



Notice is hereby given that a Meeting of the Services and Assets Committee will be held on:

**Date:** Wednesday, 10 July 2019  
**Time:** 9am  
**Meeting Room:** Council Chamber  
**Venue:** 15 Forth Street  
Invercargill

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## **Services and Assets Committee Agenda OPEN**

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### **MEMBERSHIP**

<b>Chairperson</b>	Brian Dillon
	Mayor Gary Tong
<b>Councillors</b>	Stuart Baird
	John Douglas
	Paul Duffy
	Bruce Ford
	Darren Frazer
	George Harpur
	Julie Keast
	Ebel Kremer
	Gavin Macpherson
	Neil Paterson
	Nick Perham

### **IN ATTENDANCE**

<b>Group Manager, Services and Assets</b>	Matt Russell
<b>Committee Advisor</b>	Fiona Dunlop

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**Full agendas are available on Council's Website**  
**[www.southlanddc.govt.nz](http://www.southlanddc.govt.nz)**

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**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.







## **Terms of Reference – Services and Assets Committee**

The Services and Assets Committee is responsible for overseeing the following Council activities:

- ▪ Transport;
- ▪ Property management including community facilities, acquisitions and disposals (including land dealings);
- ▪ Forestry;
- Water supply, wastewater and stormwater;
- Solid waste management;
- Flood protection;
- Waste management;
- Rural fire management;
- Te Anau Airport;
- Stewart Island Jetties and Riverton Harbour Committee;
- Water supply schemes.

The Services and Assets Committee shall have the following delegated powers and be accountable to Council for the exercising of these powers:

- (a) Monitoring the delivery of capital works projects and the implementation of the capital works programme.
- (b) Monitoring the delivery of operations and maintenance contracts.
- (c) To approve and/or assign all contracts for work, services or supplies where the value is in excess of \$200,000 where those contracts relate to work within approved estimates. Where the value of the work, services; supplies or business case or the value over the term of the contract is estimated to exceed \$2M a prior review and recommendation of the business case by the Finance and Audit Committee is required. The business case shall include as a minimum; risk assessment, a procurement plan and financial costings.
- (d) To monitor the return on all the Council's investments including forestry;
- (e) To monitor and track Council contracts and compliance with contractual specifications.

The Services and Assets Committee is responsible for considering and making recommendations to Council regarding:

- (a) Policies relating to the scope of activities of the Services and Assets Committee;
- (b) Changes to Council's adopted Levels of Service;
- (c) The dividend from the Forestry Business Unit.

The Services and Assets Committee may delegate the management and control of all Riverton harbour assets vested in the Southland District Council to the Riverton Harbour Committee.

The Services and Assets Committee may delegate the responsibility to oversee the development and maintenance of jetties located at Fred's Camp, Millars Beach, Ulva Island, Port William and Little Glory Cove to the Stewart Island Jetties Subcommittee.

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**1 Apologies**

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

**2 Leave of absence**

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

**3 Conflict of Interest**

Committee Members are reminded of the need to be vigilant to stand aside from decision-making when a conflict arises between their role as a member and any private or other external interest they might have.

**4 Public Forum**

Notification to speak is required by 5pm at least two days before the meeting. Further information is available on [www.southlanddc.govt.nz](http://www.southlanddc.govt.nz) or phoning 0800 732 732.

**5 Extraordinary/Urgent Items**

To consider, and if thought fit, to pass a resolution to permit the committee to consider any further items which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded.

Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987, and the Chairperson must advise:

- (i) the reason why the item was not on the Agenda, and
- (ii) the reason why the discussion of this item cannot be delayed until a subsequent meeting.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"Where an item is not on the agenda for a meeting,-

- (a) that item may be discussed at that meeting if-
  - (i) that item is a minor matter relating to the general business of the local authority; and
  - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."

**6 Confirmation of Minutes**

6.1 Meeting minutes of Services and Assets Committee, 05 June 2019



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## Services and Assets Committee

### OPEN MINUTES

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Minutes of a meeting of Services and Assets Committee held in the Council Chamber, 15 Forth Street, Invercargill on Wednesday, 5 June 2019 at 8am - 8.01am, 10.36am – 11.03am (10.59am – 11.03am PE)

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#### **PRESENT**

##### **Chairperson**

Brian Dillon

George Harpur

Mayor Gary Tong

Julie Keast

##### **Councillors**

Stuart Baird

Ebel Kremer

John Douglas (8am - 8.01am, 10.37am – 11.03am)

Neil Paterson

Darren Frazer

Nick Perham

#### **APOLOGIES**

Councillor Duffy

Councillor Macpherson

#### **ABSENT**

Councillor Ford

#### **IN ATTENDANCE**

##### **Chief Executive**

Steve Ruru

##### **Group Manager, Services and Assets**

Matt Russell

##### **Group Manager, Community and Futures**

Rex Capil

##### **Chief Financial Officer**

Anne Robson

##### **Communications Manager**

Louise Pagan

##### **Governance and Democracy Manager**

Clare Sullivan

##### **Committee Advisor**

Fiona Dunlop



### **Adjournment of Meeting**

Councillor Dillon advised that the meeting of the Services and Assets Committee would adjourn until the conclusion of the Council meeting.

### **Resolution**

Moved Chairperson Dillon, seconded Cr Keast **and resolved:**

**That the meeting of the Services and Assets Committee would adjourn until the conclusion of the Council meeting.**

The meeting adjourned at 8.01am.

The meeting reconvened at 10.36am.

Mayor Tong and Councillors Baird, Dillon, Frazer, Harpur, Keast, Kremer, Paterson and Perham were present when the meeting reconvened.

## **1 Apologies**

There were apologies from Councillors Duffy and Macpherson

Moved Cr Paterson, seconded Cr Perham **and resolved:**

**That the Services and Assets Committee accept the apologies.**

## **2 Leave of absence**

There were no requests for leave of absence.

## **3 Conflict of Interest**

There were no conflicts of interest declared.

## **4 Public Forum**

There was no public forum.

## **5 Extraordinary/Urgent Items**

There were no Extraordinary/Urgent items.

## **6 Confirmation of Minutes**



### Resolution

Moved Cr Harpur, seconded Cr Frazer **and resolved:**

**That the Services and Assets Committee confirms the minutes of Services and Assets Committee, held on 8 May 2019 as a true and correct record of that meeting.**

(Councillor Douglas returned to the meeting at 10.37am.)

## Reports

### 7.1 Duncraigen Rural Water Supply Transfer

**Record No: R/19/3/5310**

Manager Operations, Water and Waste – Bill Witham was in attendance for this item.

Mr Witham advised that the purpose of the report was to outline the steps required to transfer the Duncraigen rural water supply to Pāmu (Landcorp Farming Limited) and seek a recommendation to proceed with the transfer.

The meeting noted that the Te Anau Rural Water Supply Subcommittee agreed in principle to proceed to negotiate a transfer at their meeting on 12 March 2019.

The meeting agreed to proceed with the transfer but noted that the decision would have to be confirmed by Council.

Recommendation E in the officers report was declared redundant because of the decision to proceed with the transfer.

### Resolution

Moved Mayor Tong, seconded Cr Kremer **recommendations a to c and d with changes (as indicated) and resolved:**

**That the Services and Assets Committee:**

- a) **Receives the report titled “Duncraigen Rural Water Supply Transfer” dated 29 May 2019.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the Act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**



d) **Recommends to Council and agrees in principle to proceed to negotiate a transfer.**

e) ~~**Does not agree in principle to proceed.**~~

## 7.2 Downer Water and Wastewater Maintenance Contract 10/01 - Monthly Report for April 2019

**Record No: R/19/5/9739**

Manager Operations, Water and Waste – Bill Witham was in attendance for this item.

### Resolution

Moved Cr Harpur, seconded Cr Keast **and resolved:**

**That the Services and Assets Committee:**

a) **Receives the report titled “Downer Water and Wastewater Maintenance Contract 10/01 - Monthly Report for April 2019” dated 29 May 2019.**

## Public Excluded

### Exclusion of the Public: Local Government Official Information and Meetings Act 1987

#### Resolution

Moved Chairperson Dillon, seconded Cr Baird **and resolved:**

**That the public be excluded from the following part(s) of the proceedings of this meeting.**

#### C8.1 Te Anau Wastewater Upgrade – Recommendation to Award Pipeline Construction Project

**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:**

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Te Anau Wastewater Upgrade – Recommendation to Award Pipeline Construction Project	<p>s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists.



That the Chief Executive, Group Manager, Services and Assets, Group Manager, Community and Futures, Chief Financial Officer, Commercial Infrastructure Manager – Dylan Rabbidge and Management Accountant – Susan McNamara, Communications Manager, Governance and Democracy Manager and Committee Advisor be permitted to remain at this meeting, after the public has been excluded, because of their knowledge of the items C8.1 Te Anau Wastewater Upgrade – Recommendation to Award Pipeline Construction Project. This knowledge, which will be of assistance in relation to the matters to be discussed, is relevant to those matters because of their knowledge on the issues discussed and meeting procedure.

The public were excluded at 10.59am.

Resolutions in relation to the confidential items are recorded in the confidential section of these minutes and are not publicly available unless released here.

The meeting concluded at 11.03am.

CONFIRMED AS A TRUE AND CORRECT RECORD AT A  
MEETING OF THE SERVICES AND ASSETS  
COMMITTEE HELD ON WEDNESDAY 5 JUNE 2019.

**DATE:**.....

**CHAIRPERSON:**.....



## Downer Water and Wastewater Maintenance Contract 10/01 - Monthly Report for May 2019

Record No: R/19/6/11897

Author: Bill Witham, Manager Operations - Water and Waste

Approved by: Matt Russell, Group Manager Services and Assets

☐ Decision

☐ Recommendation

☒ Information

### Background

- 1 Downer was awarded Contract 10/01 for delivery of water and wastewater services to Council for the Southland District. The contract was awarded in 2010 for a maximum period of 12 years.

### Purpose

- 2 The purpose of this report is to update the committee on the progress of this contract.

### Summary

- 3 KPI scoring of 100% for May 2019 was unchanged from the previous month.

### Compliance (Drinking-water)

- 4 All drinking water compliance testing was completed and carried out as per New Zealand Drinking-water Standards. All samples were absent of Escherichia Coli, thus meeting the required bacteriological standards.

### Compliance (Environmental)

- 5 There were no non-compliant tests during May.

### Operations and Maintenance

- 6 Service request calls for May 2019 were 57 including 38 water, 7 rural, 7 sewer and 5 general calls. This is not unusual for this time of year.

### Financial

- 7 There are no outstanding variations.

### Customer Service

- 8 There were 57 service requests received with all but 2 inspected within the required response time.

### Health and Safety

- 9 There were five incidents reported in May:
- Motor vehicle drove over 10 cones prior to the safety zone at Great North Road, coming to a stop with cones wedged under the car. Referred to police.
  - Trenching across road and struck cable. Called Chorus and advised was an old inactive line.
  - Bending over fixing toby, stood up on an awkward angle and tweaked back.



- Shut door on ute canopy and smashed window.
- Damage to CCTV camera.

### **Quality Assurance**

- 10 No Non Conformance/Opportunity for Improvement Reports were issued and no instances of rework or product failure during the month.

### **Recommendation**

**That the Services and Assets Committee:**

- a) **Receives the report titled “Downer Water and Wastewater Maintenance Contract 10/01 - Monthly Report for May 2019” dated 2 July 2019.**

### **Attachments**

- A Downer Monthly Summary Report - May 2019 [↗](#)  
B Downer Monthly Report May 2019 [↗](#)





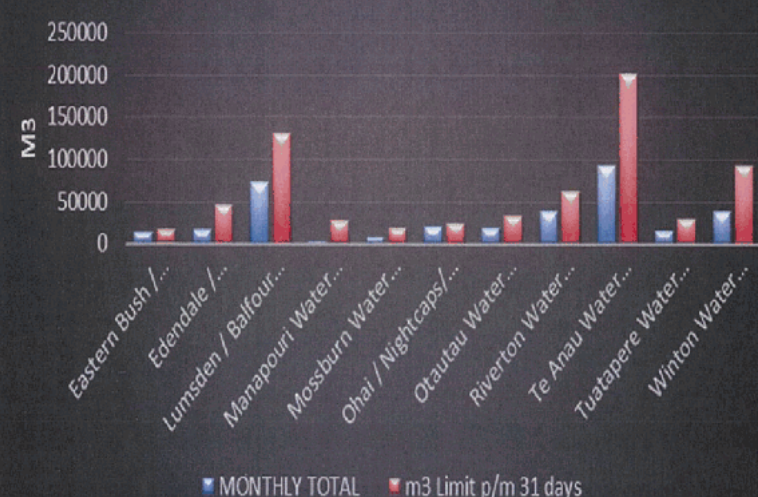
# SOUTHLAND DISTRICT COUNCIL—WATER AND WASTEWATER MAINTENANCE CONTRACT

120/15/10/01

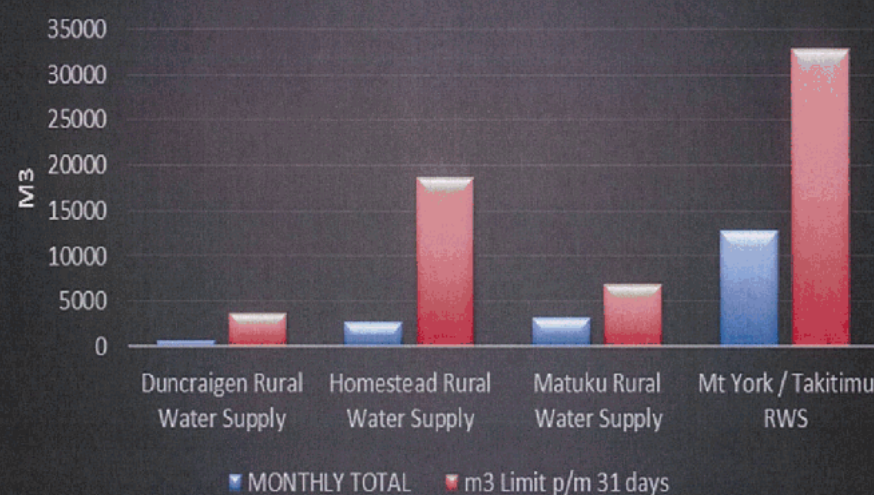
## MONTHLY SUMMARY REPORT - MAY 2019



### URBAN WATER SUPPLY WATERTAKE COMPLIANCE



### RURAL WATER SUPPLY WATERTAKE COMPLIANCE



### MINOR CAPEX WORK

	TOTAL CLAIMED
Gerrard Road Rider Main Renewal Progress Claim #3	\$ 47,919.10
Manapouri WTP Reservoir Upgrade FINAL Claim #4	\$ 18,462.32
Manapouri WTP Electrical Upgrade FINAL Claim #2	\$ 26,362.00
Kakapo RWS Reservoir Upgrade Progress Claim #1	\$ 4,007.90
<b>TOTAL</b>	<b>\$ 96,751.32</b>

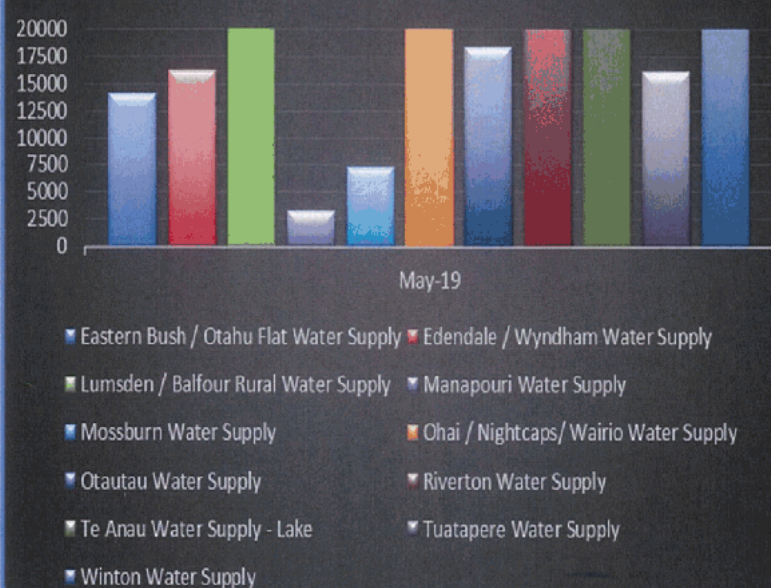
### CLAIM SUMMARY

	TOTAL CLAIMED
SDC O&M Lump Sum	\$ 211,982.14
SDC O&M Capital Works	\$ 65,529.71
<b>TOTAL</b>	<b>\$ 277,511.85</b>

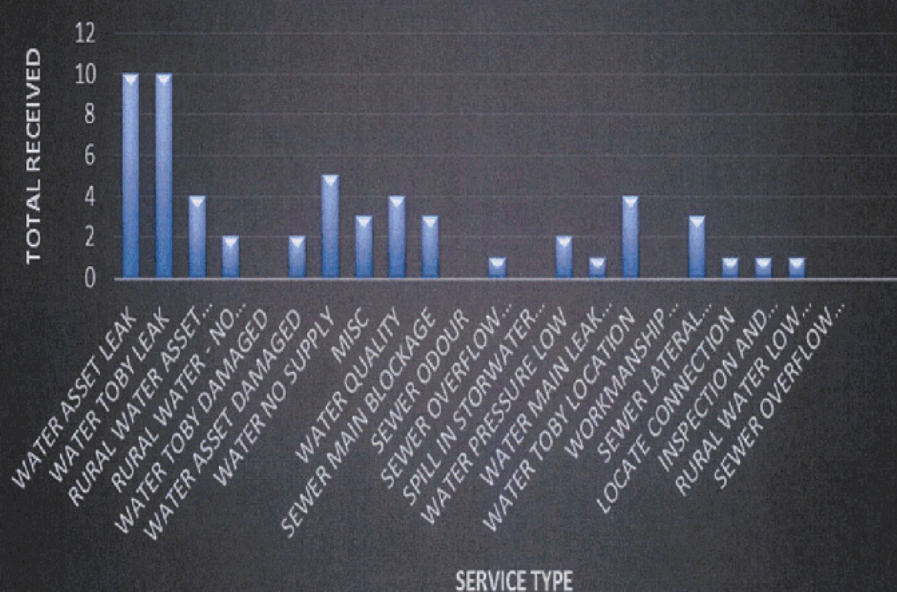
### LOST DAY INJURES / MEDICAL TIME INJURIES



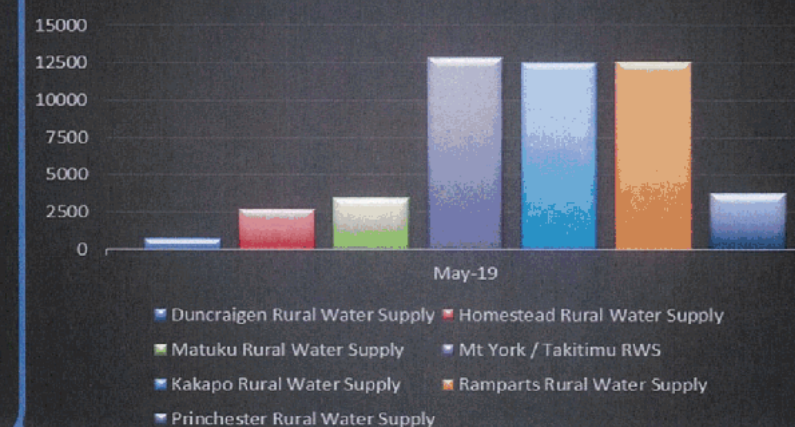
### WATER TREATMENT PLANT INTAKE - URBAN WATER SUPPLY



### SERVICE REQUESTS RECEIVED



### WATER TREATMENT PLANT INTAKE - RURAL WATER SUPPLY



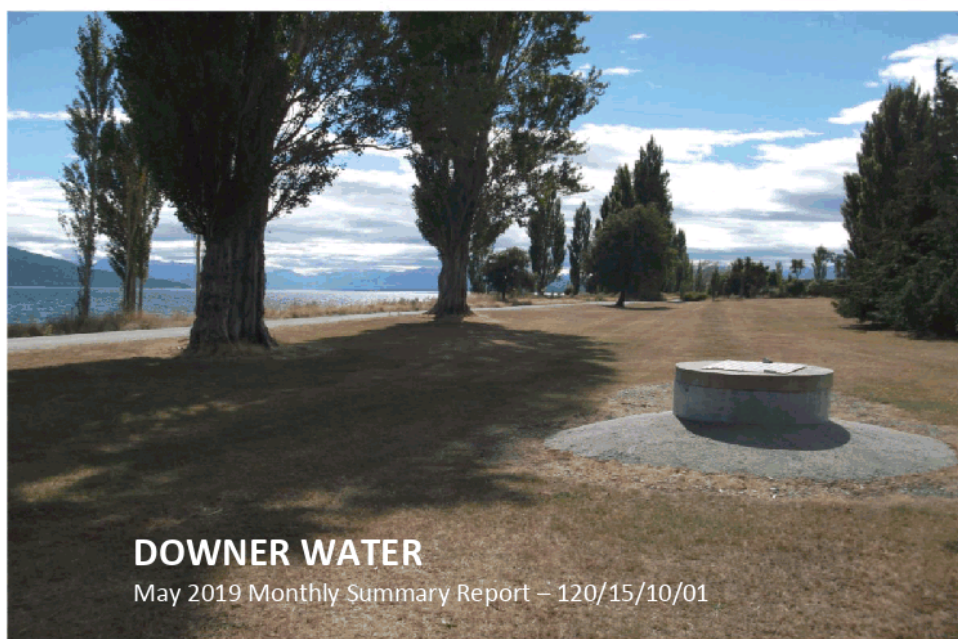








**Southland District Council  
Water and Wastewater Maintenance Contract**





***DISTRIBUTION***

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This Monthly Summary Report 120/15/10/01 has been distributed to:

Copy No.	Holder	Contract Position	Company
01	Ian Evans	Strategic Manager: Water and Waste Services	SDC
02	Bill Witham	Operations Manager: Water and Waste Services	SDC
03	Matthew Keil	Senior Projects Engineer: Water and Waste Services	SDC
04	Talita Aitken	IPS Data Analyst: Water and Waste Services	SDC
05	Bevan McKenzie	Project & Programme Manager: Water and Waste Services	SDC

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2. Health and Safety
3. Quality Assurance and Compliance
4. KPI Summary

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## 1. EXECUTIVE SUMMARY

### COMPLIANCE (DRINKING WATER)

- All drinking water compliance testing was completed and carried out as per NZDWS.
- All samples were absent of Escherichia Coli.

### COMPLIANCE (ENVIRONMENTAL WASTEWATER)

- There were no non-compliant tests during May.

### FINANCIAL

MISC MINOR WORKS		
Riverton WTP	435.00	Riverton Intake Bore sampling May 2019
Monowai WWTP	251.60	1 x Item 1 & 2 for May 2019
Riverton WTP	11,994.50	Chemical & filters Riverton – May 2019
Additional Sampling Run	3,460.50	3x additional sampling runs May 2019
Te Anau Rural Water Sampling	1,246.05	Extra testing – May 2019
Increased Drinking Water Standards Costs	646.03	Increased Drinking Water Standard Costs – April 2019
Curio Bay Monthly Testing	1,963.96	Site visit testing, supply chemicals, filters & materials April 2019
Kent Road, Lumsden	8,715.64	Rising main blowout at air valve
Curio Bay Afterhours Callout	378.38	Flashing light on sewer system 29/04/2019
Manapouri WTP Turbidity Meter	10,572.24	Replace turbidity meter Manapouri WTP
Lineman Street, Otautau	1,064.32	Repairs after McNeill Drilling hit 100PE line
72 Rocks Highway, Riverton	3,553.00	50mm OD Rider Main, 72 Rocks Highway, Riverton
Riverton WTP	425.55	Citric Acid clean of sand filters
39 Company Road, Nightcaps	553.91	Replace water meter, WO 539125
Winton Wastewater Spraying	3064.95	Extra spraying Winton WWTP
Curio Bay Pump Fault	1,428.84	Curio Bay Call Out 18/05/19 – pump repair
78 View St, Manapouri	2,495.74	Repairs after damaged by On Target Drilling
Otautau WTP Filter Issues	13,279.50	Otautau WTP filter issues associated with drilling
<b>TOTAL</b>	<b>\$65,529.71</b>	

### ASSET IMPROVEMENTS – PAID UNDER LUMP SUM

- De Joux Road Winton, WWPS flowmeter replacement
- Riverton WTP contact tanks level probe replacement
- Homestead Pump 2 not running
- Welsh Road Pump Station, Winton – replace high level float
- Winton WWTP Pond – check south side blower current

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All claims and invoices for completed work were certified and accepted.

#### HEALTH & SAFETY

- There were five incidents reported in May 2019
  - ✚ Motor vehicle drove over 10 cones prior to the safety zone at Great North Road, coming to a stop with cones wedged under the car. Referred to police.
  - ✚ Trenching across road and struck cable. Called Chorus and advised was an old inactive line.
  - ✚ Bending over fixing toby, stood up on an awkward angle and tweaked back.
  - ✚ Shut door on canopy in ute and smashed window.
  - ✚ Damage to CCTV camera.
- Monthly tool box meeting was held at The Grille on May 30, 2019.

#### QUALITY ASSURANCE

- There were no NCR/OFI's issued during May 2019.
- There was no instance of rework or product failure during the month.

#### PROJECT WORK / ACTIVITIES IN NEXT MONTH

##### PROJECT WORK/CAPITAL UPGRADES - QUOTED

Gerrard Road Rider Main Renewal	Finished with only reinstatement left
Kakapo RWS Reservoir Upgrade	Six tanks removed and new rock track approval given
Te Anau Compactor	Compactor arrived and inspected with additional work being scoped to fit
Winton Compactor	To be scoped and priced
John Street, Riverton	To start in June

#### PLANNED POWER INTERRUPTIONS

- There were no planned power interruptions in May 2019.

#### STAFFING

- ✚ Contract staff levels are currently fourteen permanent employees. This is made up of five management, administration and QA staff and nine field staff. Aaron Green finished his employment with Downer on May 31, 2019. Leonard Bennett is starting on Tuesday June

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4, 2019, as a trainee Water Operator, through OneStaff. Leonard has had some experience in the water industry.

✚ Training Completed in May:

- ✚ STMS; Callum Wells
- ✚ First Aid Refresher; Gina Donnelly, Dale Elm, John Wilson
- ✚ TC Level 1; Dave Young; Murray De Groot

✚ Training scheduled for June:

- ✚ Chainsaw Training; Malcolm Hewitt; Steven Flawn

## SUMMARY



PAPER ROAD INTO NIGHTCAPS WWTP  
PONDS ABOUT TO BE SPRAYED



CLEARING OF DISCHARGE DRAIN FROM  
NIGHTCAPS PONDS

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CLEARING OF DISCHARGE DRAIN FROM NIGHTCAPS PONDS



RECENTLY SCRAPPED AND GRAVELLED TRACK AROUND RIVERTON WTP



PUMP DISCHARGE FROM POND TO RIDGE  
CLEARED THROUGH PLANTATION RIVERTON



PUMP DISCHARGE FROM POND TO RIDGE  
CLEARED THROUGH PLANTATION RIVERTON

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PUMP DISCHARGE FROM POND TO RIDGE  
CLEARED THROUGH PLANTATION RIVERTON



AIR VALVE FITTED TO KENT ROAD LINE



AIR VALVE FITTED TO KENT ROAD LINE

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INSTALLATION OF 50MM OD RIDER MAIN  
72 ROCKS HIGHWAY, RIVERTON

## 2. HEALTH & SAFETY

### HEALTH & SAFETY INDICATORS:

Description	Employees	Sub-Contractor
	Current Month	Current Month
Number of Fatalities	0	0
Number of Lost Time Injuries	0	0
Number of Days lost due to LTI's	0	0
Number of Medical Treatment Injuries	0	0
Number of First Aid Treatment Injuries	0	0
Number of Near misses	0	0
Number of Property/Plant Damages	2	0
Number of hours Worked	2,909.20	198
LTI Incidence Rate (1 million Hrs.)	0.0	0.0

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### 3. QUALITY ASSURANCE & COMPLIANCE

All potable water samples taken were found to be absent of any e-coli presence. All water and wastewater field sampling was carried out by an independent sampling subcontractor. All water and wastewater samples are tested at an IANZ accredited laboratory, Water Care Laboratory Services in Invercargill. Both site and field sampling results are reported through to Council as well as being logged on our WaterOutlook system.

Description	Number
Water scheme laboratory tested samples taken for month: E-coli, UVT and P2	280
Wastewater scheme sampling completed for month	3
Wastewater scheme site samples taken for month	11
Wastewater scheme laboratory tests completed for month	77
Non-conformance reports received	0
OFI reports received	0
Site audits conducted	2

#### NZDWS

All Escherichia Coli monitoring for bacteria compliance were fully compliant, with samples all being absent of Escherichia Coli.

Bacteria compliance requires field testing of FAC, pH and turbidity of the water leaving the water treatment plants. The field sampling for these parameters were fully compliant, apart from turbidity on the Eastern Bush Otahu Flat and Orawia Water Supply. The supplies which use UV disinfection for protozoa compliance were monitored for UV transmittance as per the NZDWS, to ensure the UV reactors were disinfecting the water acceptably and all of these tests were compliant.

#### RESOURCE MANAGEMENT ACT

Wastewater discharge consent sampling was carried out at Riverton Townside, Riverton Rocks, Otautau and the discharge from the Riverton WTP during May. Joint sampling was carried out in conjunction with Environment Southland at Riverton Townside. There were no non-compliant tests during May.

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#### 4. KEY PERFORMANCE INDICATORS – MAY 2019

	No.	Key Performance Indicator	Method Of Monitoring	Target	Compliance Y,N or N/A
Health & Safety	1.	Compliance with Contractor's approved Health & Safety Plan	Self-audit plus independent audit	100%	Y
	2.	Feedback on near misses	Monthly reports on incidents and lessons learnt	Any/All incidents reported each month	Y
	3.	Lost time Health & Safety incidents on this contract	Monthly reports on lost time incident hours/hours worked	0.00035% Lost time of total hours worked to date	Y
Wastewater	4.	Percentage compliance with wastewater Resource Consent determinands. <b>Downer to apply for dispensation for Stewart Island and Ohai.</b>	Monitoring programme as required by Resource Consent	100% 100%	Y
	5.	Percentage samples taken in accordance with the Resource Consent requirements ( <b>Dispensation to be requested if required</b> ).	Monitoring programme as required by Resource Consent	100% 100%	Y
	6.	Number of system failures and pollution incidents (overflows) per year across all systems (not including private)	Data from HANSEN IMS	Less than 20 6	Y
	7.	Percentage of Requests for Service responded to within required timeframes – wastewater	Data from HANSEN IMS	100% 100%	y

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Water	8.	Percentage of water lab tests that meet the requirements of the NZDWS 2005 (for plants upgraded to meet the NZDWS 2005 standard)	WINZ	100% 100%	Y						
	9.	Number of complaints regarding drinking water quality per year across all systems. <b>(Dispensation to be requested if required)</b>	Data from HANSEN IMS (Dispensation from Bill sought for Riverton RFS's) (Dispensation from Bill sought for Nightcaps Ohai Highway SR 203027)	Less than 65 9 (TOTAL)	y						
	10.	Number of complaints regarding drinking quantity and supply of water, over and above 48 hour storage period.	Data from HANSEN IMS	Less than 130 0	Y						
	11.	Percentage of urban water system fire hydrant inspections that meet SNZ PAS 4509:2003	Data from HANSEN IMS	Not less than 95%	Not Started Yet						
	12.	Number of non-notified shutdowns across all urban water systems	Data from HANSEN IMS	Not more than 20 1 (TOTAL)	Y						
	13.	Percentage of Requests for Service responded to within required timeframes - water	Data from HANSEN IMS	Not less than 90% 96%	y						
Performance Evaluation		A Total number of Y's				12					
		B Total number of N's				1					
		A + B				12					
		OPR = 100 X (A/(A+B) %									
JUL 18	AUG 18	SEP 18	OCT 18	NOV 18	DEC 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19
85%	92%	92%	100%	92%	92%	83%	92%	92%	100%	100%	

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120/15/10/01



*PERFORMANCE SCORING TABLE*

OPR Score (%)	RATING	DESCRIPTION
91-100	Excellent	Awarded when requirements are consistently met in an outstanding manner
76-90	Above Average	Requirements fully covered in all material aspects, and being proactive
60-75	Average (proactive)	Outputs adequate and performance is adequate
50-59	Average (reactive)	Outputs adequate but in a reactive mode
40-49	Below Average	Barely adequate: Some deterioration in services
40 or less	Poor	Unacceptable: Serious deterioration of services







## Roading Operations May 2019

**Record No:** R/19/5/9937

**Author:** Hartley Hare, Strategic Manager Transport

**Approved by:** Matt Russell, Group Manager Services and Assets

☐ Decision

☐ Recommendation

☒ Information

### Purpose

- 1 The purpose of this report is to update the Committee on the progress of the major roading maintenance contracts and provide some context to the 2018/19 budget.
- 2 SouthRoads currently have the Waimea and Central Alliance maintenance contracts with Fulton Hogan having the Foveaux Alliance Contract.

### Summary

- 3 Customer Satisfaction; 197 Requests for Service (RFS), across the three Alliance contracts were received in May compared to 181 in 2017/18, an increase of 16 or 9%. This is a significant swing from April which was a relatively quiet month by comparison (total 95).
- 4 Health and Safety; 11 safety audits were completed in May with no Lost Time Injuries and 14 near misses reported.
- 5 Activity Performance:
  - Metalling, 52,179m<sup>3</sup> (90%) of a total 2018/19 budget of 57,500 m<sup>3</sup>. Generally, Fulton Hogan undertake a small amount of metalling each month where SouthRoads complete approximately 30% in the first half of the year with 60% occurring in the last quarter.
  - Grading, 1,481km were graded in May with 12,605km (98%) of a total 2018/19 budget of 12,900 km.
  - The 2019/20 pre-reseal repairs are currently being completed and on track. SouthRoads focus was initial on the Central contract for the Stabilisation crew with 100% completed, Foveaux have 100% completed and Waimea are sitting at 100% completed.
- 6 A major focus for the Alliance is the repair of structures identified by Stantec as part of their six yearly structural inspections with the urgent tasks identified being completed. Pending the final outcome from Stantec's 2018/19 inspection, these will then be programmed for action.
- 7 The Alliance also continue to focus on pre-seal repairs and getting as much of the work completed that they can during winter such as drainage works prior to completing any pavement repairs that may still be required following the post winter inspection.

### Alternative Coastal Route Seal Extension

- 8 Legalisation work is still in progress and Bonisch are still progressing well with the last of the plans to be lodged with LINZ in early July. The whole process is taking longer than anticipated due to the share number of land parcels involved. It was originally anticipated that this would be completed by 30 June 2019 however this is no longer the case and is more likely to be completed by December.



### **Otapiri Gorge Emergency Event**

- 9 The majority of the work is now completed including work on the main slip on Otapiri Gorge Road along with the more minor slips on Heale Ridge Road and Spirit Burn Road.

### **Chaslands Highway**

- 10 This project is now practically finished with the guardrail and sealing being completed.

### **Pavement Rehabilitation**

- 11 All rehabilitation sites have been completed for the year with around 9km of road completed during the 2018/19 construction season.
- 12 The programme for the 2019/20 was presented to Services and Assets Committee in early May. The design and tender elements are on track with the first tenders to be released in July.

### **Financial**

- 13 There were no outstanding claims or variations to the maintenance contracts. All claims and invoices for completed work were certified and accepted.
- 14 As part of the July report a summary of year-end achievements will be presented in August.

### **Recommendation**



#### **That the Services and Assets Committee:**

- a) **Receives the report titled “Roading Operations May 2019” dated 2 July 2019.**

### **Attachments**

- A Central Alliance Safety Report - May 2019 [↓](#)
- B Central Alliance A3 Report - May 2019 [↓](#)
- C Waimea Alliance A3 Report - May 2019 [↓](#)
- D Foveaux Safety Report - May 2019 [↓](#)
- E Foveaux Alliance A3 Report - May 2019 [↓](#)
- F May Combined A3 Reporting [↓](#)



				SDC/ICC MAINTENANCE SAFETY PERFORMANCE AND STATISTICS - 2018/19													
			Lag Indicators									Lead Indicators					
	Hours Worked		TRIFR	Personal Injury	Medical Treatment Injuries	Lost Time Injuries	MTI Frequency Rate	LTI Frequency Rate	Plant/Property	3rd Party	Total		Near Hit	Safety Audits	TM Audit	Toolbox	Total
2018-19	59,312	YTD	16.9	9	1	0	16.9	0.0	32	6	48	YTD	112	107	6	17	242
2018-19	Hours Worked	Month	TRIFR	Personal Injury	Medical Treatment Injuries	Lost Time Injuries	MTI Frequency Rate	LTI Frequency Rate	Plant/Property	3rd Party/Sub contractor	Total	Month	Near Hit	Safety Audits	TM Audit	Toolbox/Weekly Meetings	TOTAL
	5,734	March	0.0	2	0	0	0.0	0.0	2	2	6	March	14	10	2	0	26
	4,327	April	0.0	0	0	0	0.0	0.0	5	0	5	April	6	2	0	7	15
	6,545	May	0.0	0	0	0	0.0	0.0	2	0	2	May	15	7	1	6	29

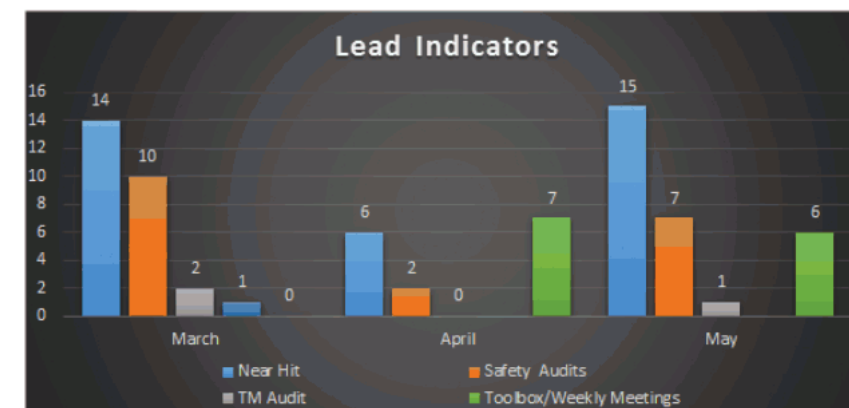
**Commentary-**

-SouthRoads recently completed SDC's approved contractor application and this gives us approval for the next two years.

- It was great to see 15 near hits reported across the maintenance division. The majority of reported incidents third party related. A lot to do with vehicle or peoples behaviour on the roads and around worksites.

-We had one incident that involved a collision with another vehicle at a roundabout. Luckily it did not result in any injury. We took some key learnings from this incident in particular working in a mobile operation around roundabouts.

- We have noticed a significant shift in weather Mid May onwards, we have focussed on making sure our team have the right gear to protect them from the wet and cold condition heading into winter.

**Incident Register**

Date of Incident	Description	Event Type	Reporting Line	Investigation Status	
16/05/2019	Sweeper Truck and vehicle hit on Roundabout	Incident	Maintenance	Closed	2 Actions
6/05/2019	Pulled powerline from building	Incident	Central	Closed	2 Actions
3/05/2019	Hit light on digger	Incident	Waimea	Closed	0 Actions
29/04/2019	Pin was missing for auger on digger	Incident	Waimea	Closed	0 Actions

**Incident Alert 135 - Truck Reverses into Person**

In Christchurch a concrete truck was reversing backwards into the concrete plant's wash bay and struck a worker who was walking across behind the truck at the time. Multiple contributing factors have been identified including (but not limited to):

- A defective reversing alarm that had not been detected as needing repair for some time.
- Reversing at speed by selecting high box reverse gear.
- Lack of a defined route across the yard where the worker was crossing.
- Low awareness of what was occurring in the area & complacency by those involved.
- A key safety device (reversing camera) was not being used.



KEEP SAFE.  
STAY SHARP.

**Key learnings:**

- All maintenance defects must be rectified at the earliest opportunity, especially when related to safety devices.
- Traffic movement within our congested sites is a critical risk and requires ongoing management to prevent fatalities. Speed limits and safety devices such as reversing cameras exist to reduce harm to all our people.
- Always TAKE 5, be aware of what is happening around you, are you in the line of fire?
- Incidents with this consequence must be reported immediately.

**SHARP****HMR****Definitions Lag Indicators:**

**Personal Injury** - physical injury inflicted to a person's body.

**Medical Treatment Injury** - is defined as an injury or disease that resulted in a certain level of treatment given by a physician or other medical personnel under standing orders of a physician.

**Lost Time Injury** - lost time accident is an accident occurring at work that results in at least one full day away from work duties. This does not count the day on which the injury occurred or the day on which the employee returns to the job.

**Plant/Property** - Incident involving plant or property.

**3rd Party** - Incident involving a 3rd party outside of SR.

**IOF** - For recording any other items such as missing hazard control, an issue that cause undesirable

**Definitions Lead Indicators:**

**Near Hit** - for any unplanned event where there was no consequences, but under slightly different circumstances, there would of been injury of damage

**Full Audit** - Full safety audit as per the SR safety audit form.

**Traffic Management Audit** - Audit as per COPTM forms.

**Safety Tour** - Abbreviated safety audit as per safety tour form.

**Toolbox Meetings** - is a formal group discussion that focuses on safety.



# Central Alliance Southland District Council / SouthRoads

## Summary Report – May 2019

### PERFORMANCE

EFFECTIVENESS	RFS	Number of Sign RFS's	Monthly	12
		Total number received since last report cycle (Excluding Signs)	Monthly	72
		# Not completed on time within the required timeframe	Monthly	25
		# Customers contacted (where possible excluding signs)	Monthly	72
		# Non-performance related - where we provide customer support (e.g. farmers mess, incident response etc.)	Monthly	28
		RFS Contract Management Resource (hours)	Monthly	20
	CONDITION RATING	Monthly Road Audit	Monthly	Commencing this month.
		RoadRoid	Annual	SDC Roading still in progress.
		Monthly Scorecard	Monthly	JAMT reviewing in April. Target for implementation is at the start of the new financial year.
	PROGRAMME	Monthly programme	Rolling	On-going

PEOPLE / CULTURE	TEAM SAFETY	Medical Treatment Intervention - #	Monthly	0	0
		Lost Time Injury - #	Monthly	0	0
		Near Miss - #	Monthly	3	37
		Safety Audits	Monthly	9	66
	TEAM HEALTH / AMT	Satisfaction - 3 monthly measure	Quarterly	To re-evaluate measure	
		Team Harmony - 3 monthly measure	Quarterly	To re-evaluate measure	
	ROAD USER SATISFACTION	SDC survey, as completed	As Completed		
		# complaints (not normal RFS) vs. compliments	Monthly	0 Complaints 0 Compliments	0 Complaints 0 Compliments
				Month	YTD
				0	0

### RISK & STRATEGY UPDATE

Identified Risks		Update
Roads	Flooding Slip Sites – (Healridge, Browns Settlers, Spiritburn Roads)	TRC engaged for Healridge, Spiritburn and Browns Settlers is still under review.
	Richard Street (Moors Reserve)	Increased grading frequency on this road in the interim.
	Otapiri Gorge Area.	Flood repairs have been repaired.
	Frentz Road (Monkey Island)	This work has been completed and awaiting road marking.
Strategic	RAMM Contractor / Dispatch	Targeting 1 <sup>st</sup> of July rollout.
	Performance Framework	More discussion needed at JAMT level. JALT have parked this and to consider completing this work as part of the Long-Term Plan process.
		With the recent restructure we look forward to work closely with SDC to embed this into the Alliances. With a significant shift and activity based we will start to work some of the pragmatic challenges as an example timing of meetings.
	SDC Restructure	

May has been a particularly wet month especially towards the end of it. We have seen an increase in Request for Services around surface flooding and unsealed road potholes because of this.

The 2018/19 maintenance metal list has been completed with the last of the metal being carted out of Keen Road and spread on the surrounding roads. The 2019/20 list will commence in early July.

Wet weather has meant we have also seen an increase in unsealed road potholes. We will continue to monitor the network for these and continue to hand patch them where possible.

Kerb and channel repairs have been started on Grange Street, Winton. This work has been progressing well when the weather allows. Once Grange Street is finished the crew will be moving into Great North Road to complete those repairs. This work will be completed by the end of June.

All vegetation and spraying operations have been completed for the season and will commence again in Spring.

The annual sump cleaning has been completed for the year and with the leaf drop finally over, a final sweep of the towns will be completed by the end of the month.

### PROGRESS

Item	% Completed	Comments
Non-Reseal Stabilisations 2995m <sup>2</sup>	(4%)	160m <sup>2</sup> . With other priorities this will now form part of the 19/20 programme.
Metalling (18,000m <sup>3</sup> )	100%	18,000m <sup>3</sup> completed.
Grading (400 km target)	341km (MTH) 4339km (YTD)	2.75 Graders
Verge Spraying	85%	2 <sup>nd</sup> Round Sealed
Noxious Spraying	100%	Completed
Bridge Repairs	Work commenced on completing identified works via Stantec's six yearly inspection.	On-going. Some minor maintenance work to be completed. Awaiting Stantec's next schedule of work.
Drainage Repairs		Culvert cleaning and culvert extensions completed.

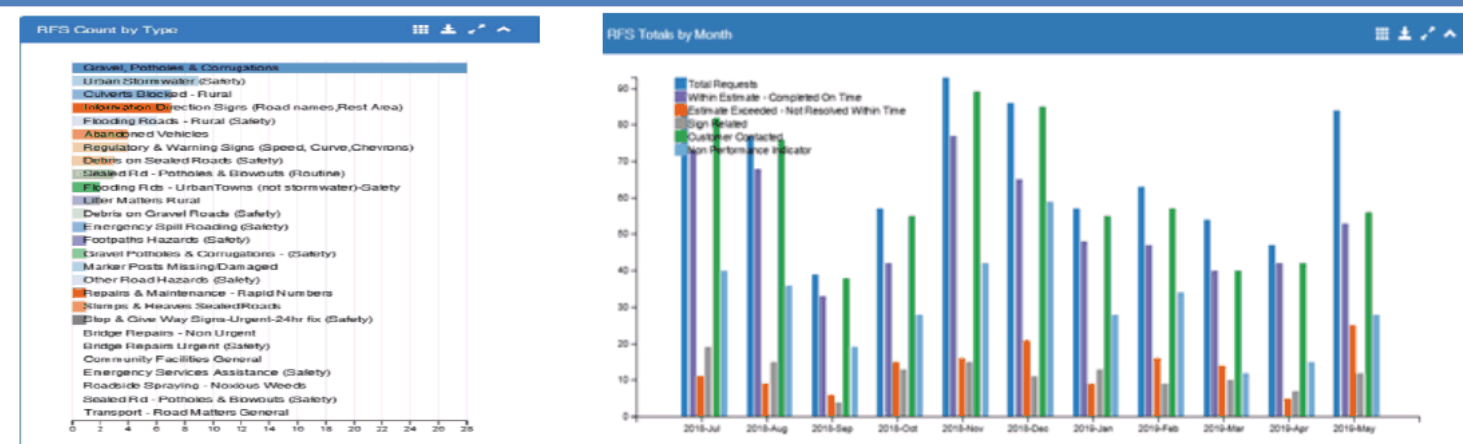
**1<sup>st</sup> Reseal Target Release 75% Area Prior 01 October 2019**  
**19/20 Pre Reseal Repairs 23 of the 51 sites (45%) are fully completed for inspection**

Activity	Programme Qty	Completed Qty	Remaining Qty
Depressions m <sup>2</sup>	<b>3,803m<sup>2</sup></b>	2,594 (68%)	1209
Edge Breaks m	<b>5,779m</b>	5,467 (95%)	312
Dig Outs m <sup>2</sup>	<b>0m<sup>2</sup></b>	0 (0%)	0
Stabilisation m <sup>2</sup>	<b>2,480 m<sup>2</sup></b>	2,480(100%)	0
Verge Cleaning m	<b>11,174m</b>	6,480(58%)	4,694

### CUSTOMER SERVICE MANAGER REPORT

May was a busy month for Request for Services. These were mainly regarding unsealed road maintenance, particularly potholes and muddy road conditions. Heavy rain coinciding with leaf drop cause some urban flooding issues which were able to be taken care of quickly.

### RFS GRAPHS





MONTHLY AUDIT RESULTS

The Alliance Management Team have decided to go back to the 10% audit framework and using the Road Trip application. There will be more emphasis around using the information coming out of the audit and following up of identified defects and program accordingly.

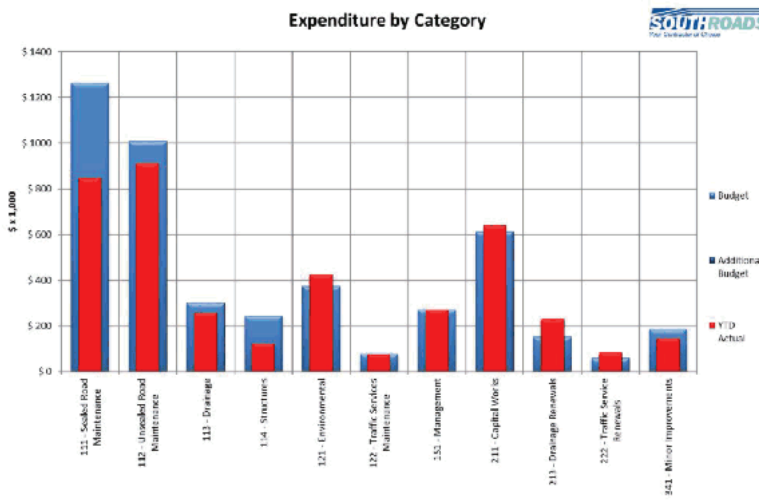
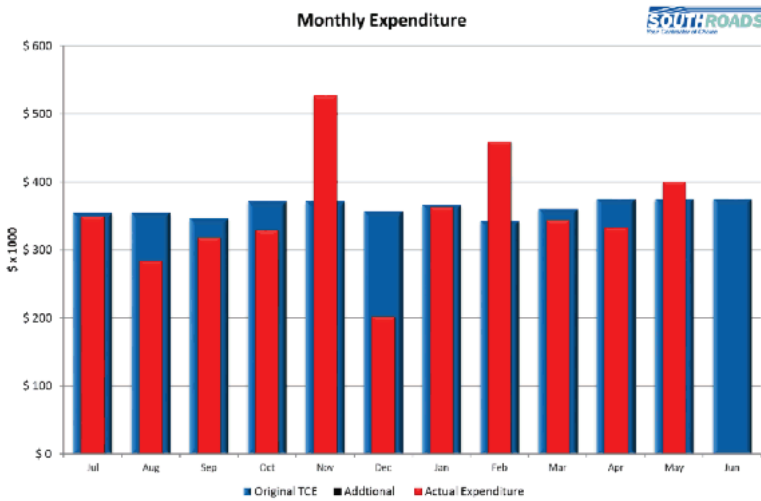
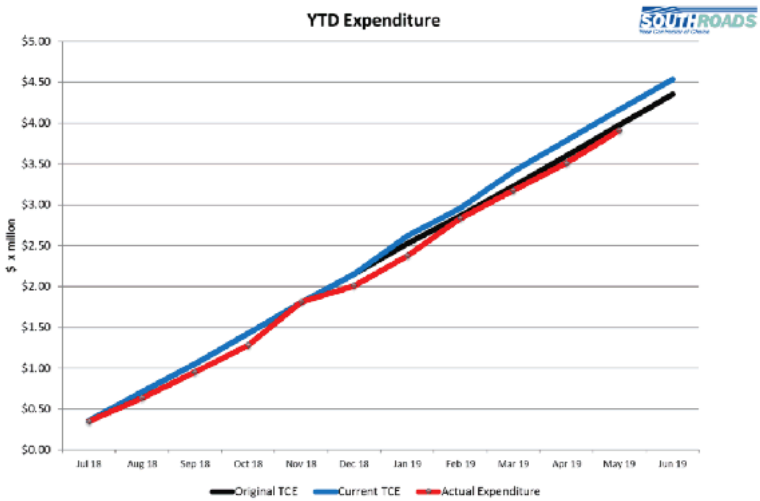
GOLD STAR INITIATIVES

With Navman (Telematics software), now installed we now exploring some added value options. This includes exploring picking up some key data, improving the accuracy and timeliness of information.

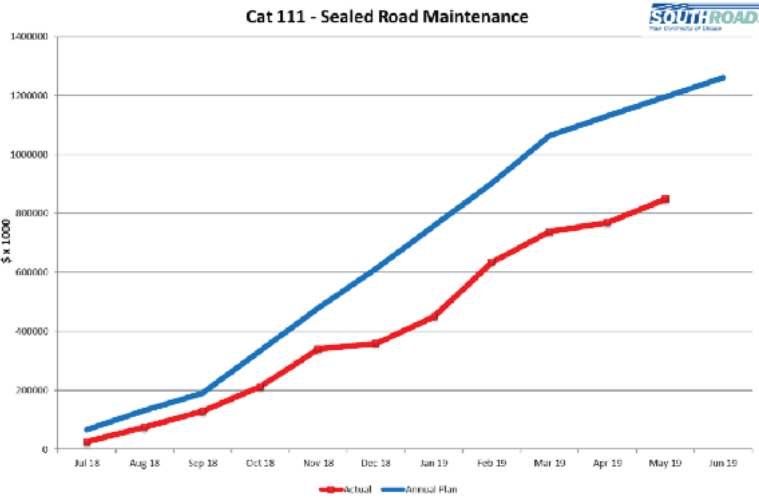
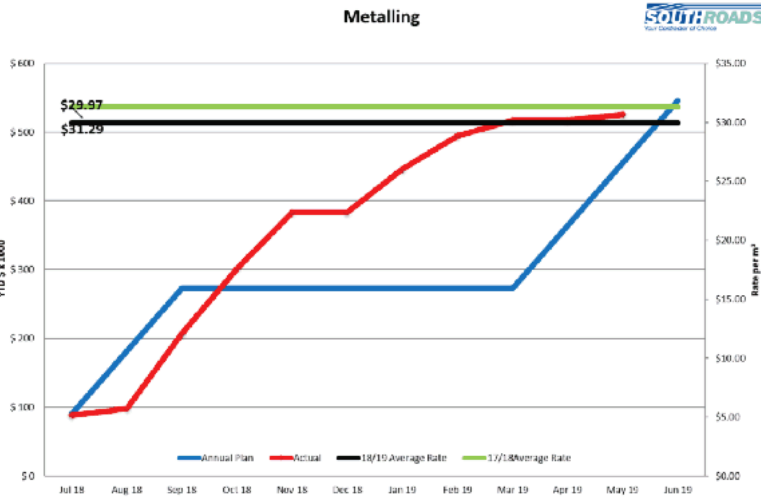
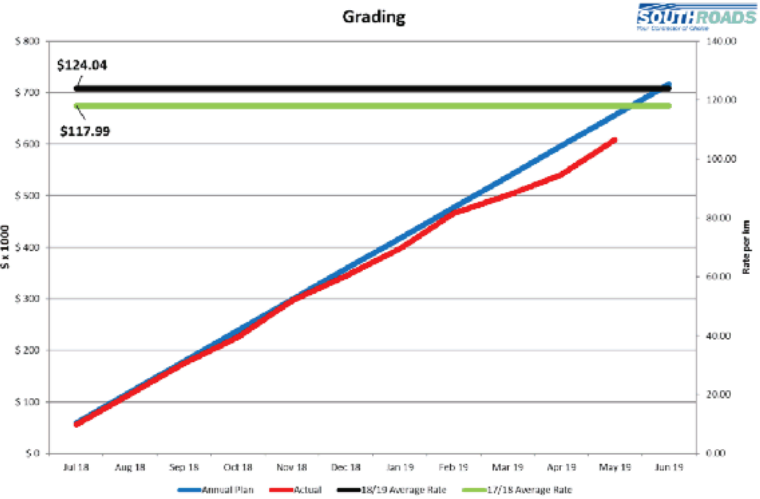
We are hoping to explore options in more detail in the coming months.

ALT ACTIONS

FINANCIAL GRAPHS



KEY PERFORMANCE INDICATOR GRAPHS



FINANCIAL SUMMARY

NZTA Subsidised Summary	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	Remaining	%age Remaining
Original TCE	354,748	354,748	346,796	371,396	371,396	357,346	366,458	343,132	360,196	374,993	374,993	374,993	4,351,194		
Additional	0	0	0	0	0	0	94,520	0	91,077	0	0	0	185,597		
Current TCE	354,748	354,748	346,796	371,396	371,396	357,346	460,978	343,132	451,273	374,993	374,993	374,993	4,536,791		
Actual Expenditure	349,866	283,783	318,907	329,085	526,816	202,661	363,214	459,005	343,955	332,676	400,756	0	3,910,723	626,069	14%

**FINANCIAL COMMENTARY**  
The claim for the month was \$452,375. Year to date expenditure is \$4,400,323 (including township work). In line with budget expectation and including the kerb and channel repairs in the Winton Township.





# Summary Report May 2019

## PERFORMANCE

EFFECTIVENESS	RFS	Number of Sign RFS's	Monthly	0
		Total number received since last report cycle (Excluding Signs)	Monthly	40
		# Not completed on time within the required timeframe	Monthly	0
		# Customers contacted (where possible excluding signs)	Monthly	40
		# Non-performance related - where we provide customer support (e.g. farmers mess, incident response etc.)	Monthly	13
		RFS Contract Management Resource (hours)	Monthly	5
	CONDITION RATING	Monthly Road Audit	Monthly	Commencing this month
		RoadRoid	Annual	SDC Roading still in progress
		Monthly Scorecard	Monthly	JAMT reviewing in April. Target for implementation is at the start of the new financial year
	PROGRAMME	Monthly programme	Rolling	On-going

PEOPLE / CULTURE	TEAM SAFETY	Medical Treatment Intervention - #	Monthly	0	0
		Lost Time Injury - #	Monthly	0	0
		Near Miss	Monthly	11	67
		Safety Audits	Monthly	2	54
	TEAM HEALTH / AMT	Satisfaction - 3 monthly measure	Quarterly	To re-evaluate measure	
		Team Harmony - 3 monthly measure	Quarterly	To re-evaluate measure	
	ROAD USER SATISFACTION	SDC survey, as completed	As Completed		
		# complaints (not normal RFS's) vs. compliments	Monthly	0 Complaints 1 Compliments	0 Complaints 2 Compliments
				Month	YTD

## RISK & STRATEGY UPDATES

Identified Risks		Update
Roads	Mavora Lakes/ Centre Hill Road	We have recently completed Area wide work on this road which should improve the pavement performance.
	Riversdale Waikaia Road	A section of this road has corrugated likely due to tree roots under the road. An Opus tree specialist is to advise options. Warning signs have been installed. Currently trying to contact landowners.
Strategic	Performance Framework	More discussion needed at JAMT level. JALT have parked this and to consider completing this work as part of the Long-Term Plan process.
	SDC Restructure	With the recent restructure we look forward to work closely with SDC to embed this into the Alliances. With a significant shift and activity based we will start to work some of the pragmatic challenges as an example timing of meetings.
	Around the Mountain Cycle Trail	We are currently working with SDC in the transition process of the Alliance providing maintenance on the trail. Have added commentary as a separate section of report.
	RAMM Contractor / Dispatch	Targeting 1 <sup>st</sup> of July rollout. Starting to look at increasing testing in the coming weeks

May was showing us that winter is just around the corner. Heavy rain at times and high winds. This contributed to the leaf drop prior to the end of Autumn. WE will be sending the suction sweeper to all towns prior to the end of the financial year.

The drainage crew has been completing Water Channel Cleaning on Reseal Sites which as you can see from the schedule to the right this is a bigger program than we are used too. They have two sites left (12km) left but we will get onto other problems that have popped up in the meantime before carrying on.

SouthRoads have one a Drainage Package through SDC and our Drainage division in Invercargill will be running that. It is comprised of 50 kilometres of Full Water Channel Cleaning which will improve the network.

Signs continue to be replaced, inspected and upgraded around the network. The sign damage continues. After mentioning last month that the damage does not seem intentional there is a four-post sign at the intersection of Mavora Lakes Road and Mount Nicholas Road that does appear to have a repeat offender and has been damaged again.

Township cyclic work continues around the towns with minor projects being completed also and RFS's completed.

Rock protection work that has been approved is progressing with the sections up the Princhester Road and Mount Nicholas Road Completed and the others being done out of the Pyramid Road Quarry in progress.

## PROGRESS

Item	% Completed	Comments
Non-Reseal Stabs 2,500 m² Programmed	75%	Will be completed next season
Maintenance Metaling (22,000m²)	78%	17,328 m² YTD
Grading (400km target month)	778 km (MTH) 4,499 km (YTD)	Reshaping Mavora Lakes and Centre Hill Roads
Verge Spraying	100%	Nov/Dec
Noxious Spraying	100%	Feb
Bridge Repairs	Work commenced on completing identified works via Stantec's six yearly inspection.	On-going. Some minor maintenance work to be completed. Awaiting Stantec's next schedule of work.
Drainage Repairs	PRR	Continuing

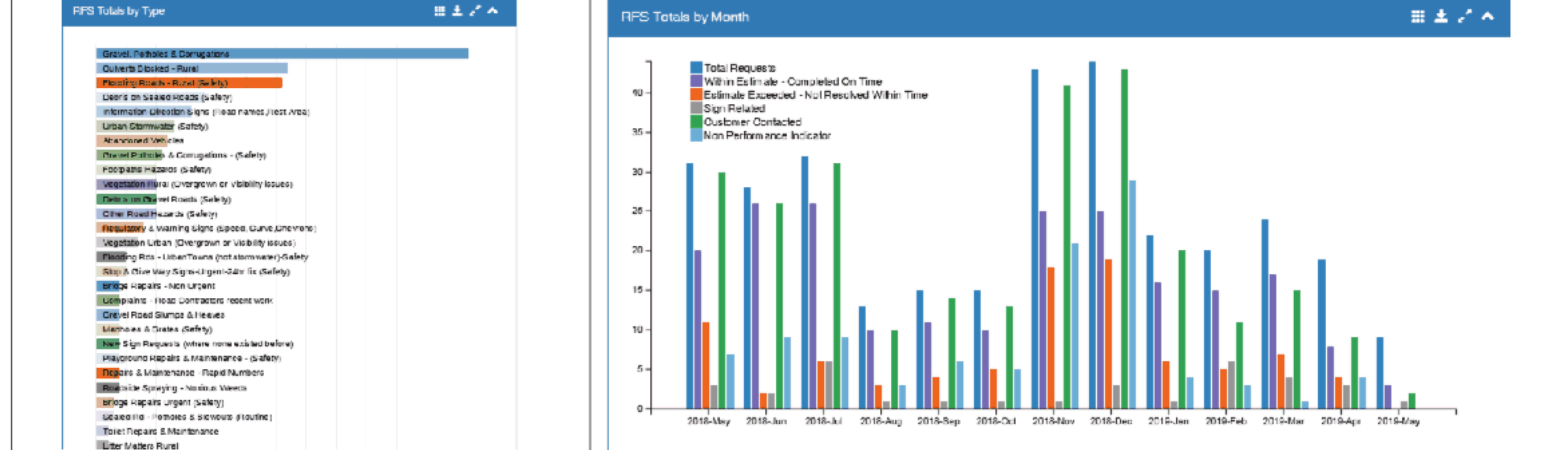
45 of the 67 (67%) sites have been released for inspection. This equates to 33,379 km out of a possible 75,830 km released.

Activity	Prog Qty	Comp Qty	Remaining Qty
Depressions (m²)	2,688	1,323 (49%)	1,365 (51%)
Edge Breaks (m)	13,284	3,128 (24%)	10,159 (76%)
Dig Outs (m²)	77	77 (100%)	0 (0%)
Stabilising (m²)	4,177	4,177 (100%)	0 (0%)
WCC (m)	33,586m	21,030 (62%)	12,556 (38%)

## CUSTOMER SERVICE MANAGER REPORT

May was a much busier month for RFS's. A few corrugations and pothole requests due to the weather. The rest of the requests were just one or two of a variety of other requests being, vegetation, Flooding, footpath trip hazard, and a blocked culvert and one abandoned vehicle that we passed onto Highways South as it was on the highway in Riversdale.

## RFS GRAPHS





MONTHLY AUDIT RESULTS

The Alliance Management Team have decided to go back to the 10% audit framework and using the Road Trip application. There will be more emphasis around using the information coming out of the audit and following up of identified defects and program accordingly.

GOLD STAR INITIATIVES -

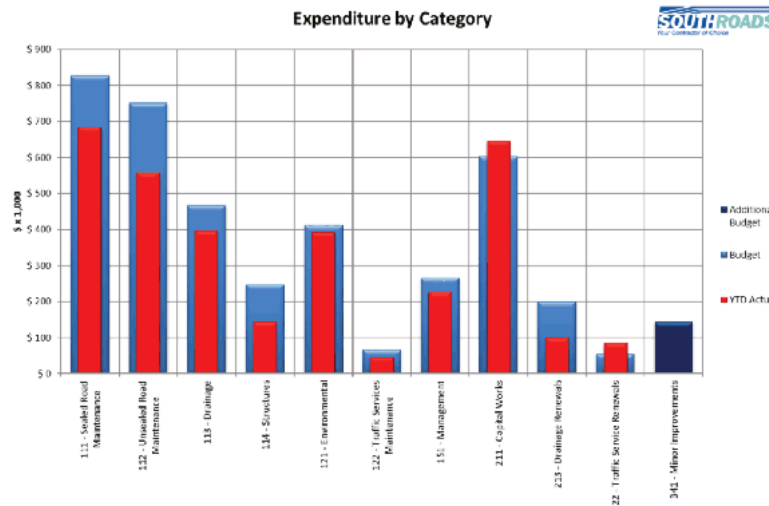
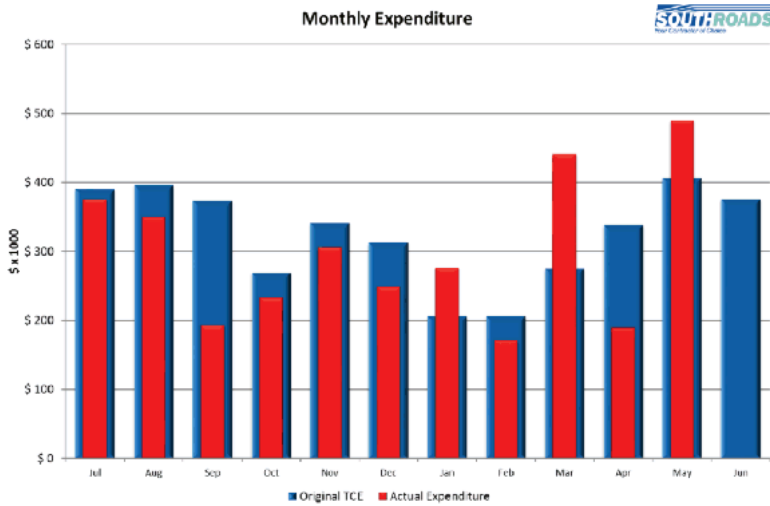
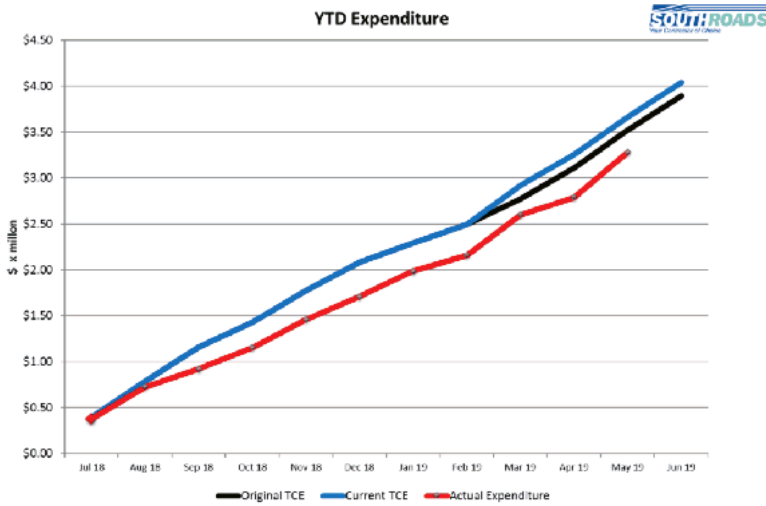
With Navman (Telematics software), now installed we now exploring some added value options. This includes exploring picking up some key data, improving the accuracy and timeliness of information.

We are hoping to explore options in more detail in the coming months.

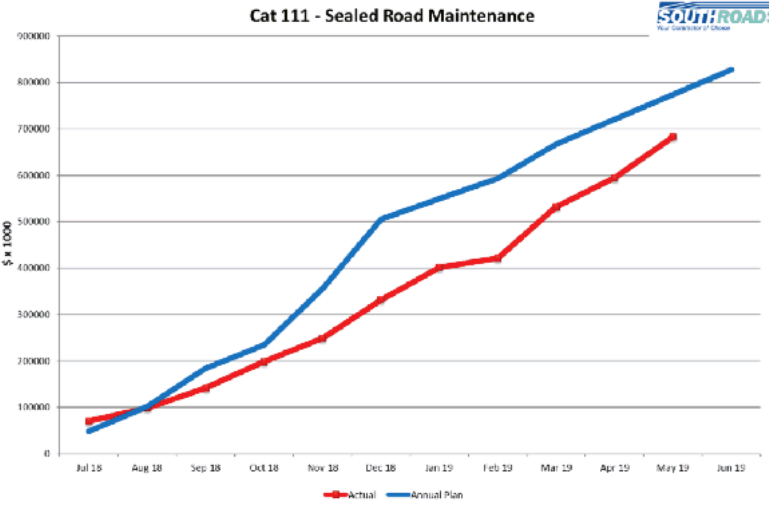
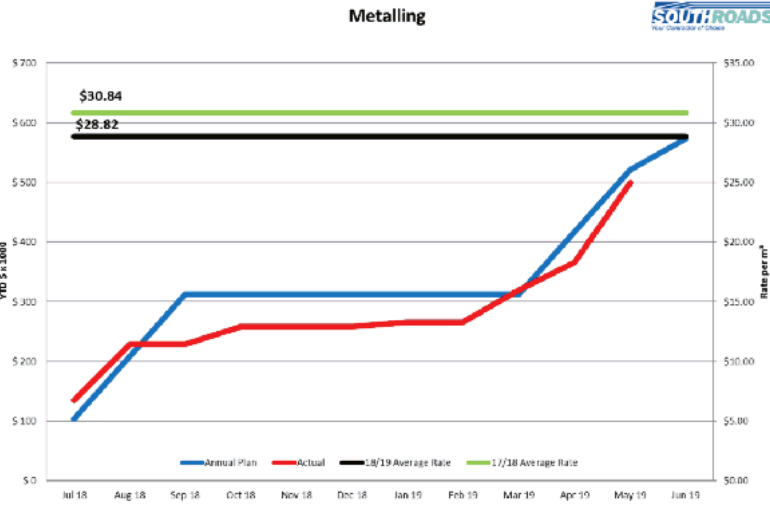
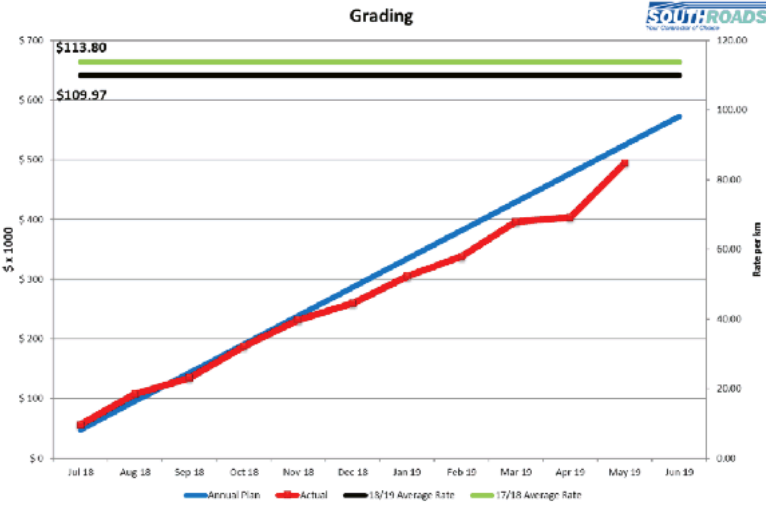
AROUND THE MOUNTAIN CYCLE TRAIL

The cycle trail has taken a lot of energy and resource last month with the track from Centre Hill Road down to the existing cycle trail being formed, and new signs erected right through to Walter peak. As well as this, Cycle Trail Toilets and Shelters have been installed in various locations right through to Walter Peak also. We met key funding targets and completed the required work before the 31<sup>st</sup> of May.

FINANCIAL GRAPHS



KEY PERFORMANCE INDICATOR GRAPHS



FINANCIAL SUMMARY

NZTA Subsidised Summary	Ann Amt	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	Under(-ve)/ Over (+ve)	%age Under(-ve)/ Over (+ve)
Original TCE	\$ 3,825,059	390,426	396,048	373,633	269,290	341,217	313,077	206,738	206,738	275,518	338,783	406,893	375,592	3,893,952		
Additional		0	0	0	0	0	0	0	0	143,544	0	0	0	143,544		
Current TCE		390,426	396,048	373,633	269,290	341,217	313,077	206,738	206,738	419,062	338,783	406,893	375,592	4,037,496		
Actual Expenditure		375,700	350,373	193,877	233,207	306,153	249,044	276,558	171,985	441,529	190,180	490,180	0	3,278,786	758,710	19%

**FINANCIAL COMMENTARY**  
The year completed expenditure is \$3,619,907. The claim for the month was \$622,298. (Including township works) and consisted of routine activities and some drainage, Maintenance Metalling, Stabilising, Spraying on unsealed Roads. It also including reshaping of the Mavora Lakes and Centre Hills Roads.





# Foveaux Safety and Training Report 18/19



## Safety Statistics

	YTD	July 2018	Aug 2018	Sept 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	March 2019	April 2019	May 2019	June 2019
Hours Worked - FH Southland	252,115.78	25,571.21	20,061.05	22,816.13	21,939.36	22,924.02	25,132.02	26,753.77	22,133.92	24,187.92	20,140.52	20,455.86	
Hours Worked - Foveaux	21,249.10	2,102.75	1,896.33	1,999.54	1,289.23	2,159	2,208	1,621.75	2,178.67	2,054.00	1,770.33	1,969.50	
TRIFR – Regional (Total Recordable Injury Frequency Rate)	4.8	0	1.9	2	4.1	4.3	4.3	3.7	4.4	4.5	4.6	4.8	
LTI (Lost time Injury) Regional	1	0	0	0	1	0	0	0	0	0	0	0	
MTC(Medical Treatment Case) Regional	1	0	1	0	0	0	0	0	0	0	0	0	
MTC(Medical Treatment Case) Foveaux	0	0	0	0	0	0	0	0	0	0	0	0	
FAC First Aid Case) Regional	7	1	2	2	0	0	0	0	2	0	0	0	
FAC (First Aid Case) Foveaux	0	0	0	0	0	0	0	0	0	0	0	0	
NEAR MISS – Regional	91	13	5	9	10	6	5	9	5	19	4	7	
SITE AUDIT VISITS (Pass/Fail)	4	-	Pass	-	Pass	-	Pass	-	Pass	-	Due	-	
Worksafe Site Visits - Regional	0	0	0	0	0	0	0	0	0	0	0	0	
Leadership Safety Actions Completed	37	4	4	4	6	3	4	4	4	4	4	4	

### OFI / Near Miss for Foveaux Explanations

Two Near Misses Reported for May for the Foveaux Alliance team

- While setting up signs on Woodlands Morton Mains Road getting ready for subcontractor to arrive with the digger to unblock a culvert. Subcontractor arrived without having (Traffic Controllers) on the road and not all signs out. They unloaded the digger and blocked one full lane while unblocking the culvert.
- Cyclic was tasked with township spraying, sprayer operator tasked with getting the required chemicals. On arrival at site I was training a new operator to spraying the basics. Found a chemical that did not smell right, in a container marked with incorrect name. Explained to the trainee what I had found and stopped the spray job.



### Safety and Quality Team Commentary

May – Moving Plant and Traffic management continue to be our highest risks in keeping our staff safe. Our new Mandatory Sub-Contractor plant requirements come into effect on July 1<sup>st</sup> and this will make difference regarding Moving Plant Safety in conjunction with our sub-contractors.

Temporary Traffic Management safety for our staff continues to be a major concern with road users becoming more aggressive and less patient. This is happening all around the country with staff having been struck by vehicles and been physically and verbally abused. Our priorities are to keep traffic moving but not at the expense of our staff and other road users safety. It will take good communication and cooperation between Contractors and RCA's to make this work as we ask staff to challenge and communicate TMP that they feel put them at risk.

## Training Statistics

	YTD	July-18	Aug-18	Sept-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	June-19
Hours in Training - FH Southland	112	112	424	518	273	180.5	103	0	40	80	8	201	
Hours in Training - Foveaux	50	50	72	48	0	2.5	10	0	16	3	0	19	

### Training Completed This Month

Foundational Leadership Course  
Living Safely Stay Safe

### Training Completed 2018 / 2019

First Aid New & Refresher Courses  
Locating and Protecting Underground Services  
Forklift OSH Refresher  
Asbestos Awareness  
Envirowise  
Growsafe & STMS  
Elevated Work Platform

Living Safely Stay Safe  
Rural Fire Training  
First Aid Training  
Fire Warden Training  
Concrete Saw  
Efficient Compaction  
Construct Safe







# Summary Report – May 2019



## PERFORMANCE

EFFECTIVENESS	RFS	Number of Sign RFS's	monthly	1	
		Total number received since last report cycle (Excluding Signs)	monthly	72	
		# Not completed on time within the required timeframe	monthly	14	
		# Customers contacted (where possible)	monthly	46	
		# Non-performance related - where we provide customer support (e.g. farmers mess, incident response etc.)	Monthly	0	
		RFS Contract Management Resource (hours)	monthly	15	
	CONDITION RATING	RCAMS	6 monthly	Monthly Audit now being done	
		Monthly score Card (under trial)	Annual	This Mth 68.8	YTD Ave 86.9%
	PROGRAMME	Activity Calendar	Quarterly	All on track	

PEOPLE / CULTURE	TEAM SAFETY			MTD	YTD
		Medical Treatment Intervention - #	monthly	0	0
		Lost Time Injury - #	monthly	0	0
		Near Miss/OFI - #	monthly	0	13
	TEAM HEALTH / AMT	Site Safety Audits	As completed	Outstanding	
		Satisfaction - 3 monthly measure	Quarterly	94%	
	ROAD USER SATISFACTION	Team Harmony - 3 monthly measure	Quarterly	95%	
		SDC survey, as completed	As completed	0	0
		# complaints (not normal RFS) vs. compliments	Monthly	0 Complaints 0 Compliments	3 Complaints 4 Compliments

Huge increase in RFS's for the month of May, we had the flooding event mid-month that contributed to a large amount of this, however there has definitely been an increase in gravel road complaints. Largely seasonal with the first real run of "winter weather" however numbers are still slightly higher when taking this into account also. This is a bit frustrating for the team given the extra money that has been spent on grading to meet our programs – the increase also seems out of alignment with the annual road roid survey score, which would suggest the increased spend has provided an increase in service delivery.

Despite the weather the team has managed to get all the Edgebreak repairs on next year's reseal sites completed as planned with only some low shoulder work now remaining until our post winter inspections.

Some frustration also this month with NZTA and the Traffic Management Approval process, the added controls have meant a slower response from the local team with regard to management plan approval for our noxious spray program on the state highway – this has unfortunately caused lost days on this program to occur.

Town ship "upkeep" has also had a refocus over the last few months with additional council support the team has had a review of how and what we provide to the townships within the contract area, a reprogram of our existing resources should now see more regular sweeps from our "road sweeper" truck and an increase in kerb and footpath weed spraying work.

A meeting mid-month with the council's roading team members to finalise budgets for next year was held – these budgets now sit with the ALT for final signoff.

Frost/Ice response will be our next challenge, this year Fulton Hogan has put in place increased sub-contractor plant requirements to address known faults with park break etc – to date the local suppliers we use are struggling to see the need to comply with these request – further meetings are planned with them.

## PROGRESS

Item	Completed	Comments
Non-Reseal Stabi's	0m2 mth 1,995 m2 YTD	200m2 Urgents dispatched, budget constraints have meant P2 are on hold
Metalling Budget: 17500m3	2,863 m3 mth, 16,851 m3 YTD	Program complete – only wet weather response now
Grading Budget: 3300km	362 km mth, 3,767km YTD	Running ahead of budgeted Qty, but achieving closer to program now
Verge Spraying Budget: 2236km	0 km mth 1,872km YTD	Complete
Flax Spraying Budget: 0km	0km mth 0km YTD	Non planned at this stage
Noxious Spraying Budget: 1431km	221 km mth 1,745km YTD	State HW to go – some issue with TMP's
Bridge Repairs	\$14,500 mth \$145,750 YTD	All major repairs now complete from Stantec list – current \$65K overspent
Drainage Repairs	8km water table	Reforming watertable on Robertson Rd 2 & Weir road

### 19 / 20 - Pre Reseal Repairs

Activity	Original Prog Qty	Comp Qty	Remaining Qty
Depressions (Levelling) m²	301m2	273m2	0m2
Edge Breaks/low shoulder m	11181m	6,439m	3,034 m – reduced for reseal removal
Clear watertables m	3292m	2,498m	0m
Stabilisation m²	1144m2	2027m2	0m2
Texturising	922m2	782.5m2	0m2
Hi Lipping m	921m	417m	121m
18/19 site	43 sites, 58.34 km	0 sites / 0km	43 sites / 58.34 km

### RAMM Update

All cost transferred Up to Feb 19

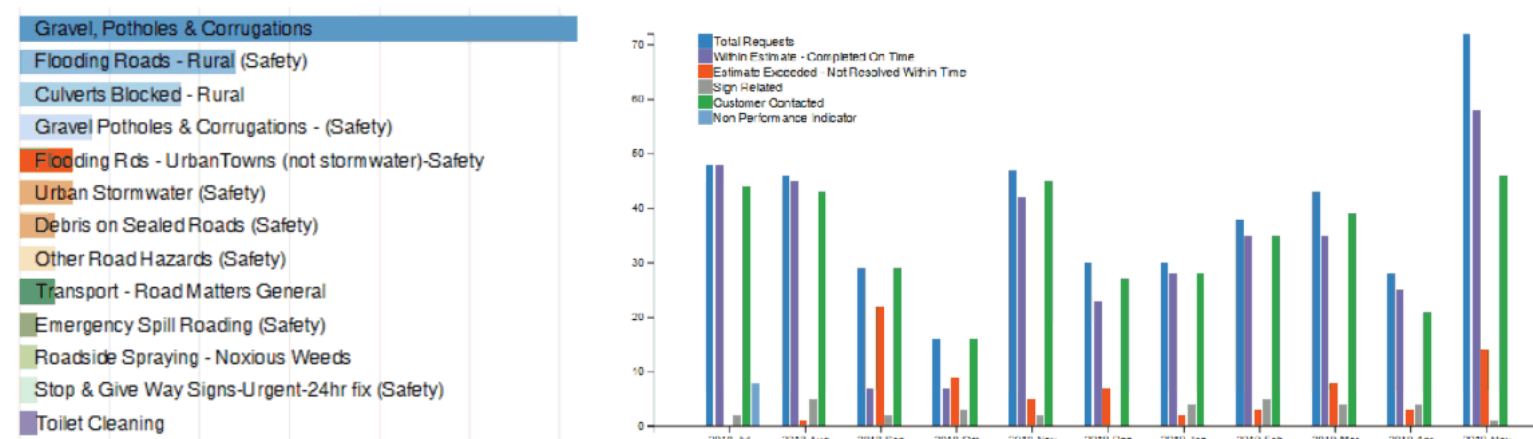
## RISK & STRATEGY UPDATES NB NO CHANGE HERE FROM AUG REPORT

	Identified Risks	Update
Roads	Te Tipua School Rd	RP 6.0 – Major Cracking opened up during Dry 17/18 summer, crack sealing being completed B4 winter but cause currently unknown (watching brief)
	Brydone Glencoe slip	Road now open but slip still on the move. As from March 2019 – this site is now under design investigation for AWPT
Slips	Waikawa Curio Bay Road	More movement found after recent pre-reseal inspection carried out, further investigation required prior to reseal approval. (edge delineation installed) – March 2019 – been sealed – watching brief
	Ringa Ringa Bay - SI	Tidal Erosion is steadily increasing - Graham and Brendan are keeping an eye on this. Concerns over the last month. Drone footage is available. (Weekly inspection cost are starting to add up)
Strategic	Non Maintained Roads	Roads that are currently in RAMM but have not been maintained for whatever reason in the past (some 43KM). at \$30K/km this represent \$1.3M risk (worst case) – action – to follow up on agreement and update RAMM

## SUPERVISOR – CUSTOMER RELATIONS

We received a large amount of RFS's this month with a total of 72, 49% of these relating to grading and 38% relating to flooding. The majority of customers contacted were glad to hear the work was already programmed. There has been an increasing number of customers trying to get additional information from FH for example Evans Rd Bridge repairs, these customers have been referred back to SDC.

### RFS GRAPHS - RFS MONTHLY TOTAL BY TYPE (LEFT) AND YEAR TO DATE REQUESTS (RIGHT)





FINANCIAL REPORT

GOLD STR INITIATIVES

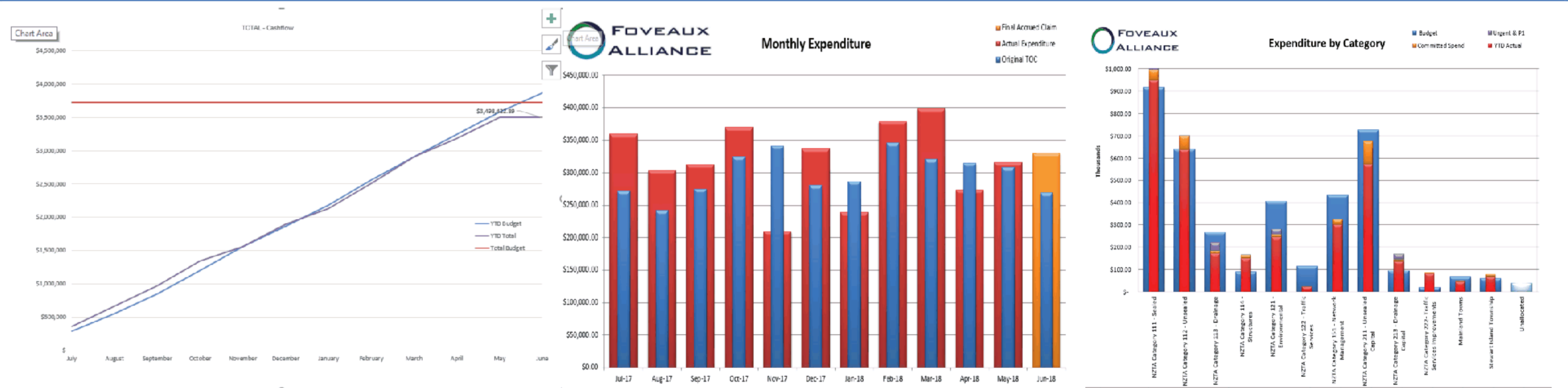
AMT ACTIONS

The claim for the month was \$323,311.51  
Year to date expenditure is \$3,530,933.04

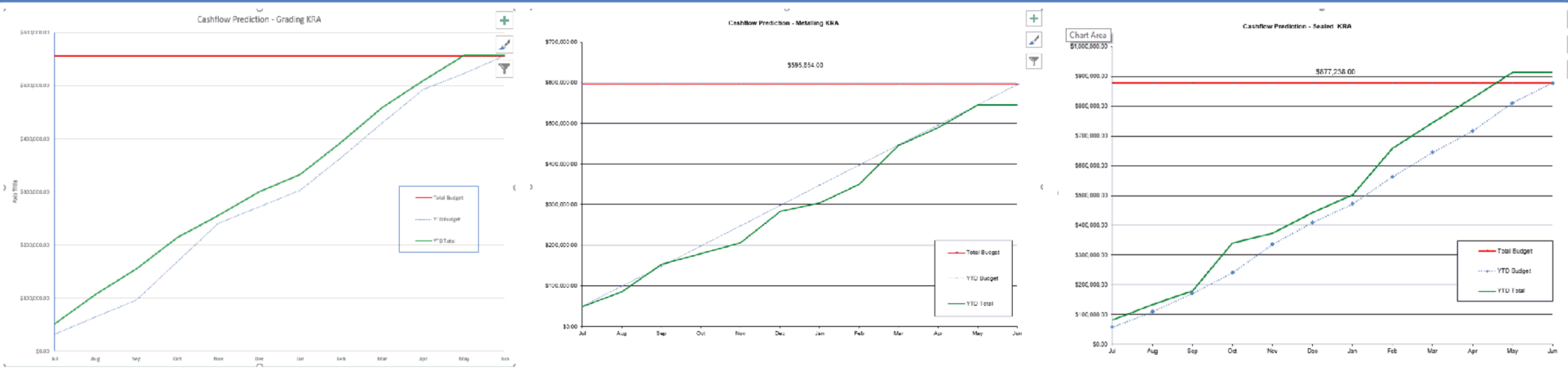
✓ Quite month here

1. Budget approvals and set up for next financial year.

FINANCIAL GRAPHS



KEY PERFORMANCE INDICATOR GRAPHS





## Southland District Council ROADING Operational Overview - May 2019

Alliance Operational Performance Overview					
Key Result Area	Key Performance Indicators - KPI's	Waimea Alliance	Central Alliance	Foveaux Alliance	SDC Roding Commentary
CUSTOMER SATISFACTION	General Requests for Road Service (RFS's)	40	72	72	✓ Expected
	Roading Customers RFSs Contacted	40	72	46	
	Road Service Requests not completed on time	0	25	14	
	Signage Service Requests	0	12	1	
	Other Customer Support calls (In Addition)	13	28	0	
	RFS Hours Spent	5	20	15	
NETWORK SAFETY & RISK	Road-Trip RCAMS Drive-by Performed twice	Underway	Underway	Now Being Done	
	Smooth Travel Exposure One Network Road Condition - Rural	97.3%	97.1%	95.9%	✓
	Smooth Travel Exposure One Network Road Condition - Urban	86.1%	74.4%	83.3%	✓
	Road-Road – Unsealed Baseline Target >85.5%	89.0%	87.7%	89.4%	✓
PROG Target	Monthly Score Card - under trial	-	-	-	Transitioning to new framework
ROAD USER Survey & Comments	SDC internal survey, as completed	Baseline Ready	Baseline Ready	Baseline Ready	
	Complaints Made	0	0	0	
	Compliments Made	1	0	0	
H&S TEAM SAFETY	Medical Treatment Intervention - Required	Zero	Zero	Zero	✓
	Lost Time due to Injury	Zero	Zero	Zero	✓
	Near Misses	11	3	0	
	Site Safety Audits completed	2	9	0%	
TEAM Well Being	Team Satisfaction - 3 monthly measure	87%	80%	94%	
	Team Harmony - 3 monthly measure	89%	82%	95%	
RAMM	Claim Costs Transferred to RAMM	May-19	May-19	Feb-19	

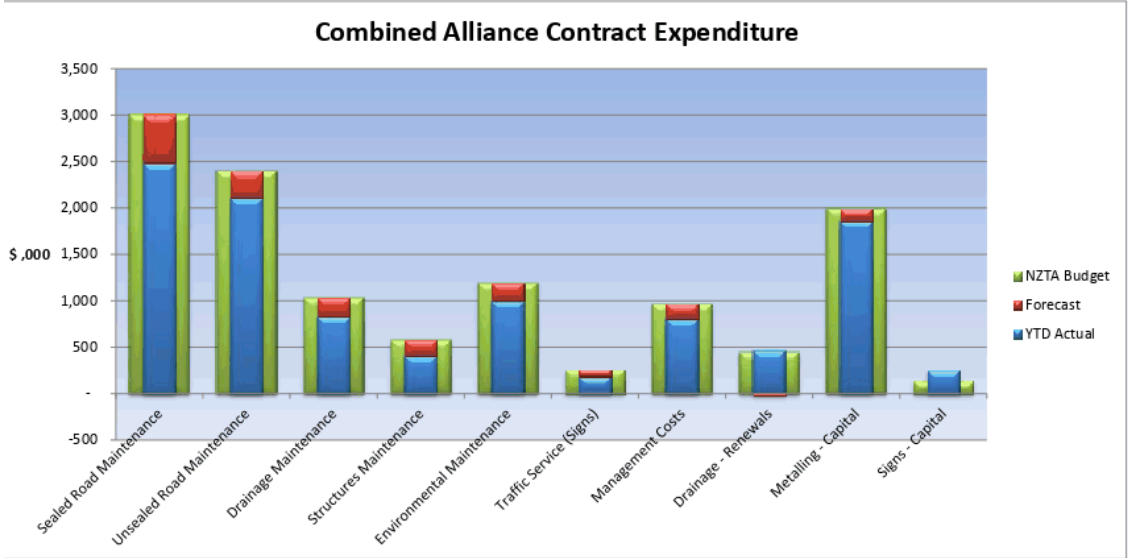
Alliance Activity Programme Results					
Unsealed Activity Status:	Waimea Alliance	Central Alliance	Foveaux Alliance	SDC Roding Commentary	
Non Reseal Stab m² Completed	75%	4%	21%		
Metaling Target m²	22,000	18,000	17,500		
Metaling m² YTD	17,328	18,000	16,851		
Metaling %	79%	100%	96%	Foveaux have completed the programmed works for the year.	
Grading Month to Date km	778	341	362		
Grading Year to Date km	4,499	4,339	3,767		
Verge Spraying Unsealed %	100%	85%	100%	Central - Second round on sealed network	
Completed Noxious Spraying %	75%	100%	100%	Foveaux have completed 100% ofSDC but still have SH to complete	
Completed Bridge Repairs %	In Progress	In Progress	100%	Work has commenced on completing identified works based off Stantec's six yearly inspections.	
Completed Drainage repairs %	In Progress	In Progress	In Progress		
Sealed Activity Status:	Waimea Alliance	Central Alliance	Foveaux Alliance	SDC Roding Commentary:	
19/20 Pre-Reseal Sites Ready for inspection	45 of 67 (67%)	23 of 51 (55%)	0 of 43	✓	
19/20 Pre-Reseal KM's for inspection	33 of 75.83km	-	0 of 58.34km	✓	
Depressions (m²) Program QTY	2,688	3,803	301	✓	
Depressions (m²) Completed	1,323	2,594	273	✓	
Depressions (m²) Completed %	49%	68%	91%	✓ Foveaux - less required than originally programmed	
Edge Breaks (m) Program QTY	13,284	5,779	11,181	✓	
Edge Breaks (m) Completed	3,125	5,467	6,439	✓	
Edge Breaks (m) Completed %	24%	95%	58%	✓	
Stabilisations (m²)Program QTY	4,177	2,480	1,144	✓	
Stabilisations (m²)Completed %	100%	100%	100%	✓	

Risk and Strategy Update			
Risks	Waimea	Central	Foveaux
Roads	Mavora Lakes Road, Recent works have been completed which should improve pavement performance.	Frentz Road (Monkey Island), The work to widening this road out has been completed and awaiting road marking.	Te Tipua School Rd, Major cracking opened up during Dry 17/18 summer, crack sealing being completed prior to winter but cause currently unknown - Monitor
	Riversdale Waikawa Road, A section of this road has corrugated likely due to tree roots under the road. An Opus tree specialist is to advise options. Warning signs have been installed. Currently trying to contact landowners.	Richard Street (Mores Reserve), Increased grading frequency on this road in the interim.	
Slips		Flooding Slip Sites - The Roding Company have been engaged to carry out work on the slips.	Waikawa Curio Bay Road – More movement found after recent pre-reseal inspection carried out, further investigation required prior to reseal. Watching Brief.
			Ringa Ringa Bay (SI), Tidal Erosion is steadily increasing, Graham and Brendan are keeping an eye on this.
			Brydone Glencoe, Road now open but slip still on the move. As from March 2019 – this site is now under design investigation for Rehabilitation
Strategic	System move to RAMM Contractor, Targeting 1 July 2019 rollout.	System move to RAMM Contractor, Targeting 1 July 2019 rollout.	Non Maintained Roads, In RAMM but have not been maintained in the past (43km), at \$30K/km this represent \$1.3M risk to follow up on agreement and update RAMM.
	Performance Framework, The JALT have requested more work be carried out by the JALT.	Performance Framework, The JALT have requested more work be carried out by the JALT.	
	Around the Mountain Cycle Trail - There has been	SDC Restructure, With the recent restructure we look forward to working closely with SDC to embed this into the Alliances.	
Hot Summary			

Customer Service Manager Reports	
<b>Waimea Alliance:</b> March was another pretty quiet month for RFS's. A few gravel Road RFS's in the Tuatapere Ward and one problem in the Five Rivers Ward. The rest of the requests were just one or two of a variety of other requests being, vegetation, Flooding, footpath trip hazard, debris on a sealed road and a blocked culvert	
<b>Central Alliance:</b> May was a busy month for requests. These were mainly regarding unsealed road maintenance, particularly potholes and muddy road conditions. Heavy rain coinciding with leaf drop caused some urgent flooding issues which were able to be taken care of quickly.	
<b>Foveaux Alliance:</b> 49% of RFS's in May were for grading jobs of which 38% related to flooding.	



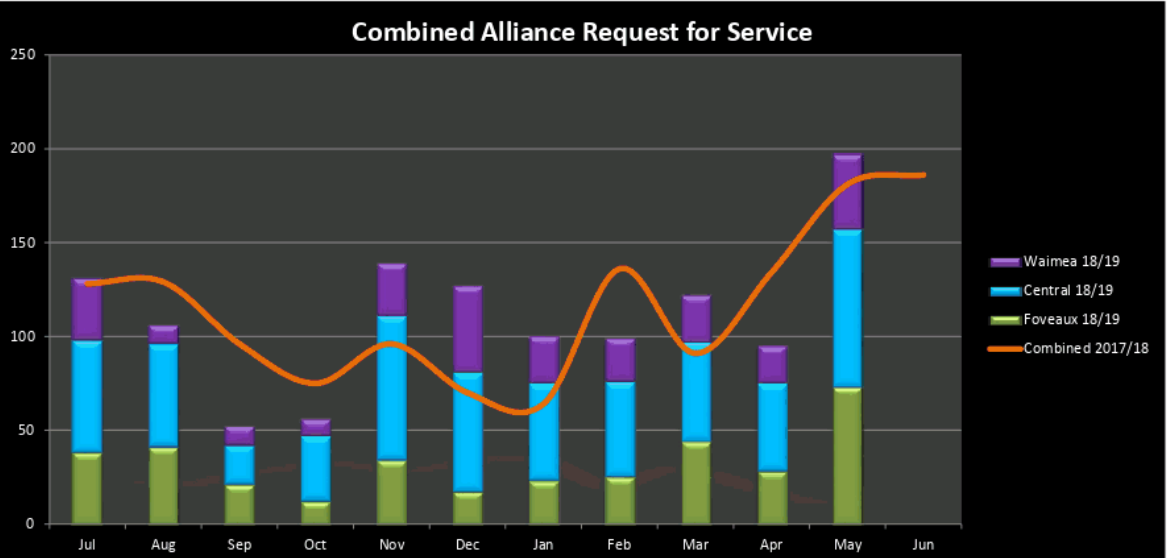
FINANCIAL SNAPSHOT



Year to date expenditure in maintenance is within 9.85% of the Total Cost Estimate (TCE). Year to date Capital expenditure in the Alliances is within -9.17% of the Total Cost Estimate. Total combined expenditure is within 5.77% of the Total Cost Estimate.

Activity	TCE	Actual	% Completed
Total Sealed Roads	3,002,353	2,481,913	83%
Total Unsealed Roads	2,400,509	2,107,352	88%
Total Drainage	1,033,530	825,292	80%
Total Structures Maintenance	579,057	403,359	70%
Total Environmental Maintenance	1,193,442	993,454	83%
Total Traffic Service (Signs)	258,410	182,175	70%
Total Management Costs	966,812	802,880	83%
Total Maintenance	9,434,113	7,796,425	83%
Total Metalling	1,993,105	1,856,974	93%
Total Drainage	445,671	464,182	104%
Total Signs	134,106	253,656	189%
Total Renewals	2,572,882	2,574,813	100%
Total NZTA Funded Programme	12,006,995	10,371,238	86.4%

REQUEST FOR SERVICE SUMMARY



Combine requests for service for February were 197 compared with 181 for the same period last year, an increase of 16. This is predominantly caused by weather events that occurred namely wet weather. Year to date requests for service were 1224 compared to 1200 in 2017/18 which is sitting at an overall increase of 2% or 2.0% over the same time period.

UPCOMING ITEMS

RAMM ACCURACY	We are continuing to work with Opus to ensure accuracy and industry best practice in relation to getting the maintenance costs and locations into RAMM. The shift to RAMM contractor will aid this.
Alliance Establishment	The performance framework has been agreed in principle and approved by the Joint Alliance Leadership Team. The original target date was 1 July however this has been pushed out to August, as more work is required on this prior



## McDonald Road Bridge Replacement - Contract 19/12

**Record No:** R/19/6/11599

**Author:** Roy Clearwater, Roading Asset Engineer

**Approved by:** Matt Russell, Group Manager Services and Assets

☒ Decision

☐ Recommendation

☐ Information

### Purpose

- 1 The report outlines the tenders received for Contract 19/12 – McDonald Road Bridge Replacement and seeks approval from the Services and Assets Committee to award Contract 19/12 to the recommended tenderer.

### Executive Summary

- 2 The report covers the tendering outcome for the replacement of McDonald Road Bridge.
- 3 The report covers the background to the project, the tenders received, the evaluation carried out and the recommendations for letting the contract.

### Recommendation

**That the Services and Assets Committee:**

- a) **Receives the report titled “McDonald Road Bridge Replacement - Contract 19/12” dated 2 July 2019.**
- b) **Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.**
- c) **Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the Act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.**
- d) **Accept Concrete Structures (NZ) Ltd tender price of \$416,478.00 plus GST.**



**Background**

- 4 McDonald Road Bridge is nearing the end of its useful life and currently has a posting of 70% of Class 1.
- 5 The three affected properties on McDonald Road have all been consulted with and an agreement reached that Council will replace the structure but divest it to one of the property titles with an easement for remaining parties as part of the agreement.
- 6 On 1 November 2018 Council approved to:
- Proceed with procurement for a bridge replacement and the divest to the landowner
  - Delegate authority to the Chief Executive and Group Manager Services and Assets to let a contract for the replacement of McDonald Road Bridge up to a contract value of \$350,000.00 subject to satisfactory tenders being received.
- 7 Signed agreements with all affected landowners have been received to transfer ownership of the bridge post replacement.
- 8 A design/build tender was advertised on 27 March 2019 for a single span, 100 year design life structure.
- 9 The tender was advertised on Local Government Online and in the Tenders Gazette. Three conforming tenders and two alternative non-conforming were received by the closing date of 9 May 2019.
- 10 The submitted tenders are as follows (excluding GST):

<b>Tenderer</b>	<b>Tender Price</b>
Concrete Structures (NZ) Ltd	\$416,478.00
SouthRoads	\$424,223.09
Whitestone Contracting Ltd	\$438,582.22
Fulton Hogan Ltd (Alternative)	\$342,729.90
SouthRoads (Alternative)	\$370,424.06

- 11 Both alternative tenderers were deemed non-conforming as they did not conform to the specific requirement for a single span structure.
- 12 The lowest conforming price received was 16% greater than the delegated authority approved by Council for the Chief Executive and Group Manager Services and Assets to award the contract up to the value of \$350,000.00.
- 13 The three conforming tenders were within 5% of each other.
- 14 Given the size of the structure (24m span), Concrete Structures (NZ) Ltd price of \$416,478.00 is consistent/competitive with market rate per lineal meter.



- 15 Based on the above, Concrete Structures (NZ) Ltd is the recommended tenderer for Contract 19/12 – McDonald Road Bridge Replacement.

### **Issues**

- 16 McDonald Road Bridge is no longer fit for intended purpose and has reached a point where action is required.
- 17 Council cannot afford to continue replacing and maintaining all structures due to the share number and the cost involved. This has resulted in the development of the bridge replacement/rationalisation programme for 2018-21 Long Term Plan period.

### **Factors to Consider**

#### **Legal and Statutory Requirements**

- 18 Under the Local Government Act 2002, Council has authority to dispose of assets unless expressly provided otherwise in the Act.
- 19 McDonald Road Bridge has had a legal agreement prepared and signed to transfer ownership of structure post construction.
- 20 As with all projects, there is the risk of a legal challenge regarding the tender results from unsuccessful tenderers. To reduce this risk, the Tender Evaluation Team has carefully followed Council's Procurement Policy and the NZTA procurement procedures.

#### **Community Views**

- 21 The affected stakeholders have all been consulted, along with the respective Ward Councillor.

#### **Costs and Funding**

- 22 McDonald Road Bridge is one of the 18 structures approved by Services and Assets Committee on 17 October 2018 for replacement or rationalisation utilising the existing approved LTP funding of \$3,050,000.
- 23 This activity will form part of the overall bridge replacement programme and be funded from the Low Cost Low Risk category with NZTA share of 51%.

#### **Policy Implications**

- 24 The project has been tendered and evaluated under the NZTA Lowest Price Conforming Tender Methodology process and in compliance with Council's Procurement Policy.

### **Analysis**

#### **Options Considered**

- 25 Two options are considered and outlined below:



## Analysis of Options

### Option 1 – Award contract to replace bridge

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> <li>Remove existing high risk posted structure in network.</li> <li>Divest new bridge to landowners and remove a structure from Council's asset database.</li> <li>No ongoing costs with maintenance or inspections post replacement.</li> </ul>	<ul style="list-style-type: none"> <li>Greater short term financial input required to replace and divest bridge.</li> </ul>

### Option 2 – Reject tenders and retain existing bridge

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> <li>Reduced financial input required in the short term.</li> </ul>	<ul style="list-style-type: none"> <li>Structure continues to pose risk to Council.</li> <li>Ongoing maintenance and inspection costs.</li> <li>Potential to not be able to divest to landowners if not carried out now.</li> </ul>

## Assessment of Significance

- 26 In terms of Council's Significance and Engagement Policy, the proposed actions are not considered significant as the bridges are considered on a network level and not an individual basis.

## Recommended Option

- 27 The recommended tenderer has successfully completed similar work throughout New Zealand and has completed bridge replacement projects for Southland District Council a number of years ago. The price submitted is considered reasonable and therefore we recommend the acceptance of the tender from Concrete Structures (NZ) Ltd of \$416,478.00 (excluding GST).

## Next Steps

- 28 The Services and Assets Committee formally award the contract to the recommended tenderer and Council's Group Manager Services and Assets, formally notifies the successful and unsuccessful tenderers of the outcome from the tendering process.

## Attachments

There are no attachments for this report.



## Bridge Strategy Update Report

**Record No:** R/19/6/11628  
**Author:** Roy Clearwater, Roading Asset Engineer  
**Approved by:** Matt Russell, Group Manager Services and Assets

☐ Decision ☐ Recommendation ☒ Information

### Purpose

- 1 This report is to provide a consolidated view to Council on the bridge strategy that Southland District Council is focussed on delivering through the current Long Term Plan (LTP) period and proposed for the 2021-2031 LTP.

### Background

- 2 The 2018-2028 LTP identified that Southland has 852 bridges and that a significant number of these will require replacement in the coming years.
- 3 Approximately \$1M per annum was approved in the 2018-2028 LTP programme for bridge replacements.
- 4 As part of the 2018-2028 LTP development, it was also recognised that more work was required to be undertaken in order to better understand the asset condition and performance. Further, it was evident that a strategy will be required to deal with the significant increase in costs associated with the replacement programme for the bridge portfolio over the coming years.

### Bridge Matrix

- 5 Traditionally renewals have been prioritised based on predominantly condition alone. However, given the scale of renewals required over the coming years and the budget available as provided through the 2018-2028 LTP, it was evident that the Transport team cannot afford to maintain all of its existing structures within the network. In order to prioritise the current available funding it was necessary to prioritise and rationalise existing assets as they reach the end of their useful lives within the current budget period.
- 6 The outcome of this work has resulted in the bridge matrix which has been developed as a decision making tool to determine whether a structure should be replaced, divested or removed.



- 7 The parameters used in the matrix are NZTA's One Network Road Classification (ONRC) criteria and the available alternative detour lengths as per the below:

NZTA ONRC CLASSIFICATION	ALTERNATIVE ACCESS DETOUR LENGTH				
	20+km or No Access	15-20km	10-15km	5-10km	0-5km
PRIMARY COLLECTOR					
SECONDARY COLLECTOR					
ACCESS					
LOW VOLUME ACCESS (11-50 VPD)					
LOW VOLUME ACCESS (0-10 VPD)					

*Southland District Council Bridge Replacement Matrix for Bridges*

NZTA One Network Road Classification (ONRC) criteria can be found here:

<https://www.nzta.govt.nz/roads-and-rail/road-efficiency-group/onrc/>

	REPLACE (OR UPGRADE) BRIDGE
	REPLACE (OR UPGRADE) BRIDGE & DIVEST
	REPLACE (OR UPGRADE) BRIDGE & DIVEST WITH THIRD PARTY CONTRIBUTION
	REMOVE BRIDGE

- 8 The bridge matrix / prioritisation tool was developed to be utilised as a first cut of the programme. The matrix does not take into consideration other structures on the proposed alternative routes. As a result there are potentially structures that cannot be removed, or be divested for legal reasons. Further, in some cases the available detour might not be appropriate.

## 2018-2021 Programme

- 9 On 17 October 2018, the Transportation team presented a programme of 18 structures to Services and Assets Committee for replacement/rationalisation.
- 10 This programme utilised the bridge matrix for the outcome of whether to replace, divest or remove a particular structure.
- 11 Services and Assets Committee approved the implementation of the three year bridging replacement/rationalisation programme for 2018-21 LTP within the approved LTP budget of \$3,050,000.

## Future Programme

- 12 The Remaining Useful Life (RUL) of each structure is assessed on an ongoing rolling cycle and determined by our professional services provider. As is indicated above, the RUL is used as a key input into developing the order in which bridges require attention. Generally, the approach has



been to address the highest risk structures first. It soon became evident that too many bridges are reaching the end of their lives without reaching their expected RUL. Therefore it was proposed to look at the 12 year programme (171 structures) in entirety rather than in order of estimated RUL. This number quickly grew to 193 when reviewing the remaining timber structures in our network requiring replacement within the next 20-years. Once the current backlog is resolved, our structures network and subsequent replacement programme would reduce significantly and stabilise allowing a period of maintenance and appropriate depreciation funding to manage the workload moving forward.

- 13 To replace all 193 structures over the next 12 years would cost a total of \$39.7M (2018 Valuation data) or an average of \$3.3M per annum. As indicated above, the current LTP budget provided for approximately \$1M per annum. Through the 2021-2031 LTP it is intended to engage with the community and consult on the levels of services and associated cost implications to determine the parameters utilised in the prioritisation matrix. In particular the focus intends to be around whether the detour routes too long or short, and whether the community is prepared to accept an aggregate level of service reduction (i.e. the removal of some structures), in order to minimise the cost implications of the replacement programme.
- 14 For clarity, utilising the bridge replacement matrix moving forward would result in the replacement of approximately 150 bridges and the removal of more than 40 bridges. This approach would rationalise the overall cost of the renewals programme by approximately \$8M. However, it is recognised that the community may not wish to reduce the number of structures on the network at all.
- 15 Irrespective of whether the community is prepared to rationalise the structures network, there will be a need to prioritise the delivery of the replacement programme. The matrix will generally be utilised to determine the replacement priority. As such, where bridges deteriorate at an accelerated pace, but an acceptable detour is available, it is likely that temporary closure will be the outcome. These closures may remain in place for a number of years pending the priority order of the programme. It is acknowledged that this will be the source of significant frustrations for some communities, however, safety risk and accessibility considerations need to be prioritised.
- 16 It is worth noting that the bridge matrix tool can only be used as a first cut of the programme. The matrix does not take into consideration other structures on the proposed alternative routes. There will also be situations where structures cannot be removed or be divested for legal reasons. However, there are some situations where some proposed replacements can be considered for removal or postpone replacement until beyond the 12-year programme with a degree of structural upgrade work.
- 17 For the second cut of the programme, each bridge has been reviewed (desktop) one-by-one to determine the flow on effects and whether the matrix recommendation is appropriate. As part of the validation it was considered whether or not the bridge has a detour available, the detour length, ownership of land either side of the bridge, likely forestry or other industry impacts and other social impacts such as tourism.



## Approved LTP 2018-21 projects

- 18 Of the 18 approved structures for replacement or rationalisation, this three-year period we have achieved the following as at the end of Year 1:
- George Road Bridge – Constructed
  - Wadworth Road Bridge – Upgraded and Divested
  - Wyndham River Bridge – Divested
  - McIntosh Road – Agreement for removal almost complete
  - Mararoa Road Bridge – Contract awarded for construction 19/20
  - MacDonald Road Bridge – Tendered; seeking approval to award for construction 19/20
  - Off Tussock Creek Road Bridge – Programmed for removal July 2019
- 19 See Attachment A for current status of the 18 structures.

## Accelerated two year programme (design/builds)

- 20 Noting the scale of renewals required over the next 12 years and the need to get underway with the replacement programme, on 22 May 2019, staff sought approval from both NZTA and Council for further unbudgeted expenditure of \$3M (SDC share of \$1.47M) to help resolve some of the shortfall in the required bridge replacement programme over the next two-year period (prior to the 2021-2031 LTP).
- 21 To best utilise the additional \$3M approved by Council staff are working with the Contracting industry to identify and complete as many ‘quick wins’ as possible. The “quick wins” generally involve simple design/build opportunities that have been deemed required to be replaced and retained by Council and hence no divestment or significant consenting issues are likely to cause delays. There are also a number of bridges that have been added to this list on the basis of the risk they pose to the network should failure occur both in terms of Safety and lack of alternative access.
- 22 It is recognised that with this approach, Council may lose the opportunity to divest some of these structures in the short term – however the health and safety risks must take precedence in the short term.
- 23 The “quick win bridges” have then been sorted by length to determine sites that will lend themselves to simple design/build methodology. Structures less than 3m have been left out as these will be evaluated separately for possible culverts. Structures greater than 12m have also been left out as these will most likely need bespoke type designs and therefore only 4-12m structures have been considered for design/build replacement.
- 24 The list of structures have then been prioritised based on existing postings and remaining useful life.
- 25 The design/build contracts will be let in such a way that the sites can be changed or added to if we have an urgent bridge that needs to take priority.



- 26 Taking this approach it is expected approximately 15-20 structures can be replaced by design/build methodology utilising this additional \$3 million of funding during 2019-2021.
- 27 Geotechnical investigations are programmed for the month of July for the top 20 highest risk 4-12m structures to provide tenderers with as much site specific information as economically viable and possible.
- 28 Post receiving the geotech information it is intended that a tender will go to market with 2 x packages of work with additional provisional sites to add into the programme if budget allows following the tender process. This work will assist in informing the budget requirements through the 2021-2031 LTP.
- 29 The tenders will be lowest price conforming methodology with a pass/fail non-price attributes.
- 30 It is anticipated that Council will be in a position to award the contracts in approximately September, at which point the Transportation team will report to the Services and Assets Committee to seek approval to award the contracts with the finalised programme and price.

### **Bespoke Designs**

- 31 Within the 12-year programme of renewals there are a number of structures that are greater than 12m span and as such are expected to require site specific designs.
- 32 Of these, 10 have an RUL of 10 years or less. It is proposed that these 10 structures are designed over the next two years of this LTP so they are ready to go and can be budgeted for in next LTP. In addition to these structures, the Lake Monowai suspension bridge needs consideration for a long term solution (significant upgrade or replacement).
- 33 The above designs are estimated to cost approximately \$600-700K. However this will put Council in a good position to release work early in the 2021-2031 LTP period.

### **2031 LTP**

- 34 It is anticipated that all of the bridge replacements will fall into the NZTA Low Cost Low Risk category (under \$1M).
- 35 Structural component replacements will be considered prior to any replacement if a positive Net Present Value (NPV) can be achieved when considering whole of life.
- 36 Short term, low cost upgrades will also be an option considered to keep structures open and prolong life until a replacement can be programmed.
- 37 The 12-year programme based on the 193 bridges is approximately \$40M (with an average cost of just over \$200K per bridge) which therefore = ~\$10M required per 3-year cycle to replace all the bridges that are likely to reach their RUL. Significantly more than the ~\$3M allocated.
- 38 If we were to utilise the matrix in its current form, it is estimated that this cost would be reduced to approximately \$30M over 12 years, or \$7.5M per 3-year cycle.
- 39 Significant additional investment will be required (at least double) compared to the approximate \$180K/annum budgeted for Structures Component Replacements, over this period to extend asset life and buy time, including dealing with any surprises.



- 40 There are no bridges greater than \$1M on radar in 2031 LTP. Monowai Suspension bridge is the only exception that is going to either need significant upgrade work (\$1M+) or replacement in due course.

## **Summary**

- 41 Quantity Statistics – as at 18/19 financial year:
- Council has 92 bridges that are currently posted
  - of these 92 posted structures; 90 of them fall within the 193 programme (RUL of less than 20)
  - Under the matrix, of the 193 bridges, 152 would be replaced (with a number of these proposed to be divested)
- 42 Dollar Statistics – as at 18/19 financial year:
- The 193 structures have a replacement cost of \$39.7M
  - Under the matrix, 41 structures to be removed have a replacement cost of \$9.4M and will cost \$0.8M to remove – a saving of \$8.6M.
  - Matrix replacement budget (NZTA +SDC share): \$30.1M
  - 12 year programme annual expenditure required: \$2.5M + maintenance.

## **Recommendation**

**That the Services and Assets Committee:**

- a) **Receives the report titled “Bridge Strategy Update Report” dated 3 July 2019.**

## **Attachments**

- A 18/19-20/21 Bridge programme - year 1 status [↓](#)



Southland District Council  
Bridge Programme 2018/19 - 2020/21

Bridge Number	Road Name	RUL	Approved Matrix Action	End of year 1 (18/19) status
1057.001	George Rd	1	Replace & Divest	Bridge Constructed
2827.001	Wadworth	1	Replace & Divest with 3rd Party Contribution	Bridge Divested
1505.001	McIntosh Rd	0	Replace & Divest with 3rd Party Contribution	Agreement for removal almost complete
1504.001	McDonald Rd 2	2	Replace & Divest	Tendered, seeking approval to award for construction 19/20
3582.001	Mararoa Rd	1	Replace & Divest with 3rd Party Contribution	Contract awarded for construction 19/20
1281.001	Mataura Island Titiroa Rd	0	Remove	Bridge closed - looking to reopen to light vehicles with a gantry
1321.001	Wyndham River Rd	1	Replace & Divest with 3rd Party Contribution	Bridge divested
2654.001	Welsh Rd East	1	Replace & Divest with 3rd Party Contribution	Bridge closed - negotiations in place with affected parties
1992.001	Fryer Rd	1	Replace & Divest with 3rd Party Contribution	
2619.001	Off Hall Rd	1	Replace & Divest with 3rd Party Contribution	Negotiations in place with affected party.
2444.001	McLeish Rd 2	1	Remove	
2503.001	Pullar Rd	2	Replace & Divest	In accelerated Design Build programme
9567.001	Off Ardlussa Cattleflat Rd 1	3	Replace & Divest with 3rd Party Contribution	Designing a suitable culvert replacement
9568.001	Off Ardlussa Cattleflat Rd 2	3	Replace & Divest with 3rd Party Contribution	Designing a suitable culvert replacement
3037.001	Magee Rd	3	Replace & Divest with 3rd Party Contribution	Designing a suitable culvert replacement
2475.001	Nelson Rd	3	Remove	
1253.001	Badwit Rd	3	Remove	
2856.002	Turnbull Rd	3	Remove	
3407.003	Lake Monowai Rd	3	Replace	