track/Somerton Road

The traffic count project for this intersection that was scheduled for April 2020 was put on hold due to Covid. The counting and reporting is to be rescheduled for later in the year.

Road Safety Action Plan

The RSAP document is in work in progress and awaiting NZTA to share the new format for the new Road to Zero Strategy.

4 Reports

4.1 ACADS

Andrae Gold has been appointed as the ACADS representative following the resignation of Tania Scott.

4.2 NZ Police/Commercial Vehicle Safety Team

Shane Cochrane

- During the Covid lockdown period there was a notable increase in commercial vehicles on the road.

4.3 NZ Transport Agency (NZTA)

John Keenan - report circulated

As part of the Safe Network programme it is proposed to install a median barrier and undertake a speed limit review on either side of the Rakaia township, south of Dunsandel through to the Rakaia bridge and approximately 1-2km south of Rakaia. It is intended that the median barrier would continue through to Ashburton.

Public consultation for this programme was undertaken approximately 2 years ago with the majority of submitters opposed to the installation of a median barrier and a number of alternative solutions were suggested. Concern was expressed that there had been no report back following the consultation as to whether any of the suggestions were supported.

It was advised that work is continuing on the concept design, taking into consideration submitters suggestions and once finalised will be presented to Council.

4.4 Ashburton District Road Safety

Martin Lo – report circulated
A report showing vehicle count and speeds on Beach Road from 2 March to 1 June (including the Covid lock down period) was tabled for members' information.

4.6 Fire and Emergency NZ

Reported a significant dip over lockdown period in terms of crashes attended. A report with the statistics will be circulated to members.

4.7 Automobile Association

John Skevington – report circulated

Proposed Rakaia Weighbridge
On 21 July the Road Transport Association, in conjunction with local trucking companies, undertook road trials at the proposed Rakaia weighbridge location. NZTA staff were passengers in the vehicles. The trial highlighted a number of challenges that the proposed location posed and NZTA are currently reviewing the site location.

4.8 Mid Canterbury Principals Association

Neil Simons – absent

7 2020 Meeting Dates

The next meeting date is Tuesday 10 November 2020

Meeting closed at 10.21am

6. *Main Street wastewater pipeline – request for contribution*

Author	*Andrew Guthrie; Assets Manager*
Activity Manager	*Andrew Guthrie; Assets Manager*
GM Responsible	*Neil McCann; Group Manager Infrastructure Services*

Summary

- A new wastewater pipeline will be constructed in Racecourse Avenue and Main Street, Methven to serve the Methven Trotting Club subdivision (Equus Park). This is not a Council project. The consultant acting for the developer has approached Council for consideration of making a contribution to the pipeline on the basis that Council may be able to utilise spare capacity in the pipeline in future.
- The pipeline will be constructed from the new development entrance along Racecourse Avenue to Main Street, and along Main Street to Forest Drive, a total distance of ~900 metres.
- Upon satisfactory completion, the new pipeline will vest in Council.
- At 150mm Ø, the pipeline is the minimum size permissible for a public main.
- There is no intention to utilise the pipeline currently in our short to medium-term planning.
- However, it is acknowledged that once the pipeline becomes an embedded part of the network it is conceivable that greater use of the lower reaches of the pipeline may be utilised as the Methven Township grows.

Recommendation to Council

That the Infrastructure Services Committee recommends, in accordance with Option 2 of this report:

1. **That** Council approves making a financial contribution toward the construction of the Main Street wastewater pipeline subject to the following:

   a) The contribution shall be limited to 28% of the pipeline construction cost only of the section of pipeline located between Allen Street and Forest Drive, Methven (being approximately 360 metres); ***Cont'd***

b) No contribution shall be made toward the cost of construction of manholes, connections to existing network, modifications to other infrastructure, or construction variations;

c) Payment of the contribution shall only fall due upon vestment of the pipeline.

Attachments

Appendix 1 Main St plan
Appendix 2 Methven Trotting Club request for contribution & ADC response

Background

1. The Methven Trotting Club have subdivision approval for the development of their land fronting Racecourse Avenue. The name of the development is Equus Park.

2. The area was zoned residential as a result of a private plan change process (circa 2007). During the plan change process it was determined necessary due to localised network capacity constraints for the development to construct a new wastewater pipeline into the centre of the existing network (Forest Drive).

3. This has been the basis for the development obtaining concept engineering approval at that time. A subdivision development plan was pursued and a detailed engineering approval was granted in June 2009. The development approved at that time did not proceed.

Current Situation

4. An amended subdivision development plan has subsequently been submitted approved, and engineering approval was granted in May 2020.

5. The scope of the proposed pipeline is shown on the plan in *Appendix 2*.

6. Council has no information at this stage on their intended construction programme, but the approach for contribution from the developer's consultant suggests that commencement may be imminent.

Request

7. The developer's consultant describes the total cost of construction of the pipeline as "in the vicinity of $500,000+gst".

8. They calculate that the pipeline will have a total capacity to carry 11.5L/s, of which the development will require only 3.86L/s (~33.5% of the total capacity).

9. They then reason that the remaining capacity (~66.5%) is available for Council use.

10. They propose then that the appropriate contribution from Council should be $332,500 excluding GST, but acknowledge a willingness to discuss this further.

11. The Methven Trotting Club request and officer's reply are appended *(Appendix 3).*

Discussion

12. It is not unusual for pipelines being constructed for new development to have surplus capacity, but normally these pipelines are in discrete areas and outer limits of the network and therefore the likelihood that all capacity (afforded by the minimum permissible pipe size) can be utilised, is relatively low.

13. In this case, the pipeline is quite long and passes into the centre of the network, so it is reasonably conceivable that at some stage at a future time, use could be made of that additional capacity at some point along its length. On that basis, a contribution may be considered appropriate.

14. In order to determine a basis for making a contribution it was necessary to consider what "use" Council might make of the pipeline.

15. Although highly theoretical, officers investigated the most probable scenario, as being the construction of a flow bypass structure/pipeline from the existing network at Allen Street. It was thought that a bypass of flows at this location may be necessary at some future point depending on growth in Methven and the potential for infill development within existing catchments.

16. The analysis indicated that bypassing 50% of the peak wet weather flow from the existing catchment above Allen Street, would utilise ~28% of the new pipeline's available capacity from that point. Therefore, if Council wished to make a contribution this calculation could form its basis.

Previous Council direction

17. Council has made contributions to infrastructure being built to service development. These are usually considered on a case by case basis.

18. However, they are typically only where Council can see an identified need to secure additional capacity and where it is considered necessary to upsize the pipeline to achieve the desire outcome.

Options analysis

Option 1 – Make No Contribution

19. Under this option, the committee will recommend that Council makes no financial contribution to the new pipeline.

20. Once the decision is ratified by Council, officers will formally advise the developer (through their agents) of the Council decision.

Option 2 – Make a Contribution based on Potential Future Use

[Recommended Option]

21. Under this option, the committee will recommend that Council makes a nominal contribution toward the construction of the pipeline and only for a discrete section which might one day be used to provide options within the network as the township grows.

22. The proposed basis of the contribution would be for 28% of the pipeline construction cost for the section of pipeline from Allen Street to Forest Drive, Methven. Using the estimate provided, this calculates to an upper limit figure of ~$56,000 excluding GST. The final contribution to be made would not be known until the tender for the project is awarded.

23. Once the decision is ratified by Council, officers will formally advise the developer (through their agents) of the Council decision.

Option 3 – Make a Contribution in accordance with Request

24. Under this option, the committee would recommend to Council that a contribution in the full amount requested be made, being $332,500 excluding GST.

25. Once the decision is ratified by Council, officers will formally advise the developer (through their agents) of the Council decision.

Evaluation

Option	Advantages	Disadvantages
Option 1 – Make no contribution.	• No cost to the ratepayer.	• Does not satisfy the request.
	Risks • *Decision may be regarded as anti-development.*	
Option 2 – Make contribution based on potential future use.	• Addresses any statutory or perceived moral obligation to contribute to infrastructure that Council may one day benefit from. • Scale of contribution demonstrates a degree of restraint and prudence with ratepayer funds.	• Council incurs additional capital expenditure.
	Risks • *May be seen as precedent setting and result in additional requests for funding contribution to development works.*	

Option 3 – Make a contribution in accordance with Request.	• Fully satisfies the request made. • Addresses any statutory or perceived moral obligation to contribute to infrastructure that Council may one day benefit from.	• Council incurs significant additional unbudgeted expenditure. • Shifts development cost from land developers (i.e. from future land purchasers) to existing ratepayers. • May impact future capital programmes
	Risks • *May be seen as precedent setting and result in additional requests for funding contribution to development works.* • *Contribution may be perceived as extravagant, and Council may receive criticism from some sectors of the community.* • *Additional borrowing on a relatively small cost centre, may result in inability to advance other more pressing capital upgrades if identified.*	

Legal/policy implications

Local Government Act 2002

26. Section 14 discusses the principles of local government, and in particular 1(g) "a local authority should ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets; …"

27. Also, 1(h) "in taking a sustainable development approach, a local authority should take into account—(iii) "the reasonably foreseeable needs of future generations."

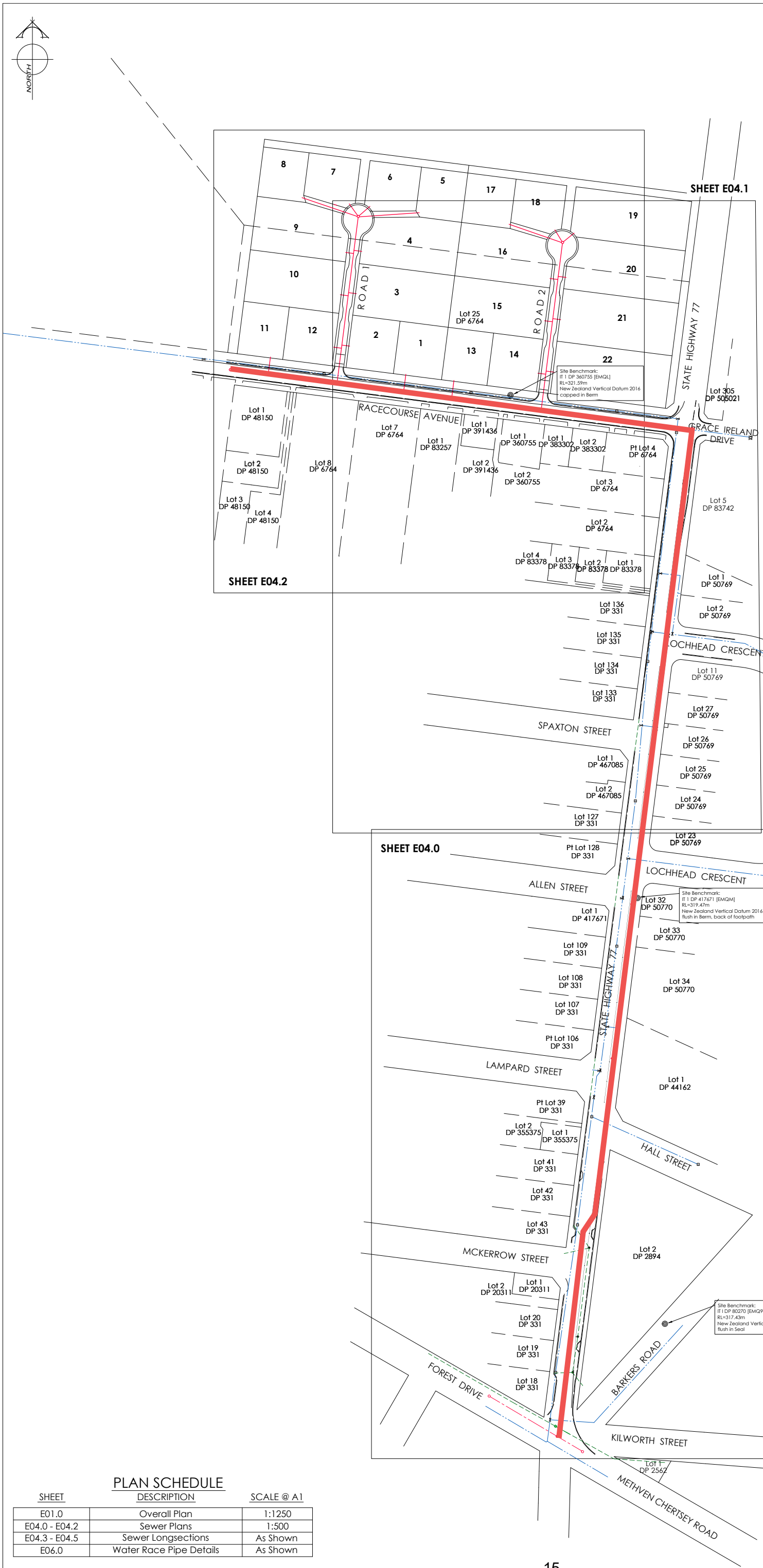
28. It is the officer's view that proceeding with a modest contribution is entirely consistent with our obligations under this Act.

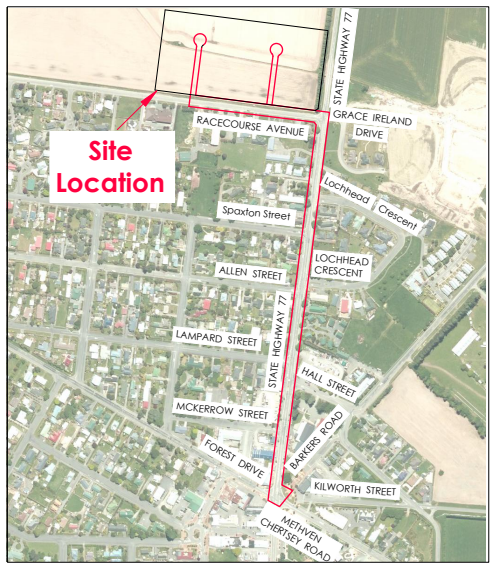
Financial implications

Requirement	Explanation
What is the cost?	The total estimated cost of the contribution is $56,000 exclusive GST. Note-: The final cost will not be known until the developer tenders and awards a contract for the project. The recommendation has been crafted to provide a basis to establish what the Council contribution shall be once those costs are known.
Is there budget available in LTP / AP?	No specific budget provision currently exists for this project. It should be noted that it is proposed that the contribution becomes payable upon the infrastructure being vested, and that may not occur until the 2021/22 financial year. So subject to Council approval of the report recommendation, the budget provision could be made as part of 2021-31 LTP budget.
Where is the funding coming from?	The cost of the pipeline contribution would be **loan funded** through the Methven wastewater capital area most likely in the 2021/22 financial year.
Are there any future budget implications?	As described above. The only other future budget implications are associated with the ongoing operation and maintenance of the new assets. This budget implication is relatively nominal on new asset and exists regardless of whether Council makes a contribution.
Finance review required?	Yes
Signed off by Finance	*Loan repayments on $56,000k over 25 years = $2,240 per year. Interest in the first year = $2,150. The interest will decrease each year as the principal reduces.* *Assuming the funding should come from the Methven Wastewater Rate, the increases to the rate are:* *2021/22* *2022/23* *2023/24* *$4.30 / 1.57%* *$4.20 / 1.54%* *$4.10 / 1.50%* *After the 2023/24 year the $ / % increase in the rate will steadily drop (as the loan is paid off, less interest is charged each year).* *Rachel Sparks, Finance Manager.*

Significance and engagement assessment

Requirement	Explanation
Is the matter considered *significant*?	No.
Level of significance	Low.
Level of *engagement* selected	Level 1, Inform – One-way communication.
Rationale for selecting level of engagement	As this is not a significant matter of high significance the inform level of engagement is entirely appropriate. The community will be notified of Council's decision through the usual media channels.
Reviewed by Strategy & Policy	Toni Durham; Strategy & Policy Manager





LOCATION PLAN

Scale: 1:6500@A1
1:13000@A3

PLAN SCHEDULE

SHEET	DESCRIPTION	SCALE @ A1
E01.0	Overall Plan	1:1250
E04.0 - E04.2	Sewer Plans	1:500
E04.3 - E04.5	Sewer Longsections	As Shown
E06.0	Water Race Pipe Details	As Shown

T`XaW`Xagf⁞

T`XaW`Xag	WTgX	WXfVe\cg\ba
eE	ED8CE8EC	ab V[TaZX g[\f f[XXg
eF	EK3CG8EC	f[JJ amgT T_\Za`Xag eXdh\eX`Xagf Tcc_\XW

abgXf⁞

1) ALL WORKS IN ACCORDANCE WITH ADC STANDARD SPECIFICATION (LATEST REVISION).

2) ALL PLANS ARE TO BE READ AND DISTRIBUTED AS A COMPLETE SET. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR CLARIFICATION.

3) ALL SERVICES TO BE FULLY SEARCHED AND PILOTED PRIOR TO TRENCHING.

4) ALL UPVC PIPES (WHETHER SEWER OR STORMWATER) SHALL CONFORM TO AS NZS 1260:1999 AND SHALL HAVE THE FOLLOWING STIFFNESS NUMBERS AS SET OUT IN THE STANDARD: DN 100 AND 150...SN16; DN225 AND LARGER ... SN8.

5) ALL SERVICES UP DRIVEWAYS & ROWs TO BE INSTALLED BY A REGISTERED DRAIN LAYER AND IN TERMS OF THE BUILDING CONSENT.

6) REFER TO LONGSECTIONS FOR ALL SEWER LEVELS.

7) LEVELS IN TERMS OF NEW ZEALAND VERTICAL DATUM 2016.

ORIGIN OF LEVELS
BM.IT1 DP360755[EMQL]
RL=321.59m
LOCATED ON RACECOURSE AVENUE.

8) ALL SEWER LATERALS TO BE LAID AT 1:60. MINIMUM GRADE AND LAID TO 0.6m WITHIN LOTS.

9) NOMINATED PIPE SIZES ARE INTERNAL DIAMETER UNLESS NOTED OTHERWISE.

10) RAMPED RISERS ARE TO BE USED FOR LATERALS TO ENSURE A MAXIMUM DEPTH OF 1.5m COVER AT THE LOT BOUNDARY.

11) BEDDING TO BE AS PER ADC SEWER SPECIFICATION C1258.J2 SHEET C1.

12) SERVICES SHOWN ON DAVIE LOVELL-SMITH PLANS HAVE BEEN DIGITISED FROM SERVICE AUTHORITIES ASBUILTS PROVIDED AND MAY NOT BE REPRESENTATIVE OF ALL SERVICES PRESENT. ALL SERVICES TO BE FULLY SEARCHED AND PILOTED PRIOR TO TRENCHING. IT IS THE CONTRACTORS RESPONSIBILITY TO SEEK ALL SERVICE ASBUILTS AND SATISFY THEMSELVES OF THE LOCATION OF ALL SERVICES. DAVIE LOVELL-SMITH TAKES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THESE SERVICE LOCATIONS.

EXISTING SERVICES
SANITARY SEWER — STD. MH
SANITARY SEWER — VENTED MH
STORMWATER
WATER — FH — VALVE

PROPOSED SERVICES
SANITARY SEWER — STD. MH
SANITARY SEWER — VENTED MH
STORMWATER

	aT`X	f\ZaXW	WTgX
WXf\ZaXW Ul	gbWW\aaXff	gbWW\aaXff	EDiCEiEC
V[XV^XW Ul	]hfg\a Y\a_T\l	]hfg\a Y\a_T\l	EDiCEiEC

DAVIE LOVELL-SMITH
PLANNING SURVEYING ENGINEERING

DDI j¦z{`§e£tw c b U£¬ IJL V{¦|§`v{©|v{ KDGC\ ax« mxt t¢w
gx x¤{£¢x⁞ CF FJL‖CJLF j xu§|`x⁞ «« «« «w §¤v£A¢® X‖ ¡ t|⁞ £y|vx S w §¤v£A¢®

]bU g\g_X⁞

Equus Park Sewer
Methven Trotting Club

f[XXg g\g_X⁞

Overall Plan
SUB19/0005

WeTj\aZ fgTghf

For Engineering Approval

fVT_X⁞	1:1250@A1 1:2500@A3	WTgX⁞	April 2020
VTW Y_X⁞ J:\19682\Eng\Main Sewer\19682_E04.0_R3.dwg			WeTja⁞ DG
WeTj\aZ a£⁞ E.19682		f[XXg a£⁞ E01.0	eXi\f\ba⁞ R3

DAVIE LOVELL-SMITH
PLANNING SURVEYING ENGINEERING

Davie, Lovell-Smith Ltd
116 Wrights Road, Addington
PO Box 679, Christchurch 8140
New Zealand
Telephone (03) 379-0793,
E-mail: office@dls.co.nz

8th June 2020

Ashburton District Council
andrew.guthrie@adc.govt.nz

Attn: Mr Andrew Guthrie

RE: Proposed Sewer Main Cost Share – State Highway 77, Methven

Dear Mr Guthrie

As you may be aware, our client, the Methven Trotting Club, is in the process of developing land on the northern margin of Methven. As part of this development, a new sewer main is to be constructed from the Trotting Club land at Racecourse Road, down the S.H.77 to the intersection with Forrest Drive. The cost of this main is in the vicinity of $500,000.00+gst.

The reason for this new main is because the Clubs land was not included in the sewer upgrades recently installed in this part of town. We have attempted to determine why this zoned land was left out but have not been able to find an answer. This now leaves the local Club needing to provide significant infrastructure that could easily have been avoided. We believe that this has been an oversight by Ashburton District Council (ADC).

In our initial consultations with ADC, it was determined that this main would be of no use to the council and that all of the cost would need to be borne by the club. We are now being asked to place manholes in locations for future connection. We have no issue in doing this as this sewer will be an ADC asset. However, this now raises the question of cost share. If ADC now intends to connect to this pipe then we believe that ADC should pay some contribution to its construction.

In simple terms, the sewer has a total capacity of 11.5l/s
The max flow demand for the proposed overall Racing Club Development is 3.86l/s.
The spare capacity of the pipe is 7.64l/s.
Therefore the Club will use 33.5% of the capacity and the ADC has access to 66.5% of the capacity.

Our client therefore requests a contribution from ADC. That contribution may be 66.5% of the cost being approximately $332,500.00, but the Club are happy to discuss this further.

Clearly this cost would need to be included in your Long Term Plan and that budgetary amount may not be immediately available. The Racing Club would be happy to work with Council with payment perhaps being spread over the next five years or some other arrangement that better suits the ADC.

We look forward to your advice in this matter. Should you have any queries, please do not hesitate to call.

Kind Regards

Andy Hall
Director

7. Lower Hakatere Huts Water Servicing

Author	*Andrew Guthrie; Assets Manager*
Activity Manager	*Andrew Guthrie; Assets Manager*
GM Responsible	*Neil McCann; Group Manager Infrastructure Services*

Summary

- Council has been formally approached by the Hakatere Hutholders Society enquiring into whether Council would be prepared to supply their scheme/site from the Council scheme that serves Upper Hakatere.
- Investigations completed last year indicate it is feasible to supply the private scheme.
- Correspondence has been received from the Medical Officer of Health in support of their request to join the Council supply.
- Officers believe there is merit in the amalgamation of the schemes, and the Hakatere Hutholders are realistic in regard the operating costs (future rates).

Recommendation to Council

That the Infrastructure Services Committee recommends, in accordance with Option 1:

1. **That** Council approves supplying the Hakatere Hutholders Society Incorporated through the public water supply at Hakatere subject to the following:

   a) Transfer of all existing water supply assets owned by the Hakatere Hutholders Society Incorporated to Ashburton District Council, including tanks, treatment equipment and pumps;

   b) Payment of the prevailing water supply rate for each and every separately habitable dwelling unit on the Hakatere Hutholders Society Incorporated's title (Lot 2 DP 47727), being 50 units;

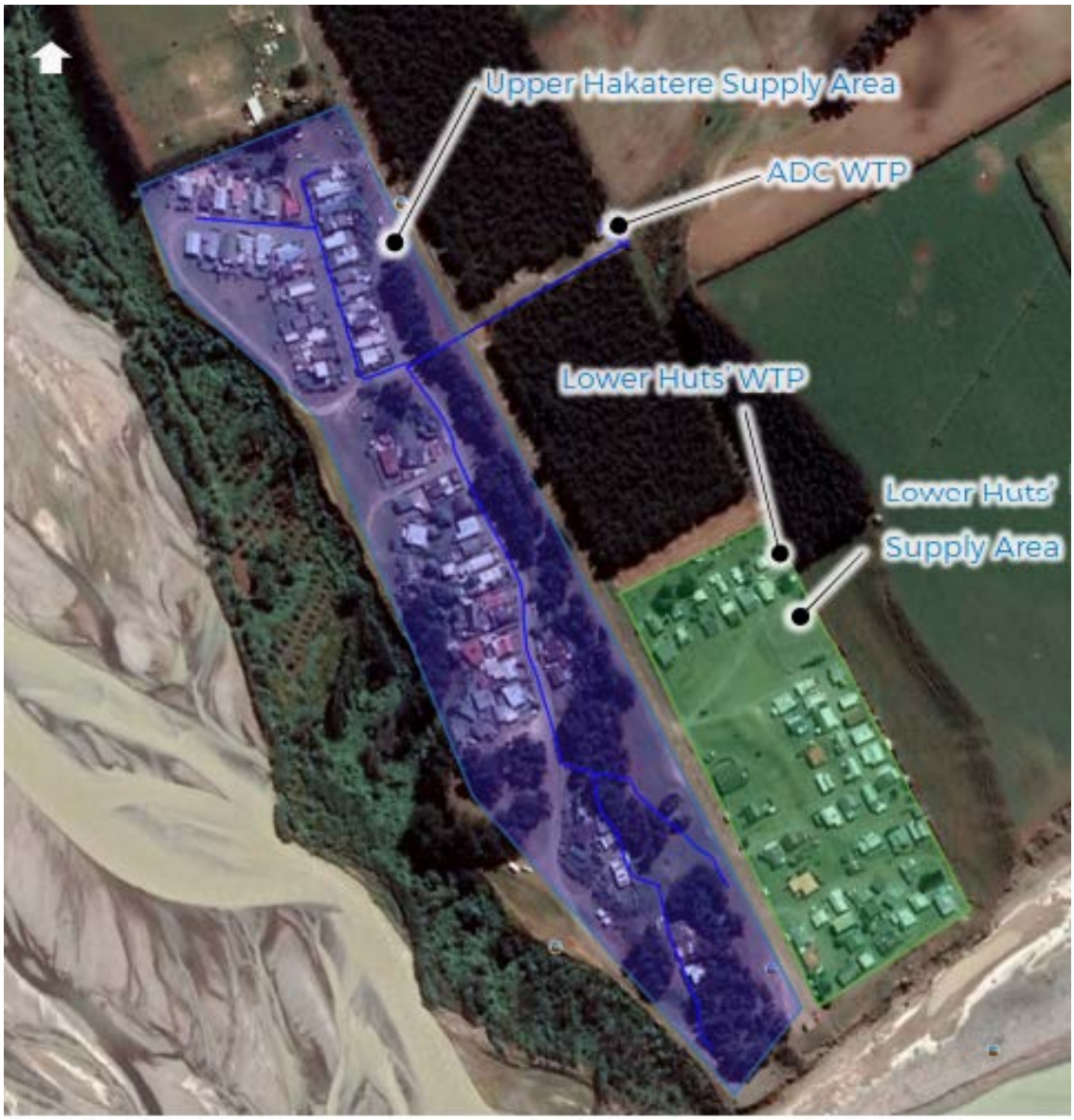
   c) First year payment for the service shall be on a pro-rata basis (of annual water rates) from the date the new supply arrangement is commissioned, and invoiced separately;

   d) Council will construct and commission at its cost the new supply main from the existing water treatment plant to the private schemes main pipeline, and all associated appurtenances;

   e) From commissioning, Council will assume responsibility for all existing pipework up to the point of supply to each dwelling and undertake to programme the replacement and upgrade of the pipe network as part of its future renewals planning.

Background

1. There are two water schemes serving the Hakatere Hut area. Council operates a supply which serves the upper Hakatere Huts, and there is a private water supply operated by the Hakatere Hutholders Society Incorporated that serve the lower Hakatere huts.



2. Council has received a number of enquiries around the potential to supply the lower Huts over recent years. These have come from both the hutholder representatives and drinking water assessors working for Community and Public Health.

3. As a result of concerns over the quality of their water supply and the increasing interest, officers commissioned an investigation into the feasibility of servicing the lower Hakatere huts from the Council supply.

4. This work became available early last year, but by that stage the lower Hakatere group had made further investment in equipment and interest had waned.

Current Situation

5. The Hakatere Hutholders Society Inc, through their president has made a new approach around joining the Council scheme.

6. Officers met with the president of the society on 25 June to discuss the request and options that might be available. It is apparent the president has a strong mandate to make the request but needed clarification on the potential costs.

7. Officers indicated that in order to be fair to existing consumers, each of the lower huts would have to be charged one instance of the applicable water rate. It is understood the society represents 50 hutholders.

8. The approach appears to be driven by recent water quality management concerns on their water supply system and ever increasing compliance complexity.

9. Since officers meet with the president, we have received further correspondence from the group advising that they have had a special general meeting of the society at which members voted unanimously in favour of pursuing a connection (*refer Appendix 1*).

Opportunity

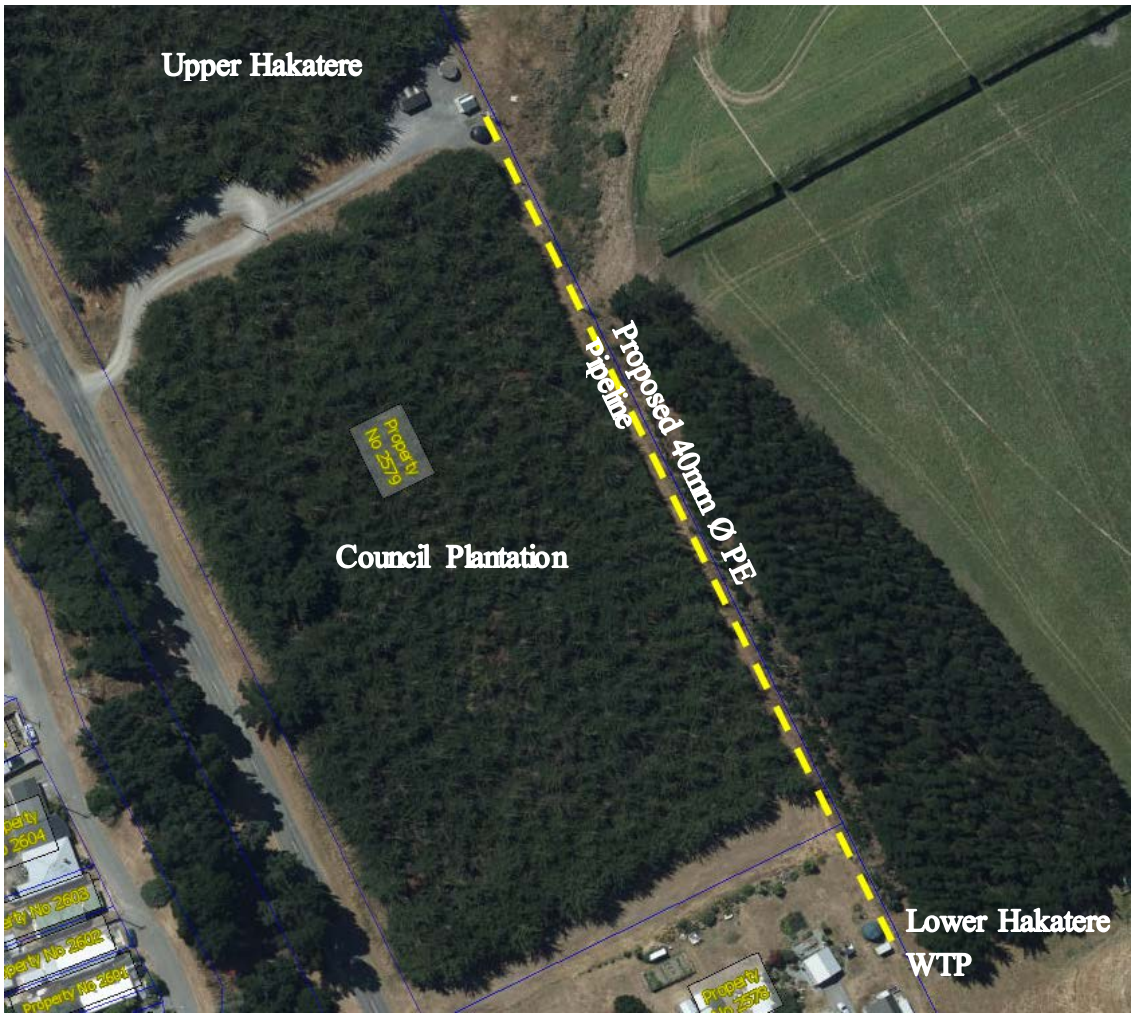
10. The report output of the investigations confirms that the lower Hakatere huts can be supplied from the Council scheme without significant additional modification.

11. It may be necessary to provide additional pumping capacity (pressure pump) depending on final demand requirements but we would only commit to this if needed. Based on initial assessment of demand, it appears unlikely to be necessary.

12. It may also be necessary to add additional storage at the treatment plant, but this will be addressed during detailed design. If additional storage is required, one of the lower Hakatere tanks can be repurposed.

13. The proposed approach is as follows:
    - Construction of a new pipeline from the upper Hakatere huts water treatment plant, along the north-east boundary of the Council land (plantation), to the lower Hakatere huts main supply near the lower Hakatere huts water treatment plant. Investigations indicate that a 40mm internal diameter pipe would be sufficient. Total length of the pipeline is approximately 220 metres, the majority of which will be constructed on Council land.
    - A pressure reducing valve (PRV) would be installed on the pipeline, for two reasons, the first being to ensure there is no preferential flow to the lower huts (thus maintaining levels of service to our existing customers), and secondly to ensure that the supply pressure to the lower huts is not materially different to what that scheme pipework is accustomed to.

- Valving and metering would also be installed on the pipeline. Flow information from the flow meter would be delivered through to the site telemetry system which will allow monitoring of demand on the two discrete areas.



14. The total estimated cost of connecting the schemes is $50,800 exc GST. Although, this should be regarded as an upper limit as it includes a number of provisional items which are unlikely to be required. If no provisional items are expended, the cost may be in the order of $17,100.

15. Officers have considered the impact of the scheme expansion on operation and maintenance costs and while it is difficult to estimate these figures with any certainty, it is expected to be comparable to the increase in rating income.

16. The proposal is also supported by the Medical Officer of Health. A copy of the correspondence is appended (*refer Appendix 2*).

Previous Council direction

17. There is no precedent for this Council taking over private water supplies, although it appears likely that current central government direction will increase interest in similar proposals and Council may become active in this space.

Options analysis

Option 1 – Proceed with Supplying Lower Hakatere Huts

[Recommended Option]

18. Under this option, officers will progress the design, construction and commissioning of the new pipeline and equipment as necessary.

19. Prior to commissioning of the new supply, a side agreement shall be developed and executed between the Council and Lower Hakatere Hutholders Society Incorporated that details the arrangements, assets to transfer, land entry provisions, and various undertakings between the parties.

Option 2 – Do not proceed

20. Under this option, no further action will be taken on supplying the lower Hakatere huts. Officers will advise the group in writing of Council's decision.

Evaluation

Option	Advantages	Disadvantages
Option 1 – Proceed with Supplying Lower Hakatere Huts.	• Extends access to safe potable water to ratepayers in the district. • Optimises the use of expensive water treatment infrastructure. • Relieves a private organisation of burden of legislative compliance relating to drinking water. • Aligns with direction from the Medical Officer of Health.	• Modest capital investment required. • Council assumes increased liability for private scheme network.
	Risks • *Condition of existing reticulation may be worse than assumed leading to increased maintenance requirements.* • *Decision may be regarded as a precedent and raise the expectations of other private water schemes.*	
Option 2 – Do not proceed.	• Limits Council's exposure to risk.	• Does nothing to address risk to consumers on the private supply. • Considered inconsistent with Council's obligations under the Health Act. • Is misaligned with direction from the Medical Officer of Health.
	Risks • *Council may receive criticism for not assisting ratepayers in circumstances where it has the ability to do so.* • *Should the lower Hakatere water supply experience a contamination event and consumers get sick, Council may be accused of inaction.*	

Legal/policy implications

Health Act

29. Under the Health Act, Council has a duty "…to improve, promote, and protect public health within its district…"

30. Council is also empowered and directed "…if satisfied that any nuisance, or any condition likely to be injurious to health or offensive, exists in the district, to cause all proper steps to be taken to secure the abatement of the nuisance or the removal of the condition:…"

31. It is the officer's view that proceeding with supplying lower Hakatere huts from the Council supply is entirely consistent with our obligations under this act.

Financial implications

Requirement	Explanation
What is the cost?	The total estimated cost of the new infrastructure is $50,800 exclusive GST (worst-case).
Is there budget available in LTP / AP?	No specific budget provision currently exists for this project.
Where is the funding coming from?	The cost of the pipeline would be **loan funded** through the group water supply capital area. In lieu of a capital contribution to these costs, the Hakatere Hutholders Society Inc will transfer ownership to Council of the following items of equipment: • 4 x Cartridge Filters • 1 x UV Steriliser • 2 x Softeners • 2 x 30m^3 PE Reservoirs The approximate value of these items has been estimated as $15-17k (exclusive of GST) In future, the Hakatere Hutholder Society Inc. would also be paying for 50 x applicable Group Water Rate (2020/21 = $415.30 Inc GST)
Are there any future budget implications?	At some point in our future planning the reticulation supplying the huts (upper and lower) will be scheduled for renewal. This work will form part of Council's normal replacement programme and funded from depreciation. On that basis, there are no future budget implications.
Finance review required?	Yes
Signed off by Finance	*Loan repayments on $50,800k over 25 years = $2,032 per year. Interest in the first year = $1,951. The interest will decrease each year as the principal reduces.* *Assuming the funding should all come from the Group Water Rate, the increases to the rate are:* *2022/23* *2023/24* *2024/25* *$0.40/ 0.10%* *$0.30 / 0.07%* *$0.30 / 0.07%* *After the 2024/25 year the $ / % increase in the rate will start to drop (as the loan is paid off, less interest is charged each year).* *Rachel Sparks, Finance Manager.*

Significance and engagement assessment

Requirement	Explanation
Is the matter considered *significant*?	Yes – on the basis that the residents will be receiving an improved level service through safe, potable drinking water.
Level of significance	Low.
Level of *engagement* selected	Level 1, Inform – One-way communication
Rationale for selecting level of engagement	It is primarily an operational matter and will be implemented such that there are no level of service implications on the existing consumers of upper Hakatere and only positive benefits to the consumers in lower Hakatere. On this basis, it is not envisaged to be a controversial project.
Reviewed by Strategy & Policy	Toni Durham; Strategy & Policy Manager

Attachments

Appendix 1 Hakatere Hutholders Society (Inc)
Appendix 2 Canterbury District Health Board

Hakatere Hutholders Society (Inc)

1226 River Road, Ashburton 7777
email: hakateresecretary@gmail.com

10.8.20

Andrew Guthrie
Asset Manager
Ashburton District Council
5 Baring Square W
Ashburton 7700

Dear Andrew,

Connection of Lower Hakatere to the ADC Hakatere Drinking Water Supply

At a special general meeting of members of the Society held at Hakatere on 9th August, the members of the Society voted in favour of proactively pursuing connection to the Councils Hakatere water supply. The vote was unanimous.

The in principle points of understanding which you and I have previously documented were discussed in detail by members as were the coming government changes affecting water suppliers. Our members understand and support all of the points we have jointly acknowledged from our initial discussion. Those and the coming changes being driven by government along with the Society's future ability to provide necessary skilled personnel, were each pivotal elements for members in reaching their unanimous decision to work with you to try to achieve a connection to your supply.

We acknowledge that some years ago there was discussion between Council and the Society on a possible connection and that a changed position by the Society may have been the cause of some frustration for Council. We trust that conveying to you now through this correspondence, that a formal and unanimous Society resolution has been made based on the common understanding we have, demonstrates to Council our commitment to this pathway. The events of the past were also discussed with members and we do not expect any change to the commitment we now make.

We realise this is just the beginning of a process which we hope will include Councils endorsement of the proposal.

We look forward to working with you and to your further contact as to Councils response to the proposed connection.

We also welcome any advice on what we can do to assist moving forward.

Thank you and kind regards

Gary Clancy
President/Secretary

Andrew Robins
Treasurer

Canterbury
District Health Board
Te Poari Hauora ō Waitaha

4 August 2020

Andrew Guthrie
Assets Manager
Ashburton District Council
PO Box 94
Ashburton, 7740

Dear Andrew,

SUPPORT FOR PROPROSAL TO MERGE THE HAKATERE HUTS (HAK001) AND LOWER HAKATERE HUTS (HAK003) DRINKING-WATER SUPPLIES

Thank you for notifying Community and Public Health (CPH) (a division of the Canterbury District Health Board (CDHB)) of the proposal to merge the privately owned and operated Hakatere Huts – Lower Terrace (HAK003) drinking-water supply with the Ashburton District Council owned Upper Hakatere Huts (HAK001) drinking-water supply.

Even with the best of intentions, it can be challenging for small, privately owned drinking-water suppliers to manage the risks relating to their drinking-water supply and demonstrate compliance with the requirements of networked drinking-water suppliers under the Health Act 1956 and the Drinking-water Standards for New Zealand 2005 (revised 2018) (DWSNZ). Failure of a drinking-water supplier to adequately address these requirements may expose their community to unsafe drinking water. This can increase the risk of adverse health outcomes on the consumers, including those particularly vulnerable to illness. The Havelock North waterborne illness outbreak demonstrated only too well the catastrophic impacts on individuals, communities and the economy in general when water safety was compromised.

The Hakatere Huts – Lower Terrace drinking-water supply representatives have acknowledged the difficulties in managing their drinking-water supply and to date the drinking-water supply has failed to achieve full compliance with the DWSNZ. Furthermore, the government has indicated that there will be wide scale changes to the regulatory regime governing drinking-water supply management in New Zealand in the near future. The compliance and enforcement changes proposed will compound the challenges this drinking-water supplier faces.

The CDHB is supportive of the proposal to merge the two Hakatere drinking-water supplies. This will enable the Lower Hakatere Huts community to benefit from the additional resourcing and technical expertise that the Ashburton District Council water services team can provide, as well as ensuring that the risks of negative health and wellbeing outcomes for the community are reduced.

Yours sincerely

Dr Cheryl Brunton
Medical Officer of Health

8. Road Efficiency Group's road controlling authority reports

Author	*Deborah Barron, Asset Management Officer - Roading*
Activity Manager	*Brian Fauth, Roading Manager*
General Manager responsible	*Neil McCann, Group Manager - Infrastructure Services*

Summary

- This report provides information on the Road Efficiency Group's road controlling authority reports to help decision-makers understand transport value using metrics, ratings and scores on service performance and outcomes.

Recommendation

1. **That** the Infrastructure Services Committee receives the Road Efficiency Group's road controlling reports.

Attachments

Appendix 1	2018-19 RCA report – Ashburton District Council v1.0
Appendix 2	RCA reports –how results are presented and information sources v1.5
Appendix 3	RCA report results information

Background

1. REG (Road Efficiency Group) has developed Road Controlling Authority Reports to help decision-makers understand transport value using metrics, ratings and scores on service performance and outcomes.

2. Reports published in June 2020 present 2018/19 results and evidence.

3. Publishing the RCA reports should lead to delivering better value in the transport sector. These reports provide a national, objective picture of transport investment and performance in a single resource. RCA reports present clear and comparable data on value, and enable peer-to-peer comparisons and understanding of sector performance.

4. REG is a sector partnership that evolved from the Road Maintenance Task Force in 2012. The partnership is a collaboration of local government transport teams, Waka Kotahi NZ Transport Agency and LGNZ. The REG partnership supports Road Controlling Authorities to understand the changes upon them as described in Waka Kotahi strategy and the Government Policy Statement.

5. For further information about REG visit https://www.regexcellence.nz/

Legal/policy implications

6. Nil.

Financial implications

7. No financial implications – this report is providing information only.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered *significant*?	No
Level of significance	Low
Level of engagement selected	Inform
Rationale for selecting level of engagement	Given the low significance level of the information the community will be informed of the Road Controlling Authority reports.
Reviewed by Strategy & Policy	Toni Durham; Strategy & Policy Manager

2018/19 Ashburton District Council RCA Report

34,500 Population	$2,027 GDP ($M)	$380 Valuation ($M)	$16.2 Expenditure ($M)	$463 Expenditure per capita	51% FAR
2,613 Total (km)	1,510 Sealed (km)	1,102 Unsealed (km)	2,411 Rural (km)	202 Urban (km)	186 No. of bridges

Activity Management
Planning, Procurement and Data Quality

Activity Management Planning

Planning quality

- Good
- Room for improvement

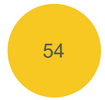
Co-investment planning quality

- Fit for purpose
- Not assessed

Source: REG 2018 AMP Assessment, Waka Kotahi 2018 AMP Assessment

Procurement

Smart buyer self-assessment

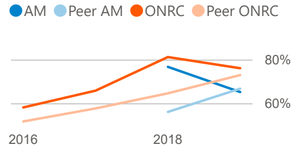


- A smart buyer
- Developing
- Limited
- Basic
- Not assessed

Source: RCA Smart Buyer Self-Assessment

Data Quality

Asset management and ONRC at expected standard



Source: REG Annual Data Quality Assessment

Service Performance
LGA Non-Financial Performance Measures

- Target achieved
- Partially achieved[1]
- Target not achieved
- Not reported

Annual Targets Achieved

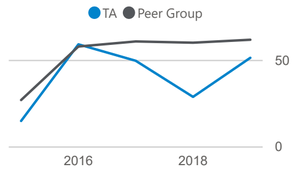
	2015-25 Long Term Plan			2018-28 LTP
Provision of roads and footpaths	2015/16	2016/17	2017/18	2018/19
Road safety	●	●	●	●
[1]Condition of the sealed road network	●	●	●	●
Maintenance of the sealed road network	●	●	●	●
Condition of the footpaths within the local road network	●	●	●	●
Response to service requests	●	●	●	●

Source: TA Annual Reports

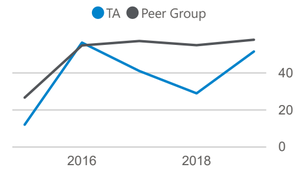
Transport Outcomes
Healthy and Safe People

Fatal and Serious Injuries by Mode (No. per 100,000 Population)

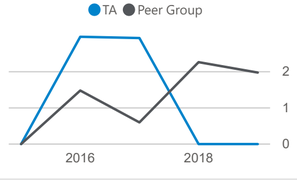
Total



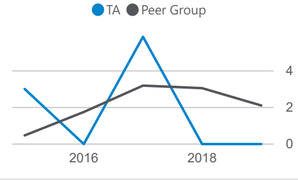
Road



Cycling



Walking



Source: Waka Kotahi Crash Analysis System and MBIE Regional Economic Activity Tool

Co-Investor Assurance
Investment Performance

Four grades: ● Effective ● Some improvement needed ● Significant improvement needed ● Unacceptable ● Not available

Three grades: ● Effective ● Improvement needed ● Unacceptable ● Not available

Procedural Audit (Four Grades)

Contract management

Financial management

Procurement

Professional services

Previous audit issues

Source: Waka Kotahi, Audit and Assurance, Procedural Audit Report Jul-18

Technical Audit (Three Grades)

Activity management planning

Data quality

Network condition and management

Road safety

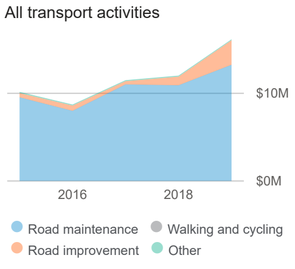
Previous audit issues

Source: Waka Kotahi, Audit and Assurance, Technical Audit Report Jan-12

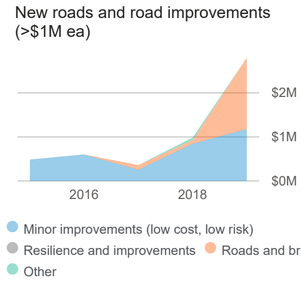
Delivery and Achievements
Expenditure, Cost Efficiency, Works Completed and Road Condition

Co-Invested Expenditure

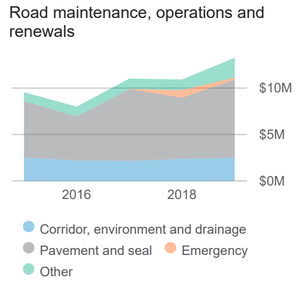
All transport activities



New roads and road improvements (>$1M ea)

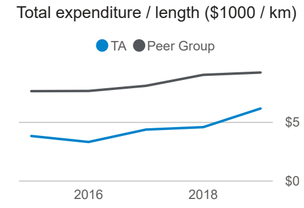


Road maintenance, operations and renewals

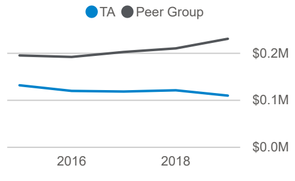


Cost Efficiency

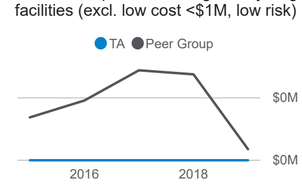
Total expenditure / length ($1000 / km)



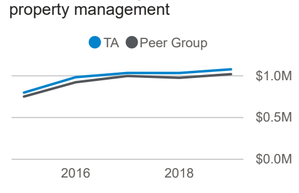
Road safety promotion



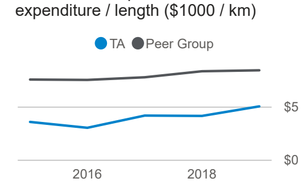
New and improved walking and cycling facilities (excl. low cost <$1M, low risk)



Investment management, network and property management

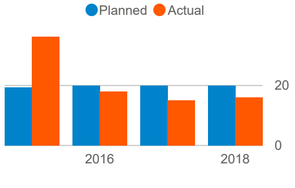


Maintenance, operations and renewals expenditure / length ($1000 / km)

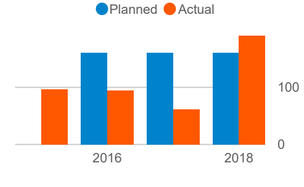


Works Completed

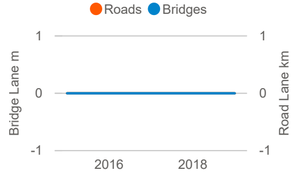
Pavement rehabilitation (lane kms)



Pavement resurfacing (lane kms)

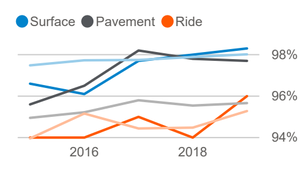


New and improved roads and bridges



Road Condition (Sealed Roads)

Ride quality, pavement and surface condition (peer group lighter)



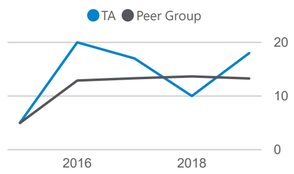
Source: Waka Kotahi Data and Tools

2018/19 Ashburton District Council RCA Report

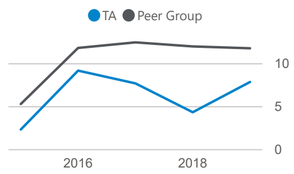
Customer Outcomes
Safety and Amenity

Fatal and Serious Injuries

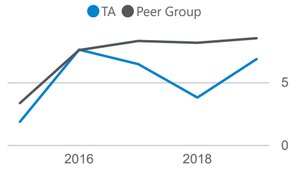
No. per annum



No. per 100 M VKT (personal risk)



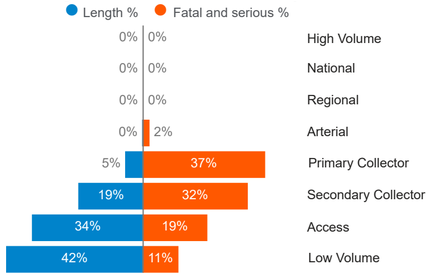
No. per 1000 km (collective risk)



Source: Waka Kotahi Crash Analysis System and Data and Tools

Crash Distribution

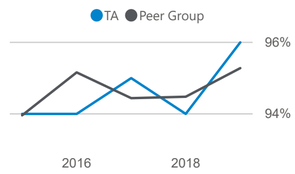
Length vs no. of fatal and serious injuries



Source: REG ONRC Performance Measure Reporting

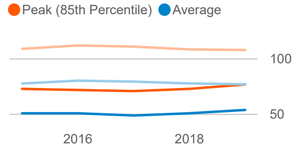
Road Condition

Ride quality (roughness of the roads)



Source: Waka Kotahi Data and Tools

Peak and average road roughness (NAASRA) (peer group lighter)

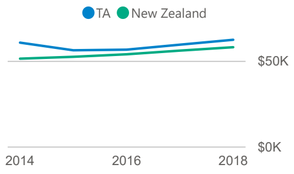


Source: REG ONRC Performance Measure Reporting

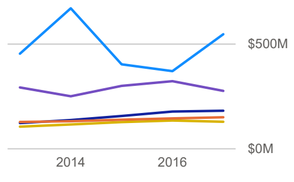
Territorial Activity
Economic Activity and Financials

Economic

GDP per capita



GDP by industry



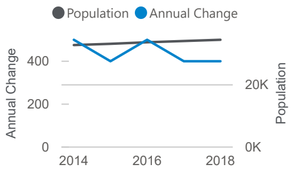
Top 5 TA Industries

- Agriculture
- Manufacturing
- Gst On Production, Import Duties And Other Taxes
- Forestry, Fishing, Mining, Electricity, Gas, Water And Waste Services
- Owner-Occupied Property Operation

Source: MBIE Regional Economic Activity Tool

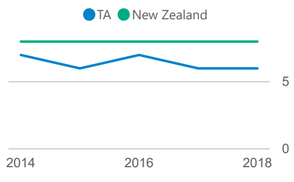
Population

Resident population



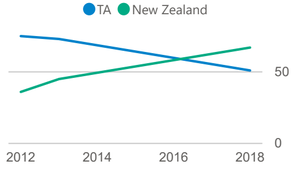
Tourism

Guest nights per capita



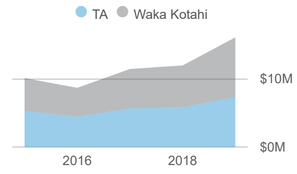
Housing

New dwellings per 10,000 capita



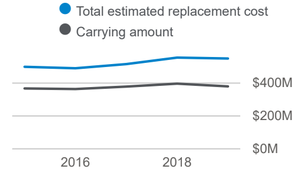
Financials

Co-invested expenditure and funding

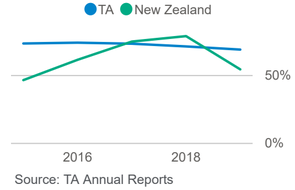


Source: Waka Kotahi Data and Tools

Roading valuation



Service life

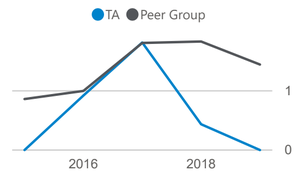


Source: TA Annual Reports

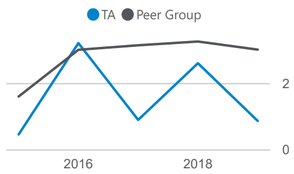
Technical Outputs
Safety

Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)

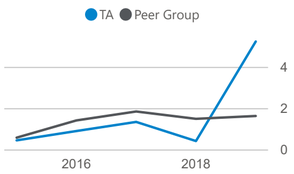
Loss of control on wet roads



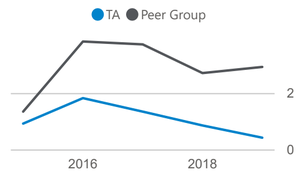
Loss of control at night



At intersections



Involving vulnerable users

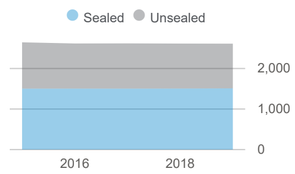


Source: Waka Kotahi Crash Analysis System and Data and Tools

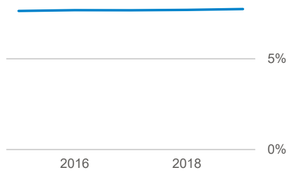
Network Physical Characteristics
Roads, Cycleways and Bridges

Roads

Network length (km)

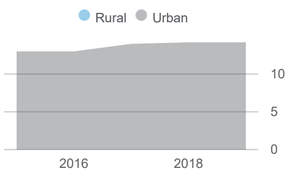


Urban % by length



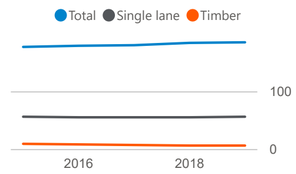
Cycleways

Network length (km)



Bridges

No. bridges

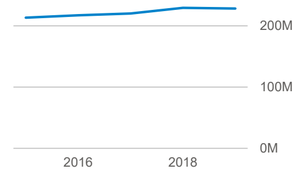


Source: Waka Kotahi Data and Tools

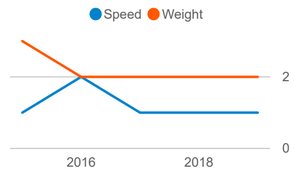
Road Network Use
Roads, Bridges and Public Transport

Roads and Bridges

Vehicle kilometers travelled (VKT)



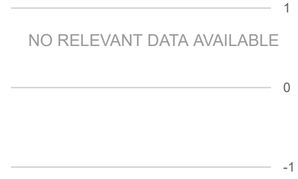
No. of restricted bridges



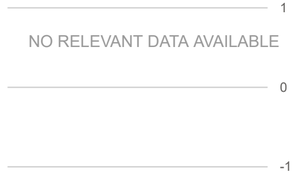
Source: Waka Kotahi Data and Tools

Public Transport (Region Only)

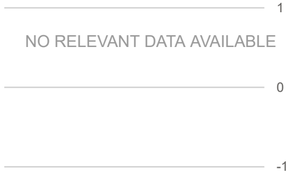
Fleet size (No.)



Passenger kms



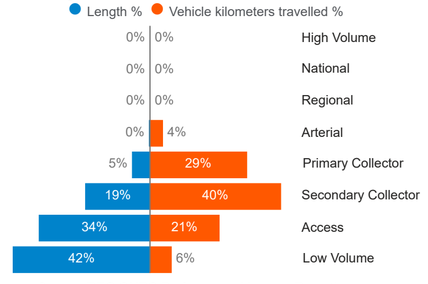
Service kms



Source: Waka Kotahi Data and Tools

Journey Distribution

Length vs VKT



Source: REG ONRC Performance Measure Reporting

REG Road Controlling Authority Reports

How results are presented and information sources

Performance results and evidence are segmented into a headlines area and ten separate 'zones'.
Most of this information is already available in various places across the sector – but is not easily accessible or easy to understand.
These reports are the first time we have a national, objective picture of transport investment and performance collated into a single resource.

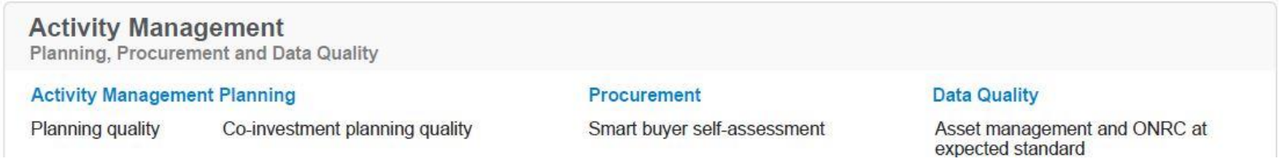
HEADLINES

Summary of key facts from the RCA report

REPORT ELEMENT	NOTES	SOURCE
Population	The latest estimated resident population for the Territorial Authority, at 30 June. The latest population estimate reported may not be for the reported financial year.	Statistics New Zealand Subnational Population Estimates. Data sourced from the MBIE Regional Economic Activity Web Tool.
GDP ($M)	The latest annual nominal Gross Domestic Product (GDP) for the Territorial Authority. The GDP reported may not be for the reported financial year.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP). Data sourced from the MBIE Regional Economic Activity Tool.
Valuation ($M)	The roading asset depreciated replacement cost valuation. Reported in NZD millions.	Published in the Territorial Authority annual report for the financial year. Sourced from the Territorial Authority website.
Expenditure ($M)	The financial year's total transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Excludes transport-related expenditure fully funded by the Territorial Authority or others.	Sourced from Waka Kotahi Data and Tools.
Expenditure per capita ($)	The financial year's transport-related expenditure per resident. Calculated by dividing the total co-invested expenditure by the resident population estimated. Reported as NZD per resident person.	Calculated from Waka Kotahi Data and Tools and Statistics New Zealand Subnational Population Estimates.
Funding Assistance Rate (FAR)	The Territorial Authority normal funding assistance rate for the reported financial year for Waka Kotahi co-investment.	Sourced from Waka Kotahi published normal funding assistance rates
Total length (km)	The length of road reported in centreline kilometres at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting. Amounts may vary slightly due to rounding.	Sourced from Waka Kotahi Data and Tools.
Sealed length (km)		
Unsealed length (km)		
Urban length (km)		
Rural length (km)		
No. of bridges	The total number of bridges at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting.	Sourced from Waka Kotahi Data and Tools.

ACTIVITY MANAGEMENT

Planning, Procurement and Data Quality



REPORT ELEMENT	NOTES	SOURCE
Activity Management Planning		
Planning quality	The result of an independent assessment by REG of the TA's 2018 Transport Activity Management Plan (AMP) submitted to Waka Kotahi. AMPs are assessed against elements of the "REG Pillars of Success" framework including Systems, Evidence, Communicating, Decision Making, Service Delivery and Improvement Plan. The assessment consists of 23 attributes scored 0 to 3. The result displayed is an average of the attribute scores. The average attribute result colour grading is as follows: Good (>2.25) Fit for purpose (>1.5 to 2.25) Room for improvement (<=1.5) Not assessed	Assessment, results and grading provided by REG.
Co-investment planning quality	The result of the Waka Kotahi assessment of the TA's 2018 Transport AMP. AMPs are assessed against elements of the 5-case model for a Programme Business Case including Strategic Case (context), Programme Case (context), Commercial Case (procurement context) and Management Case (delivery and performance). The assessment consists of 11 attributes scored 0 to 3. The result displayed is an average of the attribute scores. Result colour grading as per Planning Quality above.	Sourced from Waka Kotahi Transport Investment Online (TIO). Grading and results provided by REG.
Procurement		
Smart buyer self-assessment	The result of the RCA's smart buyer self-assessment undertaken by the TA and collated by REG. The assessment is based on the Smart Buyer Principles identified in the Road Maintenance Task Force Report. Result colour grading is as follows: **Score Interpretation:** 65 to 70: A Smart Buyer: Our organisation is a smart buyer. We help to minimise rate increases by maximising the value created for our community from being a smart buyer 55 to 64: Developing: Our organisation has embraced the principles of being a smart buyer but can still create further improved value for our communities 30 to 54: Limited: Our organisation currently has limited capability to maximise the value created from being a smart buyer 0 to 30: Basic: Our organisation is focused on tender process and compliance. We have not developed the capability to realise any of the value created for our community from being a smart buyer. Further reference: The Smart Buyer self-assessment form developed by REG.	RCA self-assessment. Results collated and provided by REG.
Data Quality		
Asset management and ONRC at expected standard	The RCA's annual results (%) are based on the number of ONRC and asset management data quality metrics achieving the expected standard. For genuine comparability, the results for each year are based on the metrics used for the most recent financial year. ONRC data quality results are available for 2015/16 onwards. Asset management data quality results are available since 2017/18. Further reference: Data quality framework overview Data quality dimensions overview	REG annual data quality assessment and reporting undertaken within the REG ONRC performance measures reporting tool.

SERVICE PERFORMANCE

LGA Non-Financial Performance Measures

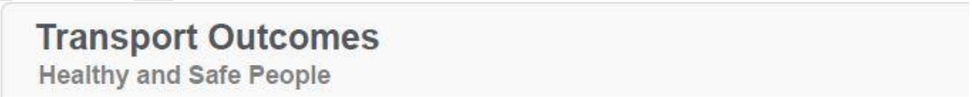
ANNUAL TARGETS ACHIEVED	NOTES	SOURCE
Road safety **Condition of the sealed road network** **Maintenance of a sealed local road network** **Condition of footpaths within the local road network** **Response to service requests**	The annual results published by the Territorial Authority in the Annual Report for the five Roads and Footpaths mandatory non-financial performance measures. Result colour grading is as follows: Target achieved Target partially achieved[1] Target not achieved Not reported [1]*Target partially achieved* is used where a TA has broken down the Road Condition performance measure target for urban and rural, and one of the targets have been achieved. Further reference: Roads and Footpaths Guidance (February 2014)	Results published in the Territorial Authority Annual Report for the financial year. Sourced from the Territorial Authority website.

TRANSPORT OUTCOMES

These performance measures in this report zone are drawn from the suite of quantitative Transport Indicators that supports the Transport Outcomes Framework developed by the Ministry of Transport and other government agencies.

Further reference:

Transport Outcomes Framework
Transport indicators
Status and details of the Transport Indicators



HEALTHY AND SAFE PEOPLE

REPORT ELEMENT	NOTES	SOURCE
MoT Transport Indicators: 32. Transport-related deaths 33. Transport-related serious injuries	The results published by the Ministry of Transport do not provide results at a TA level or segmented by mode. The normalised result in the RCA report is calculated by REG using the annual population estimates presented within the RCA report and crash data sourced directly from the Waka Kotahi NZ Transport Agency Crash Analysis System (CAS). Further reference: Transport Indicators: Healthy and Safe People	Population from Statistics New Zealand Subnational Population Estimates. Data sourced from the MBIE Regional Economic Activity Tool.

FATAL AND SERIOUS INJURIES BY MODE (NO. PER 100,000 POPULATION)

REPORT ELEMENT	NOTES	SOURCE
Total	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population.	Sourced from Waka Kotahi Crash Analysis System
Road	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population **not involving** pedestrians or cyclists.	Sourced from Waka Kotahi Crash Analysis System
Cycling	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population **involving** cyclists.	Sourced from Waka Kotahi Crash Analysis System
Walking	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population **involving pedestrians**.	Sourced from Waka Kotahi Crash Analysis System

CO-INVESTOR ASSURANCE

Co-Investor Assurance
Investment Performance

Four grades: Effective · Some improvement needed · Significant improvement needed · Unacceptable · Not available
Three grades: Effective · Improvement needed · Unacceptable · Not available

Investment Performance

Results from the latest investment audits carried out by Waka Kotahi under Section 95(1)(e)(ii) of the Land Transport Management Act 2003. Two types of audits are typically undertaken, and historically two separate audit reports were produced. Typically, a technical investment audit is undertaken before the procedural audit. More recently, in some cases, the two reports are combined and are referred to as an Investment Audit.

Over time the subject areas of each audit have been refined. The subject areas outlined below are the latest, and the titles and the grading in the Territorial Authority report may vary to reflect the methodology at the time of the audit.
wa
Outdated audits results before 2015 are not included in the RCA reports.

In some cases, the latest results included in the RCA report are more recent that the RCA report period. Dates displayed are the date of the final Audit report.

PROCEDURAL AUDIT	NOTES	SOURCE
Contract management **Financial management** **Procurement procedures** **Professional services** **Previous audit issues progress**	Results of the latest procedural audit report for the five common subject areas. Result colour grading is as follows: **4 Grades > approx. 2015-2016** Effective Some improvement needed Significant improvement needed Unacceptable Not Available **3 Grades < approx. 2015-2016** Effective Improvement needed Unacceptable Not Available *Not Available* means the last audit was considered out of date (before July 2015) and or the audit result was not available. In some cases, the audit results for reports dated between Oct-15 and Jul-16 were assessed based on three grades, as shown above, and in the RCA report section key.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services

TECHNICAL AUDIT	NOTES	SOURCE
Activity management planning **Data quality** **Network condition and management** **Road safety** **Previous audit issues**	Results of the latest technical audit report for the five common subject areas. Result colour grading as per the Procedural audit. **4 Grades > approx. 2015-2016** Effective Some improvement needed Significant improvement needed Unacceptable Not Available **3 Grades < approx. 2015-2016** Effective Improvement needed Unacceptable Not Available	Sourced from Waka Kotahi Audit and Assurance, Corporate Services

DELIVERY AND ACHIEVEMENTS

Delivery and Achievements
Expenditure, Cost Efficiency, Works Completed and Road Condition

Co-Invested Expenditure

Achieved expenditure by Work Category is reported annually by Approved Organisations into Transport Investment Online (TIO).

The reported expenditure is for co-invested activities only and is separated by Waka Kotahi (NZTA share) and the Approved Organisation (local share).

From the reported expenditure, it can be seen how much Waka Kotahi and Territorial Authorities jointly spend on transport, including infrastructure, transport planning, road maintenance, walking and cycling, and passenger transport.

REPORT ELEMENT	NOTES	SOURCE
All transport activities	All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure has been grouped into the activity classes: • **Road Maintenance** - Road Maintenance • **Road Improvement** - Road Improvements • **Walk & Cycle** - Walking & cycling • **Other** - Investment management, public transport, promotion of road safety and demand management	Sourced from Waka Kotahi Data and Tools, major activities expenditure.
New roads and road improvements (>1.0M ea)	The expenditure on Road Improvements including bridge and structures replacement, minor improvements (low cost, low risk), new roads and bridges, property purchase, resilience improvements, road reconstruction and new traffic management facilities and equipment. Expenditure has been grouped into: • **Roads & Bridges** - Bridges & structures replacement, New roads & bridges, Road reconstruction • **Minor Improvements** - Minor Improvements (low cost, low risk) • **Resilience Improvements** - Resilience Improvements • **Other** - Professional Services, Property Purchase, Traffic Management	Sourced from Waka Kotahi Data and Tools, new and improved infrastructure expenditure
Road maintenance, operations and renewals	The expenditure on maintenance, operations and renewals associated with the pavement and surfacing, footpaths, structures, cycling facilities, environment and drainage, cyclic corridor maintenance and emergency reinstatement. Expenditure has been grouped into: • **Pavement & Seal** - Pavement and Seal • **Corridor & Environment & Drainage** - Corridor, Environment & Drainage • **Emergency** - Emergency Reinstatement • **Other** - Structures, Footpath, Cycling facilities, Financial Grants and Stimulus, Network & Property Management	Sourced from Waka Kotahi Data and Tools, road maintenance, operation and renewals expenditure
Road safety promotion	The expenditure on promotion, education and advertising associated with Road Safety.	Sourced from Waka Kotahi Data and Tools, road safety promotion expenditure
New and improved walking and cycling facilities (excl. low cost <$1M, low risk)	The expenditure on the construction/implementation of the new or improved cycle and walking facilities and shared pedestrian and cycle paths. This excludes cycle and walking facilities <$1M completed under the Minor Improvement category.	Sourced from Waka Kotahi Data and Tools, walking and cycling expenditure
Investment management, network and property management	A combination of (a) Investment management expenditure including activity planning, management of funding allocation, regional planning, sector research and studies, strategies and models and (b) network and property management expenditure including work category 151 for the general management and control of the road network and management of road assets, plus work category 161 provides for costs associated with the management of property purchased for future roading.	Sourced from Waka Kotahi Data and Tools, investment management and road maintenance, operation and renewals (partially only)

COST EFFICIENCY

REPORT ELEMENT	NOTES	SOURCE
Total expenditure / length ($1000 / km)	This result has been calculated by REG using the total co-funded transport expenditure (D1 above) per kilometre of the road network (N1 below). Reported in thousand dollars per kilometre.	Sourced from Waka Kotahi Data and Tools Network length sourced from Waka Kotahi, physical statistics - roads
Maintenance, operations, and renewals expenditure / length ($1000 / km)	This result has been calculated by REG using the co-funded expenditure on maintenance, operations, and renewals (D3 above) per kilometre of the road network (N1 below). Reported in thousand dollars per kilometre.	Sourced from Waka Kotahi Data and Tools Network length sourced from Waka Kotahi, physical statistics - roads

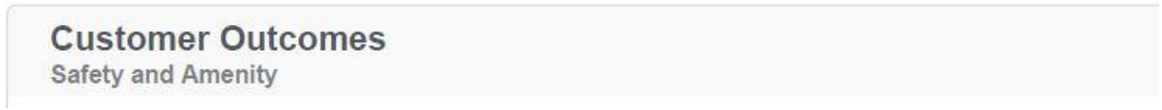
WORKS COMPLETED

REPORT ELEMENT	NOTES	SOURCE
Pavement rehabilitation (lane kms)	A comparison between the planned/forecast length of pavement rehabilitation and the actual reported lengths achieved.	Planned sourced from Waka Kotahi Transport Investment Online and achievements sourced from Waka Kotahi Data and Tools.
Pavement resurfacing (lane kms)	A comparison between the planned/forecast length of resurfacing renewals and the actual reported lengths achieved.	Planned sourced from Waka Kotahi Transport Investment Online and achievements sourced from Waka Kotahi
New and improved roads and bridges	New, reconstructed and seal extended roads: The reported achieved length of new roads or road links constructed adding to the existing road network, seal extensions, and improvements to or reconstruction of existing roads. The length **does not** include renewals associated with resurfacing, metalling of unsealed roads or pavement rehabilitation. Number of New and improved bridges: The number of new bridges constructed, and existing bridges upgraded or replaced.	Sourced from Waka Kotahi Data and Tools, road improvements

ROAD CONDITION

REPORT ELEMENT	NOTES	SOURCE
Ride quality, pavement and surface condition	The ride quality, pavement and surface condition of the sealed road network measured as Smooth Travel Exposure (STE), Condition Index (CI) and Pavement Integrity Index (PII). 1. **STE** is the proportion of vehicle kilometres travelled in a year that occurs on 'smooth' roads. 2. **CI** is a single index summarising surface condition based on visually measured condition defects. 3. **PII** is a combined index of the pavement faults in the sealed road surface. All three are out of 100 (%) with the higher the number, the better the ride quality or condition. The average result for the peer group is shown in a lighter shade of the same colour to provide context.	Sourced from Waka Kotahi Data and Tools, road condition

CUSTOMER OUTCOMES



Safety and Amenity

These performance measures in this report zone are drawn from the suite of Customer Outcome measures from One Network Road Classification (ONRC) system developed by REG.

Further reference:

REG One Network Road Classification (ONRC)
ONRC performance measures: a general guide
ONRC performance measures: a detailed guide

REPORT ELEMENT	NOTES	SOURCE
Fatal and Serious Injuries		
No. per annum	The total number of fatal and serious injuries each year on the Territorial Authority road network.	Sourced from Waka Kotahi Crash Analysis System
No. per 1000 km (network collective risk)	Collective Risk is a measure of the TA's road network safety. Collective Risk is the **crash density** measured as the total number of fatal and serious injuries **per 1,000 kilometre** each year on the network. This result has been calculated by REG.	Sourced from Waka Kotahi Crash Analysis System Network length sourced from Waka Kotahi, physical statistics - roads
No. per 100 Million VKT (personal risk)	Personal Risk is a measure of the danger to an individual. Personal Risk is the **crash rate** measured as the fatal or serious injuries **per 100 million vehicle kilometres travelled (VKT)** on the Territorial Authority road network. This result has been calculated by REG.	Sourced from Waka Kotahi Crash Analysis System Network VKT sourced from Waka Kotahi, vehicle use
Crash Distribution		
Length vs no. of fatal and serious injuries	The distributed network length by ONRC categories and crashes for the past five financial years in descending order of the highest ONRC category classification. This result has been calculated by REG.	Sourced from REG ONRC Performance Measure Reporting.
Road Condition		
Ride quality (roughness of the roads)	The percentage of vehicle kilometres travelled (VKT) on the network each year on 'smooth' sealed roads indicating the ride quality experienced by the user.	Sourced from Waka Kotahi Data and Tools, road condition
Peak and average road roughness (NAASRA)	The 85th percentile and average road roughness for the sealed network each year reported in NAASRA counts/km. The average result for the peer group is shown in a lighter shade of the same colour to provide context. These results have been calculated by REG.	Sourced from REG ONRC Performance Measure Reporting.

TERRITORIAL ACTIVITY

Economic Activity, Population and Financials

Territorial Activity
Economic Activity and Financials

REPORT ELEMENT	NOTES	SOURCE
Economic		
GDP per capita	Nominal Gross Domestic Product (GDP) per capita indexed to 2000. Territorial Authority level GDP is modelled by MBIE.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP).
GDP by industry	As for A1 above. Displays each TA's top five industries as at 30 June of the latest financial year reported by MBIE.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP).
Population		
Resident population	The estimated resident population at 30 June each year indexed to 1996. Subnational population estimates at 30 June each year were obtained by updating the census night base population of each area for births, deaths, and net migration.	Statistics New Zealand Subnational Population Estimates. Data sourced from the MBIE Regional Economic Activity Tool.
Tourism		
Guest nights per capita	The number of guest nights per capita. Commercial guest nights, including domestic and international visitor guest nights, expressed as a proportion of the resident population. The figures are annual average figures.	Statistics New Zealand Accommodation Survey.
Housing		
New dwellings	The number of new dwelling consents per 10,000 people. Annual figures. New residential buildings.	Statistics New Zealand Building Consents Issued and Subnational Population Estimates.
Financials		
Transport co-invested expenditure and funding share	All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure includes Road Maintenance, Road Improvements, Walking, Cycling, Investment management, public transport, promotion of road safety and demand management	Sourced from Waka Kotahi Data and Tools, major activities expenditure.
Roading valuation	The annual reported book value (Carrying Amount) of the TA's roading network/assets and where available an estimated total cost to replace the roading network/assets (Replacement Cost). In some cases, the TA's estimated replacement cost amount might be to replace based on the fair value amount rather than rebuild new. Where possible, excludes the value of the land under roads. REG has extracted the information and amounts from the TA's published Annual Reports.	Results published in the Territorial Authority annual report for the financial year.
Service life	The annual reported book value (Carrying Amount) of the TA roading network/assets as a percentage of the estimated total replacement cost. The result for the individual TA is reported against the national average of all TAs. In some cases, the TA results may be partially or not displayed due to missing values for either the Carrying Amount or the Replacement Cost. These results have been calculated by REG.	Results published in the Territorial Authority annual report for the financial year.

TECHNICAL OUTPUTS

Safety

Technical Outputs
Safety

These performance measures in this report zone are drawn from the suite of Technical Output measures from One Network Road Classification (ONRC) system developed by REG.
Further reference:
REG One Network Road Classification (ONRC)
ONRC performance measures: a general guide
ONRC performance measures: a detailed guide

Fatal and serious injuries by mode (no. Per 100,000,000 km travelled)

These results have been calculated by REG. The results are normalised to a per 100,000,000 vehicle km travelled. The VKT data is sourced from the Waka Kotahi data and tools.
Network VKT sourced from Waka Kotahi, vehicle use

REPORT ELEMENT	NOTES	SOURCE
Loss of control on wet roads	The number of fatal and serious injuries through the loss of driver control when the road surface is wet.	Source: Waka Kotahi Crash Analysis System
Loss of control at night	The number of fatal and serious injuries through the loss of driver control when it is dark.	Source: Waka Kotahi Crash Analysis System
At intersections	The number of fatal and serious injuries that occurred at an intersection.	Source: Waka Kotahi Crash Analysis System
Involving vulnerable users	The number of fatal and serious injuries which **involved** a pedestrian, cyclist, moped or motorcycle.	Source: Waka Kotahi Crash Analysis System

NETWORK PHYSICAL CHARACTERISTICS

Roads, Cycleways and Bridges

Network Physical Characteristics
Roads, Cycleways and Bridges

REPORT ELEMENT	NOTES	SOURCE
Roads		
Network length (km)	The split of the road network length by **sealed** and **unsealed** roads.	Sourced from Waka Kotahi, physical statistics - roads
Urban percentage by length	The percentage of the road network length, which is defined as urban (having a speed limit of less than 70km/hr).	Sourced from Waka Kotahi, physical statistics - roads
Cycleways		
Network length (km)	The length of the cycleway network reported by an urban and rural split.	Sourced from Waka Kotahi Data and Tools, physical statistics - cycleways
Bridges		
No. bridges	The total number of bridges, the number of bridges where there is only a single lane and number of bridges made from timber.	Sourced from Waka Kotahi Data and Tools, physical statistics - bridges

ROAD NETWORK USE

Roads, Bridges and Public Transport

Road Network Use
Roads, Bridges and Public Transport

REPORT ELEMENT	NOTES	SOURCE
Roads and Bridges		
Vehicle kilometres travelled (VKT)	Total annual vehicle kilometres travelled on the local road network.	Sourced from Waka Kotahi, vehicle use
No. of restricted bridges	The number of bridges on the road network with a weight or speed restriction. Some of those with a weight restriction may also have a speed restriction.	Sourced from Waka Kotahi Data and Tools, physical statistics - bridges
Journey Distribution		
Length vs VKT	The distribution of vehicle kilometres travelled and network length by highest ONRC category classification for the financial year. This result has been calculated by REG.	Source: REG ONRC Performance Measure Reporting
Public Transport (Region only)		
Fleet size (No.)	The number of buses, train carriages and ferries in each regional fleet. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, public transport use
Passenger kms	Average trip length multiplied by total boardings per year. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, public transport use
Service kms	The distance travelled by buses, trains and ferries while in-service. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, public transport use

PEER GROUPS 2018/21 NLTP

RCA Peer Groupings

Highly Urban: Networks Greater Than 90% Urban

This peer group includes Cities and Districts with a proportion of network equalling more than 90% urban:

Hamilton City Council, Hutt City Council, Kawerau District Council, Tauranga City Council, Wellington City Council.

Cities: Networks Less Than 90% Urban

This peer group includes Cities and Districts, with a proportion of network equalling between 50% urban and 90% urban:

Auckland Transport, Christchurch City Council, Invercargill City Council, Kapiti Coast District Council, Napier City Council, Nelson City Council, Palmerston North City Council, Porirua City Council, Upper Hutt City Council.

Provincial Centres:

This peer group includes Cities and Districts, with a proportion of network equalling between 10% urban and 50% urban:

Buller District Council, Dunedin City Council, Gisborne District Council, Grey District Council, Hastings District Council, Hauraki District Council, Horowhenua District Council, Kaikoura District Council, Marlborough District Council, Masterton District Council, Matamata-Piako District Council, New Plymouth District Council, Opotiki District Council, Queenstown-Lakes District Council, Rotorua Lakes Council, South Waikato District Council, Tasman District Council, Taupo District Council, Thames-Coromandel District Council, Timaru District Council, Waimakariri District Council, Waipa District Council, Western Bay of Plenty District Council, Westland District Council, Whakatane District Council, Whanganui District Council, Whangarei District Council.

Rural Districts

This peer group includes Districts with a proportion of ONRC classified network equalling 10% urban and below:

Ashburton District Council, Carterton District Council, Central Hawke's Bay District Council, Central Otago District Council, Chatham Islands Council, Clutha District Council, DOC Roads, Far North District Council, Gore District Council, Hurunui District Council, Kaipara District Council, MacKenzie District Council, Manawatu District Council, Otorohanga District Council, Rangitikei District Council, Ruapehu District Council, Selwyn District Council, South Taranaki District Council, South Wairarapa District Council, Southland District Council, Stratford District Council, Tararua District Council, Waikato District Council, Waimate District Council, Wairoa District Council, Waitaki District Council, Waitomo District Council.

Acronyms/Glossary:

AMP – Activity Management Plan
CI – Condition Index
FAR – Funding Assistance Rate
GDP – Gross Domestic Product
MBIE – Ministry of Business, Innovation and Employment
NAASRA – National Association of Australian State Roading Authority
ONRC – One Network Road Classification
PII – Pavement Integrity Index
RCA – Road Controlling Authority
REG – Road Efficiency Group
STE – Smooth Travel Exposure
TA – Territorial Authority
TIO – Transport Investment Online
VKT – Vehicle Kilometres Travelled

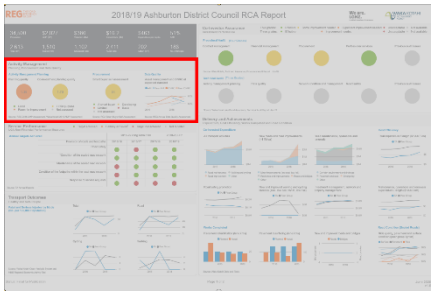
2018/19 Ashburton District Council REG RCA Report (v1.0)

Results Information

The information document *("RCA Reports-How results are presented and information sources v1.5.pdf"*) provided with the RCA Report should be used to ascertain and understand the source data and reported outputs shown in the RCA Report. The following information provides further background and detail for some ADC-specific results that are not simple statistical outputs.

The image in each section outlines the relevant location in the RCA Report.

Activity Management (page 1)



Activity Management Planning

Planning Quality

The REG "Pillars of Success" framework was created after the 2018-21 AMP was completed and approved by both ADC and NZTA. The pillars are intended to provide guidance towards ensuring best practice asset management. The assessment that supplies this result (undertaken in 2019) was intended to provide RCAs with some direction for their AMP review in preparation for the 2021-24 document. This review is currently underway and the deficiencies identified in the assessment will be addressed as part of the AMP revision. Aspects that require attention include business case principles, ONRC application and communication of intent and justifications.

Co-investment planning quality

The result provided here is the direct assessment by NZTA of the 2018-21 AMP in the process of approving the 2018-21 programme. The AMP supplies the arguments and evidence required for programme acceptance. The result is a pass but there are aspects of the document that can be improved – particularly in the areas relating to NZTA's Business Case Approach.

As noted above the 2021-24 AMP is under review and revisions will encompass required improvements.

Procurement

This is sourced from a simple checklist which scores an RCA's response to questions about their procurement practices.

Data Quality

These results are sourced from the REG Performance Measures Reporting Tool (PMRT) which contains 63 measures relating to network, inventory, maintenance activity, condition, demand/use and crash data. The metrics provide an annual snapshot to test the quality of data and processes. Each metric reflects one of these qualities; accuracy, completeness, timeliness.

Currently the measures are split into Asset Management (AM) and One Network Road Classification (ONRC) types, but this is more a result of revisions to the tool itself rather than inherent differences between the metrics in each type. In the future the types will be merged once necessary software changes are enabled.

The fall in ADC results from 2017/18 to 2018/19 reflects known shortcomings in some of the measures rather than an actual decrease in data quality. For example, some metrics measuring timeliness do so by measuring percentages of records added to the database during the last three years. If no assets are added in that period this provides a "failed" result. There are similar "expectation" parameters that do not necessarily reflect an RCA's acceptable practices but may provide a "fail". These process issues have been identified and are currently being addressed by REG.

Co-Investor Assurance (page 1)

Procedural Audit

The last Procedural Audit was undertaken in March 2018 and found two areas requiring improvement: Financial Management and Procurement.

The Financial Management issue related to difficulties in reconciling ADC's internal finance with the NZTA claims. Part of the issue was that LED lighting upgrades had two different subsidy rates (46% and 86%) applied over the audited period, which resulted in some minor errors in calculations. There were also under and over claims of $3,000 to $23,000. Corrections were undertaken and accepted by NZTA in 2017-18 and internal reconciliation procedures have been much improved.

The Procurement issue highlighted the lack of an NZTA –qualified proposal evaluator for all co-funded projects estimated at more than $200,000 (as required by NZTA's procurement policy). It was also noted that the Council's Procurement Strategy was due for review and needed to reflect any new policies or procedures. All Council contracts requiring a qualified evaluator now have one and there are two Roading Team members currently working towards this qualification (this takes

approximately 18 months). The ADC Transportation Procurement Strategy was endorsed by NZTA in June 2019.

Technical Audit

Not undertaken since 2012 so not considered recent enough to be currently relevant.

A combined Procedural/Technical audit is planned by NZTA in the first quarter of 2021.

Service Performance (page 1)

The Annual Targets listed here are the Department of Internal Affairs (DIA) mandatory performance measures reported biennially (previously triennially).

The specific measures and targets can be found in the LTP.

The only target not met for 2018/19 was "Response to service requests". The DIA description is;

"The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the time frame specified in the long term plan."

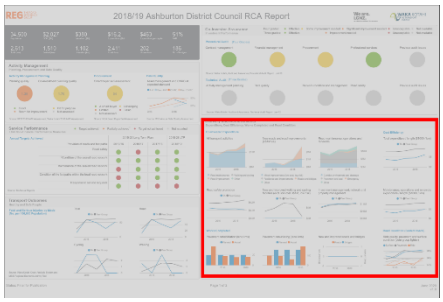
At the start of the 2018-21 period we had no timeframe defined in the LTP, so it was decided to use the current maintenance contract requirements, which are a detailed combination of the specific work type/fault and the road classification (ONRC). We have found multiple issues with this;

- There are complex data processes external to Tech1 required to enable reporting. This is due to the matrix of work and classification.
- Some of the contract response times are impractical if not impossible. For example, stormwater grate response times require clearing within 30 minutes of notification. As this generally occurs where there is widespread rain, and would affect multiple sites, this is unachievable. The new maintenance contract (currently under tender evaluation) has updated response times and clarified response expectations.
- We are out of step with many other councils, who have simple all-asset timeframes ranging from 5 to 10 working days and with 70 to 100% completion targets.

We have discussed this issue with the Policy team, and to establish much more realistic and appropriate parameters will be revising the timeframes to 7 days (for all assets) with a target of 75% completion, to be added to the 2021-24 LTP.

Using less detailed parameters will allow simpler reporting processes and provide a clearer customer expectation. This change will not affect urgent or hazardous situations as they will be dealt with appropriately within the new contract requirements.

Delivery and Achievements (page 1)



Co-Invested Expenditure

New roads and road improvements (>$1M ea)

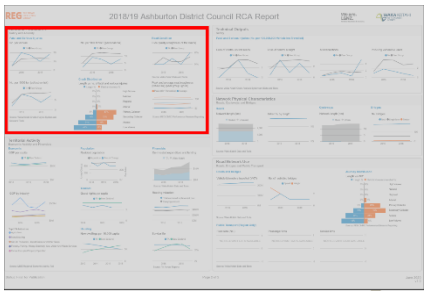
The spike at the end of this graph represents the $1.6M spent on LED Streetlight conversions.

Works Completed

The “planned” amounts shown in the two pavement graphs show the same amounts each year, as the initial submitted three-year programme total is split evenly across the period. This is due to specific annual programming not being assigned until the actual work year.

Planned lane-km are based on an estimated cost per lane-km, at the time of programme submission, and as actual costs may vary over the programme period variations in lane-km between Planned and Actual are expected.

Customer Outcomes (page 2)



Road Condition

Ride quality (roughness of roads)

This shows the percentage of roads classified as “smooth”.

Peak and average road roughness (NAASRA)

This shows the actual NAASRA counts - the higher the number, the bumpier the road.

9. End-of-year performance report

Author	*Emily Watson; Corporate Planner*
Activity manager	*Toni Durham; Strategy & Policy Manager*
Group manager	*Jane Donaldson; Group Manager: Strategy & Compliance*

Summary

- The purpose of this report is provide the end-of-year non-financial reporting against the performance measures set in Year 2 of the Long-Term Plan 2018-28.
- These results are for the 2019/20 financial year, from 1 July 2019 to 30 June 2020.

Recommendation

1. **That** the Committee receives the Infrastructure Services end-of-year non-financial performance report.

Attachment

Appendix 1 Infrastructure Services end-of-year performance report

Background

The current situation

1. Council monitors its progress towards achieving the non-financial performance measures. These are reported to Council mid-way through the financial year and at the end of the financial year.

2. As part of the Long-Term Plan process, Council sets levels of service for each activity. Accompanying these levels of services are performance measures and targets.

3. Performance measures enable Council and the community to assess whether the levels of service are being delivered to the community. Targets for each performance measure show the level of achievement Council is aiming for each year.

4. The end of year results are also included in Council's Annual Report.

Legal/policy implications

Legislation

5. Council is required (Local Government Act 2002) to report against the performance targets set for each activity in the Annual Report.

6. Section 261 (b) of the LGA established mandatory performance measures for water supply, sewerage and the treatment and disposal of sewage, stormwater drainage, and the provision of roads and footpaths. These are included in this progress report.

7. While Council isn't required by legislation to provide progress reports, to do so informs both Council and the community with how well Council is tracking on a timely basis.

Financial implications

Requirement	Explanation
What is the cost?	Monitoring Council's performance is met from within existing budgets.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	284 Community Planning
Are there any future budget implications?	No
Reviewed by Finance	Not required

Significance and engagement assessment

8. The progress reporting of Council's achievement towards its non-financial performance measures is not considered significant and is of low significance to the community.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low; Not Significant
Level of engagement selected	1 – Inform the community
Rationale for selecting level of engagement	The community will be informed of Council's progress in achieving the non-financial performance measures through relevant media channels.
Reviewed by Strategy & Policy	Toni Durham; Strategy & Policy Manager

End of year performance report – Infrastructure Services

END OF YEAR PERFORMANCE UPDATE – DRINKING WATER

What we're aiming for: To promote the health and safety of the community through the provision of an efficient, safe and reliable water supply.

WHAT WE'RE WORKING TOWARDS (Levels of service)	HOW WE'LL MEASURE PROGRESS (Performance measures)		2018/19 RESULTS	2019/20 TARGET	2019/20 RESULTS	COMMENTS
We provide quality drinking water to connected properties	All Council drinking water schemes achieve bacteria compliance		11/12	100%	11/12	Three transgressions (E.coli detection) at Montalto Water Treatment Plant. Note-: Montalto operates under a permanent boil water notice.
	All Council drinking water schemes achieve protozoal compliance		2/12	100%	2/12	Ashburton, Hinds, Dromore, Mayfield and Chertsey supplies have lost secure groundwater status and are therefore no longer protozoa compliant. Methven, Mount Somers and Hakatere have protozoa treatment in place. But investigations indicate further upgrading is necessary. Rural schemes Methven/Springfield & Montalto are currently without protozoa treatment pending upgrades.
Council contractors respond to drinking water failures and requests with median response times	Median response time (in hours) to urgent and non-urgent callouts	Urgent call-out attendance	0.37 hrs (22 mins)	1 hour	0.33 hrs (20 mins)	30 Completed Urgent call-outs with a median response time of 20 minutes.
		Urgent call-out resolution	3.78 hrs	4 hours	2.40 hrs	30 Completed Urgent call-outs with a median resolution time of 2 hours 24 minutes.

		Non-urgent call-out attendance	0.85 days (20.4 hrs)	1 day	0.26 days (6.19 hrs)	983 Completed Non-urgent call-outs with a median response time of 6 hours 11 minutes.
		Non-urgent call-out resolution	1.24 days (29.8 hrs)	5 days	0.96 days (23.02 hrs)	983 Completed Non-urgent call-outs with a median resolution time of 23 hours 1 minute.
We provide efficient and sustainable drinking water services	Reduction in real water loss from the reticulated systems		51%	34%	52%	Not all properties on Council supplies are metered and so the approved water loss calculation yields a coarse figure and includes losses on private reticulation.
	Reduction in average consumption (per resident per day)		687 L	≤720 L	714 L	6,466,256 m^3 across 366 days and an estimated serviced population of 24,752
The majority of residents are satisfied with our drinking water services	Customer satisfaction with drinking water services	a) Clarity b) Taste c) Odour d) Pressure or flow e) Continuity of supply f) Council's response to any of these issues	7.49 complaints / 1,000 connections	≤ 10 complaints / 1,000 connections	8.42 complaints / 1,000 connections	90 complaints received (10,684 connections)
	Residents are satisfied with Council's drinking water supplies		80%	80%	83%	

END OF YEAR PERFORMANCE UPDATE – WASTEWATER

What we're aiming for: To help protect community health and safety, and the environment, through the provision of reliable and efficient wastewater schemes.

WHAT WE'RE WORKING TOWARDS (Levels of service)	HOW WE'LL MEASURE PROGRESS (Performance measures)		2018/19 RESULTS	2019/20 TARGET	2019/20 RESULTS	COMMENTS
We provide an efficient and sustainable wastewater service	Dry weather overflow incidents		0.52	≤1.0/1000 connections	0.20	2 dry weather sewerage over-flows caused by blocked sewer mains (9,769 connections)
	Compliance with resource consents	Abatement notices	0	0	0	No abatement notices received.
		Infringement notices	0	0	0	No infringement notices received
		Enforcement orders	0	0	0	No enforcement orders received
		Convictions	0	0	0	No convictions received
Council contractors respond to wastewater failures and requests with median response times	Median response time (in hours) to callouts	Call-out attendance time	0.38 hours (23 mins)	1 hour	0.50 hours (30 mins)	2 overflow call-outs with a response time of 30 minutes.
		Call-out resolution	2.65 hours	4 hours	3.00 hours	2 overflow call-outs with a resolution time of 3 hours 0 minutes.
The majority of residents are satisfied with our wastewater services	Customer satisfaction with wastewater services	a) Sewage odour b) Sewerage system faults c) Sewerage system blockages d) Council's response to issues with our sewerage system	6.43 complaints/ 1,000 connections	≤10 complaints/ 1,000 connections	6.86 complaints/ 1,000 connections	67 complaints received (9,769 connections)

END OF YEAR PERFORMANCE UPDATE – STORMWATER

What we're aiming for: To help protect community health and safety, and the environment, through the provision of reliable and efficient wastewater schemes.

WHAT WE'RE WORKING TOWARDS (Levels of service)	HOW WE'LL MEASURE PROGRESS (Performance measures)	2018/19 RESULTS	2019/20 TARGET	2019/20 RESULTS	COMMENTS
We provide protection from flooding for private properties	Flooding events from stormwater overflows *	0	0	0	No flooding events where stormwater flooded a habitable floor of a property
	Number of habitable floors affected for each flooding event *	0	0	0	No habitable floors affected by stormwater.
	Median response time (in hours) to callouts *	N/A	1 hour	N/A	Not applicable as there were no flooding events during this period.
We provide efficient and sustainable stormwater services	Compliance with resource consents * 0	0	0	0	No abatement notices received.
	0	0	0	0	No infringement notices received
	0	0	0	0	No enforcement orders received
	0	0	0	0	No convictions received
The majority of residents are satisfied with our stormwater services	Customer satisfaction with stormwater services (complaints / 1,000 connections) *	3.32	≤ 5	1.94	19 stormwater system performance complaints received (9,769 connections)

* Mandatory performance measure set by the Department of Internal Affairs

END OF YEAR PERFORMANCE UPDATE – STOCKWATER

What we're aiming for: To promote the productivity of rural land through the efficient provision of clean, reliable stockwater.

WHAT WE'RE WORKING TOWARDS (Levels of service)	HOW WE'LL MEASURE PROGRESS Performance measures)		2018/19 RESULTS	2019/20 TARGET	2019/20 RESULTS	COMMENTS
We provide efficient and sustainable stockwater services	Compliance with resource consents	Abatement notices	0	0	0	No abatement notices received
		Infringement notices	0	0	0	No infringement notices received
		Enforcement orders	0	0	0	No enforcement orders received
		Convictions	0	0	0	No convictions received

END OF YEAR PERFORMANCE UPDATE – TRANSPORTATION

What we're aiming for: To enable efficient travel throughout the district to support economic and social interaction.

WHAT WE'RE WORKING TOWARDS (Levels of service)	HOW WE'LL MEASURE PROGRESS (Performance measures)	2018/19 RESULTS	2019/20 TARGET	2019/20 RESULTS	COMMENTS
We provide quality transportation services for the district	The footpath network is well maintained *	94%	85%	94%	
	The sealed local road network is smooth *	96%	90%	96%	
	The sealed local road network is well maintained *	6.2%	4%	5.6%	
	Volume of metal replaced on unsealed roads *	60,321m^3 (49,427m^3, 3 year average)	48,000m^3	48,926m^3	*3 year average is for 2017/18, 2018/19 & 2019/20.
	Reduction in fatalities on local roads * *The change in the number from the previous financial year.*	1	≤2	-2	
	Reduction in serious injury crashes on local roads * *The change in the number from the previous financial year.*	-1	≤2	-1	
Council contractors respond to transportation network failures and requests within required response times	Roading service requests are responded to on-time *	53%	75%	56%	
	Footpath service requests are responded to on-time *	35%	70%	61%	
The majority of residents are satisfied with Council's transportation services	Residents are satisfied with Council's unsealed roads	55%	70%	51%	
	Residents are satisfied with Council's sealed roads	38%	70%	34%	

* Mandatory performance measure set by the Department of Internal Affairs

END OF YEAR PERFORMANCE UPDATE – WASTE REDUCTION AND RECOVERY

What we're aiming for: To develop a cost-effective range of waste management services to ensure sustainable management, conservation of resources, and protection of the environment and public health.

WHAT WE'RE WORKING TOWARDS (Levels of service)	HOW WE'LL MEASURE PROGRESS Performance measures)	2018/19 RESULTS	2019/20 TARGET	2019/20 RESULTS	COMMENTS
We provide kerbside collection services to the majority of residents in the district	Increase the volume of recyclable material from kerbside collection services	+3.3%	+1%	-11%	Covid19 lockdowns and 3 months of recycling going to landfill has eroded previous gains.
	Kerbside collection service complaints are responded to within 24 hours (response time – contract KPI)	100%	95%	95%	
We provide waste reduction and recovery facilities throughout the district	Increase the volume of recyclable/recoverable material recovered from the waste stream	+1.4%	+1%	-5%	Covid19 lockdowns and 3 months of recycling going to landfill has eroded previous gains.

Infrastructure Services Committee
Terms of Reference

Purpose

The purpose of the Infrastructure Services Committee is to provide oversight of the district's transportation, 3Waters and solid waste infrastructure in a manner that promotes the current and future interests of the community (Local Government Act 2002).

Membership

Membership of the Committee comprises:

- Cr Stuart Wilson (Chair)
- Cr Lynette Lovett (Deputy Chair)
- Cr Leen Braam
- Cr Rodger Letham
- Cr Diane Rawlinson
- The Mayor, Neil Brown (ex-officio)

The quorum is four members.

Meeting Frequency

The Infrastructure Services Committee will meet on a six (6) weekly cycle, or more frequently on an as-required basis as determined by the Chair and Group Manager Infrastructure Services.

Committee members shall be given not less than 5 working days' notice of meetings.

Delegations

The Infrastructure Services Committee has no delegated authority to make decisions. Its role is to consider and review matters of strategy, policy or significance in its sphere of Council business, and (if appropriate) to make recommendations to full Council.

Sphere of business

- Land drainage
- Refuse collection, recycling and disposal
- Closed landfills
- Roading, footpaths and bridges
- Cycleways and walkways
- Stormwater
- Stockwater (strategic oversight)
- Street lighting
- Wastewater – sewerage reticulation and disposal (including trade waste and septage disposal)
- Water supplies

Reporting

The Infrastructure Services Committee will report to the Council.