Clr

AGENDA

Infrastructure Committee Meeting

Tuesday, 11 June 2024

Date	**Tuesday, 11 June 2024**
Time	**Following Environmental Services Committee**
Location	**Council Chamber** **Timaru District Council Building** **2 King George Place** **Timaru**
File Reference	**1676480**

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru, on Tuesday 11 June 2024, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Clrs Sally Parker (Chairperson), Gavin Oliver (Deputy Chairperson), Stu Piddington, Peter Burt, Owen Jackson, Allan Booth, Stacey Scott, Michelle Pye, Scott Shannon and Mayor Nigel Bowen

Quorum – no less than 5 members

Local Authorities (Members' Interests) Act 1968

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

Andrew Dixon
Group Manager Infrastructure

Order Of Business

1 Apologies

2 Public Forum

3 Identification of Items of Urgent Business

4 Identification of Matters of a Minor Nature

5 Declaration of Conflicts of Interest

6 Chairperson's Report

7 Confirmation of Minutes

7.1 Minutes of the Infrastructure Committee Meeting held on 16 April 2024

Author: **Rachel Scarlett, Governance Advisor**

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 16 April 2024 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Attachments

1. Minutes of the Infrastructure Committee Meeting held on 16 April 2024

MINUTES

Infrastructure Committee Meeting

Tuesday, 16 April 2024

Ref: 1676480

Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on 11.29am, Tuesday, 16 April 2024 Following Environmental Services Committee

Present: Clrs Gavin Oliver (Deputy Chairperson), Stu Piddington, Peter Burt, Owen Jackson, Allan Booth, Stacey Scott, Michelle Pye, Scott Shannon and Mayor Nigel Bowen

In Attendance: **Community Board Members:** Charles Scarsbrook (Temuka Community Board)

Officers: Nigel Trainor (Chief Executive), Paul Cooper (Group Manager Environmental Services), Andrea Rankin (Chief Financial Officer), Andrew Dixon (Group Manager Infrastructure), Beth Stewart (Group Manager Community Services), Stephen Doran (Group Manager Corporate and Communications), Suzy Ratahi (Land Transport Manager), Andrew Lester (Water and Drainage Manager), Jacky Clarke (Programme Delivery Manager), Steph Forde (LTP Project Officer), Grant Hamel (Waste Operations Manager), Selina Kunac (Transport Strategy Advisor), Jessica Kavanaugh (Team Leader Governance), Rachel Scarlett (Governance Advisor)

Public Forum: Scott McAuley (General Manager Transport Hilton Haulage), Garry Aitken (Director and General Manager Temuka Transport) presenting to report 8.4 (Overweight Permits Policy)

1 Apologies

1.1 Apologies Received

Resolution 2024/8

Moved: Clr Peter Burt
Seconded: Clr Allan Booth

That the apology of Clr Sally Parker be received and accepted.

Carried

2 Public Forum

2.1 Overweight Permits Policy

The Hilton Haulage General Manager of Transport and Director and General Manager Temuka Transport spoke to Council regarding their concerns of the proposals to lower overweight vehicle limits for the Timaru Port, and the impact the proposal would have on them and their customers.

Discussion included, options of separating and transferring goods to alternative vehicles to reduce singular vehicle axle weight on port roads, the issues that come from this and partnerships that could breakdown. The Hilton Haulage General Manager of Transport and Director and General Manager Temuka Transport also spoke about the exporters that compete on the global stage being effected as a result of the proposal going ahead, which would in turn effect South Canterbury's economy.

3 Identification of Items of Urgent Business

No items of urgent business were received.

4 Identification of Matters of a Minor Nature

No matters of a minor nature were raised.

5 Declaration of Conflicts of Interest

No conflicts of interest were declared.

6 Chairperson's Report

There was no Chairperson's Report presented.

7 Confirmation of Minutes

7.1 Minutes of the Infrastructure Committee Meeting held on 12 March 2024

Resolution 2024/9

Moved: Mayor Nigel Bowen
Seconded: Clr Peter Burt

That the Minutes of the Infrastructure Committee Meeting held on 12 March 2024 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

8 Reports

8.1 Overweight Permits Policy

The Land Transport Manager spoke to this report to:

- Update the Infrastructure Committee on updates made to the application process and assessment criteria for overweight vehicle permits in the Timaru District.
- Update the Infrastructure Committee on the implications for issuing of International Organization for Standardisation (ISO) container permits.
- Present the Draft Overweight Vehicle Permits Policy to the Infrastructure Committee.
- Present options for adoption of the Policy including potential further dispensations for ISO container permits.

Discussion included damage to Council's infrastructure and queries of legislation with an option to collaborate with New Zealand Transport Agency Waka Kotahi (NZTA), who now issue the overweight permits and are responsible for State Highways. The road asset life at the port was also discussed and the effects high vehicle loading has on this. It was noted the NZ Police are the enforcement agency and enforce the permit requirements, but do not issue these.

Resolution 2024/10

Moved: Deputy Chairperson Gavin Oliver
Seconded: Clr Michelle Pye

The Infrastructure Committee:

1. The Deputy Chairperson moved that a dedicated authority be set up to work more collaboratively with the road-using group. This group is to include sector members, officers and elected members. The Land Transport manager was delegated authority to form this forum.
2. The Land Transport Manager will report back to the Infrastructure Committee at the 27th August Committee Meeting. In the meantime, an extension of the current policy will be granted until August 2024.

Carried

8.2 Actions Register Update

The Chairperson spoke to this report to provide the Infrastructure Committee with an update on the status of the action requests raised by councillors at previous Infrastructure Committee meetings.

Discussion included an update on Peel Forest, the City Town Steering Group and Caroline Bay Master Plan.

Councillors and the Group Manager Infrastructure also discussed updates, location and costings of the Strathallan corner public toilets.

Resolution 2024/11

Moved: Deputy Chairperson Gavin Oliver
Seconded: Clr Michelle Pye

That the Infrastructure Committee receives and notes the updates to the Actions Register.

Carried

8.3 Waste Management Update

The Waste Operations Manager spoke to Council to provide the Infrastructure Committee an update on matters relating to waste management at Council.

Discussion included the shared agreement currently underway, Council owned buildings at the Redruth site, monitoring of kerbside changes, recovering waste from the kerbside, funding that is involved and impacts to workstreams.

Resolution 2024/12

Moved: Clr Peter Burt
Seconded: Mayor Nigel Bowen

That the Infrastructure Committee receives and notes the Waste Management Update.

Carried

8.4 Infrastructure Key Project Updates

The Group Manager Infrastructure, Water and Drainage Manager and Land Transport Manager spoke to Council to provide an update on key infrastructure projects within the Infrastructure Group.

Discussion included, an update on the Pleasant Point Watermain Renewals, an update on the Waste Water Treatment Plant Upgrade, and health and safety risk issues occurring. It was noted that in regard to Wastewater Treatment that trade waste discharge compliance is essential. Council currently liaising with businesses affected to improve compliance.

The Councillors suggested a policy or bylaw so Council can monitor, enforce and recover costs. Councillors agreed it would be beneficial to speak to stakeholders regarding the issues occurring with the Waste Water Treatment Plant site. There was also the suggestion of creating a contract agreement to help with enforcement.

Discussion also included the funding of 'Road to Zero' being 51%, the unforeseen circumstances leading to the high cost of the roundabout on Cain Street, and the ability to approve budgets under the Road to Zero title until 30 June 2024.

Councillors and the Land Transport Manager discussed the blanket speed reductions the Government has put on hold. The Timaru District Interim Speed Management Plan has been approved and will be implemented. The key areas are school zones and in high-risk areas where there have been community requests.

Resolution 2024/13

Moved: Deputy Chairperson Gavin Oliver
Seconded: Clr Michelle Pye

That the Infrastructure Committee receives and notes the Infrastructure Group Key Project Updates.

Carried

9 Consideration of Urgent Business Items

No items of urgent business were received.

10 Consideration of Minor Nature Matters

No matters of a minor nature were raised.

11 Public Forum Items Requiring Consideration

There were no public forum items.

12 Exclusion of the Public

Resolution 2024/14

Moved: Mayor Nigel Bowen
Seconded: Deputy Chairperson Gavin Oliver

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
13.1 - Temporary Traffic Management works update	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	To protect commercially sensitive information

Carried

13 Public Excluded Reports

13.1 Temporary Traffic Management works update

14 Readmittance of the Public

Resolution 2024/15

Moved: Clr Owen Jackson
Seconded: Clr Peter Burt

That the meeting moves out of Closed Meeting into Open Meeting at 1.16pm.

Carried

The Meeting closed at 1.17pm

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Clr Gavin Oliver

Deputy Chairperson

8 Reports

8.1 Actions Register Update

Author: **Rachel Scarlett, Governance Advisor**

Authoriser: **Andrew Dixon, Group Manager Infrastructure**

Recommendation

That the Infrastructure Committee receives and notes the updates to the Actions Register.

Purpose of Report

1 The purpose of this report is to provide the Infrastructure Committee with an update on the status of the action requests raised by councillors at previous Infrastructure Committee meetings.

Assessment of Significance

2 This matter is assessed to be of low significance under the Council's Significance and Engagement Policy as there is no impact on the service provision, no decision to transfer ownership or control of a strategic asset to or from Council, and no deviation from the Long Term Plan.

Discussion

3 The Actions register is a record of actions requested by councillors. It includes a status and comments section to update the Infrastructure Committee on the progress of each item.

Attachments

1. Infrastructure Services Actions Required ⇩

Information Requested from Councillors (Infrastructure Committee)

Information Requested	Update on Peel Forest Landfill		
Date Raised:	08 August 2023	**Status:**	Ongoing
Issue Owner	Group Manager Infrastructure	**Completed Date:**	

Background:
The Councillors requested an update on the work at the Peel Forest Landfill.

Update: LINZ approval has been granted, and now ECan consent process is ongoing (oral update on timeframe to be provided at the meeting).

February 2024 Update: Liaison continues with Aoraki Environmental Consultants. Consent application is almost complete for lodging and work is now commencing on the preparation of tender documentation.

March 2024 Update: Report being presented to Infrastructure Committee following requests at last meeting. Consent application is ready to be filed.

April 2024 Update: Consents are due to be lodged and work is underway preparing tender documentation. The next funding round for the Ministry for the Environment Contaminated Sites Remediation Fund is late September and we are investigating to see if we are eligible to apply for this. The breakdown of costs to provide clarity to the committee is underway.

June 2024 Update: Consent applications have now been lodged and tender documentation is being prepared. Investigation into the Ministry for the Environment Contaminated Sites Remediation Fund continues. The cost breakdown was emailed to Councillors on 2 May 2024.

Information Requested	Vehicle Fleet				
Date Raised:	16 April 2024			**Status:**	Ongoing
Issue Owner	Group Manager Infrastructure	**Due Date:**	13 August 2024	**Completed Date:**	

Background:

It is requested a report on the vehicle fleet to include additional data then what was provided in the Environmental Services report on the 16 April 2024, including a cost benefit analysis, and the environmental and social benefits of the vehicle fleet, this was requested to be brought to the 11 June 2024 Infrastructure meeting. June 2024 Update: Following the presentation of the report to the Environmental Services Committee on 16 April 2024, a further report is being prepared to present to the Council meeting on 13 August 2024.

Information Requested	Overweight Permits Policy				
Date Raised:	16 April 2024			**Status:**	Ongoing
Issue Owner	Group Manager Infrastructure	**Due Date:**	27 August 2024	**Completed Date:**	
Background: It is requested that the Overweight Permits Policy discussion be taken offline and delegate to Land Transport Manager, and for the report to come back to the Infrastructure Committee meeting on the 27 August 2024. June 2024 Update: This report is being prepared for the Infrastructure Committee Meeting on 27 August 2024.					

Information Requested	Caroline Bay master plan				
Date Raised:	16 April 2024			**Status:**	Complete
Issue Owner	Group Manager Infrastructure	**Due Date:**		**Completed Date:**	11 June 2024
Background: A workshop was requested to speak on the inclusion of a Caroline Bay master plan and seeking feedback, with an invite extended to consultants. June 2024 Update: The Caroline Bay Masterplan is included for discussion as part of the Timaru CityTown Masterplan Update and Workshops from 10-17 June. Councillors should have received invites to these sessions if they wish to participate.					

8.2 Geraldine Water Headworks Resilience Strategy

Author: **Ashley Harper, Water Reforms Advisor**

Authoriser: **Andrew Dixon, Group Manager Infrastructure**

Recommendations

1. That the scope of the Geraldine Water Headwork Resilience Strategy includes the consideration of:
   (a) Water quantity and availability
   (b) Water quality, including aesthetic parameters.
   (c) Water storage volumes and location(s)
   (d) Water reticulation to connect the borefield and reservoir components of the headworks infrastructure.
2. That the design period for the Geraldine Water Headworks Resilience Strategy be 50 years
3. That a Stakeholder Liaison Group be established to support the development of the Geraldine Water Headworks Resilience Strategy
4. That the makeup of the Stakeholders Liaison Group be;
   (a) Infrastructure Committee Chair
   (b) Geraldine Ward Councillor
   (c) A Geraldine Community Board member
   (d) A representative of Iwi
   (e) A representative of Department of Conservation
   (f) A representative of Talbot Forest Working Party
   (g) A representative of potentially affected landowners

Purpose of Report

1 The purpose of this report is to brief the Infrastructure Committee of the scoping work carried out to date for the Geraldine Water Headworks Resilience Strategy and to seek approval of the way forward with this project.

Assessment of Significance

2 This project is assessed as being of medium significance in terms of Councils Significance and Engagement Policy. This level of significance has been determined because of the potential impact of this project on the Geraldine Community and potentially the wider Timaru District Community through the urban water rate.

3 Being of medium significance elevates the level of stakeholder participation in the development of the Geraldine Water Headworks Resilience Strategy.

Background

4 The background to the current Geraldine Water Headworks infrastructure components has been extensively researched and the key items and milestone events have been:

4.1 The treated water reservoir holding 2200m3 (500,000 gallons) located on the Department of Conservation reserve at 59 Tripp Street Geraldine was constructed in 1960 – 62.

4.2 The borefield at 378 Orari Back Road was developed by the installation of three wells in 1978 and by the installation of a fourth well in 2000.

4.3 The single trunk water main made of asbestos cement pipe was constructed from the borefield to the reservoir in 1977.

5 There are legislated increases in drinking water standards which requires improved water treatment processes and regular compliance reporting to Taumata Arowai.

6 Increasing community service level expectations with respect to the continuity of supply of water are also becoming a focus for some communities.

7 Aesthetic parameters are becoming increasingly important to consumers and regulators. Aesthetic values relate to water quality and clarity parameters that are within legislated standards but may provide concern to consumers. The recent manganese issue in Timaru is an example of this. In Geraldine the pH of the water that is becoming more problematic over time and any headworks improvements will need to consider water aesthetic parameters including pH correction.

Discussion

8 The current water reservoir has served the Geraldine urban area extremely well for over 60 years and the trunk pipeline for over 40 years. The borefield was extended in 2000 to meet increased water demand. This infrastructure has met expected design life criteria.

9 A key initial step of a strategic infrastructure project is to define the scope and scale of the project and stakeholder involvement needs.

10 Included in the 2024-34 Draft Long Term Plan are projects to address the age of the water headworks infrastructure, increasing drinking water standards, increasing community service level expectations and the need to improve resilience.

11 The proposed water headworks enhancement needs to consider projected population increases and potential lifestyle changes. Assessing the future population and design life for the proposed new headworks infrastructure will be a key task when determining the content of the resilience strategy.

12 Resilience is also an issue to be addressed because consumers are expecting increasing levels of service with respect to water quality, water availability, and continuity of service. To meet these community expectations the water system requires infrastructure components that can be taken out of service for repairs and maintenance while maintaining levels of service to consumers. In Geraldine this is proving to be an issue because there is a single reservoir and single trunk main from the borefield to the reservoir. Often the solution is to duplicate strategic assets.

13 An infrastructure strategy will provide a timeline for the installation of key components, noting that some components will be required in the short to medium term and others in the longer

term. The overall planning period should be at least 50 years, being the minimum life of new strategic infrastructure components.

14 The following parameters have been reviewed by officers in the Drainage and Water Unit and agreement has been reached on the content of the Geraldine Water Headworks Resilience Project, as follows;

14.1 Water quantity and availability

14.2 Water quality, including aesthetic parameters

14.3 Water storage volumes and location

14.4 Water trunk mains to support the borefield and reservoir components of the headworks infrastructure.

14.5 Planning period 50 years

Options and Preferred Option

15 Option 1 – To develop a Geraldine Water Headwork Resilience Strategy involving stakeholders (preferred option)

Planning for the next 60 years needs to be progressed and the preferred method for ensuring the correct solutions are identified and developed is to utilise stakeholder involvement to support the infrastructure management technical specialists within the Drainage and Water team. This option has been used very successfully in the past.

16 Option 2 – Continue without developing a strategy

An alternative option is to do nothing. This is strongly not preferred because should any of the headworks infrastructure components fail then the supply of water to Geraldine will potentially cease.

17 Option 3 – Develop a strategy not involving stakeholders

Other options, not involving stakeholders have the potential to not identify all the opportunities that come within the scope and scale of this project. This will also have the potential to delay the consenting of the project as more community engagement will be required to secure consents from ECan and the Department of Conservation.

Consultation

18 The initiation of a Stakeholder Liaison Group will assist Council to meet its statutory obligations under its Significance and Engagement Policy. The Stakeholder Liaison Group would meet approximately 6 times over the remainder of the calendar year with its terms of reference being;

1. Become familiar with the current Geraldine Water Headworks Infrastructure and the future issues as detailed in this report
2. Identify opportunities to improve and make resilient the Geraldine Water Headworks Infrastructure.
3. After an evaluation of options, prepare a final draft Geraldine Water Headworks Resilience Strategy for consideration by the Infrastructure Committee.

19 The makeup of the Stakeholder Liaison Group could include representatives on the following stakeholders;

1. Infrastructure Committee Chair
2. Geraldine Ward Councillor
2. A representative of the Geraldine Community Board
3. A representative of Iwi
4. A representative of the Department of Conservation
5. A representative of the Talbot Forest Working Party
6. A representative of potentially affected landowners.

Relevant Legislation, Council Policy and Plans

5. The 2024-34 Draft Long Term Plan includes this project and consideration of this report is a key step in defining the scope of the project and the community involvement to identify options for investigation and making recommendations.
6. The Drinking Water Standards are being regularly updated and consideration of the known future initiatives by the drinking water regulator, Taumata Arowai, will be part of the scope of the project.

Financial and Funding Implications

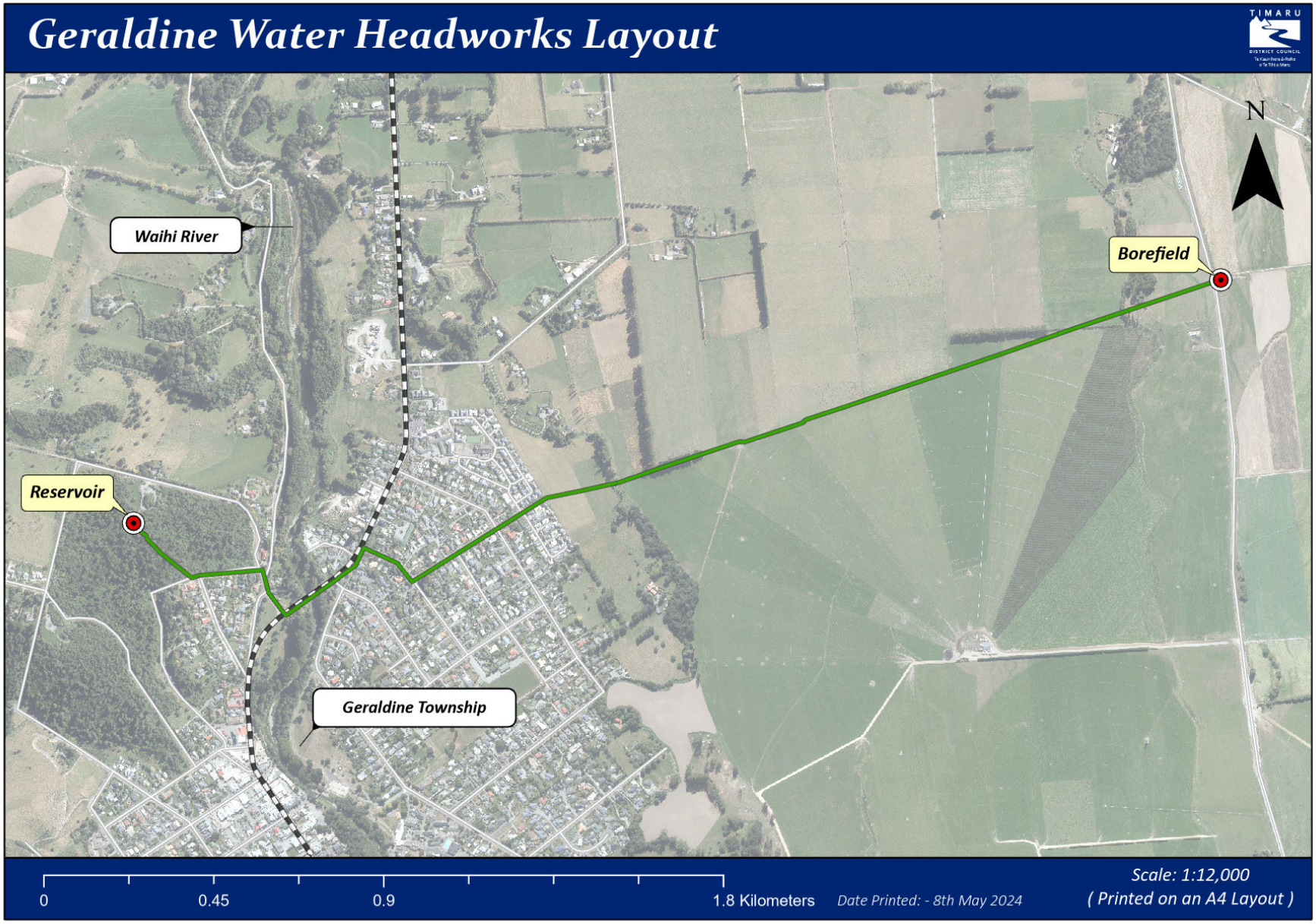
7. The 2024-34 Draft Long Term Plan includes the following funding:
    1. 2024-25 $8,300,984
    2. 2025-26 $3,066,000
8. These timeframes are very optimistic and now that the scope and scale of the project is being refined the updated timeframes that would be appropriate are:
    1. 2024-25 $250,000
    2. 2025-26 $4,000,000
    3. 2026-27 $7,110,000
9. The funding for this capital expenditure will be by both depreciation funds, as available, and by loan with the annual costs being met from the Urban Water budget.

Other Considerations

10. The current reservoir is situated on Department of Conservation land. There is a risk that the occupancy arrangement cannot be extended. Consideration of this issue will be a key task of the Stakeholder Liaison Group.
11. The reporting process for the work of the proposed Stakeholder Liaison Group is initially via the Infrastructure Committee followed by referring the report to the Geraldine Community Board. This is the reporting hierarchy because the Infrastructure Committee has delegated authority to oversee infrastructure activities on a district wide basis.

Attachments

1. Geraldine Water Headworks Layout Map


Geraldine Water Headworks Layout
TIMARU DISTRICT COUNCIL
N
Waihi River
Borefield
Reservoir
Geraldine Township
0
0.45
0.9
1.8 Kilometers
Date Printed: - 8th May 2024
Scale: 1:12,000
(Printed on an A4 Layout)

8.3 The Terrace Footbridge - Options Assessment

Author: **Adam Ward, Roading Network Team Leader**
Susannah Ratahi, Land Transport Manager

Authoriser: **Andrew Dixon, Group Manager Infrastructure**

Recommendation

1. That the Infrastructure Committee considers the desired level of service to be provided for pedestrian access over the KiwiRail corridor between the CBD and Port areas.
2. That options are considered, and a decision made on the future of The Terrace Footbridge

Purpose of Report

1 To consider the desired level of service and decide on a management strategy for the Terrace Footbridge.

Assessment of Significance

2 This matter is low-medium significance in accordance with Council's Significance and Engagement Policy.

3 There are no significant social, economic, or cultural wellbeing impacts associated with the options presented in this report.

4 There has been some feedback received from the public, particularly residents and workers in the vicinity who find this bridge a convenient point of access between the CBD and Port areas. They are in favour of the bridge being retained.

Background

5 The Terrace Footbridge is a timber bridge located between The Terrace and Port Loop Road, providing pedestrian access over the KiwiRail Main South Line.

6 During a routine structural inspection, several significant defects were identified requiring high priority maintenance. The bridge was subsequently closed on the recommendation of the Structural Engineer (WSP), pending this maintenance work being completed.

7 The bridge is not on a designated active transport route, and it does not provide access for cyclist and mobility users.

8 There are four alternative pedestrian routes near the Terrace Footbridge, three of which provide full mobility access (Strathallan Loop Bridge, Port Loop Road, and the Caroline Bay Footbridge (Matrimonial Bridge) on the Bay Hill).

9 However, the Coastline Connection (link to the water's edge and original shoreline) was identified in the CityTown Strategic Framework (endorsed by the Infrastructure Committee in July 2022) as one of the four Key moves necessary to achieve the desired vision and outcomes for a vibrant city centre.

10 The significance of the waterfront connection (whether through to the Port or to Caroline Bay) had been previously emphasised by community and stakeholders, many of whom raised this

in feedback to consultation, market research questionnaire and through CityTown design workshops. The commercial and recreational advantage of our seaside location has also been iterated through other strategic documents such as Venture Timaru's Destination Management Plan and Economic Development Strategy.

11 The Land Transport Unit seeks guidance on the preferred management strategy for the Terrace Footbridge.

Discussion

12 A key consideration is the desired level of service to be provided for pedestrian access (including cyclist and mobility users) over the KiwiRail Corridor between the CBD and Port/Coastline areas.

13 There are proposed investment opportunities aligned with the Coastline Connection in the CityTown Strategic Framework included upgrades to/new pedestrian and cycle connections between the city centre and existing coastal assets and trails. While of secondary significance to the Strathallan pedestrian/cycle bridge, the Terrace Footbridge was identified as a key active transport link supporting pedestrian commuter/play/recreation trails for locals and for future city centre residents looking to balance inner city work/life demands with access to green space and amenity.

14 For a bridge replacement to be eligible for NZTA funding, a Present Value End-of-Life (PVEOL) assessment is required. This establishes the economic remaining life of the bridge and compares the Net Present Value (NPV) of alternative options. The remaining life option with the least cost is the preferred option.

15 WSP have carried out a PVEOL assessment for four options which are presented below.

Options and Preferred Option

16 Option 1 is to carry out the required maintenance now, increasing the life of the bridge by approximately 7-10 years, and replacing the bridge once it reaches the end of its extended life. Ongoing maintenance and inspections would be required to mitigate the risk of further timber deterioration occurring. This is the lowest remaining life net present cost option. This option would meet NZTA PVEOL assessment criteria and would be able to attract NZTA funding. This option would be consistent with the CityTown Strategic Framework.

17 Option 2 is to replace the bridge now. As the life of the bridge can be reasonably extended by undertaking maintenance this option would not meet NZTA PVEOL assessment criteria, so would not attract NZTA funding. This option would be consistent with the CityTown Strategic Framework.

18 Option 3 is to carry out the required maintenance now, increasing the life of the bridge by approximately 7-10 years, and removing the bridge once it reaches the end of its extended life. Ongoing maintenance and inspections would be required to mitigate the risk of further timber deterioration occurring. This option retains the existing level of service and allows deferral of a long-term decision, which will be inevitable once the bridge reaches the end of its extended life. This would be able to attract NZTA funding. This option would be consistent with the CityTown Strategic Framework in the short term, however, once the structure was at the end of life and faced removal the outcome would be inconsistent with the CityTown Strategic Framework.

19 Option 4 is to remove the bridge now without replacement. This is the overall lowest cost option, and eliminates the ongoing operational costs associated with inspections, maintenance, and KiwiRail fees. This option results in a decrease in the level of service provided, which is partially mitigated by the number of alternative routes available. This could be further mitigated by installing appropriate wayfinding signage indicating the other available crossing points. This would be able to attract NZTA funding. This option would be inconsistent with the CityTown Strategic Framework. This is the preferred option given current funding constraints.

20 Initial Costs, Total Lifecycle Costs, and Net Present Costs are summarised in the table below for comparison. These are based on the estimated costs of physical works, and do not include ongoing inspection costs. Replacement options match but do not improve on the existing level of service (i.e. suitable for able-bodied pedestrians only)

Option	Initial Cost	Lifecycle Cost	Net Present Cost
1. Maintenance now, replace bridge at end of life	$75,000	$585,000	$464,000
2. Replace bridge now	$500,000	$504,000	$503,000
3. Maintenance now, remove bridge at end of life	$75,000	$135,000	$122,000
4. Remove bridge now	$50,000	-	$50,000

Consultation

21 Other than communicating the bridge closure via the TDC website and Facebook page, no other consultation has taken place with the wider community. Some individuals have contacted Council expressing their desire to retain the bridge following the closure.

Relevant Legislation, Council Policy and Plans

22 Local Government Act 2002

23 Land Transport Act 1998

24 CityTown Strategic Framework 2022

25 Active Transport Strategy 2018

26 Timaru District Council Roading and Footpaths Activity Management Plan 2024

Financial and Funding Implications

27 There is insufficient funding available this financial year in the Land Transport Structures Renewals or Structures Maintenance budgets. Should work proceed in the next financial year, these budgets could be used, however, this would mean other high priority work would have to be deferred, such as scour protection, deck replacements, and guardrail replacements on rural vehicle bridges.

28 Any work carried out on the bridge will require a Permit to Enter the KiwiRail corridor, and Rail Protection will need to be in place during works. The options presented in this report incorporate an allowance for accessing the KiwiRail corridor, however this is difficult to estimate accurately and will vary depending on the scope and duration of work carried out.

29 If a bridge is retained at this location, it is likely that an updated Grant of Right will be required from KiwiRail for the occupation of their corridor. A similar situation was encountered recently during the repair and eventual replacement of South Street Bridge. This will involve a one-off application fee as well as an ongoing annual grant fee. Currently no fees are paid to KiwiRail for the Terrace Footbridge. The options presented in this report do not include allowance for ongoing KiwiRail grant fees.

Attachments

1. **Bridge 511 The Terrace Footbridge - Preliminary Options Assessment**
2. **Bridge 511 The Terrace Footbridge - PVEOL Analysis**

27 March 2024

Adam Ward
Timaru District Council
2 King George Place
Timaru 7910

Bridge 511 - The Terrace – Preliminary Options Assessment

6-DK590.23/00001

Dear Adam,

WSP has been engaged by Timaru District Council (TDC) to undertake a preliminary options assessment for Bridge 511 – The Terrace Footbridge which is scheduled to undergo a moderate level of maintenance.

Background and Site Description

(a) (b)

Figure 1: (a) General view, and (b) deck level view of existing footbridge

The Terrace Footbridge provides pedestrian access over the Main South Line (rail) between The Terrace above, and Port Loop Road below. Access from The Terrace to the footbridge is through an alley and steps down to the bridge (Figure 2).

The footbridge comprises a single 15 m timber through truss main span over the rail corridor, and 3 timber stair spans totalling 8.5 m in length, which provide access from Port Loop Road below. The width of the footbridge between handrails is 1.12 m. The vertical clearance from rail to the soffit of the bridge truss transoms is estimated at approximately 5.0 m based on the 1985 bridge construction drawings (subject to confirmation).

WSP
Christchurch
12 Moorhouse Avenue
Christchurch 8011
New Zealand
+64 3 363 5400
wsp.com/nz

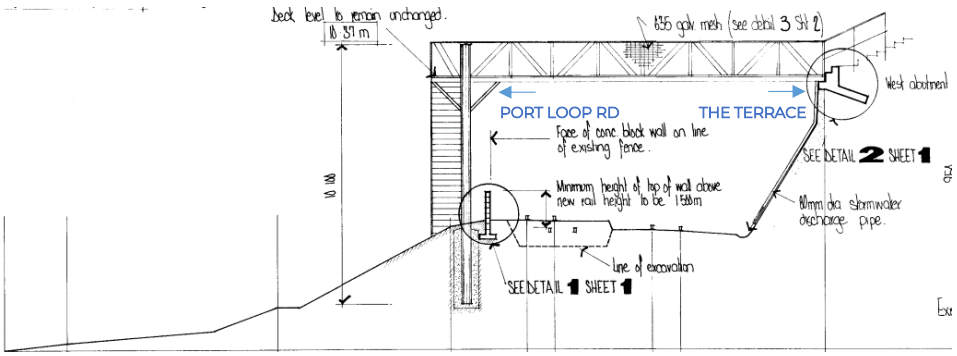


Figure 2: Footbridge elevation

Several defects requiring high priority repairs were identified during the 2022/23 General Bridge Inspection cycle. Due to the anticipated costs of the required maintenance, TDC has decided to review the future of the rail crossing at this site.

Existing Structure

Defects identified as requiring high priority maintenance through general inspections of this structure are summarised in Table 1 below. Condition photographs are included in the attached PVEoL assessment form.

Table 1: Summary of defects requiring high priority maintenance.

Component	Defect and Recommendation	Repair Cost
Connection Splice Plates	Corroded truss bottom chord splice plates **(critical)**. Re-fix other disengaged nail fixing plates. Requires rail and heights access.	$9,000
Deck Planks	Replace degraded deck planks.	$8,000
Handrail Cap	Replace decayed handrail capping.	$6,000
Anti-Slip Mesh	Install anti-slip mesh on deck to improve user safety.	$3,000
Timber Columns	Construct concrete jacket around base of decayed main timber pole columns. Install cross bracing to reduce structure sway.	$20,000
Vegetation	Trim and spray vegetation around timber components to reduce rate of decay.	$4,000

It is noted that the bridge has been closed to users since November 2023, pending repairs to the heavily corroded nail plates splicing adjacent sections of the bottom chord of the truss. These connections are critical components of the truss system.

In addition to the repair costs above, a KiwiRail Permit to Enter and rail protection would also be required to undertake works within the rail corridor. Traffic management and rail protection costs are expected to add $25,000, bringing the total estimated repair cost to

$75,000. This is a significant amount to invest in a structure that likely has limited remaining life. As, such TDC has requested a preliminary assessment of options at this site to assess whether repairs or replacement of the structure is more economic.

It is uncertain how long the remaining life of the structure would be extended if these repairs were completed due to the variable rate of timber degradation, though this could be up to 7-10 years. The condition of the structure would continue to be monitored through future inspections.

Options Assessment

Four scenarios for maintenance, replacement and removal of the bridge have been assessed for this site and compared in Table 2 below:

Table 2: Summary of site options.

Scenario	Advantages	Disadvantages
Scenario 1: Maintain Structure – Year 0 (2024), Replace Structure at End of Life (2031) Cost: $585,000 (*) NPV: $464,000	• Possible reduced NPV compared to Option 2. • Repairs can be completed, and the bridge re-opened sooner than Option 2.	• Slightly higher carbon footprint due to increased physical works compared to Option 2.
Scenario 2: Replace Structure – Year 0 (2024) Cost: $504,000 (*) NPV: $503,000	• A new structure will not have any condition related issues. • Slightly lower carbon footprint due to reduced physical works compared to Option 1.	• Possible higher NPV compared to Option 1. • Existing bridge will remain closed for a longer period until the replacement bridge is constructed.
Scenario 3: Maintain Structure – Year 0 (2024), Remove Structure without Replacement at End of Life (2031) Cost: $135,000 NPV: $122,000	• Restores footbridge access in the short to medium term. • Enables decision on long term future of this site to be deferred for a few years.	• Investment in immediate maintenance could be 'sunk cost' if bridge is eventually removed. A net additional NPV of $72k over Option 4.
Scenario 4: Remove Structure without Replacement – Year 0 (2024) Cost: $50,000 NPV: $50,000	• Lowest cost option.	• Significant reduction in network LoS due to removal of existing pedestrian access over rail.

A preliminary Present Value End of Life (PVEoL) assessment (attached to this report) has also been completed to assess options at this site.

PVEoL assessment comments:

- (*) The Rough Order Cost (ROC) estimate for a 'like for like' structure (i.e. same Level of Service as the existing bridge) is in the order of $500k. This is in line with NZTA's WC 216 End of Life Bridge assessment procedures.
- NPV is very sensitive to replacement cost and replacement year:
    - Based on the scenarios and cost estimates presented, the difference in NPV's between Scenarios 1 and 2 is in the order of $40k, in favour of Scenario 1. Delaying Scenario 2 by one year would reduce this difference to $20k.
    - Delaying the bridge replacement in Scenario 1 beyond 7 years would increase favour towards Scenario 1 over Scenario 2.
- Though Scenarios 3 and 4 (structure removal without replacement) have been included in this assessment, it does not provide the same long term LoS as Options 1 and 2.

Level of Service (LoS)

The following LoS issues should also be considered in the decision to close or replace the existing structure (and repair, if desired):

Detour Routes

Should the existing structure be removed, there are three alternative pedestrian routes (refer attached plan), all suitable for cyclist and mobility users, crossing over the rail line with similar detour lengths:

Detour Route	Comments
Strathallan Footbridge	• Ramped footbridge • 700 m detour (7 to 11 minutes*) • No road crossings
The Piazza (The Bay Hill)	• Stair and lift access • 650 m detour (7 to 10 minutes*) • 2 road crossings; The Terrace (unprotected), Port Loop Road (signalised)
Port Loop	• Ramp access • 750 m detour (8 to 12 minutes*) • 4 road crossings; The Terrace (unprotected), Port Loop Road (signalised), Port Loop Carpark (unprotected), Port Loop Road (median refuge)

* Detour times based on typical pedestrians walking speeds of 4 to 6 km/h to connect the opposing sides of the rail at the point of severance if the bridge was removed. This would be the maximum detour lengths.

Route Demand

The eastern half of The Terrace is zoned as Residential 2. The western half of The Terrace is zoned as Commercial (1B) with several car park lots serving businesses on Stafford Street. The main users of The Terrace footbridge are likely to be local residents and port workers.

Cruise passengers are more likely to use the Strathallan Street Footbridge as this is closer to the cruise berth and provides access to the main commercial area on Stafford Street, rather than The Terrace. The Bay Hill area is better accessed using Stafford Street (via Strathallan Street Footbridge) or The Piazza. Cruise passenger generated pedestrian traffic would not appear to be a driver to retain the rail crossing at The Terrace.

If the existing bridge is repaired in the immediate term, pedestrian counters can be installed to monitor usage of the bridge until it reaches end of life (up to 7 to 10 years).

Replacement Bridge LoS

The existing structure is not suitable for cyclists and mobility aids due to its stair access and limited width (1.12 m between handrails). To meet modern structure design standards, an uplift in level of service would be required for any replacement structure. This would include providing suitable access for the aforementioned users, including greater width (approx. 2 m for cyclist bridges) and are likely to include accessibility features (however this would require further consideration). These types of features often include elevators or access ramps on approach to the main spans, both introducing complexities, greater structure footprint and costs. Rough order costs for a new structure meeting modern standards would be in the order $1.3 m (+30%).

Conclusion

Based on this preliminary options assessment:

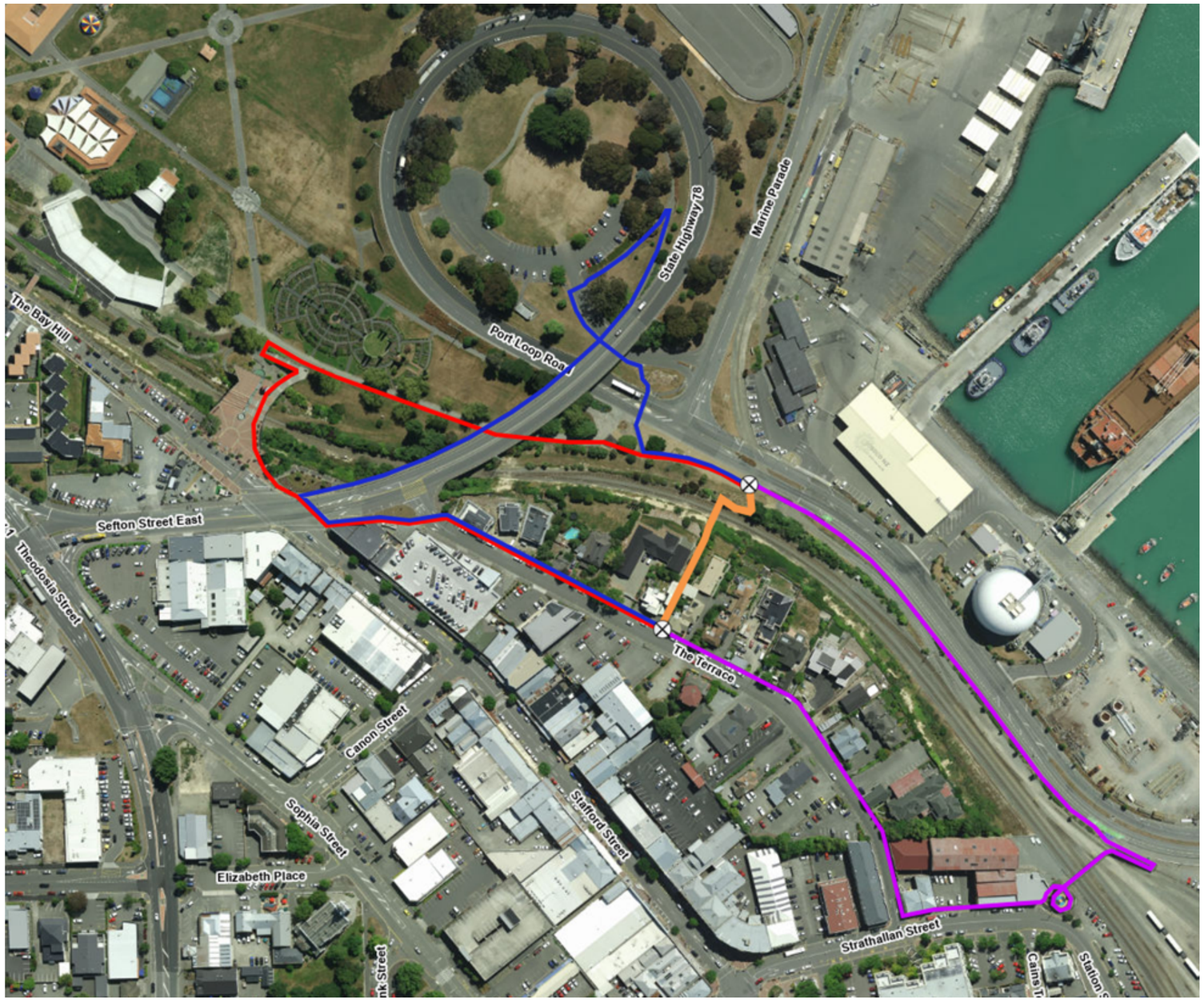
- If removal of the bridge at this site is preferred, immediate removal is recommended.
- If the bridge is replaced with a similar LoS, the NPV difference between Scenario 1 (maintain then replace in 7 years) and Scenario 2 (replace immediately) is around $40k, in favour of Scenario 1.
- If the bridge is replaced with a higher LoS, maintenance of the existing bridge and later replacement of structure would have a significantly lower NPV than immediate replacement.

Regards

Aaron Kuek
Bridge and Civil Structures Engineer

Ben Baty
Service Line Leader – Bridge Asset Management

wsp	Project. Bridge 511 The Terrace Footbridge - Preliminary Site Options Title. Detour Routes	Made by. AK	Job No. 6-DK90.23/00001	Date. MAR 24
		Checked by.	Revision.	Page No. 1
			Sketch No.	

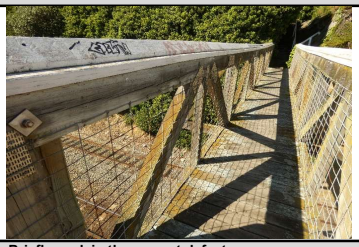
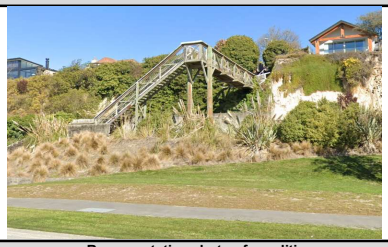


LEGEND

- Detour Start/End
- The Terrace Footbridge Connection
- Detour Route - Port Loop
- Detour Route - Strathallan Street Footbridge
- Detour Route - The Piazza (The Bay Hill)

TIMARU DISTRICT COUNCIL				**Preliminary Present Value End of Life (PVEOL) Analysis**	wsp	
Network area:	**Road:**	**RP:**	**Bridge No:**	**Structure name:**	**Owner:**	Timaru District Council
Timaru District	The Terrace	-	511	**The Terrace Footbridge**	**RCA:**	Timaru District Council

General Structure Data		**PVEOL Questions:**	**Yes/No**	**Brief explanation of restrictions**
Year constructed:	1985	Is the bridge over 80 year old	No	Bridge is currently closed to users until critical bottom chord splice repairs can be completed.
One Network Road Classification (ONRC):	Access	Is there significant maintenance required in the next 3 years	Yes	
Vehicles per day:	-	Is the bridge inspected in accordance with NZTA-S6	Yes	
% heavy vehicles:	-	Is the bridge on special inspections	No	
Number of Spans	4	Has a live load assessment been carried out based on the known condition	No	
Total Length of Bridge	23.2m	Are there any brittle and/or vulnerable details on the bridge	Yes	
Road width between Kerbs/rails	1.12m	Are there live load or speed restrictions across the bridge	No	

Structure description	**Photo from Road Level**	**Photo of Elevation**
The footbridge comprises a timber through truss main span over the Main South Line (railway), and 3 stair spans providing access from the port area below to The Terrace above. The timber spans are supported by timber pole columns which are socketed and concrete encased below ground level.		

Current Condition	**Briefly explain the current defects**			**Representative photo of condition**
Superstructure and Deck	There are numerous defects requiring high priority repairs. These are; corroded nail splice plates on truss bottom chord members, disengaging of various other nail plates, decay and degradation of timber handrail caps and deck planks.			
	Maintenance Interventions Required	**Year**	**Cost ($k)**	
	Splice Plate Repairs	2024	9000	
	Deck Plank Replacement	2024	8000	
	Handrail Cap Replacement	2024	6000	
	Replace Anti-Slip Mesh	2024	3000	

Current Condition	**Briefly explain the current defects**			**Representative photo of condition**
Substructure and Ancillary	Decay at the base of the timber columns supporting the main truss span. Overgrown vegetation harbouring moisture around timber elements.			
	Maintenance Interventions Required	**Year**	**Cost ($k)**	
	Column Jacketing	2024	14000	
	Column Cross Bracing	2024	6000	
	Vegetation Clearance	2024	4000	

TIMARU DISTRICT COUNCIL				**Preliminary Present Value End of Life (PVEOL) Analysis**	wsp	
Network area:	**Road:**	**RP:**	**Bridge No:**	**Structure name:**	**Owner:**	Timaru District Council
Timaru District	The Terrace	-	511	**The Terrace Footbridge**	**RCA:**	Timaru District Council

Other general photos to represent current condition



Hypothetical "like for like" bridge Replacement		Brief discussion
Total Length of Bridge	23.2m	'like-for-like' replacement bridge provides the same level of service (i.e. similar width, live load capacity, alignment, resilience etc) as the existing bridge
Road width between Kerbs/rails	1.12m	
Replacement cost	$375,000	

Maintenance Scenarios

Scenario 1 - Heavy Maintenance - Year 0 (2024), Replace Bridge at End of Life - Year 7 (2031)

Component	Maintenance Interventions Required	Year	Cost ($k)	NPV ($k) 4% discount
Splice Plates	Plate-over	2024	$9	$9
Handrail Cap	Replace	2024	$6	$6
Deck Planks	Replace Planks	2024	$8	$8
Anti-Slip	Install Anti-Slip Mesh	2024	$3	$3
Column Jacketing	Construct	2024	$14	$14
Cross Bracing	Install	2024	$6	$6
Vegetation Clearance	Spray vegetation	2024	$4	$4
KiwiRail PtE and RPO	-	2024	$25	$25
All	Reactive Maintenance	Ongoing	$10	$9
All	Replace Bridge (*)	2031	$500	$380
		Totals	**$585**	**$464**

Scenario 2 - Replace Bridge - Year 0 (2024)

Component	Maintenance Interventions Required	Year	Cost ($k)	NPV ($k) 4% discount
All	Replace Bridge (*)	2024	$500	$500
All	Routine Maintenance	Ongoing	$4	$3
		Totals	**$504**	**$503**

Scenario 3 - Heavy Maintenance - Year 0 (2024), Remove Bridge at End of Life - Year 7 (2031)

Component	Maintenance Interventions Required	Year	Cost ($k)	NPV ($k) 4% discount
All	Maintenance per Scenario 1	2024	$75	$75
All	Reactive Maintenance	Ongoing	$10	$9
All	Remove Bridge	2031	$50	$38
		Totals	**$135**	**$122**

Scenario 4 - Remove Bridge with No Replacement - Year 0 (2024)

Component	Maintenance Interventions Required	Year	Cost ($k)	NPV ($k) 4% discount
All	Remove Bridge	2024	$50	$50

TIMARU DISTRICT COUNCIL				**Preliminary Present Value End of Life (PVEOL) Analysis**		WSP
Network area:	**Road:**	**RP:**	**Bridge No:**	**Structure name:**	**Owner:**	Timaru District Council
Timaru District	The Terrace	-	511	**The Terrace Footbridge**	**RCA:**	Timaru District Council
				Totals $50 $50		

Proposed Strategy and Comments

- (*) The Rough Order Cost (ROC) estimate for a 'like for like' structure (i.e. same Level of Service as the existing bridge) is in the order of $500k. This is in line with NZTA's WC 216 End of Life Bridge assessment procedures.
- NPV is very sensitive to replacement cost and replacement year:
  - Based on the scenarios and cost estimates presented, the difference in NPV's between Scenarios 1 and 2 is in the order of $40k, in favour of Scenario 1. Delaying Scenario 2 by one year would reduce this difference to $20k.
  - Delaying the bridge replacement in Scenario 1 beyond 7 years would increase favour towards Scenario 1 over Scenario 2.
- Though Scenarios 3 and 4 (structure removal without replacement) have been included in this assessment, it does not provide the same long term LoS as Options 1 and 2.

Document preparation

Prepared by:	**Aaron Kuek**	**Title:**	Bridge and Civil Structures Engineer	**Date:**	
Approved by:	**Ben Baty**	**Title:**		**Date:**	

Document review - Waka Kotahi response

Reviewed by:		**Title:**		**Date:**	

Outcome:	**Comments:**

8.4 Infrastructure Key Project Updates

Author: **Jacky Clarke, Programme Delivery Manager**

Authoriser: **Andrew Dixon, Group Manager Infrastructure**

Recommendation

1. That the Infrastructure Committee receives and notes the Infrastructure Group Key Project Updates.

Purpose of Report

1 To provide an update on key infrastructure projects within the Infrastructure Group.

Assessment of Significance

2 This matter is of low significance in terms of Council's Significance and Engagement Policy. It is a regular progress report on key infrastructure projects approved in the Long Term Plan 2021-31.

Discussion

3 The key project updates are detailed in attachments 1 to 5. The key projects are:

- Geraldine Sewer Syphon Duplication (Attachment 1)
- Pleasant Point Watermain Renewals (Attachment 2)
- Seadown Water Trunk Main (Attachment 3)
- Stormwater Projects, Sewer and Water Renewals (Attachment 4)
- Pareora Pipeline Renewal (Attachment 5)
- Road Renewal and Improvement Programme (Attachment 6)
- Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping (Attachment 7)

Attachments

1. **Geraldine Sewer Syphon Duplication**
2. **Pleasant Point Watermain Renewals**
3. **Seadown Water Trunk Main**
4. **Stormwater Projects, Sewer and Water Renewals**
5. **Pareora Pipeline Renewal**
6. **Road Renewal and Improvement Programme**
7. **Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping**

KEY PROJECT

Geraldine Sewer Syphon Duplication

Progress Report - June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

BACKGROUND

The sewer pipe connecting the main Geraldine township area to the Waste Water Oxidation Ponds known as the Geraldine Sewer Syphon goes under the Waihi River.

The sewer trunk main in Talbot St and the Geraldine Sewer Syphon are currently under capacity and require upgrading.

OVERVIEW

In 2020 the Talbot St sewer was replaced in conjunction with a road rehabilitation project. At the same time geological investigations were undertaken to determine if it was possible to drill a new pipeline under the Waihi River to mitigate construction risks associated with potential flood events. These investigations proved that drilling through the gravels was most likely to be unsuccessful and therefore the open cut construction methodology was chosen for the duplication of the sewer syphon. This construction method required 3 consents being granted to discharge water and contaminants to land and water, to divert within a riverbed and take groundwater and to excavate, drill and disturb a riverbed, before construction could commence.

PROJECT UPDATE

The installation of the syphon has been successfully completed. Over the next couple of weeks, pressure testing will be conducted to ensure the syphon meets all required specifications. Following the pressure testing phase, the remaining construction work will be finalised. Additionally, we are exploring the possibility of undertaking supplementary work upstream from the recently installed syphon. However, before proceeding with any additional upstream projects, we are awaiting confirmation from the hydraulic modelling analysis. Once the modelling results have been received and reviewed, we will be better positioned to determine the feasibility and scope of potential upstream enhancements.

PROJECT RISKS

The two major project risks are the potential for flood water to interrupt construction progress and for non-compliance with consents and plans in place for the work. The contractor is experienced in working within the confines of a river system and will be managing the flood risk as far as is practical. A partnership approach to the work is required with contract meetings being held prior to site work commencing.

PROJECT TIMELINE

The contract duration was 14 weeks with work starting on 11 March. The project is currently on track and the contracted works to date should be complete by the end of May.

PROJECT FINANCIALS

The awarded construction contract is $425,194.90

PROJECT TEAM

Project Sponsor: Andrew Lester
Project Leads: Nick Houston & Shaun Johnstone

$881,950.00	$308,688.53	85%
Total 2023/24 Annual Plan Budget	Spent to Date *(as of 31 May 2024)*	Completed *(as of 31 May 2024)*

KEY PROJECT

Pleasant Point Watermain Renewals

Progress Report - June 2024

BACKGROUND

The replacement of water mains in Pleasant Point is part of the ongoing work programme within the water infrastructure activity across the Timaru District. The concrete water mains in Pleasant Point have demonstrated a need for replacement due to material degradation and associated leakage issues.

OVERVIEW

Following a network hydraulic assessment a pipe replacement contract was developed with tenders being called in July 2023. On 5 September 2023 Paul Smith Earthmoving 2002 Ltd (PSE) were awarded Contract 2532 in the sum of $1,194,904. This contract entails work at six different sites, with a total of 2.6 kilometres of pipe to be laid.

PROJECT UPDATE

As of the end of May, PSE has achieved significant progress on the project. PSE has successfully completed work on Te Ngawai Road, Burgess Street, Maitland Street, Manse Road, George Street, Kandahar Street, and Kumara Terrace.

Drilling operations have commenced between George Street and Kandahar Street beneath State Highway 8. This phase of the project is expected to be completed by the end of the first week of June.

PROJECT TEAM

Project Lead: Nick Houston **Project Manager:** Danny Vala **Project Engineer:** Grant Hall

PROJECT RISKS

The primary project risks include ensuring compliance with quality standards, effective stakeholder communication, and maintaining traffic management at each site. Challenges lie in addressing the needs of businesses along Te Ngawai Road to prevent negative perceptions of the Council. Additionally, drilling beneath State Highway 8 poses technical challenges and significant risks, necessitating expertise to minimise traffic disruption and complete the task within the allotted timeframe.

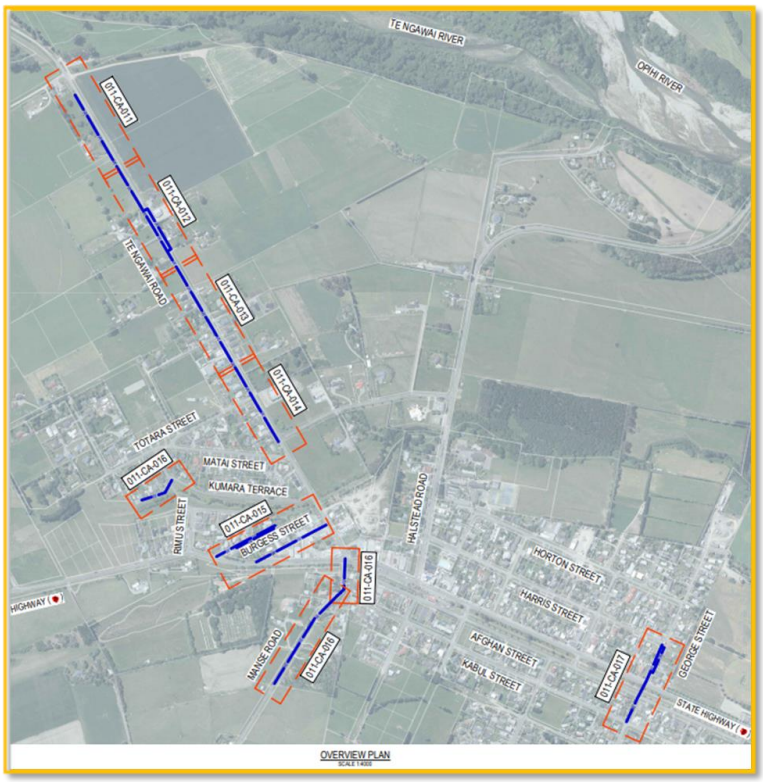
$1.2M	$1.1M	96%
Total 2023/24 Annual Plan Budget	Spent to Date *(as of 25 May 2024)*	Completed *(as of 25 May 2024)*

KEY PROJECT

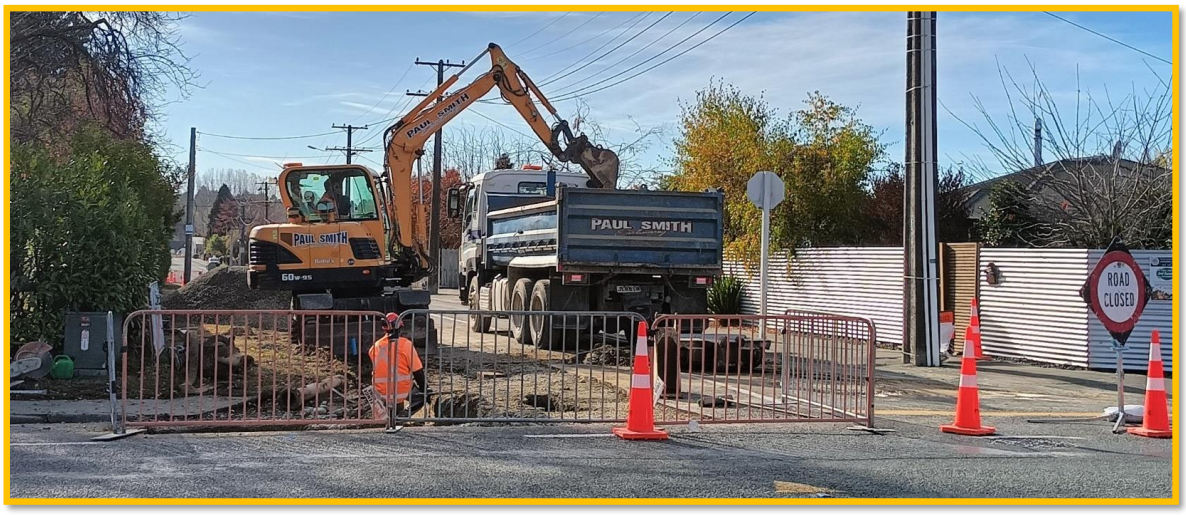
Pleasant Point Watermain Renewals

Progress Report June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru



Pleasant Point Watermain Renewal Sites



Construction in Progress – George Street, May 2024

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KEY PROJECT

Seadown Water Trunk Main

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

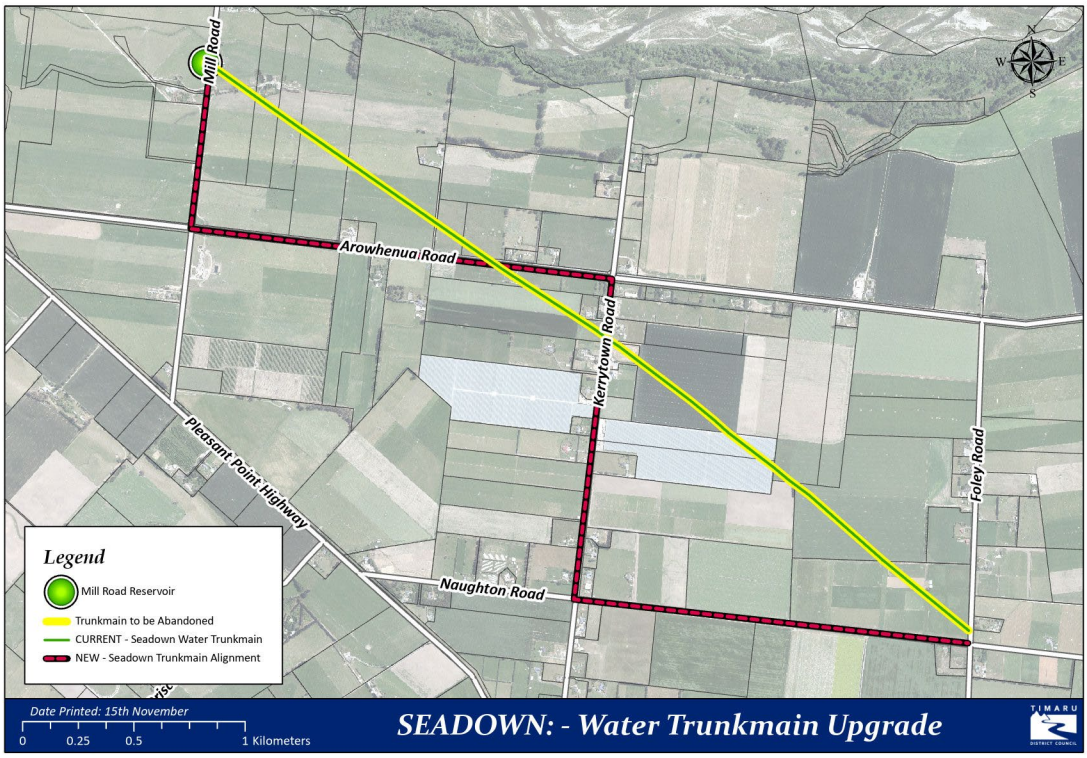
BACKGROUND

The Seadown Water Supply Scheme caters to rural customers situated between Pleasant Point and the coastal region. A plan illustrating the location of the existing and new trunk main is below.

A portion of the aging Asbestos Cement (AC) trunk water main traverses private property between the Mill Road Pump Station and the intersection of Naughton Road and Foley Road. The primary objective of this Contract is to replace this trunk water main located on private property with a new Polyethylene (PE) water main that will follow a new alignment situated within the road reserve.

The installation of the new pipeline will enable council to meet its specified levels of service, improve the reliability of the water supply, ensure compliance with drinking water standards, and uphold the level of service performance measures for rural water schemes, as outlined below:

- Maintain the reliability of the water networks and comply with relevant standards.
- Achieve a renewed pipeline service life of 100 years.
- Protect the health and safety of the community.
- Minimize environmental impacts.



KEY PROJECT

Seadown Water Trunk Main

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

OVERVIEW

The proposed 5.9 km PE watermain will extend from just outside the Mill Road pump station to a point just beyond the intersection of Naughton Road and Foley Road. It is proposed to be laid within the road reserve along Mill Road, Arowhenua Road, Kerrytown Road, and Naughton Road, and will connect to the existing AC trunk watermain and PVC watermains at various locations. Portions of the watermain are proposed to be directionally drilled to avoid irrigation channels and other infrastructure.

PROJECT UPDATE

The Project was approved at the Tenders and Procurement meeting on 14 May 2024, with works scheduled to start in early June 2024

PROJECTTIMELINE

The project is expected to be completed by October 2024.

PROJECT TEAM

Project Sponsor: Andrew Dixon – **Project Lead**: Shaun Johnstone

PROJECT FINANCIALS

The total project cost is $1,275,668.42 plus GST. This work was budgeted for in the 2023/2024 financial year and a carry forward will be requested to the 2024/2025 financial year as all works will not be complete by 30 June 2024.

PROJECT RISKS

It is crucial that the directional drilling under Opua Water Creeks is carried out to the highest standard to prevent any drill blowouts while passing under these creeks. Extensive experience in this type of work is essential, and the contractor meets this criteria.

KEY PROJECT

Water, Sewer and Stormwater Renewals, Upgrades and Projects

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

OVERVIEW

This update covers all capital renewals and upgrades for Water Supply, Wastewater and Stormwater Services. It does not cover any capital expenditure in relation to Resource Consents or Network Modelling. Some capital works are undertaken as part of Maintenance Contract 2080. All budget spent is current to 30 April 2024.

The budget variance is largely due to deferral of Claremont upgrade to next year onward, and complexities around Wastewater Plant upgrades and the impacts on continuing operations. Resources have also been diverted toward reactive maintenance renewals at the expense of planned capital projects.

Location	Type of work	Status	Procurement
Planned			
Hewlings Street, Geraldine	Water Booster Pump Station	95% complete	Invited Tender
Gordons Valley, Downlands	Watermain Upgrade	95% of planned works complete	Invited Tender
Downlands	Reticulation Upgrades	Ongoing programme	Completed under maintenance contract
Temuka	Water Pump Station	95% Complete	Invited Tender
Ellis Road	Water Main Renewal	90% Complete	Completed under maintenance contract
Douglas Street, Timaru	Sewer Trunkmain Upgrade	Contract awarded, with construction to start in June 2024. $2.9M approved for this project.	Open Tender
Seadown	Water Trunkmain Upgrade	Contract awarded, with construction to start in June 2024. $1.8M approved for this project.	Open Tender
Davison Road, Downlands	Pressure Reducing Valve (PRV) Installation	Design complete, procurement optioneering underway	Variation to existing contract
Saltwater Creek, Timaru	Sewer Trunkmain Upgrade	Construction to commence late May/ early June 2024	Direct Negotiation
Mountain View Road, Timaru	Flow Meter	Design phase 95% complete	Direct Negotiation
Claremont WTP	Plant Upgrade	Design Phase. $9M to be carried forward	To be determined Multiple Contracts

$26.134M
Total 2023/24 Annual Plan Budget

$12.3M
Spent to Date
(as of 30 April 2024)

63%
Completed
(as of 22 May 2024)

KEY PROJECT

Water, Sewer and Stormwater Renewals, Upgrades and Projects

Progress Report – June 2024

Location	Type of work	Status	Procurement
Completed			
Geraldine Waihi River	Stormwater Outfall	Complete	Invited Tender
High Street, Timaru	Stormwater Main Renewal	Complete	Invited Tender
CPLAY – Caroline Bay, Timaru	Stormwater Pump Station installation for playground area	Complete	Direct Negotiation
Caroline Bay, Timaru	Stormwater Manhole refurbishment	Complete	Direct Negotiation
Port Loop Road, Timaru	Water Main Upgrade	Complete	Direct Negotiation
Te Ana Wai WTP, Downlands	Raw Water Reservoir Covers	Complete	Invited Tender

PROJECT TEAM

Project Sponsors: Andrew Dixon, Andrew Lester

Project Managers: Nick Houston, Grant Hall, Stewart Gutsell

Project Leads: Jake Esterhuyse, Danny Vala, Shaun Johnstone, David Hooke

Caroline Bay Stormwater Manhole Refurbishments

KEY PROJECT

Water, Sewer and Stormwater Renewals, Upgrades and Projects

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

High St Stormwater Main

CPLAY Stormwater Pump Station

Key Project

Pareora Pipeline Renewal

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

BACKGROUND

The Pareora pipeline, installed in the 1930s, is a critical pipeline that conveys raw water from Pareora River intake to the Claremont water treatment plant and reservoir. This source provides approximately 60% of water consumed annually in the Timaru Water Supply.

The renewal of the pipeline will ensure continuity of the Timaru Water Supply and minimise water loss.

OVERVIEW

Approximately 37km of pipeline is being replaced from Lindisfarne to the Claremont water treatment plant (WTP). The Pareora pipeline renewal was approved in the 2021-2031 Long Term Plan, and comprised three contract work packages, two of which were completed in 2022, these being:

Contract 2468 – Pareora Pipeline Renewal Section 1 (Lindisfarne to Pareora Gorge Road) – Completed in 2022.

Contract 2470 – Pareora Pipeline Renewal Section 3 (Pareora Gorge Road to Claremont WTP) – Completed in 2022.

The current work is Contract 2469 – Pareora Pipeline Renewal Section 2 – through the Lower Pareora Gorge.

RECENT PROGRESS

No further progress has occurred due to a water shortage direction being put in place for the Opihi River in early March 2024. Timaru District Council can no longer rely solely on the Opihi River as the only source of supply to the Claremont Reservoirs. Therefore, a temporary suspension that involves any work activities that requires the shutdown of the Pareora pipeline was requested by the Timaru District Council as a representative of the Opuha Environmental Flow Release Advisory Group (OEFRAG), which comprises representatives from District Councils, Farmers, Opuha Water Limited, River Users and Tangata Whenua.

Timaru District Council is presently able to abstract only 70 litres per second out of an allowable 217 litres per second from the Pareora River system due to continuing low river flows, and 130 litres per second out of an allowable 238 litres per second from the Opihi system.

The temporary suspension of work will continue until such time as the river flows increase to allow normal abstraction as per our consented volumes.

$22.7M	$20.66M	95%
Total Project Costs	Spent to Date *(as of May 2024)*	Completed *(as of March 2024)*

Key Project

Pareora Pipeline Renewal

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

PROJECT TEAM

Project Sponsor: Andrew Dixon - **Project Lead**: Grant Hall - **Project Manager**: David Hooke

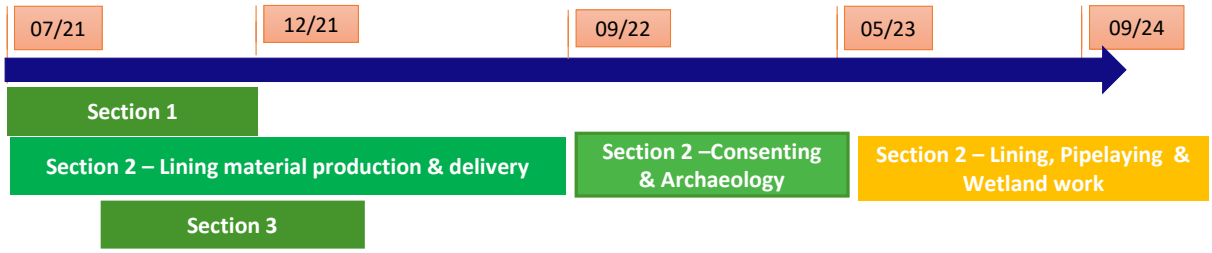
PROJECT FINANCIALS

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

PROJECT RISKS

WEATHER & GROUND CONDITIONS – We are heading into the winter months and dealing with ground conditions prone to slips. These factors may make access and working conditions unsuitable which could cause project delays. Also if the dry spell continues there will be a requirement to take more water from Pareora River system which will limit the ability to shut down this pipeline therefore further delaying progress on this project.

TIMELINE



KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

OVERVIEW

The Road Rehabilitation Programme is generally part of Contract 2494 with Fulton Hogan. The CAPEX figures are made up of funding under the low cost low risk program, Road to Zero Programme, seal extensions, capital improvements and road rehabilitations. Project updates are shown below.

Location	Type of work	Status	Procurement
Construction underway			
District Wide	Road Resurfacing at multiple sites	95% Complete for the season	Resurfacing Contract 2522
Unsealed Road Wearing Courses	15km across Multiple Rural Roads	Wearing Courses on unsealed roads to reinstate required level of service 90% complete	Included as part of the Maintenance Contract
District Wide	Road layout and safety improvements	Partially Complete	Invited Quotation
Milford Clandeboye Road, Temuka	Intersection Improvements	Partially Complete	Included as part of the Maintenance Contract
Te Ngawai Road, Pleasant Point	New Kerb & Channel	98% Complete	Direct Negotiation
Planned			
Pages Road, Timaru	500m of Kerb and Channel and Pavement upgrade - Combined Project with Stormwater and Sewer Renewal	Design underway – 2022-23 Project – On hold pending Drainage and Water work	Open Tender
Coastal Connections, Port Timaru	Installing new shared path between Port Loop Road and Coastal Track off Stuart Street	On Hold – Transport Choices Funding cut	Included as part of the Maintenance Contract
Selwyn Street and Wai-iti Road, Timaru	Traffic Signals Upgrade	Controller parts procurement underway	Included as part of the Maintenance Contract
Timaru Transport Choices Package	Safer Schools, micromobillity, walkable neighbourhoods	On Hold – Transport Choices Funding cut	
Barker Street, Geraldine	Kerb and channel installation	Design underway	Contract-Undetermined
Blair Street, Timaru	Kerb and channel installation	Design underway	Contract-Undetermined
Port Loop Road, Timaru	Road Rehabilitation and shared path	Final design underway, working with Drainage and Water as a combined renewals package	Included as part of the Maintenance Contract
Shere Street, Pleasant Point	Stage 2 of kerb and channel installation	Design underway	Contract-Undetermined

PROJECT TEAM

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

$17.8M	$16.3M	95%
Total 2023/24 Annual Plan Budget	Spent to Date *(as of May 2024)*	Completed *(as of May 2024)*

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

Location	Type of work	Procurement
Completed		
Orton Rangiatata Mouth Road	260m of Traction Seal Back	Included as part of the Maintenance Contract
Elizabeth Street, Cave	100m of Kerb and Channel Upgrade opposite shop and public toilet	Direct Negotiation
Unsealed Road Wearing Courses	15 km across Multiple Rural Roads	Included as part of the Maintenance Contract
Ewen Road and Factory Road, Temuka	Structural Asphalt Resurfacing across 2 sites	Included as part of the Maintenance Contract
Fraser Street, Temuka	100m of Kerb and Channel footpath and pavement	Included as part of the Maintenance Contract
Collins Street, Timaru	100m of Cul-de-sac head	Direct Negotiation
South Street, Timaru	Bridge Replacement	Included as part of the Maintenance Contract
Levels Plain Road	1.2km of Road Rehabilitation	Included as part of the Maintenance Contract
Woodbury Road, Woodbury	2km of Road Rehabilitation	Included as part of the Maintenance Contract
Waitohi Pleasant Point Road	1.5km of Road Rehabilitation	Included as part of the Maintenance Contract
Park Lane, Timaru	Road Rehabilitation Wai-iti Road to June Street	Included as part of the Maintenance Contract
Mahoneys Hill Road, Timaru	272m for Stage 1 – Kerb & Channel Installation	Direct Negotiation
Ashbury Park, Timaru	New Shared Footpath	Included as part of the Maintenance Contract
Grants Road and Bouverie Street, Timaru	Raised Pedestrian (Zebra) Crossing and Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Church Street and Grey Road, Timaru	Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Park Lane, Timaru	Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Hassall Street and Cain Street, Timaru	Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Hassall Street and Harper Street, Timaru	Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Hislop Street and Peel Street, Geraldine	Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Victoria Street and Catherine Street, Timaru	Roundabout and Pedestrian Refuge Islands	Included as part of the Maintenance Contract
Rangitata Gorge Road, Peel Forest	Safety Extensions	Included as part of the Maintenance Contract

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

Glamis Street – Pedestrian Refuge Islands

Ashbury Park – Shared Path Installation

Fraser Street, Temuka – Drainage Improvement and Path

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

Grants Road – Raised Pedestrian (Zebra) Crossing

Grants Road and Bouverie Street – Roundabout and Pedestrian Refuge Islands

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

Milford Clandeboye Road – Intersection Improvements

Church Street and Grey Road – Roundabout and Pedestrian Refuge Islands

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

Mahoneys Hill Road and Old North Road – New Kerb & Channel / Seal Widening

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

Boundary Stream – Safety Extension

Raules Creek – Safety Extension

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

Hislop Street and Peel Street – Roundabout and Pedestrian Refuge Islands

KEY PROJECT

Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

BACKGROUND

Following the completion of filling landfill cells 2.3 and 2.4, the installation of a gas collection system and capping works are required.

OVERVIEW

Contract 2645 – Redruth Landfill Cell 2.3/2.4 Landfill Gas and Capping Works 2023/2024

Contractor - Rooney Earthmoving Limited.

The works comprise the following major work items:

- Supply & installation of gas collection pipes into the waste and existing cap material;
- Supply and installation of a gas ring-main pipework;
- Supply, cart and construct compacted clay capping layer;
- Cart growth medium material from stockpiles and place on top of compacted clay layer;
- Supply, cart and construct topsoil layer on top of growth medium layer;
- Supply and install new leachate storage tank on the stage 1 part of the existing landfill;
- Supply and install new alternative leachate rising main pipeline on the stage 3 part of the existing landfill.

PROJECT UPDATE

The capping is the placement and compaction of a clay layer over the landfill cell to prevent water entering the refuse layers and creating leachate. As at the middle of May approx. 60% of the area has had the required thickness of clay capping constructed. Once the clay capping layer has been constructed there is then a 200mm layer of bio-filter / mulch placed on top of the clay layer followed by another 200mm layer of topsoil which is then sown with grass seed. The gas collection system consists of the installation of pipes within the existing landfill waste that will collect and transfer the gas to the new landfill gas flare for burning. The burning of the methane gas collected reduces the carbon emissions liability. To date 8 of the 11 gas lines have been installed.

PROJECT TIMELINE

The original contract period was for 80 working days with the expected finish date being 16 May 2024.

The contract start date was delayed due the site operator, Enviro NZ, not having the site finished to the design heights which resulted in a redesign by the Consultants, Tonkin & Taylor. Rooney Earthmoving Ltd, has had to place more grading fill than was provisionally allowed for within the contract.

This additional work plus approved wet weather days, the new expected finish date is 3 July 2024.

KEY PROJECT

Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping

Progress Report – June 2024

TIMARU DISTRICT COUNCIL
Te Kaunihera ā-Rohe o Te Tihi o Maru

PROJECT FINANCIALS

The Contract award sum was for $1,241,645.24.

The project is 50% complete and the expenditure to date is approximately $566,000.

To date the additional grading fill material has resulted in approximately an extra $37,000.00 having been spent.

PROJECT RISKS

Weather and ground conditions - these factors may make access and working conditions unsuitable which could and will cause additional project delays.

Construction work on a landfill site poses significant health and safety risks including managing landfill gas however, through the procurement process and what is being demonstrated by Rooney Contracting Ltd, they are managing this risk very well.

PROJECT TEAM

Project Sponsor: Andrew Dixon

Project Lead: David Hooke

Project Support: Tonkin & Taylor

Site photos as at 17 May 2024

9 Consideration of Urgent Business Items

10 Consideration of Minor Nature Matters

11 Public Forum Items Requiring Consideration

12 Exclusion of the Public

Recommendation

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
13.1 - Public Excluded Minutes of the Infrastructure Committee Meeting held on 16 April 2024	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	To protect commercially sensitive information

13 Public Excluded Reports

13.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 16 April 2024

14 Readmittance of the Public