



**CARTERTON**  
DISTRICT COUNCIL

# **Infrastructure & Services Committee Meeting**

**Wednesday**

**30<sup>th</sup> August 2017**

**9.30am**



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## **AGENDA**

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**The Agenda of the Infrastructure and Services Committee Meeting of the Carterton District Council to be held at the Hurunui o Rangi Meeting Room at the Carterton Event Centre on Wednesday 30 August 2017 at 9.30am.**

1. Apologies
2. Conflict of Interest Declaration
3. Public Forum
4. Notification of General Business / Late Items
5. Roading Report *Page 1 - 8*
6. Funding a water race culvert *Page 9 - 10*
7. Operations Report *Page 11 - 18*
8. General Business/Late Items
9. Confirmation of the Minutes
  - 9.1 *Minutes of the Infrastructure and Services Committee meeting held on the 7 June 2017. Page 19 - 24*
10. Matters Arising from Minutes

Garry Baker

**Operations Manager**



30 August 2017

## **Roading Monthly Report for July 2017**

### **1. PURPOSE**

The purpose of this report is to update and inform the committee on roading matters to the 30 August 2017.

### **2. SIGNIFICANCE**

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

### **3. ACTIVITIES UPDATE**

#### **3.1 Major items of work completed in July 2017**

- Completed urban stormwater sump cleaning following leaf fall
- Pavement repairs Kaiwhata Road
- New culvert installations on Kaiwhata and Te Awe Awe Roads due to failures from logging traffic
- High shoulder removal and water table clearing Waiohine Gorge Road
- Trim back encroaching vegetation on Somerset Road
- Collecting rubbish from illegal dumping. The main area of offending is at the end of Hughes Line
- Emergency response to clear toppled trees and slips on Te Wharau, Kaiwhata, Clifton Grove and Gladstone Roads. Traffic management for areas of surface flooding on Dalefield, Kokotau, Para, Somerset, Tiffin, Chester Roads and Francis Line
- Overslip removal on Clifton Grove, Admiral, Longbush and Te Wharau Roads
- Make good the dropped edges to slumping in the road on Te Wharau, Craiglea and Driscoll Roads

The maintenance work is slightly behind schedule because resources were re-directed to reinstating carriageways around the District following the extreme rainfall event on the 13th of July.

#### **3.2 Programmed works for August 2017**

- Te Kopi, Pakihi, and Norfolk Road dig-outs (not done in July as programmed)
- Te Kopi Road minor improvement project to finish not done in July as programmed

- Drainage improvements at the entrance of C3 exit and number 39 Norfolk Road not done in July as programmed
- Maintenance metalling on Dalefield and Clifton Grove Roads
- Waiohine Gorge Road wearing course type 2 to be laid
- Continue with traffic service improvements at the Cornwall Road bends
- Routine works in Maintenance Area 2 (Waiohine sector).

### **3.3 Street Light Contract 2014-2017 (Alf Downs Group)**

The total claim value for the July 2017 period was \$6,820.24.

Council issued 6 Request for Service to Alf Downs Group during July 2017. Six requests were signed off as completed during July 2017 five within the correct response time.

### **3.4 Stubbs Service Lane**

Council officers have corresponded with landowners to confirm that their share of costs towards the up-grade of Stubb's Service Lane is acceptable. Two landowners have confirmed they accept their share of the costs. The remaining two property owners have indicated changed circumstances has affected their initial decision to accept a share of the costs. The carpark behind Ev's bar is an integral part of the lane up-grade due to design falls and planned infrastructure. Council officers are to arrange a meeting with the landowner to find a solution that enables the project to continue without too much variation from the existing design.

The awarding of the contract hasn't been formalized until an agreement is reached with the bar owner.

The expected start of early August is being deferred.

### **3.5 Bridge 43 Re-decking**

Concrete Structures (NZ) Ltd started works on Bridge 43 Hinau Gully Road on Monday the 24th of July 2017 (see photos below). The bridge was dismantled and the steel beams lifted out, to be transported to Hastings for strengthening work and painting. The expected end date for the road closure is 16th of August when traffic will be able to cross over the new bridge deck under a temporary traffic management plan until the sealing to the guardrail widening has been completed.

There have been agreed variations to the contract works due to unforeseen issues with the abutments and the bridge alignment. The final costs are anticipated to be close to the tendered price which includes the contingencies.



Bridge removed



New Structure in place

### **3.6 Reseal Contract 2017/19 and AWPT Contract 2017/18**

Validation of the forward works programme is to be done during August 2017 to confirm the selection of reseal and area-wide pavement treatment sites for the coming construction season. WE are doing this in conjunction with South Wairarapa District Council so that we maximise programme efficiencies. Having this updated can also assist with NZTA funding.

## **4. PROFESSIONAL SERVICES**

### **4.1 Service Requests**

There were four Council-issued Service Requests (SR) to the Opus Roading Consultant over the July 2017 period. All four were closed out within the correct response time.

### **4.2 Network Controls**

- In July 2017 Opus audited nine “work approved permits” for sign-off into the warranty period following notification that the work was completed.
- 7 Traffic Management Plans (TMP) were reviewed and approved.
- 10 Over-weight Permits (OWP) were reviewed and approved.

### **4.3 Opus Involvement**

Opus involvement in providing the transition cover of services over the month to the Council ceased on the 28th of July 2017. Bridge 43 MS\_QA construction supervision is the last remaining item continuing past this date.

## **5. ROAD SAFETY**

There has been one reported or known crash in July 2017. This was a crash into Wyett’s bridge on Park Road where the driver was blinded by headlight glare. There were no reported injuries

## **6. ROADING MATTERS RAISED IN PREVIOUS MEETINGS**

### **6.1 Charles Street**

The Committee requested Officers investigate speeding in Carterton (Charles Street) and report back on the findings.

The traffic counter data collected for Charles Street shows 64.2% of the traffic is travelling at the posted speed limit or slower. The table below shows the number of vehicles exceeding the speed limit accounts for 35.8%. A very small number of vehicles are exceeding 60 km/h.

Speed Range	Cumulative vehicle counts below speed ranges	
0-50	1563	64.2%
50-60	2273	93.4%
60-70	2414	99.2%
70-80	2428	99.8%
80-90	2433	100.0%
90-100	2434	100.0%

The table shows 64% of vehicles were travelling at or below 50km/hour. 93.4% of vehicles were travelling at or below 60km/hour. The 85% percentile speed from this survey is 55.22 km/h. There were only 28 vehicles (1.2%) that were recorded as significantly exceeding the speed limit parameter (i.e. travelling over 70km/hour).

Given the nature of the road network any treatment of Charles Street to slow traffic would also need to be implemented in the wider area (Fredrick and Philip Streets), as treating just Charles Street would shift speeding to the other streets. The only practical option for calming traffic on these streets would be speed bumps. It would cost in the vicinity of \$100,000 to put speed bumps in place.

Given the relatively low number of speeding vehicles recorded, and the cost of traffic calming measures, it is not recommended putting in place traffic calming measures at this time.

## 6.2 Hughes Line

It was agreed by the Committee the cost-effective option to address the issues with using Hughes Line as the State Highway diversion is to progressively do shoulder strengthening of the shoulders along the length of Hughes Line.

Council Officers have request the Road Maintenance Contractor FH to include shoulder strengthening and culvert extensions to improve the ability for two vehicles to pass in their forward works programme.

It is expected that this work will be programmed in the second quarter of the year (Oct-Dec) when conditions are more suitable to perform this work.

## 6.3 Park Road/Dixon Street Intersection

The problem of right turning traffic crossing the side road centreline is a common problem, especially where there is a high number of right turners and at a peak time, in this case school pickups.

The standard 'fix' for this is a central island on the side road. The island should allow for pedestrians as shown on the attached plan, **Attachment 1**.

This situation is occurring at the Park/Dixon St intersection, but possibly is also occurring to a lesser effect at both Memorial Square and Armstrong Ave. The approximate cost for an island is \$5,000 - \$7,000, and would be funded from the subsidised Minor Improvements category.

#### 6.4 State Highway Closures

State Highway road closures and the detouring of traffic are happening on a more regular basis. From time to time problems are created with diversions onto unsuitable local roads.

Council Officers are in the process of addressing the issues through a meeting with:

- NZTA
- The Police
- Capital Journeys (the State Highway contractor)
- The Fire Service
- Fulton Hogan (Council road maintenance contractor).

We are aiming to have all the parties at the same meeting. We are aware that, under emergency situations, pre-arranged criteria could be overlooked by the first responders at the scene. However, the State Highway and Council contractors should be the first point of call after an event in regards to traffic management. If the emergency services take on board this requirement then issues with diversions onto narrow local roads should be minimised.

#### 7. FOOTPATH RESURFACING SITE SELECTION 2017/18

Last year Roding Logistics was commissioned to carry out a condition rating survey of the Carterton urban footpaths. The survey results show 90.2% of the footpath grades being 1 (excellent) and 2 (good).

The criteria used to grade the footpaths are in **Attachment 2**.

The proposed selection of sites for this year's footpath resurfacing programme has been developed using the survey results and includes footpath lengths with rating survey grades 4 and 5 and the worst of the grade 3. The table below sets out the selected sites. The proposed footpath improvements to be undertaken over the next two years are also shown on Table 1.

The Committee may wish to make changes to the list of sites proposed in the current year. The Council budget for the 2017/18 year is \$93,240. If the list is confirmed we propose to seek additional funding to meet this year's programme shortfall. The estimated value of the proposed works is \$96,654.

**Table 1: Proposed Footpath Resurfacing Programme 2017**

	Street	Side	Length (m)	Surface	Comments	Estimated \$
<b>2017/18</b>						
	Brooklyn Rd	L	22	Conc	Repairs	\$ 2,504.80
	Hilton Rd	L	18	Conc	Repairs	\$ 2,020.00
	Kent St	R	329	Seal	Resurface	\$ 29,496.40
	Pembroke St	R	30	Conc	Replace	\$ 8,484.00
	Taylor St	R	3	Conc	Replace run-up	\$ 945.90
	Tyne St	R	200	Seal	Resurface	\$ 16,031.90
	Wakelin St	L	373	Seal	Resurface	\$ 33,070.62
	High St Sth	R	8	Conc	Section repair	\$ 347.82
	High St Sth	L	40	AC	Resurface	\$ 3,753.24
						<b>\$ 96,654.68</b>
<b>2018/19</b>	Armstrong Ave	L	260	Seal	Resurface	\$ 23,252.00
	Costley St	R	50	Conc	New footpath	\$ 10,498.20
	Deller St	L	30	Conc	8 Sectional repairs	\$ 4,122.90
	Kent St	L	252	Seal	Resurface	\$ 22,532.46
	Taverner St	L	24	Conc	Section repairs	\$ 2,666.40
	Tyne St	L	200	Seal	Resurface	\$ 16,079.40
	Victoria St	L	28	Conc	Section repair	\$ 4,012.50
						<b>\$ 83,163.86</b>
<b>2019/20</b>	Clifton Ave	L	368	Seal	Resurface	\$ 33,239.04
	Kent St	L	309	Seal	Resurface	\$ 27,488.90
	Rexwood St	L	396	Seal	Undercut 125mm	\$ 39,758.79
	High St Nth	R	25	AC	Resurface	\$ 2,173.88
	High St Nth	L	13	AC	Resurface	\$ 1,130.42
						<b>\$ 103,791.03</b>

## 8. RECOMMENDATIONS

That the Committee:

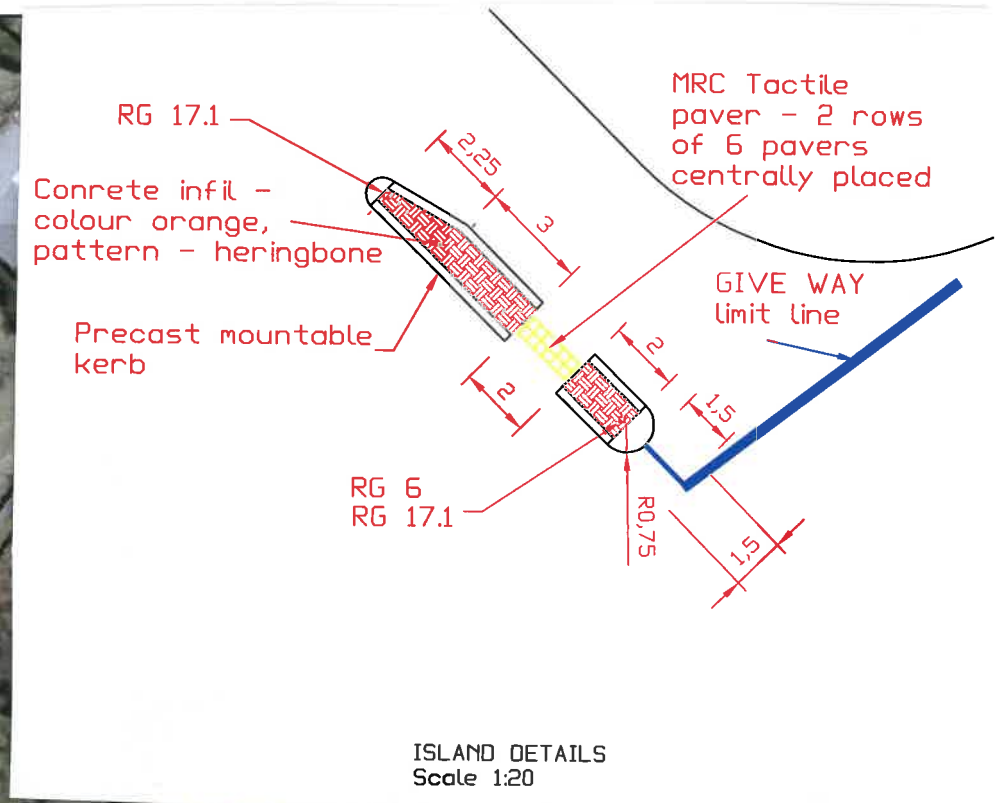
1. **Receives** the report.
2. **Agrees** not to introduce traffic calming measures on Charles Street, unless new evidence shows that speeding has become a significant issue.
3. **Agrees** to construct an island on Dixon Street, and to monitor the other intersections for traffic behaviour and the need for islands.
4. **Agrees** on the footpath resurfacing priorities in Table 1.

Jean-Paul Irwin  
**Senior Roading Officer**

**Attachment 1: Park Road/Dixon Street Intersection plan**

**Attachment 2: Footpath grading criteria**





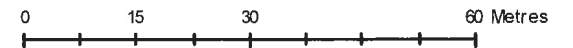
ISLAND DETAILS  
Scale 1:20

August 10, 2017

- Masterton Property
- Carterton Property
- South Wairarapa Property

DISCLAIMER  
The Masterton, Carterton, and South Wairarapa District Councils accept no responsibility for actions or projects undertaken or loss or damages incurred, by any individuals or company, or agency, using all or any of the information presented on this map. The Councils do not provide interpretation of this information or advice on how to interpret, or utilise this information. Your own independent and appropriate professional advice should be sought. The information displayed on this map may contain errors or omissions or may not have the spatial accuracy required for some purposes.

1:1,000



## Attachment 2 - Footpath grading criteria.

### Grading:

- 1 **Excellent (brand new footpath).**
- 2 **Good.**
- 3 **Minor Faults.**
- 4 **Maintenance Next 6-12 months.**
- 5 **Immediate Attention.**

#### Grade 1: Sections of footpath in:

- new or near new condition,
- no faults present,
- **Requiring no repairs or maintenance.**

#### Grade 2: Sections of footpath with:

- no faults present,
- **requiring no repairs or maintenance**

#### Grade 3: Sections of footpath with:

- cracking which may let water filter through to the basecourse,
- mossed sections (but otherwise sound) of footpath which may be a slip hazard during wet weather,
- scabbed and ravelled chipseal/ AC surfaces,
- aesthetically not pleasing (weathered, faded, moss covered etc),
- some evidence of vehicle damage (i.e.: at crossings),
- **Requiring repair in 2-5 years.**

#### Grade 4: Sections of footpath with:

- significant cracking which lets water filter through to the basecourse,
- uplifted slabs of footpath representing significant trip hazards,
  - trip hazards recorded if  $\geq 10\text{mm}$  Urban,  $\geq 15\text{mm}$  Rural.
- service covers sitting proud or below adjoining footpath
  - $\geq 10\text{mm}$  Urban,  $\geq 15\text{mm}$  Rural
- significant depressing footpath exhibiting a hollow extending less than 3m with depth  $\geq 10\text{mm}$  Urban,  $\geq 15\text{mm}$  Rural,
- significant surface level of service trenches sunken  $\geq 15\text{mm}$  allowing water to pool.
- major scabbing and ravelling,
- vegetation encroaching into/over the footpath area,
- significant vehicle damage (i.e.: at crossings),
- **Requiring repair or maintenance within 1 year.**

#### Grade 5: Sections of footpath with:

- sections of footpath missing and base course exposed,
- uplifted slabs of footpath representing major trip hazards,
  - trip hazards recorded if  $\geq 15\text{mm}$  urban,  $\geq 20\text{mm}$  rural.
- service covers severely sitting proud or below adjoining footpath
  - $\geq 15\text{mm}$  Urban,  $\geq 20\text{mm}$  Rural
- significant depressing footpath exhibiting a hollow extending less than 3m with depth  $\geq 15\text{mm}$  Urban,  $\geq 20\text{mm}$  Rural,
- significant surface level of service trenches sunken  $\geq 20\text{mm}$  allowing water to pool.
- tree roots causing major damage to the footpath,
- overhanging trees and vegetation making it impossible to use the footpath,
- major vehicle damage (i.e.: at crossings),
- extensive scabbing and ravelling requiring immediate resurfacing,
- **Requiring immediate repair or maintenance.**

30 August 2017

Infrastructure and Services Committee

## Funding a water race culvert

### 1. PURPOSE

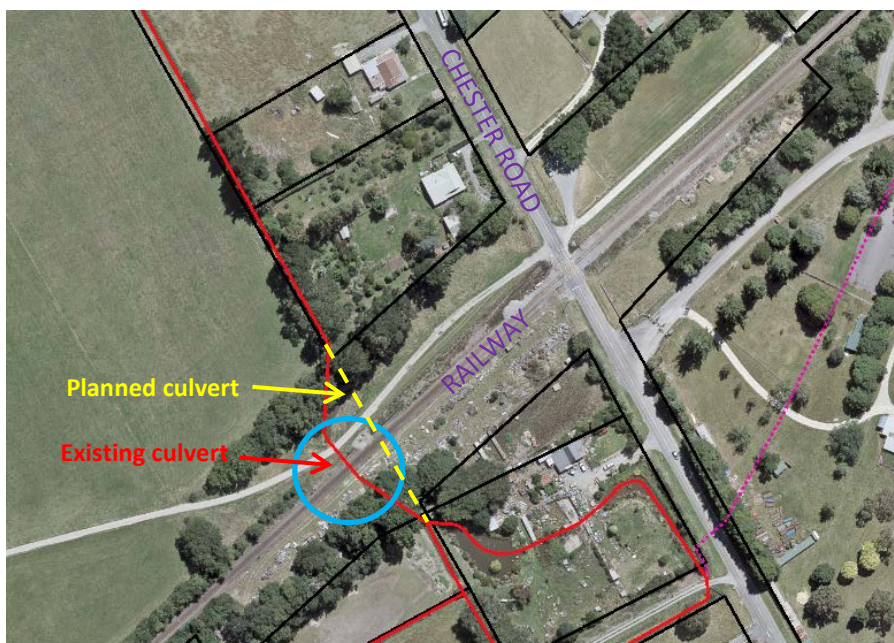
The purpose of this paper is to seek funding of the water race culvert under the rail at Chester Road from Stormwater and Roading activities.

### 2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

### 3. BACKGROUND

The culvert on the water race under the railway line near Chester Road needs upgrading. It is inadequate to clear water after significant rain, which runs off upstream properties and collects in the water race. The water race is shown in red and the existing culvert is circled in blue in the map below.



When the flood waters enter the narrow culvert, water backs up and floods properties on the north-west side of the rail, then floods south alongside the rail to Anderson Line, through a culvert there and on to the Kent Street urban area.

The immediate neighbours have been requesting action for twenty or so years, but Kiwirail has not allowed any work to be done through the rail corridor.

#### **4. PLANNED WORKS**

Kiwirail's new engineer has now agreed that work may proceed. Design work has been prepared and agreed. We are waiting on Kiwirail to programme in a window for the work to start.

The intention is to shift that stormwater under the rail and down through the water race. The planned work (the culvert is budgeted at \$60,000) includes:

- realigning the water race under the rail (see the yellow dotted line in the map above)
- installing a box culvert with a larger capacity
- upgrading some culverts downstream in the water race.

#### **5. FUNDING**

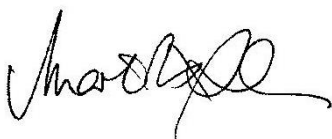
The Water Race Committee requests the Infrastructure and Services Committee approve funding for the realignment and box culvert from Stormwater activity, and perhaps a contribution from Roothing. The upgrade of downstream culverts will be met from the Water Race activity.

There are no reserves for Stormwater. So any funding would be unbudgeted capital expenditure. The water race would need to meet the ongoing depreciation cost.

#### **6. RECOMMENDATIONS**

That the Infrastructure and Services Committee:

1. **Receives** the report.
2. **Recommends** that Council approve \$60,000 unbudgeted capital expenditure on the water race box culvert under the rail at Chester Road.



Marty Sebire  
**Corporate Services Manager**

31<sup>st</sup> July 2017

## **Operations Report July 2017**

### **1. PURPOSE OF REPORT**

The purpose of this report is for the committee to receive an update on the Operation team's activities during July 2017.

### **2. SIGNIFICANCE**

The matters for decision in this report are not considered to be of significance under the Council's Significance and Engagement Policy.

### **3. WASTEWATER**

Work has commenced on the new piping of the wetland's channel. We have been experiencing delays due to the weather but pipe work should be completed by mid-August. Each cell will then have a control valve that will allow better flow control. This will be great for isolating flows when undertaking planting or maintenance within cells.

### **4. SOLID WASTE**

Negotiations on the new waste contract are still under way and I will report back once finalised.

### **5. WATER MAIN REPLACEMENT**

Progress on the new 150mm water main on the eastern side of High Street South is continuing, with two crews working on this project.

### **6. PROPOSED NEW ZEALAND WATER OPERATORS CERTIFICATION SCHEME**

In response to the Havelock North drinking water incident in August 2016, a Government Inquiry has raised questions about the training and competence of staff involved in the management, supervision and operation of water treatment and reticulation systems.

The industry (through Water New Zealand) has subsequently identified an absence of an effective system for the training, qualification competency assessment and continuing professional development of staff.

To address this Water New Zealand has proposed the development of the system of Certification.

It released a consultation paper (entitled 'proposed New Zealand Operator Certificate Scheme') that detailed the requirements the Board believes are appropriate for such a Certification scheme.

Garry participated in the development of a submission to Water New Zealand on the draft paper.

Water managers from the following councils jointly signed the submission: Kapiti Coast, Carterton, Horowhenua, Palmerston North, Upper Hutt, South Wairarapa and Wellington Water. Input was also received from South Wairarapa.

Here is a summary of our submission. For full submission please see Attachment.

*"At a high level, we are supportive of the industry taking a leadership role in developing and supporting a system that continues to lift the capability of operation and management of the treatment plants within New Zealand. We are supportive of Operators, Supervisors and Managers having sufficient competencies to undertake their roles.*

*We are collectively not in support of the certification framework that has been proposed and believe that more thought should be put into identifying the real problems and opportunities for change (i.e. use of technology) it before it is made mandatory.*

*We believe the focus of Managers, Supervisors and Operators are only one component of delivering safe water. We must look at the entire water sector is a system, comprised of many public and private sector agencies, rules, regulations, standards and the like.*

*Overall, we believe that a too theoretical view devoid of practicality has been applied. We strongly encourage Water NZ to take the time needed to fully understand all perspectives in the sector and its complexities (i.e. not all plants are the same) before proposing "technical qualification and experience fix" intervention that may or may not deliver the public health outcomes we all aspire too."*

## **7. WATER SUPPLY COURSE FOR PRINCIPAL AND TRENDS OF WATER TREATMENT**

Selwyn Osborne, Team Leader of Water Treatment and Reticulation, recently attended this four day course and provided the following summary:

*"Basic principles haven't changed in Water Treatment in the last 2-3 years. There was a lot discussion based around catchment areas and about how these areas are succumbing to environmental change.*

*Jim Graham from OPUS Environmental Training Centre gave a presentation on Endocrine Disruptors in Our Drinking Water: Should We Be Concerned? Endocrine Disruptors are pharmaceuticals, soaps, microbeads and the likes which are being flushed into our waste*

*water. He believes we are going to be facing a challenge in the next 10-20 years on removing the Endocrine Disruptors from our wastewater before being discharged into our waterways and rivers. Further research is being undertaken.*

*A presentation was given about Water Intake Ownership Rights, and consulting with Iwi.*

*Also, Changes are being implemented to our Drinking Water Standards, as a result of the Havelock North Inquiry. The importance of Council's having a water safety*

## **8. NEW APPOINTMENT'S**

Selwyn Osborne and Clint Thompson have recently been appointed to new position at the Council. Selwyn is the Three Waters Manager and Clint will be the Parks and Reserves Manager, with Garry Baker overseeing as the Infrastructure and Services Manager.

## **9. RECOMMENDATION**

That the Committee:

1. **Receives** the report.

Garry Baker  
**Operations Manager**

**Attachment 1 – Draft Paper “Proposed New Zealand Operator Certification Scheme”**

## **Attachment 1: Proposed New Zealand Water Operators Certification Scheme**

Water New Zealand  
Ranchod Tower  
39 The Terrace  
P.O. Box 1316  
Wellington 6140

Attention: John Pfahlert  
Chief Executive

### **Re: Draft Paper “Proposed new Zealand Operator Certification Scheme”**

We are responding to your email of 5 July on the Proposed New Zealand Operator certification Scheme.

A meeting of representatives from councils within the wider Wellington and Manawatu regions was held on the 18<sup>th</sup> July 2017 to discuss the proposal. This submission covers themes that were raised.

The following councils were represented: Kapiti Coast, Carterton District Council, Horowhenua District Council, Palmerston North, Upper Hutt City Council, Wellington Water. We also received input from South Wairarapa District Council.

### **Summary**

At a high level, we are supportive of the industry taking a leadership role in developing and supporting a system that continues to lift the capability of operation and management of the treatment plants within New Zealand. We are supportive of Operators, Supervisors and Managers having sufficient competencies to undertake their roles.

We are collectively not in support of the certification framework that has been proposed and believe that more thought should be put into identifying the real problems and opportunities for change (ie. use of technology) it before it is made mandatory.

We believe the focus of Manager, supervisors and Operators are only one component of delivering safe water. We must look at the entire water sector is a system, comprised of many public and private sector agencies, rules, regulations, standards and the like.

Overall, we believe that a too theoretical view devoid of practicality has been applied. We strongly encourage Water NZ to take the time needed to fully understand all perspectives in the sector and its complexities (ie. not all plants are the same) before proposing “technical qualification and experience fix” intervention that may or may not deliver the public health outcomes we all aspire too.

### **Problem definition**

As a member based organisation there is an expectation that Water New Zealand (WNZ) would have managed the proposed White Paper consultation in a manner that provided more time and included facilitated conversations between all members.



The proposal's problem definition could be strengthened. What is the proposal trying to address? While Havelock North identified a competency gap in the sector – do we know it's across the whole sector? How do we know this? What else is driving this activity (ie. technology and the need to upskill, attraction and retention of highly qualified staff, career path design etc.) Understanding these issues better would assist in resolving the issues long term.

Locking in certification requirements gives little flexibility for the future where technology changes, structural changes to utilities and training approaches – training and competencies development should be focused on the outcomes. For example an upgrade to a plant may lift the complexity to the next level, and the operators/supervisor/manager may no longer be certified to operate independently.

The Havelock North issue is not only an operator/manager problem. So the proposal seeks to provide a definitive solution when the problem has not been identified. Or another way to say it is, there is no proven dependency on the link between what is trying to be achieved and what has been proposed.

### **Timeframe and Relationships**

Relationships within the water industry agencies and members are critical to achieving good outcomes for the whole community.

Fragmentation within the sector will not support good public health.

The tight timeframes for consultation inhibit a lack of meaningful consultation with the sector and risk already strained relationships with groups that want to see positive changes in the sector (ie. Water Industry Professional Association (WIPA) and the Water Industry Operators Group (WIOG). It's important to have collaborative working relationships in the sector to implement a fit for purpose technical certification system to deliver public health outcomes.

We support Water New Zealand hosting member workshops around the country to provide members with a good understanding of the proposal, the underlying rationale that supports the detail, and to seek thoughtful feedback. We think more time should be taken to get the detail right. The Havelock North Inquiry is probably more likely to agree there is a competency issue and recommend a mandatory scheme be put in place. It's not necessarily the mechanism to agree all the supporting detail for the scheme itself, which can be done outside of the Havelock North process.

### **Classification of Treatment Plants**

We did not see the rationale for using USA based certification systems, over any other certification system that could be used to formulate the proposal. Why was this type of system given more weight than say, the Australian model?

We believe the rationale for five levels of certification is overly complicated in a country the size of New Zealand, and favour a three tiered approach related to low, medium and high complexity.

We discussed the level of risk. For example there is a high weighting on flow but that might not be a good evaluation of risk – the more processes you have in a treatment plant the more control you have.

The potential risk may be higher in a smaller plant. Who validates the treatment plant tier? Is this an independent body? How would it be funded?

## **Certification Framework**

While the proposed Framework is prescriptive and ambiguous, we support a need to have a base level qualification and skill set for operators. This base qualification and skill set should reflect the competence required to operate the treatment plant. As treatment plants are different, the competency signoff should relate to the plant and level of complexity of the plant.

Most development paths have moved away from the old “years-of-service” approach so we are not supportive of the service post qualification requirements. A competency approach would be a better alternative to years of service. In the absence of a competency approach – filling in the detail would be useful, for example what competency development would be expected to be achieved during each year of service?

Clause 6.7 states that uncertified operators are not allowed to work shifts on their own until they are certified. As written this would require Tier 3 operators to have around 5-6 years experience, only undertaking minor tasks such as removing debris from an inlet screen, clearing a blocked lime lane etc. under the direction of a Certified Operator, before they could work alone on a shift.

We don't believe that for the plants operated in the region, that level of service is required. Operators are competent to work shifts in lessor time. More experienced people are available if an out of the ordinary problem arises. We believe operators who undergo the right training and development and assessed as competent are capable of working shifts on their own, and in doing so deliver safe outcomes for the community in a lessor time that the prescriptive certification.

We note that in clause 12.9 it refers to California “is alone in requiring up to 5 years' experience to run their highest classifications site ....nearly 4 million residents”. Yet the proposed NZ Certification Framework would require 4 years' experience (post experience qualification of say 18 months or 5 ½ - 6 years service) to work in a Tier 5 plant before they could work shifts on their own.

The competency of the Manager is defined in terms of Washington Accord Certification plus a National Diploma. We agree that the manager requires the competency to make decisions on behalf of the community, however suggest relevant experience should be recognised – possibly through IPENZ Chartership.

6.6.2 provides “Managers are also to be certified through Chartership programmes” then notes “If Managers are not certified through Chartership programmes” then Certification Renewal & Continuing Professional Development (CPD) requirements are to be completed. This is ambiguous. We support recognition of people who are skilled through experience. What happens if the incumbent doesn't meet this criteria? Is there an exceptions process?

## **Career progression**

All work needs to match the complexity of work with the capability of the person doing that work, to achieve the best outcomes. Will the career aspirations of people who attain a Washington Accord degree match the work of being an operator?

Career progression and pathways are not clear for competent experienced Operators. Operators without a degree will only reach Supervisor level at most. This may impact retention of good talent at an operational level. The Certification requirements becomes a barrier to a career path as non-degree qualified operators could not move to a manager role.

Having gained certification in one plant does not automatically make a person competent to operate or manage another plant. We understand the plants are different.

## **Scope**

We note SCADA systems are integral to managing the plants but are not included in any Certification system, yet they play an important role in the quality of drinking water. It raises a wider question of whether to look at the whole system and how it works rather than just operators, supervisors and managers? For example if you look at Drinking Water Assessors and their role and qualifications how do they complement those in the water sector – where is the line being drawn between the complementary roles of different sectors?

Across the systems, managers need the competency to understand the questions that should be asked and they should get the responses they need (i.e. smart buyer capability). The water sector is changing including our relationships with consultants and contractors – so the certification scheme needs to be able to be adopted by them as well.

Should any certification requirements include Regional Councils (for example bore monitoring, competency of inspectors)?

## **Implementation**

We note the practical issues relating to introducing a certifications system; a suite of structures are required to be in place. Utilising and modifying the existing IT and management systems that are available through other agencies may be a cost effective solution.

A certification system such as this must be workable in practice and allow for transition from the current situation to a new one which could take more than 3 years for councils. How support ongoing professional development to ensure the skills and competencies are kept up to date over time as things change in the sector?

The cost of implementing and maintaining a certification programme and associated requirements needs to be considered. While funding in itself should not be a determinant to achieve an effective outcome for the public, ensuring the proposal for implementation is fit for purpose, is important

## **Current competencies and skills**

Interestingly, none of the plants represented by members would meet the proposed new qualifications, skills and service criteria. Wellington Water operators have significant experience and qualifications/or are working towards qualifications, however would not fully meet the proposed certification requirements. Other Council representatives expressed similar concerns. Another example, a Chartered Engineering Manager with 15 years experience designing and commissioning plants, with no Diploma would not meet the criteria for managing Plants under this framework.

We propose understanding the connection between any certification system or competency requirement and inherent risks in the system that need to be managed (for example implementing a Water Safety Plan). Risks are not confined to treatment plants and the whole basis of Water Safety Plans for example is to address systems as a whole. Different competencies are needed through different systems, and the blunt certification approach proposed for consultation does not reflect this.



**The minutes of the Infrastructure and Services Committee Meeting  
of the Carterton District Council held in the  
Hurunui o Rangi Meeting Room at the Carterton Events Centre, 50 Holloway Street,  
Carterton on Wednesday 7 June 2017 at 9.30am.**

**Present:** Cr J Greathead (Deputy Chair)  
Mayor J Booth, Deputy Mayor R Keys and Cr B Deller (Committee)  
Cr R Carter (Councillor)

**Attendance:** J Davis (Chief Executive)  
B McWilliams (Parks and Reserves Manager)  
G Baker (Operations Manager)  
S Osborne (Team Leader Treatment and Reticulation)  
P Maybury (Water Treatment Plant Operator)  
D Gittings (Planning and Regulatory Manager)  
H Burgess (Executive Assistant)

### **1. Apologies**

#### **Moved**

Apologies were received from Cr M Ashby.

Cr Greathead/Mayor Booth  
CARRIED

### **2. Conflict of Interest**

A conflict of interest has been declared by Cr Deller for Roading report, land owner on the corner of Rutland road and Moreton Road.

### **3. Public Forum**

Pat Gallagher came to have his say on Hughes Line. After the accident on State Highway 2 and a following small accident on Hughes Line from the amount of traffic diverted along Hughes Line he wanted to let the council know that he is aware widening and sealing the road isn't a realistic option when it comes to the cost, but feels strengthening the berms would help and maybe putting up narrowing road signs.

Neil Carr came to also speak about Hughes Line. He has worked in the transport area in the past and suggests we get stuck into New Zealand Transport Agency, as the more noise we make the more action we will get. Neil felt there have been more incidents on Hughes Line than what shows in our records as the road is heavily used by young people.

When asked if there was any policing done on the road the committee was advised there is a policeperson who lives on Hughes Line and the other occasion was when a stolen vehicle was found on Hughes Line.

From both Pat and Neil a suggestion was made regarding widening the ends of the roads with narrowing road signs to be placed where the road narrows down. Most rural or local people are

cautious where they drive on Hughes Line, however out of town people don't appear to pull over far enough when there are other vehicles on the road.

#### **4. Notification of General Business / Late Items**

There was no General Business or late items.

#### **5. Roothing Report**

##### **Purpose**

To update the committee members on roading matters to the 7<sup>th</sup> June 2017.

##### **Moved**

**That** the Committee receives the report.

Deputy Mayor Keys / Cr Deller  
CARRIED

##### **Moved**

**That** the Committee requests officers to undertake an investigation of speeding in Carterton, and report back to the Committee on the findings.

Mayor Booth / Deputy Mayor Keys  
CARRIED

##### **Moved**

**That** the Committee agrees that Hughes Line be progressively widened as repairs and maintenance are carried out, and **notes** that offices will be working with the Police and NZTA to ensure any diversions from the State Highway in the future use both Chester Road and Hughes Line and **notes** to consider signage (narrow road) and adjust width at each end of narrowing.

Mayor Booth / Cr Deller  
CARRIED

##### **Moved**

**That** the Committee agrees to maintain current speed limits and signage on Park Road and **notes** likely changes to the road speed rules, and that Park Road will be considered again once the new rule is released.

Deputy Mayor Keys / Mayor Booth  
CARRIED

**Moved**

**That** the Committee agrees to maintain current speed limits on Rutland Road and to maintain the current Rutland Road/Richmond Road intersection arrangements and **notes** likely changes to the road speed rules, and that Rutland Road will be considered again once the new rule is released.

Deputy Mayor Keys / Mayor Booth  
CARRIED

**Moved**

**That** the Committee agrees to investigate the construction of roundabouts or other appropriate traffic management options on Park Road, including the consideration of pedestrian crossings.

Mayor Booth / Cr Deller  
CARRIED

**Moved**

**That** the Committee agrees to construct the continuation of the pathway along Park Road to the boundary with Rutland Road, subject to consideration by the Carterton Walking and Cycling Advisory Group.

Mayor Booth / Cr Deller  
CARRIED

**Moved**

**That** the Committee requests the Carterton Walking and Cycling Advisory Group consider options to improve pedestrian access between the south-west part of Carterton and the town centre.

Deputy Mayor Keys / Cr Deller  
CARRIED

**6. Government Inquiry into Havelock North Drinking Water**

**Purpose**

To update the committee on the Government Inquiry into Havelock North Drinking Water.

**Moved**

**That** the committee receives the report.

Deputy Mayor Keys / Mayor Booth  
CARRIED

**Moved**

**That** the committee notes the Havelock North Drinking Water Inquiry findings to date.

Cr Deller / Mayor Booth

CARRIED

**Moved**

**That** the committee notes the current management systems in place for the Carterton supply and compliance with the Water Safety Standards for New Zealand.

Mayor Booth / Deputy Mayor Keys

CARRIED

**Moved**

**That** the committee notes the Committee/Council will receive further information following the publication of the Inquiry's Stage 2 Report.

Cr Deller / Deputy Mayor Keys

CARRIED

**7. Operations Report**

**Purpose**

To update the Infrastructure and Services Committee on the Operations team's activities during May 2017.

**Moved**

**That** the Committee receives the report.

Cr Deller / Deputy Mayor Keys

CARRIED

**8. Parks and Reserves May 2017 Report**

**Purpose**

To inform the Infrastructure and Services Committee of activities of the Parks and Reserves team since the previous meeting.

**Moved**

**That** the Committee receives the report.

Mayor Booth / Deputy Mayor Keys

CARRIED



**9. General Business / Late Items**

There was no General Business or late items.

**10. Confirmation of the minutes**

**Moved**

**That** the minutes of the Infrastructure and Services Committee Meeting held on Wednesday 26 April 2017 be confirmed.

Cr Deller / Deputy Mayor Keys  
CARRIED

**14. Matters Arising from Minutes**

There were no matters arising from the minutes from the Date

**The meeting concluded at 10.55am**

**Minutes confirmed.....**

**Date.....**

