

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY, 8 AUGUST 2022** commencing at **9.30am**.

Information and recommendations are included in the reports to assist the committee in the decision making process and may not constitute Council's decision or policy until considered by the committee.

1.	<u>APOLOGIES AND LEAVE OF ABSENCE</u>	
2.	<u>CONFIRMATION OF STATUS OF AGENDA</u>	
3.	<u>DISCLOSURES OF INTEREST</u>	
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GJ Ion
CHIEF EXECUTIVE

INFRASTRUCTURE COMMITTEE

Reports to:	The Council
Chairperson:	Cr Eugene Patterson
Deputy Chairperson:	Cr Carolyn Eyre
Membership:	The Mayor, all Councillors and Mr Brendon Green (Maangai Maori)
Meeting frequency:	Six-weekly
Quorum:	Majority of the members (including vacancies)

Purpose

The Infrastructure Committee is responsible for:

1. Guiding sustainable, physical development and growth of the Council's infrastructure to meet current and future needs.
2. Governance of efficient, safe and sustainable roading and transport, and waste management that enables the District's economy and contributes to liveable, thriving and connected communities.
3. Governance of the District's parks, reserves and cemeteries.

In addition to the common delegations on page 10, the Infrastructure Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To provide direction on strategic priorities for core infrastructure aligned to the District's development, and oversight of strategic projects associated with those activities.
2. To provide advice on the development and implementation of the 30 Year Infrastructure Plan.
3. To support and provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for regional infrastructure and shared services (for example, Regional Transport Committee).
4. To consider the impacts of the Council's network of infrastructure and assets on the environment.
5. To monitor and make decisions in relation to Council-owned community centres, facilities and halls.

The Committee is delegated the following powers to act:

- Approval of acquisition (including lease) of property, or disposal (including lease) of property owned by the Council, (where such acquisition or disposal falls within the Long Term Plan and exceeds the Chief Executive's delegation).
- Approval of road names in the Waikato District in accordance with Council policy.
- Approval of any proposal to stop any road.

- Hearing any written objections on a proposal to stop any road, and to recommend to Council its decision in relation to such objections.
- Approval of alterations and transfers within the provisional programme of capital works as prepared for the Long Term Plan and Annual Plan, subject to the overall scope of the programme remaining unchanged and the programme remaining within overall budget.
- Approval of tender procedures adopted from time to time within the guidelines as set down by New Zealand Transport Agency for CPPs, or other authorities where funding or subsidies are subject to their approval.
- Approval of traffic regulatory measures defined as:
 - a. Compulsory Stop Signs
 - b. Give Way Signs
 - c. No Passing Areas
 - d. No Stopping/Parking Provisions
 - e. Speed Restrictions
 - f. Turning Bays
 - g. Weight Restrictions on Bridges (Posting of Bridges).
- For all Council-owned land that is either open space under the District Plan, or reserve under the Reserves Act 1977, the power to:
 - a. Agree leases, subleases and easements (in relation to land or buildings).
 - b. Approve amendments to management plans.
 - c. Adopt names.
 - d. Make any decision under a management plan which provides that it may not be made by a Council officer (for example, agree a concession), provided that any decision that has a significant impact under the management plan is recommended to Council for approval.
 - e. Recommend to Council for approval anything that would change the ownership of such land.
- Enquire into and dispose of any objection to a notice issued pursuant to Section 335 (1) of the Local Government Act 1974 requiring payment of a sum of money for the construction of a vehicle crossing by the Council (section 335(3) Local Government Act 1974). Should a decision be made to reject the objection and reaffirm the requirements in the notice, to authorise that an application be made to the District Court, (section 335(4) Local Government Act 1974) Act, for an order confirming the notice.
- Consider and approve subsidies for the installation of stock underpasses in extraordinary circumstances in accordance with Council policy and bylaws

To	Infrastructure Committee
Report title	Confirmation of Minutes
Date:	Tuesday, 2 August 2022
Report Author:	Gaylene Kanawa – Democracy Manager
Authorised by:	Roger MacCulloch – General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To confirm the minutes for a meeting of the Infrastructure (INF) Committee held on Monday, 20 June 2022.

2. Staff recommendations

Tuutohu-aa-kaimahi

THAT the minutes for a meeting of the Infrastructure Committee held on Monday, 20 June 2022 be confirmed as a true and correct record.

3. Attachments

Ngaa taapirihanga

Attachment 1 – INF Minutes – 20 June 2022

Minutes for a meeting of the Infrastructure Committee held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia **MONDAY, 20 JUNE 2022** commencing at **9.31am**.

Present:

Cr EM Patterson (Chairperson)
Cr CA Eyre (Deputy Chairperson)
His Worship the Mayor, Mr AM Sanson
Cr AD Bech
Cr JA Church
Cr JM Gibb
Mr B Green (Maangai Maaori)
Cr SL Henderson
Cr SD Lynch
Cr RC McGuire
Cr JD Sedgwick
Cr NMD Smith
Cr LR Thomson
Cr CT Woolerton

Attending:

Mr T Whittaker (Chief Operating Officer)
Ms A Diaz (Chief Financial Officer)
Mr R MacCulloch (General Manager Service Delivery)
Mr P McPherson (Community Projects Manager)
Ms M May (Community Connections Manager)
Ms J Bishop (Contracts and Partnering Manager)
Mr P Henderson (Roading Development Projects Manager)
Ms K Wellington (Project Management Office Manager)
Mr A Averill (Strategic Property Manager)
Ms V Ramduny (Strategic Projects Manager)
Mr G Bellamy (Senior Transportation Engineer)
Ms T Morrison (Facilities Asset Engineer)
Mr R Bayer (Roading Team Leader)
Mr P Ellis (Solid Waste Team Leader)
Ms M Tarawhiti (Facilities Team Leader)
Ms R Law (Reserves Planning Team Leader)
Ms E Symes (Reserves Planner)
Ms K Bredesen (PA to General Manager Service Delivery)
Mr D Lincoln (Property Advisor)
Ms R Serhan (Reserves Planner Graduate)
Mr M Horsfield (Democracy Advisor)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Cr Patterson/Cr Bech)

THAT the Infrastructure Committee accepts the apology for non-attendance from Cr McNally.

CARRIED

INF2206/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Woolerton/Smith)

THAT:

- a) the agenda for a meeting of the Infrastructure Committee held on Monday, 20 June 2022 be confirmed; and
- b) all reports be received.

CARRIED

INF2206/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

Resolved: (Cr Gibb/Sedgwick)

THAT the minutes for the meeting of the Infrastructure Committee held on Monday, 9 May 2022 be confirmed as a true and correct record.

CARRIED

INF2206/03

REPORTS

Actions Register – June 2022
Agenda Item 5

The report was received [*INF2206/02 refers*] and no discussion was held.

Minutes of the Regional Transport Committee meeting of 16 May 2022

Agenda Item 6.1

The report was received [*INF2206/02 refers*] and the following items were discussed:

- Waka Kotahi had developed an live online tool that outlines major works and future focus areas.
- Waka Kotahi was undertaking a review of its business case process, and Council provided feedback last year.
- The Hamilton section of the Waikato Expressway was opening in mid-July. The Piarere intersection roundabout was awaiting a decision from the environment court, with property acquisitions expected later this year and construction beginning next year.
- Most of the work be done undertaken with Regional Council Long Term Plan. Waikato Regional Council (WRC) would be discussing this with Council.
- The minutes from the committee produced by Waikato Regional Council were too brief, and require additional information.
- Waka Kotahi funding rounds – There needs to be a discussion between Waka Kotahi and Council regarding the alignment of Waka Kotahi funding rounds and Council budgets.

Service Delivery Report – June 2022

Agenda Item 6.2

The report was received [*INF2206/02 refers*] and the following items were discussed:

- The report had been enhanced to provide a greater understanding of the work underway within the different service delivery groups. The report also outlines staff changes, achievements and the workplan going forward.
- There had been significant changes with staff, and Council had recruited a number of high calibre people.
- Status of Capital Expenditure (CAPEX) – The report includes the usual graph with a last years performance compared to current performance. Capital Expenditure data was an improvement over last year but it can do better. Forecast capital expenditure spend was between \$60-65 million.
- A consultant had been engaged to look at the capacity to achieve capital projects and staff had acknowledged that a step change was needed. The consultants report would be finished by the end of the month and will be presented to the next Infrastructure meeting.

- Reserves Planning team was working on robust work plan, The Raglan Coastal Reserves Management Plan had been completed and pre-engagement consultation for the General Policies Reserves Management Plan had just closed.
- Facilities – There had been a number of staff changes. The supply chain network issues had caused disruptions with getting new vehicles into the country. Staff were working on a plan for electric vehicles and additional hybrid vehicles to join the fleet. Plans were also underway to replace inefficient boilers at the Huntly aquatic centre.
- Halls and Events – There had been challenges with the impacts of COVID and the vaccination policy with halls and events. The new community venues officer had already undertaken a lot of positive work with Hall Committees.
- Open Spaces – There had been a number of staff too. The Raglan Airfield issue had raised significant challenges and staff were pleased that there had been no vandalism since the airfield reopened. Additionally, Asplundh was now onboard as a contractor.
- Contracts & Partnering – There had been a lot of new staff within the team and it had been a big year of change.
- Roading – The budgeting issue with Waka Kotahi funding rounds had a significant impact, however the team had achieved a lot of projects such as the Te Awa Cycleway, Pokeno urban upgrade and the Northgate development.
- The Waikato District Alliance (WDA) ensured that maintenance continued through the COVID lockdowns. The livestock and speed limit bylaws had passed successfully, and work was underway for the digital asset management plan (AMP) and the digitalisation of documents was live. Additionally adhoc issues such as unsealed roads and the World Rally Championship were keeping staff busy.
- Solid Waste – COVID had an impact on the delivery of services. Consultation for a targeted rate for Food Waste Collection in Raglan had been achieved. Council had achieved a good outcome for the resource centre on Rotowaro Road and progress was being made on the Bollard Road resource recovery centre. Progressing the Bollard Road resource recovery plant. Work was underway for the Waste Minimisation and Management Plan (WMMP).
- Contracts – It had been a massive year for the team. Phase I of the contract management system was operational with best practice processes had been rolled out. COVID vaccine supplier requirements had a big impact at the beginning of the year with vaccine mandates.
- Strategic Property – A completely new team this year. There had been a number of requests for road stopping and staff were looking to implement new processes to streamline the process.
- Recently been through the process of developing the database of Council property. There would be more reports coming onto the Infrastructure agenda regarding works from Strategic Property.

- Community Assets – Staff were working on the AMP and beginning work on the next LTP. A consultant had been engaged to work on the strategic AMP, that would include the generic organisational wide asset objective.
- Community Projects – Bundling of projects had been a success and the multi year contracts for playgrounds had delivered good results. COVID impacted planned works, especially in the north of the district due to the Auckland border. Projects such as the playground at Lake Hakanoa had been developed along with walkways at Papahua Reserve. Horsham Downs Link Road was progressing and was forecasted for completion in October 2022. Elbow Boat Ramp and Munro Sports Park upgrades were delayed due to the regional border, with a new contractor engaged to complete the works at Munro Sports Park.
- Waste Collection – There had been confusion from the community relating to radio adverts from Hamilton City Council regarding waste collection during public holidays. Staff had been in touch with Hamilton City Council to ensure that the advertisement was clear it was only for Hamilton. Waikato District Council would continue to collect waste on the same day throughout the year. COLAB was developing a platform that outlined waste collections across the Waikato region. Staff were looking to include E-Waste within Council's waste minimisation programme.

ACTION: Communications Team to increase communication that waste collection remains on the same day during public holidays.

- Would the Service Delivery report be provided in this detail bi-annually? Yes, and one would be provided early in the next triennium.
- An organisational chart should be included in the Service Delivery report, so that Councillors were aware of what staff had responsibilities for. It was noted that a register was previously included but there was an issue that Councillors were going directly to staff, not through managers or the relevant executive. A structure chart could be included but without contact details.

ACTION: Staff to include a structure graph outlining staff responsibilities within the Service Delivery Team.

- What was Council doing to help facilitate gateway programmes? Watercare has a cadet programme working alongside WINTEC, which had resulted with the recruitment of an individual within Council from the programme. WDA and Council were looking at opportunities and gateways through the social procurement process.
- Unsealed Road Network – With the WDA undertaking the review for the unsealed road network, would Council see the benefit to bring in key people from the community? The WDA undertaking the review with Council staff and not been finalised. There was more engagement needed, and staff were talking to WDA to achieve that. Important to be mindful that the lack of service requests does not mean that the community were satisfied with the conditions.

- Surprised and concerned that hidden room doors at the Ngaruawahia and Raglan Libraries had only just been installed. What were the facilities that were public facing that did not have that protection? The only one would be Huntly library and the Tamahere office, and all the rest do have that access.

ACTION: Staff to investigate what can be done at the Huntly Library and Tamahere Office to improve staff safety.

- What was the percentage of data that still needed to be digitised and was our level of our sophistication compared to other Councils? Council's sophistication roughly considered a six (6) or seven (7) out of ten (10). The data that we had on roading, open spaces and water was good but not for facilities. It had been difficult to find a contractor who could help with the data collection for facilities.
- There were two hundred (200) new projects planned, how could Council catch up to deliver those projects and manage those works going forward. Staff were not in the position to present the forward works programme for next year but work was underway and would be provided at the next Infrastructure meeting.
- Procurement – The report did not explain how much was being invested into social procurement within the district.
- It would be useful to have a district wide map that shows where all the planned and current projects underway were taking place.
- The report did not include the drinking water quality in the district and what environmental impacts there were from water treatment plants.
- The communications team needed to send out messaging highlighting the good work being undertaken by Council.
- Service Requests – Street Lighting was a large concern especially in Huntly. Staff were not responding to service requests that street lighting was not working. The issue was now being addressed, but there was a delay with the lightbulbs. Downer needed to be more proactive with dealing with the issue. The Huntly Community Board was informed by Downer that they needed to identify the lights that were not working themselves.

The meeting was adjourned at 10:58am and resumed at 11:16am.

2021-2024 LTP New Bus Services – Proposed Trials

Agenda Item 6.3

The report was received [*INF2206/02 refers*] and the Senior Roading Engineer spoke to his report. The following items were discussed:

- Five (5) of the proposed bus services were included in the LTP.
- North Waikato Demand Service – Is it purely a Pokeno to Pukekohe service? Or would it be extended to Te Kauwhata? Te Kauwhata and Meremere were difficult to service as it was not clear whether services were more appropriate to go north or south. Staff were looking into details for the extension and the catchment for the operation of the service.
- There appeared to be further funding available that could be used for additional Pokeno to Papakura services. The trial would allow Council to get an insight on the volumes for the services. A once of day service would not provide an accurate reflection of the service, but twice a day would allow more flexibility.
- Would minibuses be more appropriate for these services? More regular services with a smaller service could be a better fit. Demand Response Service would utilise a smaller bus.
- The services would need to be advertised and communicated through to the community. Council needed to be nimble throughout the trials to make the services viable.

Resolved: (Cr Smith/His Worship the Mayor)

That the Infrastructure Committee:

- a. **approves six (6) Trial Bus Services for:**
 - i. **Tamahere to Hamilton (7PT78067E014990000) – Extension to existing Hamilton Bus service;**
 - ii. **North Waikato Demand Responsive Transport service (DRT) (7PT78057E014990000);**
 - iii. **Raglan local Service (7PT78068E014990000) – Local bus service and transformation of existing Raglan to Hamilton to an Express Service**
 - iv. **Te Kowhai to Hamilton (7PT78070E014990000)**
 - v. **Matangi to Hamilton (7PT78066E014990000) Demand Response Service (DRT)**
 - vi. **Pokeno to Papakura Rail Station – Park’n’Ride one (1) morning and one (1) afternoon return (7PT78057E014990000).**

- b. utilising local share funding from budget codes as shown without Waka Kotahi subsidy starting in the second quarter of the 2022/2023 financial year and ending on 30 June 2024; and
- c. that should demand show a greater need for any service, that any funds available be utilised to provide additional trial services.

CARRIED**INF2206/04**

Proposed Road Name for Subdivision 0073/21 26 Jackson Street, Ngaruawahia
Agenda Item 6.4

The report was received [*INF2206/02 refers*] and no discussion was held.

Resolved: (Crs Gibb/Smith)

THAT the Infrastructure Committee approves the following road name as submitted by the developer for Subdivision 0073/21, 26 Jackson Street, Ngaruawahia, and recommended by the Ngaruawahia Community Board at their 3 May 2022 meeting, in accordance with the Road Naming Policy:

- **ROAD 1**
- **Akeake Lane**

CARRIED**INF2206/05**

Proposed Road Name List for Subdivision 0002/21 99 Ngaruawahia Road, Ngaruawahia
Agenda Item 6.5

The report was received [*INF2206/02 refers*] and no discussion was held.

Resolved: (Crs Gibb/Smith)

THAT the Infrastructure Committee approves the following road names as submitted by the developer for Subdivision 0002/21 99 Ngaruawahia Road, Ngaruawahia, and recommended by the Ngaruawahia Community Board at their 3 May 2022 meeting, in accordance with the Road Naming Policy:

ROAD 1	ROAD 2	ROAD 3
Kiokio Road	Wheki Place	Purei Lane

CARRIED**INF2206/06**

EXCLUSION OF THE PUBLIC

Agenda Item 7

Resolved: (Crs Woolerton/Church)**THAT** the public be excluded from the following parts of the proceedings of this meeting.

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
<p>Item number PEX 1 Confirmation of Minutes</p> <p>PEX 2.1 Contract 21/061 – Raglan Wharf Improvement – Approval to Award</p> <p>PEX 2.2 Huntly Railway Station Building Relocation and Public Toilets – Funding Solution and Delegation to Award Contract</p> <p>PEX 2.3 Review of Tainui Road Bridge – Paint Deterioration</p>	<p>Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987</p>	<p>Section 48(1)(a)</p>

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
Item PEX 1 Confirmation of Minutes		Refer to the previous Public Excluded reason in the agenda for this meeting.
Item PEX 2.1 Contract 21/061 – Raglan Wharf Improvement – Approval to Award	7 (2) (h) 7 (2) (i)	To enable commercial activities to be carried out without prejudice or disadvantage To enable negotiations to carry on without prejudice or disadvantage.
Item PEX 2.2 Huntly Railway Station Building Relocation and Public Toilets – Funding Solution and Delegation to Award Contract	7(2)(i) 7(2)(i)	To enable commercial activities to be carried out without prejudice or disadvantage. To enable commercial negotiations to be carried out without prejudice or disadvantage.
Item PEX 3.3 Review of Tainui Road Bridge – Paint Deterioration	7 (2) (g)	To protect legally privileged information.

CARRIED**INF2206/07**

Resolutions INF2206/08 – INF2206/11 are contained in the public excluded section of these minutes.

Having concluded the public excluded meeting the following items were released into open meeting:

To	Infrastructure Committee
Report Title	Actions Register – August 2022
Date:	19 July 2022
Report Author:	Karen Bredesen, PA to the General Manager Service Delivery
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. PURPOSE OF THE REPORT

TE TAKE MOO TE PUURONGO

To provide the Infrastructure Committee with an update on actions arising from the 20 June 2022 meeting.

2. STAFF RECOMMENDATIONS

TUUTOHU-AA-KAIMAHI

That the Actions Register – August 2022 be received.

3. ATTACHMENTS

NGAA TAAPIRIHANGA

Attachment 1 – Infrastructure Committee’s Action Register – August 2022

Infrastructure Committee's Actions Register – August 2022

Meeting Date	Item and Action	Person / Team Responsible	Status Update
20 June	<p>Waste Collection Communications Team to increase communication that waste collection remains on the same day during public holidays.</p>	John Brown	<p>AUGUST 2022: Noted – adding this information to the website and will increase frequency of Facebook posts ahead of long weekends.</p>
20 June	<p>Organisational Chart – Service Delivery Report Staff to include a structure graph outlining staff responsibilities within the Service Delivery Team.</p>	Paul McPherson	<p>AUGUST 2022: The organisation charts have been circulated to Councillors.</p>
20 June	<p>Staff Safety Staff to investigate what can be done at the Huntly Library and Tamahere Office to improve staff safety.</p>	Mel Tarawhiti	<p>AUGUST 2022: In 2017, WDC engaged Fear Free to undertake site security risk assessments for all sites (prior to the Cash Free Policy or the implementation of Personal Safety Devices) and Front Counter Safety Training. At the time of the assessment, it was decided the Huntly hub had been purpose built for customer experience so no further action was taken. Zero Harm in conjunction with the relevant sites are now undertaking an annual review of these assessments (particularly at Tamahere subsequent to the Fear Free report being written) and will complete full safety assessments providing detail of any improvements that can be made.</p>

To	Infrastructure Committee
Report title	Sport Waikato Report – 1 January - 30 June 2022
Date:	8 August 2022
Report Author:	Amy Marfell, Sport Waikato GM Regional Leadership
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report **Te Take moo te puurongo**

Attached is the Sport Waikato Report for the period 1 January to 30 June 2022 for the Committee's information.

2. Staff recommendations **Tuutohu-aa-kaimahi**

That the Sport Waikato Report for the period 1 January to 30 June 2022 be received.

3. Attachments **Ngaa taapirihanga**

Attachment 1 – Sport Waikato Report – 1 January – 30 June 2022

Waikato District Report

Date Range: 1 January – 30 June 2022

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- 3. REGIONAL SPORT WAIKATO PROGRAMME UPDATES 6

ORGANISATIONAL UPDATE/S – Amy Marfell, Sport Waikato GM Regional Leadership

The work of Sport Waikato staff is guided by the Regional Strategy for Sport and Recreation in the Waikato – Moving Waikato – which is underpinned by a focus on 3 key areas: Our People; Building Communities; and Regional Leadership.

OUR PEOPLE

A focus on the provision of opportunities that meet the needs of the people of our region

MORE ADULTS, MORE CHILDREN 'OUT THERE AND ACTIVE'

BUILDING COMMUNITIES

A focus on quality local delivery of sport, recreation and physical activity experiences

HELPING COMMUNITIES TO HELP THEMSELVES

REGIONAL LEADERSHIP

A focus on regional and national partners working together to lead change and enhance outcomes

LEADING AND DELIVERING CHANGE



In May, Sport Waikato, Sport NZ, NZ Rugby and the region’s three Provincial Rugby Unions (Waikato Rugby Union, Thames Valley Rugby Union and King Country Rugby Union) entered into a Memorandum of Understanding that signals a commitment to embed Balance is Better and Good Sports principles into the delivery structures of rugby in the Waikato. This is an important step in ensuring that quality rugby delivery that meets the needs of young people (and values their participation regardless of ability) is happening in the region. The MOU will see Sport Waikato staff working alongside each PU, with a particular lens on ensuring quality participation and development opportunities for all, enabling participation of young people across multiple codes and focusing on development rather than winning at all costs.

On behalf of Sport NZ, Sport Waikato have administered Tuu Manawa Active Aotearoa funding across the region to support physical activity participation through play, active recreation and sport by children and young people aged 5-18 years (and up to 24 years for young women). Over the past financial year, we have distributed \$1.8mil to support children and young people to move more, with a particular focus on supporting participation among priority groups who tend to miss out or have inequitable access to opportunities to be active (e.g., high deprivation communities, young women, Maaori and disabled tamariki and rangatahi).







WAIKATO SPORT AND ACTIVE RECREATION PLAN MAJOR PROJECT UPDATES






STATUS	On Track 	Some Challenges 	High Risk 	Complete 
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Focus Areas	Progress	Further Considerations/ Proposed Future Actions	Status
<p>Opportunities for activity in the district are promoted via a central digital hub that is accessible to the community</p>	<p>Sport Waikato continues to promote this service and website traffic shows that Be Active is the key reason community members visit the Sport Waikato website.</p> <p>Sport Waikato has engaged a Business Analyst to review the way Be Active is currently being used and what the future of this platform could be to ensure that it provides adequate information on play, active recreation and sport opportunities for all communities across the entire Waikato Region.</p>	<p>Sport Waikato is reviewing Be Active and the way that this information can stay up to date/relevant including the way this information is presented and how we can ensure we are capturing all activities across the region.</p>	
<p>Support activity deliverers in the district to better understand the needs of the participant (with a particular focus on target groups of children and young people, women and girls, and deprived communities)</p>	<p>Sport Waikato has actively supported the local education, community and sport and recreation sector in the region to access Tuu Manawa funding opportunities to support the delivery of sport and recreation programmes, activations and play for children (tamariki 5-11 years) and youth (rangatahi 12-18). The fund aims to provide quality opportunities in play, active recreation and sport for those who are missing out.</p> <p>Within the Waikato district during this reporting period, \$132k has been allocated to key initiatives including:</p> <ul style="list-style-type: none"> • Huntly Thistle AFC • Into Nature School (Alternative to Mainstream education) • Mangatawhiri School (Bikes in Schools) • Wairua Journey • Ngaruawahia Rugby Sports Club (Future Proofing Sports) • Pokeno School (Loose Parts Play) • St Paul's Catholic School Ngaruawahia • Te Kauwhata Squash Club (Junior Coaching) <p>An additional \$317k was awarded regionally with Waikato District components included within the following successful applications:</p> <ul style="list-style-type: none"> • POET – E Bikes • Youthtown's Waikato Cycling Education Project • Northern Districts Cricket • WaiBOP Football • Waikato Touch • Young and Healthy 2019 Trust 	<p>Sport Waikato will continue to drive applications from the district, including but not limited to, sports clubs, recreation providers and education settings (e.g., primary and secondary schools). Sport Waikato is actively looking to support delivery to happen in the Waikato District.</p> <p>We would also invite Council to consider applications to the fund for any play, active recreation and sport delivery projects that they may wish to implement.</p>	








	We are working with future applicants for the next round of funding by providing support and advice through the expressions of interest process.		
Grow local sector capability through the provision of targeted workshops and education initiatives	<p>Throughout this reporting period, there have been several in-person and online initiatives aimed at building the capability of the local sector communities.</p> <p>Recent initiatives include relating to:</p> <ol style="list-style-type: none"> I. The Covid Regional Hardship Fund Q&A and Information Webinar II. Young women's participation webinar in partnership between This is Me and Sport NZ through 'It's My Move' campaign III. Social Media Webinar – aimed at assisting sport and recreational providers with their social media strategy <p>This is ME®</p> <ul style="list-style-type: none"> • A group of students from Huntly College attended the Young Women's Breakfast on International Women's Day, delivered in partnership with H3 and YWCA of Hamilton. 	<p>Sport Waikato will continue to connect the local sport and recreation sector (e.g., clubs) with opportunities to enhance their sustainability, particularly in the wake of the pandemic.</p> <p>We will also look to targeted initiatives to support youth sport participation (e.g., Good Sports and Balance is Better) via a collaborative partnership between the region's Rugby Unions (see below),</p>	
Support Coach Development in the district in both school and community settings	<p>Sport Waikato continues to facilitate the development and growth of those coaches in our region who influence, educate and develop others through our coach advisor and coach advisor (youth).</p> <p>Working in a 7-way partnership involving Sport Waikato, Waikato Rugby Union, Thames Valley Rugby Union, King Country Rugby Union, NZ Rugby, Sport NZ and Aktive Auckland, the collaboration seeks to provide enhanced quality rugby experiences for the tamariki of the district through the implementation of the balance is better philosophy – utilising Good Sports as the vehicle for this change.</p>	<p>Continue to support the relevant RSO in working with their respective game deliverers to encourage the adoption of this philosophy through their channels in 2022</p> <p>Encourage other 'codes' to adopt a similar philosophy within the district, through this example, to ensure a quality experience.</p> <p>Continue to support the 7-way partnership through connection with the local communities and deliverers.</p>	
Drive key outcomes, alongside District Council staff, as identified in the district sport and recreation plan – including and with specific attention to local facilities projects	Waerenga & Te Kauwhata - Sport Waikato supplied feedback to the Te Kauwhata Domain concept plan and were on-site at the Lakeside Development to consider the provision of play, active recreation and sport, active transport and play-on-the-way considerations for travelling to and from school. Continued work alongside both Council and community to explore needs and options within and for this community, with current infrastructure, needs and feasibility also being considered.	With Covid levels now allowing, kanohi ki te kanohi (face to face engagement) and site visit of both Te Kauwhata and Waerenga community stakeholders, council and local schools and college is encouraged as the next step.	
	Ohinewai & Kerepehi - Sport Waikato has noted the specific business developments tagged for these areas. Consideration in being given to the network of connectivity, facilities and infrastructure within the area concerning the changing population density.	We will soon share early-stage feedback to Council regarding the opportunities to provide for, develop and fully activate these community settings.	






	<p>Whatawhata Reserve - Sport Waikato met with and supported the rugby club to envision a range of possible future options regarding clubrooms and infrastructure that consider both current needs and future possibilities. Signposting for possible funding sources was also provided to Whatawhata Tennis club.</p>	Continue to support the groups on this reserve to work together where this benefits themselves and the wider community.	
	<p>Huntly West Sports Complex - Sport Waikato provided insights and feedback and advocated for the protection and retention of community sports facilities (Netball Courts). Lease renewal process is presently underway, and Sport Waikato is keen to support the future of this site and user groups to benefit the community.</p>	In line with Huntly's Blueprint suggestions, the next steps could include a community meeting of the willing to explore what could be for this neighbourhood and develop the activation of this site.	
	<p>Bikes in Schools - We recently began discussion and development of a School Travel Plan for Horotiu School which aims to provide safe active transport provision and supported the sourcing and supply of cycle helmets for Te Kowhai School.</p>	Sport Waikato continues to support the Bikes in Schools project and to add value to resources and opportunities. Further work to link this to the wider Connectivity Strategy is needed.	
	<p>Raglan Area School – Korero with primary school regarding the coherent opportunities and delivery of play, active recreation, and sport provision within Whaingaroa community. Additional conversations were held with Raglan Naturally to learn and understand more about their existing strategy, with specific reference to active recreation and youth.</p>	Use pending VoR survey results from the school to understand the current needs and wants of rangatahi in Whaingaroa and consider the next steps.	
<p>Provide stakeholders with district specific insights to support decision-making and enable community conversations</p>	<p>Voice of Rangatahi (VOR) The VOR survey seeks to understand the sport and physical activity experiences of rangatahi (young people) at school. VOR results continue to inform provision at a secondary school level. A regional profile is now available for 2021 on the Sport Waikato website. One secondary school in the Waikato District has committed to surveying VoR for 2022. Additionally, staff attended a secondary school sport coordinator cluster meeting to discuss VoR, traditional school sports days and future initiatives https://www.sportwaikato.org.nz/getmedia/ac9b83c2-b0ca-465d-97e0-c201df21b3b7/vor-2021-profile-regional_1.pdf.aspx?ext=.pdf</p> <p>Voice of Tamariki (VOT) Similar to VOR, VOT seeks to understand the physical activity experiences of tamariki (children). These results will inform provision at a primary school level. This survey is currently in a pilot phase with 10 schools taking part – including 1 from the Waikato District. Once the pilot is complete, there is large appetite to survey within Kahui Ako in term 3.</p> <p>Active NZ The key measure for our people, the percentage of our people being physically active is measured through the Active New Zealand Survey. In 2020 the Sport Waikato board committed to investing in a second sample boost for 2021. Surveying was completed in 2021 and data will be available to all partners in late 2022</p>	<p>Encourage district schools to participate in the VOR surveys to ensure a local perspective and inform Sport Waikato support mechanisms moving forward.</p> <p>Encourage district schools to participate in the VOT surveys to ensure a local perspective and inform Sport Waikato support mechanisms moving forward.</p> <p>Continue to provide deliverers with connections and links to specific participation data, profiles and trends to assist with modifications in programming and or delivery methods to ensure quality experiences.</p> <p>Ensure relevant parties have access to and are aware of these profiles to assist with decision-making processes – particularly when organisations are considering applying to external funders.</p>	



	<p>School Sport Census NZ Census 2022 Every year secondary schools are required to complete the School Sport NZ participation profiles or census. This provides a snapshot of participation rates, top sports, staff engagement and an indication of the coaches / managers that have committed to providing sport opportunities. 40 schools took part across all districts. Profiles have been made for each school, as well as school cluster and district profiles. The cluster profiles have been shared and the school profiles are to go out this term.</p> <p>Census 2018 and population projections The Insights and Evaluation are currently in the process of moving all demographic data to an interactive dashboard. This will provide staff with instant access to district-level data wherever they are. This data will contribute to local plans, as well as the renewal of the district physical activity plan in alignment with the 2024 LTP process</p>		
<p>Contribute to Council conversations about play, active recreation and sport via regular meetings and collaboration on key projects</p>	<p>Sport Waikato would like to thank the Waikato District Council for their willingness to allow the Regional Connectivity Coordinator a regular hot desk arrangement within council offices, which has allowed for conversations to take place regularly. Furthermore, remote access and hybrid engagement from responsive staff has help to facilitate mahi to continue during this period</p>	<p>Covid alert levels now allow greater access to council office space, and more spontaneous and kanohi ki te kanohi (face to face engagement) can occur again.</p>	
<p>Increase collaboration and connection between key stakeholders in play, active recreation and sport in the district through community partnerships</p>	<p>A key role of Sport Waikato staff is to support connections between key stakeholders in play, active recreation, and sport to enhance community outcomes. Such connections include between councils and council staff, national groups such as the Walking Access Commission and NSO's, and local groups such as Raglan Naturally.</p>	<p>Continue to work alongside key stakeholders who activate play, active recreation, and sport opportunities across the district.</p>	
	<p>Te Kauwhata Domain – Feedback was provided to council on the Te Kauwhata Domain concept plan. Specific reference was made to the provision for spontaneous play to occur, as well as the connection between the village green and the Lakeside Development.</p>	<p>Continue to engage with stakeholders from the area to ensure the coherence of the wider network is considered alongside local needs and emerging trends.</p>	
	<p>Community Facility Development and Resurfacing - Council has reached out for insights, support and feedback regarding multi-purpose resurfacing and infrastructure projects at Pokeno Tennis Club, Huntly Domain (court resurfacing), Huntly's Tumate Mahuta Reserve (outdoor gym) Te Kauwhata and Te Kohanga (playgrounds). Where appropriate, this has resulted in options being provided for community consultation regarding the final design choice.</p>	<p>Continue to provide insights and subject matter expertise regarding popular activities for accessibility, inclusion, court markings, emerging trends, and the surrounding infrastructure required to fully activate such projects.</p>	
	<p>General Policy Reserve Management Plan Feedback – Sport Waikato provided feedback during the pre-engagement phase of this consultation. This included general, important document links, asset related, and provision for play feedback.</p>	<p>Continue to provide relevant subject matter expertise throughout this process and provide further feedback on the resulting draft plan if required.</p>	



	Connectivity Strategy - Sport Waikato has signalled its role as a stakeholder to support the development of Council's Connectivity Strategy. This further links with our partnership with the Waikato Regional Council, Walking Access Commission, and wider interest groups.	Continue to support and engage with this local process, while continuing to make connections to regional and national mahi (i.e., Walking Access Commission).	
Lead the development and review of the district sport and recreation plan, in collaboration with the District Council	Much of the work of the Sport Waikato Regional Connectivity Coordinator is informed by the district Sport and Active Recreation Plan. This evidence-based plan combines local and regional insights, including participation and demographic trends. Sport Waikato has had ongoing productive conversations with Waikato District Council around the renewal of these plans which has led to a formation of a Steering Group which is driving the development of the next edition of the Plan. Sport Waikato is currently in the Data Collection and Analysis stage of plan development with Community, Club and RSO surveying planned to be released across June and July.	Aspects of Waikato District Sport and Active Recreation Plan required updating (due to further insights obtained within the last year). The refresh of this Plan will provide some key insights into the future of play, active recreation, and sport investment in the next iteration of the Waikato District Long Term Plan 2024 – 34.	
Identify opportunities to appropriately celebrate positive sport and recreation outcomes	In January of 2022 – the Waikato Sport & Active Recreation Awards , hosted by Sport Waikato were held at the Claudelands Event Centre to restricted numbers under the Covid Protection Framework. Following the success of the 2020 awards, this community-focused celebration of connection, partnerships, diversity and inclusion and activation of spaces included three new categories – commitment to youth engagement; community unsung hero; and community coach.	Sport Waikato will continue to celebrate these new award categories, not least because they align with our strategic outcomes, but importantly because these individuals, groups and initiatives often go unrecognised without such an awards format.	

REGIONAL SPORT WAIKATO PROGRAMME UPDATES

Programme	Locally Specific Programme Updates
Regional Sector Support - Sector Capability	Sport Waikato's Sector Capability work across this reporting period has included meeting with 16 RSO's that deliver sport to the greatest mass of participants in the region (Rugby, Netball, Cricket, Football, Hockey, Basketball, Volleyball, Badminton, Athletics, Touch). There is a real desire for these sports to work collaboratively together to approach concerns and issues in sport (particularly in the Rangatahi/secondary school space). All of our RSO network continue to receive fortnightly updates with news from Sport NZ and the wider sector. We have also administered, on behalf of Sport NZ, The Covid Regional Hardship Fund designed to support sporting organisations struggling with finances as a result of the 2020 lockdowns. We received 69 applications, with 68 being successful. A presentation on Balance is Better was made at the Regional Spaces and Places Council Forum and interest has been shown in the Season Transition Guidelines by other Council partners. Netball WBOP have become the third of the 'Big 5 RSO's' to sign up to the Season Transition Guidelines, which will ensure that codes are operating in their appropriate 'season windows' enabling both adequate maintenance of facilities and down time from participation for those who play multiple codes.
Secondary Schools	WSSSA – this Principal Executive group is going through the process of updating the 3-year strategy with Sport Waikato's support. This group leads and drives the sporting landscape for Waikato secondary schools, so ensuring their strategy has a Balance is Better and Good Sports lens, as well as a focus on building positive relationships with our RSO's are key factors.



	<p>We visited and met with the principals and key sport staff of 35 schools to understand their challenges and strengths post Covid. We have a record number of schools (19) signed up to commence the Voice of Rangatahi survey in the coming months. This will provide us with invaluable insights to help meet the sport, active recreation and play needs of secondary school students in our region. We have the 2021 Regional Census profile completed which illustrates a slight increase in participation from 2020, and slightly above the national average. Both the Voice of Rangatahi and Census data will help schools to shape their sport plans and ensure they are meeting the needs of their students, as well as working to their strengths with regards to resources and support.</p>
Primary Learning	<p>At the beginning of this year, the Covid-19 Omicron wave caused ripples through schools in the Waikato, with 70% of schools in the region managing Covid-19 cases by mid-March. In response, many schools limited contact with 'unessential' workers (which largely included our Sport Waikato workforce) and as such to continue with our work, the Professional Learning Partners needed to be flexible and adapt, once again, to accommodate the schools they were working in to. We engaged with schools and teachers through a mix of kano ki te kano (face to face engagement) and the effective use of digital platforms. Our work focuses on building teacher and school capability to deliver Health and Physical Education in ways that support increased tamariki physical activity levels and feelings of wellbeing. To achieve these aims, we work through key processes of strength and needs analyses, action planning and capability building of teachers and schools through Professional Learning Development (PLD). We are currently working within 11 Kaahui Ako across the Waikato region (including Ngaruawahia) and also some schools that sit outside the Kaahui Ako framework, in total we are working, with varying levels of engagement, with just over 100 schools in the Waikato</p>
Early Childhood	<p>The Early Childhood team continue to work alongside the Primary team to promote Kahui Ako recognising the strengths of all age groups working together from birth to high school. The team continues to connect with leads, centres, and organisations to influence the practices of kaiako to include more attention to movement through play and fundamental movement skill progressions. As we work with centres, we find them asking for a variety of activities that will enhance both the physical and emotional well-being of tamariki. E.g., movement promotes both physical health as well as mental health. We link it to 'a happy child is a learning child' using documents such as Te Whariki (ECE curriculum) and Te Whare Tapa Wha (Maori health model). The Early Childhood team continue to work in collaboration with the Waikato Kindergarten Association with a focus on supporting the kaiako to understand how play affects brain development and "what learning comes out of play".</p> <p>We are also supporting connections in Otorohanga, Te Kuiti and Ngaruawahia areas. Most of these centres are not in a Kahui Ako so we are working with them to promote a stronger community focus, which will support shared professional learning opportunities.</p>
This is ME®	<p>This is ME® is a part of both the Regional Coordination Group and Fan Festival Working Group for the Women's FIFA World Cup 2023. We are now a WiSPA Insights Partner and have contributed 3 regional case studies to the national platform (Backyard/Sista Smash, Ikura Workshops, and Taupo Golf Series).</p> <p>This is ME® was given a Merit Award at the most recent Recreation Aotearoa's Recreation Awards, and we are due to present on our work at the November 2022 conference in Nelson. Our Young Women's Breakfast in partnership with H3 and YWCA of Hamilton attracted 48 attendees from around the region. An emphasis was placed on Secondary School aged females and the YWCA sponsored several young women to attend.</p> <p>Voices of Waahine – University of Waikato Student Survey</p> <p>475 young women at the University of Waikato completed a recent survey on their participation preferences, barriers, and experiences. We know that physical activity levels drop off as people age through school, and this age group was a gap in our data collection. The findings from this survey will inform the Women and Girls team at Sport Waikato to ensure offerings of physical activity are suitable to their needs across the region. This was a pilot survey in partnership with the University of Waikato. It would be beneficial to collaborate with other tertiary providers in the Waikato region to capture a diverse range of voices from this age group.</p>
The Waikato Regional Active Spaces Plan (WRASP)	<p>Sport Waikato continues to guide the progression of facility development priorities projects, optimisation and governance initiatives outlined in the Waikato Regional Active Spaces Plan (WRASP), along with supporting partners with spaces and places planning advice, growing the region's facilities planning network.</p> <p>In May, the first Regional Spaces and Places forum was held for our Council stakeholders with attendance from all territorial local authorities across the region along with presentations from Sport NZ, Global Leisure Group, Recreation Aotearoa and Sport Waikato staff members. The focus of the first forum for the year was on the priorities outlined in the 2021 Waikato Regional Active Spaces Plan (WRASP) with a lens on regional strategy</p>

development and insights across the play, active recreation, and sport sector. This forum followed the WRASP Advisory Group meeting, which was held in March, with this group focusing on the work programme for the year that guides the delivery of the priorities in the plan, including a focus on the development of the Natural Bodies of Water plan and Regional Funding Framework to help inform future decision making and investment. The WRASP Advisory Group membership has now increased to include representation from Waikato Regional Council and Trust Waikato, along with establishment partners including Sport Waikato, Sport NZ and Local Territorial Authorities (including Waikato District Council CE – Gavin Ion). Covid 19 has ensured that there needs to be an increased focus on sustainability and optimisation regarding spaces and places planning



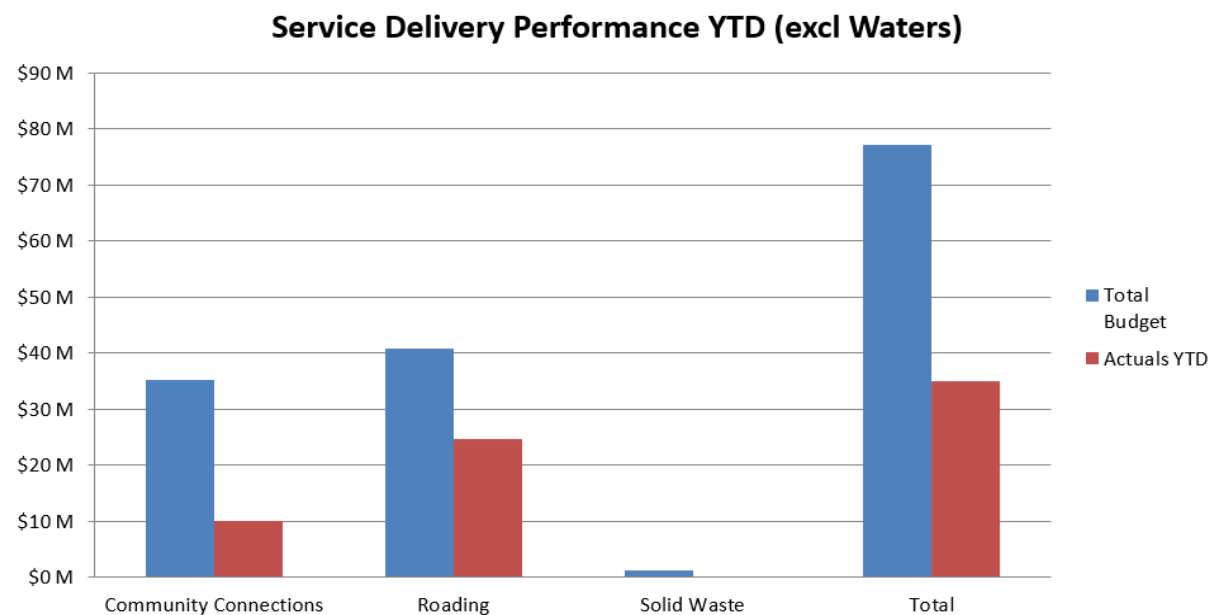
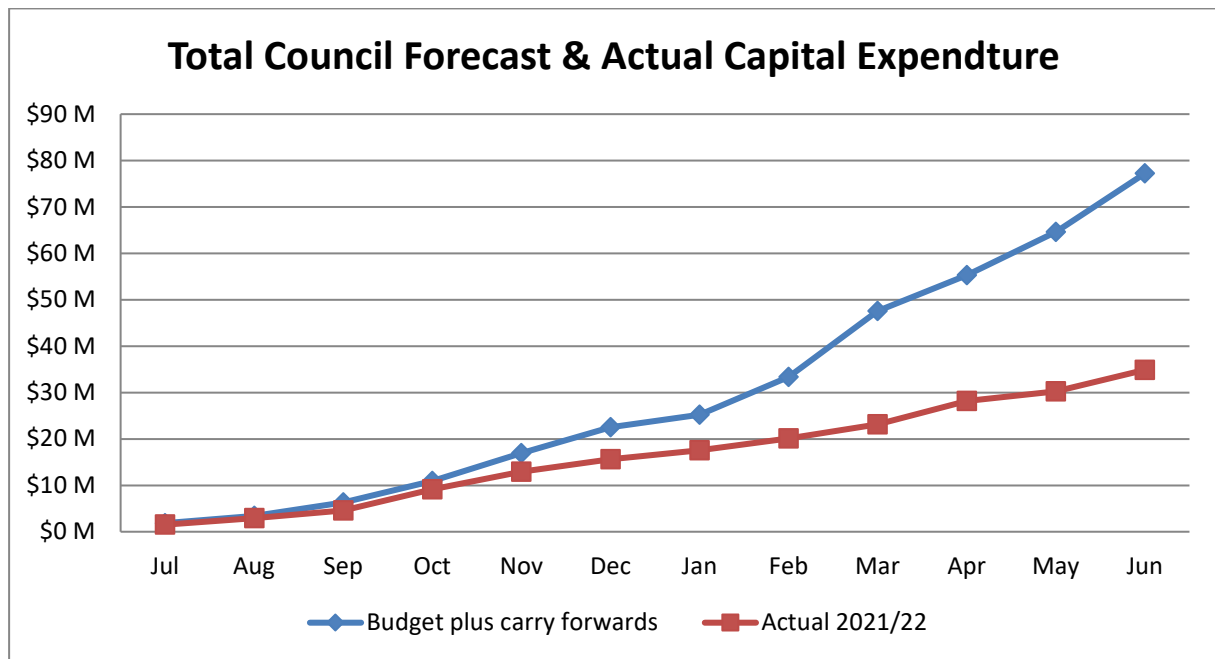
This report provides an overview of work completed, being progressed, and put on hold for the Community Connections, Roothing, and Solid Waste projects, (ie excludes Waters) and clarifies what is being done to try and maximise delivery going forward.

Excluding Waters, for the \$77.2m programme Capex spend to end of June is:

- Community Connections (Open Spaces & Facilities) \$11.5m
 - Contracts & Partnering - Roothing \$24.7m
 - Contracts & Partnering - Solid Waste \$ 0.2m
- \$36.3m**

The Team has delivered \$36.3m of CAPEX or 47% of the 2021/22 programme.

Details on the status of the Waters capital programme are provided in the six-weekly financial and operations reports provided to the Waters Governance Board and are therefore not duplicated in this report.



Challenges

Following the unprecedented 2020/21 FY being the first full year in a Covid-impacted business environment, this year has thrown us new challenges. One key challenge was triggered a month into the FY being the August to December Covid restrictions, and the Auckland Covid boundary at Mercer.

The Auckland Covid boundary had a massive effect on projects near, and particularly to the north of the boundary in Pokeno and Tuakau areas. Projects in the investigation, survey, and design phase were severely delayed as staff and contractors could not access the sites from south of the border. Physical works were also impacted. An example of this is a construction project awarded but not started as much of the imported fill materials were to come across the border from Huntly. This was initially not possible, then later possible but with extensive and costly delays forecast. This contract was eventually terminated. A smaller contract was advertised and let to maximise what was left of the construction season but this delayed delivery of a significant portion of this budget which will now be completed in Summer 22/23.

The other effect of the Covid global event is the global and domestic transport delays and flow-on long lead times to order manufactured items. An example of this is the 26 week lead time currently experienced for some playground items, and sportsfield lighting parts.

Additional challenges on cost and schedule were also experienced as a result of the war in Ukraine with sharp and significant fuel increases, with general flow on costs to all goods through the increase in cartage costs.

With the domestic and international borders opening, increased transmission of Covid, and other transmissible illnesses are now impacting through staff and contractor absences.

Forecast Carry Forwards

The total end of year forecast Carry Forwards is \$40.8m of the \$77.2m programme Capex spend (53%) excluding waters.

Successes

Regardless of the years challenges, a number of significant projects were successfully delivered, notably the Tuakau Library Extension, Whangarata Cemetery - Tuakau, Whatawhata Cemetery fencing, Rangiriri Cemetery accessway and parking, Brownlie Crescent Halfcourt - Huntly, Woodlands Music Lawn fence replacement - Gordonton, Kowhai Downs Safety Improvements - Pokeno, Brownlee Ave Buildings roof replacements - Ngaruawahia, Ngaruawahia Kennel Club roof replacement, a number of playgrounds including Hakanoa - Huntly and Centennial - Tuakau, various reserves carparks including Green Cathedral - Huntly and Te Akau Sports Complex, Papahua Walkaway and Campground Entrance, Annebrook Road - Matangi, Gilmour St - Raglan, Te Awa Cycleway - Hamilton to Cambridge Section, and the recently completed Tamahere Pavilion.

Nearing completion is the Elbow Boat Ramp with opening ceremony in early August, Horsham Downs Link Rd scheduled for completion in October, Whatawhata Community Hub construction underway and scheduled for completion in November, Huntly Historic Railway Station relocation expected in late September.

Moving Forward

An independent assessment of the Capex Project Delivery Performance has been completed by Emma Brookes of PSB Solutions, and an action plan has been developed to better deliver the Capex programme in the future. Information on that report and action plan is provided in a separate report to this committee.

2. Staff recommendations Tuutohu-aa-kaimahi

THAT the Service Delivery Project Status Report – August 2022 be received.

3. Discussion and analysis Taataritanga me ngaa tohutohu

3.1 Capital Projects 2021/22

The Service Delivery Group (including Waters) had a CAPEX work programme for 2021/22 valued at \$150,828,799 as outlined below in the latest CAPEX financial dashboard report below:

	2022 Annual Plan (\$)	2022 Carry Fwds (\$)	2022 Budget Review (\$)	2022 Total Budget (\$)
Community Connections	15,880,657	12,322,67	7,039,641	35,242,975
Contracts & Partnering - Roading	28,401,875	14,698,86	(2,404,177)	40,696,564
Contracts & Partnering - Solid Waste	2,400,000	35,667	(1,149,000)	1,286,667
Waters	46,280,111	25,810,23	1,512,189	73,602,593
Total Council Capital Budget	92,962,643	52,867,503	4,998,653	150,828,799

Actual spend to date is \$63,689,971, which is 42% of the \$150,828,799 YTD forecast.

	2022 Total Budget (\$)	2022 YTD Forecast (\$)	2022 YTD Actuals (\$)	2022 Variance (\$)
Community Connections	35,242,975	35,242,975	11,475,608	23,767,367
Contracts & Partnering - Rooding	40,696,564	40,696,564	24,670,314	16,026,250
Contracts & Partnering - Solid Waste	1,286,667	1,286,667	192,703	1,093,964
Waters	73,602,593	73,602,593	27,351,346	46,251,247
Total Council Capital Budget	150,828,799	150,828,799	63,689,971	87,138,828

Further comment on the status of the work programme for each of the Teams / work streams noted above follows.

Capital projects managed by the Community Connections, Rooding, and Solid Waste teams have a 2021/22 Annual Plan budget totalling \$ 46,682,532, plus the Work in Progress from the 2020/21 financial year of \$27,057,210 and budget reviews to date of \$3,486,464. This makes a total budget for 2021/22 of \$77,226,206 as shown below.

	2022 Total Budget (\$)	2022 YTD Forecast (\$)	2022 Actuals (\$)	2022 Variance (\$)
Community Connections	35,242,975	35,242,975	11,475,608	23,767,367
Contracts & Partnering - Rooding	40,696,564	40,696,564	24,670,314	16,026,250
Contracts & Partnering - Solid Waste	1,286,667	1,286,667	192,703	1,093,964
Total Council Capital Budget	77,226,206	77,226,206	36,338,625	40,887,581

Total spend to year end (end of June) is \$36,338,625 (47% of the total year's budget).

Community Connections

Of a total budget of \$35,242,975 there has been an actual spend to date of \$11,475,608.

Community Projects Managed

The projects total \$24,415,868 in value of which \$7,895,850 has been delivered to year end.

Community Connections Managed

Of a total budget of \$10,828,339 there has been an actual spend to date of \$3,579,758.

Proposed carry forward is \$7,030,527 made up of \$4,721,517 DFH (Dines Fulton Hogan – Developer) budget – subject to their progression through development/uncontrollable, \$1,090,000 fleet replacement delayed due to Covid increased lead time, plus a few other minor projects.

Contracts & Partnering - Roading

Roading projects total \$40,696,564 in value of which \$24,670,314 has been delivered year to date. This represents 61% of the total budget.

Proposed carry forwards is \$17,505,808 includes the following projects:

- Gordonton Rd Safety Improvements (\$4,250,000) which is being rescoped with NZTA,
- Development new roads (\$2,000,000) delayed as we resolve designs with the developers
- Horotiu RD Link Project (\$2,275,000) A developer led project in the design phase
- Pokeno Market Square Development (\$1,493,979)
- Harrisville Rd Bridge Replacement (\$1,272,000)
- Munro Rd Upgrades (\$1,970,000)
- Gt South Rd Mainstreet upgrade (\$771,220)
- Horsham Downs link Rd (\$1,335,808)
- Huia Rd resilience improvements (\$500,000)
- Other smaller projects (\$360,000)

Contracts & Partnering – Solid Waste

Solid Waste projects total \$1,286,667 in value of which \$192,703 has been delivered year to date. This represents 15% of the total budget. Details of this spend are as follows;

Huntly Community Resource Recovery Centre (CRRC)

Due to cost estimates for the construction of a recycling sorting building at McVie Road exceeding budget by a significant amount, the project was suspended in favour of a lease option at 137 Rotowaro Road.

Funding of \$200k of capital was reserved for site upgrade works post relocation of the sorting line to Rotowaro Road. An additional \$250k has been allocated for access road rehabilitation. Work is expected to commence in the 2022/23 construction season.

Discussions are underway with community groups for establishment of a Community Resource Recovery Centre.

Tuakau Site

Geotech and a site hazard assessment has been undertaken. A procurement plan is awaiting approval. It is expected to go to market in September for feasibility studies, detailed design, and cost estimates with a view to presenting the findings to Council workshops in early 2023.

The bulk of the capital for Stage One construction is in the 2023/24 FY.

Waters

The status of major projects including wastewater and water treatment plants upgrade programme, network renewals, stormwater works, infrastructure planning and general project delivery can be found in the Waters Governance Report located here:

https://www.waikatodistrict.govt.nz/docs/default-source/meetings/agendas-2022/wgb-open-agenda-220719b0fc2db4-bcc1-4b24-84e5-802b2eea9012.pdf?sfvrsn=9af960c8_1

3.2 Forecast Carry Forwards

The Carry Forward for Community Connections is now forecast at \$22.8m, Solid Waste at \$0.55m, and Roothing is at \$17.5m. The total forecast is now \$40.9m.

3.3 Capital Projects 2022/23

The Service Delivery Group (including Waters) has a CAPEX work programme for 2022/23 valued at \$ 114,368,984 as outlined below in the latest CAPEX financial dashboard report below:

	2022 Annual Plan (\$)	2022 Carry Fwds (\$)	2022 Budget Review (\$)	2022 Total Budget (\$)
Community Connections	14,239,669	22,797,928	-	37,037,597
Contracts & Partnering - Roothing	31,118,364	17,505,808	-	48,624,172
Contracts & Partnering - Solid Waste	2,987,000	550,000	-	3,537,000
Total Excl Waters	48,345,033	40,853,736		89,198,769
Waters	60,632,781	*40,000,000	-	*100,632,781
Total Council Capital Budget	108,977,814	80,853,736	-	189,234,215

** some will not be physically spent until a future year*

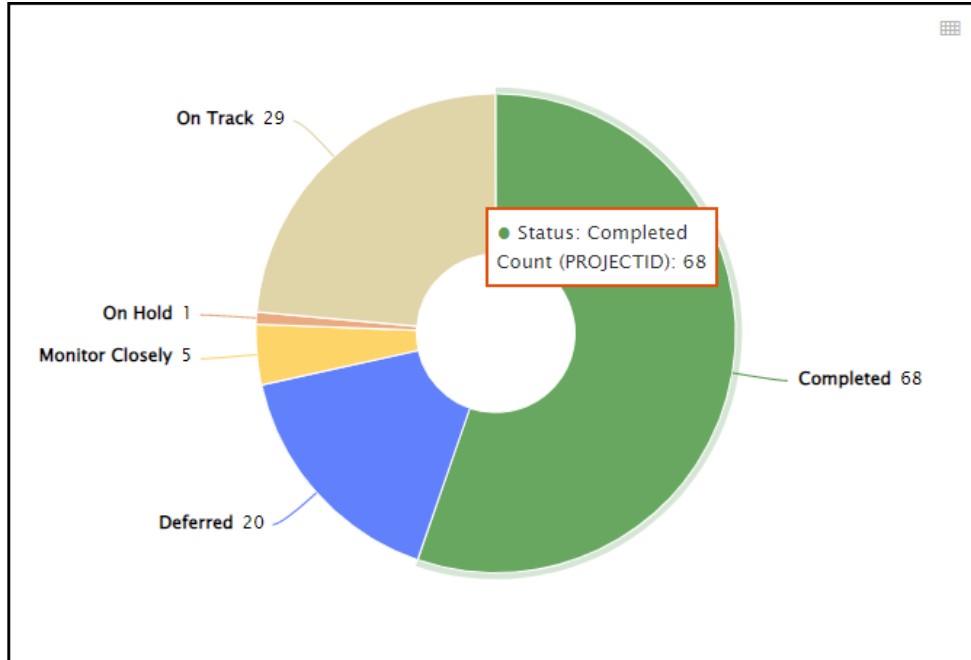
3.4 Project Map

Work continues on the mapping of capital projects.

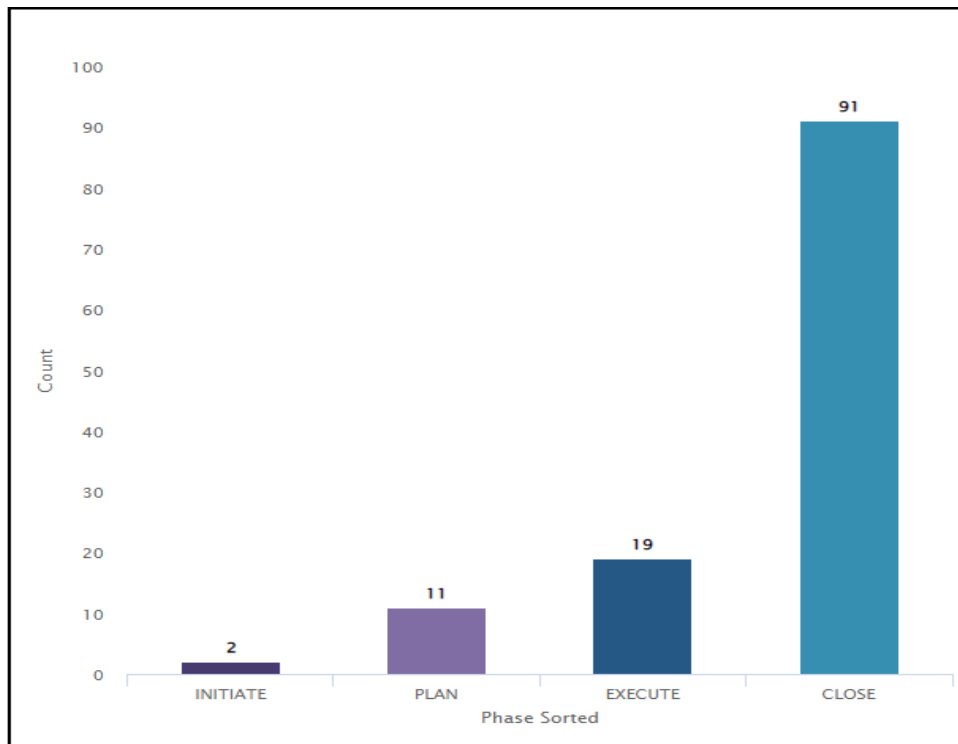
Community Projects and the GIS team are clearing the last of the issues. The mapping system will be made available via Waisite for trial use and feedback.

3.5 Work In Progress (carried forward from 2020/21)

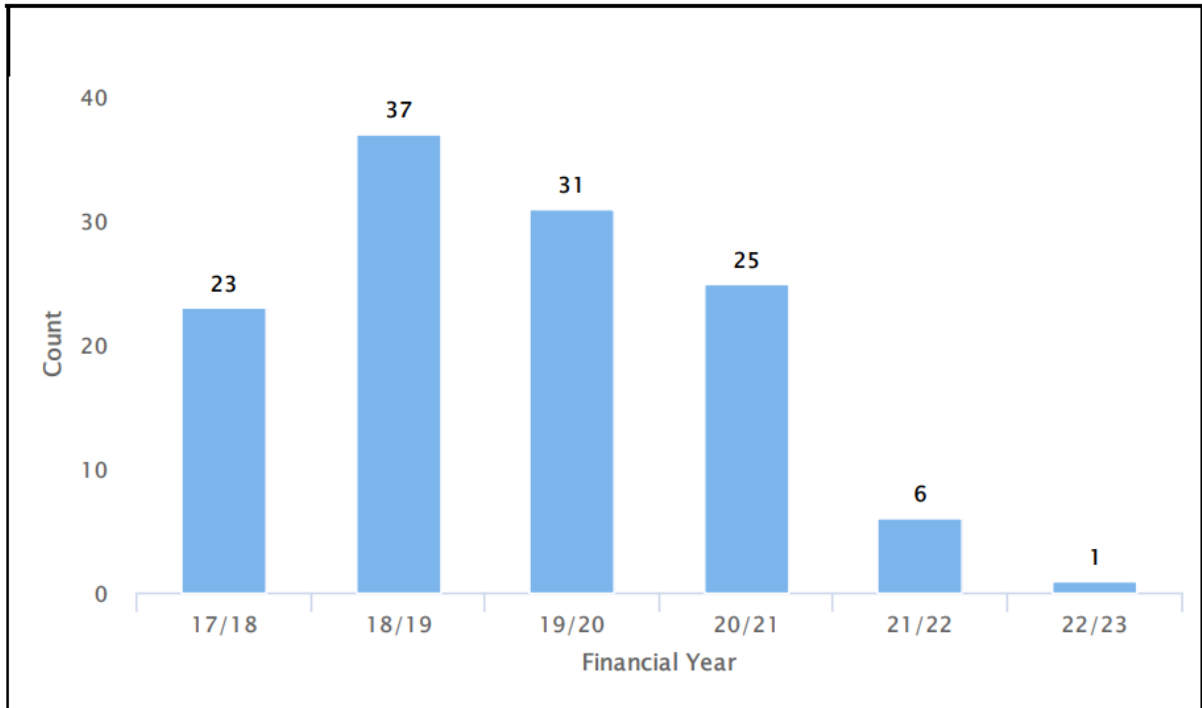
Number of Projects	Number of Open Projects
123	38



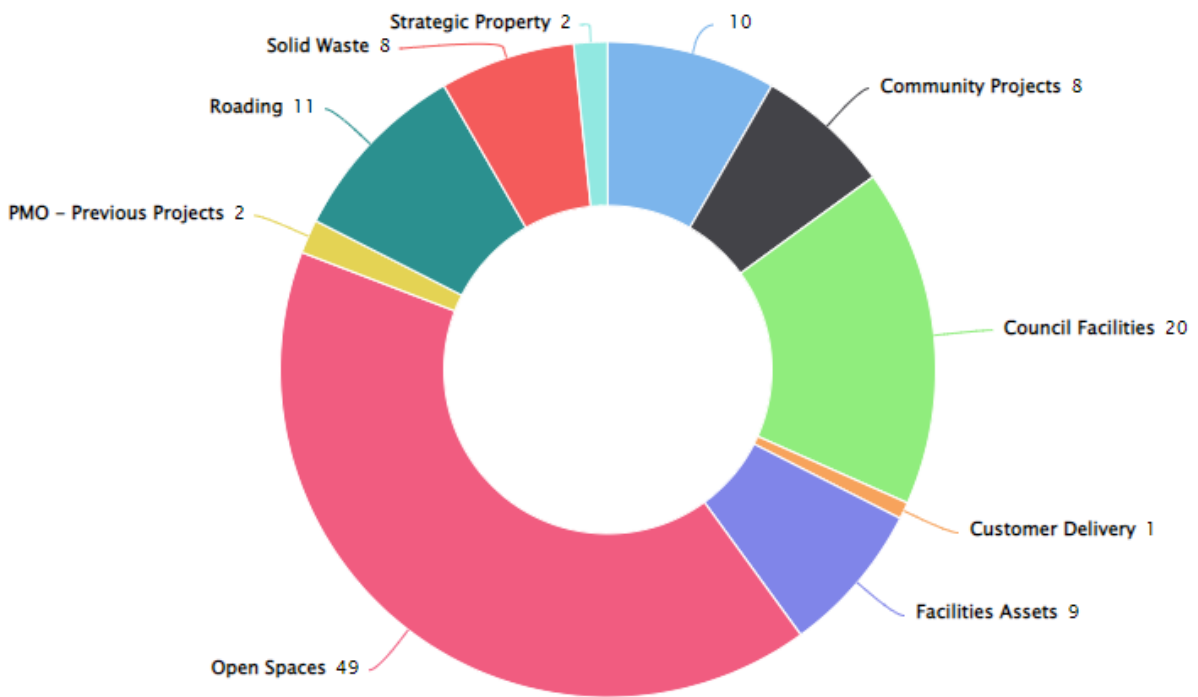
Project Status



Project Phase



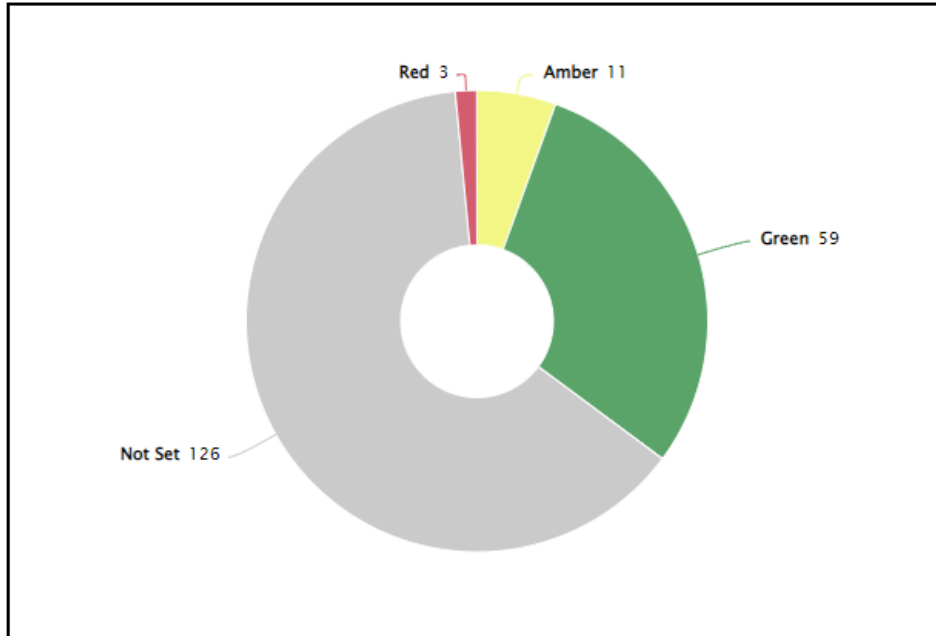
Project Pipeline – Open Projects



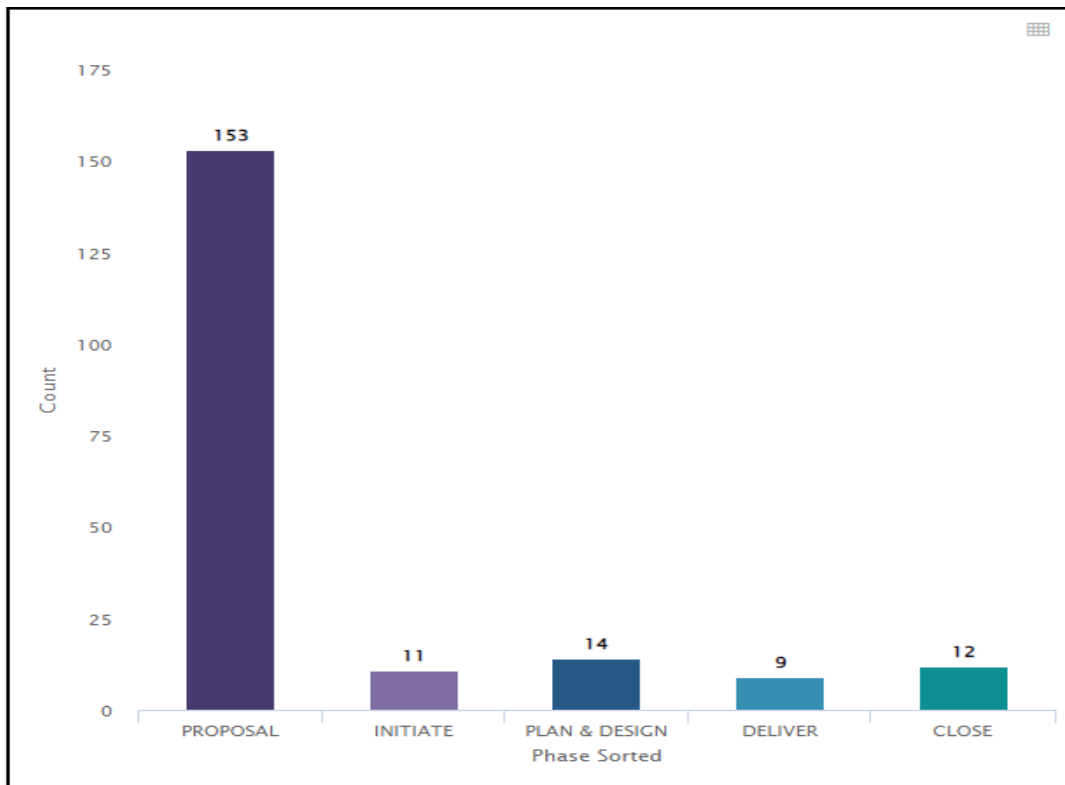
Programme

3.6 New LTP Projects (LTP 2021/22 to 2023/24)

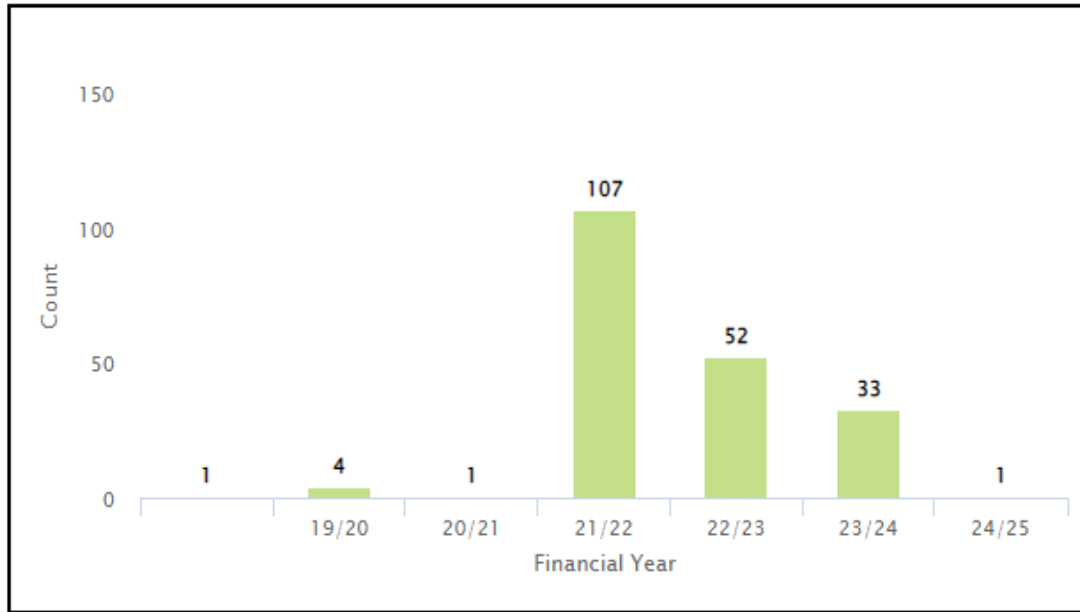
Number of Projects	Number of Open Projects
199	194



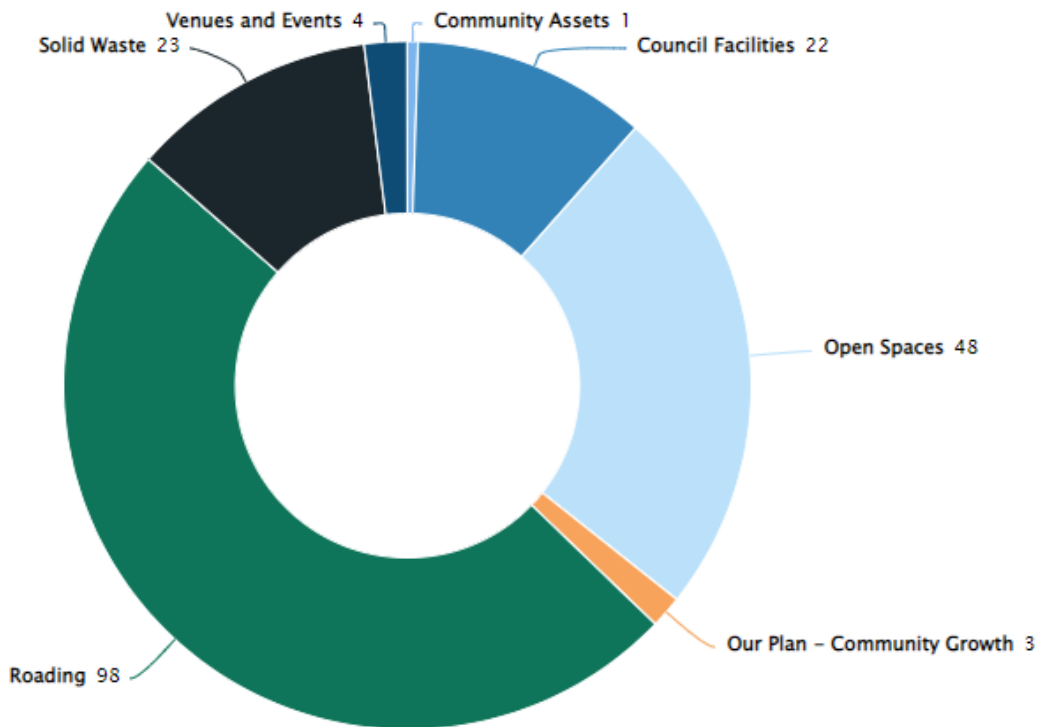
Project Status



Project Phase



Project Pipeline – Open Projects



Programme

3.7 CAMMs Reporting

RAG Reports

The 2020/21 capital works projects Work in Progress projects from last financial year and the new LTP projects are provided in two separate RAG (Red Amber Green) reports attached.

4. Attachments

Ngaa taapirihanga

Attachment 1: Capex Project Status Reports – New Workflow – July 2022

Attachment 2: Capex Project Status Reports – Old Workflow – July 2022

Attachment 3: Waikato District Alliance Update

Financial Year	Project Code	Project Name	Project Sponsor	Project Progress	Current Phase	Overall Status	Schedule	Scope & Quality	Budget	Resources	Risk	Issues	Engagement	Budget YTD	Actual YTD	Forecast Finish	% Compl	Overall Status Comment
	PR-21389	Pokeno market square development	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	
21/22	PR-21392	Pokeno Road, Pokeno Structure Plan - carryover	Jackie Bishop	Not Started	PROPOSAL	Red			No target set							29/06/2022	0%	Carried Forward to FY 2022/23 due to delays in catchment management planning to determine flood levels.
21/22	PR-21393	Pokeno Rd, Pokeno Structure Plan - new LTP	Jackie Bishop	Not Started	PROPOSAL	Red			No target set							29/06/2022	0%	Carried Forward to FY 2022/23 due to delays in catchment management planning to determine flood levels.
21/22	PR-21103	Huntly transfer station Hard Stand of unpaved areas	Jackie Bishop	Not Started	INITIATE	Amber	On Track		No target set							28/04/2023	0%	On hold pending outcome of lease negotiations, relocation of recycling sorting operation and awaiting summer 2022/23 construction season
21/22	PR-21111	Huntly Resource Recovery Centre	Jackie Bishop	In Progress	PLAN & DESIGN	Amber	Off Track	Amber	On Track	Green	Amber	Amber	Amber	\$200,000.00	\$14,914.17	24/12/2022	31%	The projected costs for construction of a new building on-site has exceeded budget by a considerable margin. Leasing options have been explored with the result that Council entered into a lease at 137 Rotowaro Road, Huntly for the purpose of an operations base and a recycling sorting facility. The lease became effective from March 2022. The recycling sorting line is currently under construction at the new site and expected to be ready for commissioning in August 2022 Discussions are underway with a third party regarding the future of the McVie road site and some capital funding is available for site rehabilitation. Discussions are also underway with local community groups regarding potential use of part of the site as a Community Resource Recovery Centre with a view to having something in place by June 2023.
21/22	PR-21215	Harrisville Road Bridge Replacements	Jackie Bishop	In Progress	INITIATE	Amber	Monitor	Green	On Track	Green	Green	Green	Green	\$1,272,000.00	\$0.00	27/05/2025	16%	Project funding by Waka Kotahi requires PVEOL (Present Value End of Life) assessment
21/22	PR-21223	Munro road resilience improvements	Jackie Bishop	Not Started	PROPOSAL	Amber			On Track					\$500,000.00	\$0.00	30/06/2022	0%	This work will be carried forward into 2022/23 and completed in conjunction with the sports park upgrade/development
21/22	PR-21225	Bus shelters 2022	Jackie Bishop	In Progress	PROPOSAL	Amber	Monitor	Amber	On Track	Amber	Green	Green	Green	\$35,000.00	\$0.00	30/09/2022	50%	Ongoing - delivery of shelters by alliance, priority set by regional council on-boarding data - requires carry over into 2022/23, AWAITING LATEST REGIONAL COUNCIL ON-BOARDING DATA TO IDENTIFY HIGH USAGE LOCATIONS
21/22	PR-21229	Munro road Pokeno structure plan	Jackie Bishop	Not Started	PROPOSAL	Amber			On Track					\$144,010.00	\$0.00	30/06/2022	0%	This work will be carried forward into 2022/23 and completed in conjunction with the sports park upgrade/development
21/22	PR-21377	Bridge renewals - additional	Jackie Bishop	Not Started	PROPOSAL	Amber			No target set							29/06/2022	0%	100% of this budget will be used to fund Tainui Bridge, Huntly repairs
21/22	PR-21387	Bunds, Pokeno Structure Plan	Jackie Bishop	Not Started	PROPOSAL	Amber			No target set							29/06/2022	0%	This project will be completed by the developer and will be carried forward to FY2022/23
21/22	PR-21390	Great South Road, Pokeno Structure Plan	Jackie Bishop	Not Started	PROPOSAL	Amber			No target set							29/06/2022	0%	Carried forward to FY2022/23. Due to the delays in completing the Pokeno Urban Upgrade.
22/23	PR-21304	North Waikato Resource Recovery Centre - Enabling works	Jackie Bishop	Not Started	PROPOSAL	Amber			On Track					\$175,000.00	\$137,056.84	30/08/2024	0%	Not started. Held up by Covid lockdown and geotech reports
20/21	PR-21182	Council Facilities / Aquatic centres / Ngaruawahia / New entrance	Megan May	Not Started	INITIATE	Green	Off Track	Amber	No target set	Green	Green	Green	Green			30/06/2021	0%	Processing a Change Request to refocus project towards fixing retaining wall 19/11/2021 Geotech consultant is being lined up to complete investigations for the collapsing retaining wall on the northern side of the property.
21/22	PR-21112	North Waikato Resource Recovery Centre - Site Investigations	Jackie Bishop	Not Started	INITIATE	Green	Off Track	Green	Monitor	Green	Green	Green	Green	\$0.00	\$0.00	28/04/2023	0%	Preliminary planning assessment received Nov 2021. Geotech study and hazardous site report undertaken first Qtr. of 2022 An initial concept has been drafted and discussions with HEB have commenced around possible lease options for the site. Development of a procurement plan for detailed sign and feasibility study June/July 2022
21/22	PR-21116	Council Facilities / Aquatic Centres / Huntly / Boiler replacement	Megan May	Not Started	PLAN & DESIGN	Green	Off Track	Green	Monitor	Amber	Green	Green	Green	\$5,000.00	\$400.00	31/08/2024	0%	Project yet to be scoped
21/22	PR-21195	Council Facilities / Hall / Ngaruawahia / Seismic Strengthening	Megan May	Not Started	PLAN & DESIGN	Green	Off Track		Monitor					\$1,110.96	\$1,110.96	20/06/2022	0%	The new 50% NBS for the Ngaruawahia Hall has provided confidence that no further seismic strengthening works are required at this time. The project can now be closed.
21/22	PR-21209	Thin asphalt surfacing 2022	Jackie Bishop	Completed	CLOSE	Green	On Track		Off Track					\$320,000.00	\$411,640.58	27/06/2022	100%	100% - all work is complete
21/22	PR-21212	Area wide pavement rehabilitation 2022	Jackie Bishop	Completed	CLOSE	Green	On Track		Off Track					\$4,550,823.00	\$5,070,855.55	27/06/2022	100%	Rehabs have been completed for season Budget adjustments to be made as budget was passed to Pokeno project VO s to be processed to bring into line
21/22	PR-21213	Bridge renewals 2022	Jackie Bishop	Completed	DELIVER	Green	On Track		Off Track					\$1,351,992.00	\$1,422,574.63	28/06/2022	100%	Tainui Bridge ongoing across two financial years Work ongoing Project will carry over to next FY
21/22	PR-21295	Raglan refuse and recycling capital renewals 2022	Jackie Bishop	Not Started	PROPOSAL	Green	On Track	Green	No target set	Green	Green	Green	Red			31/03/2023	0%	Provision for asset renewal as required. Replacement litter bins scheduled for 2022FY
21/22	PR-21329	Open Spaces / Sports and Recreation / Dr John Lightbody Court Renewal	Caleb Ahu	In Progress	INITIATE	Green	Off Track	Green	On Track	Green	Amber	Green	Green	\$400,000.00	\$15,792.53	08/04/2023	15%	Project is currently in planning phase. Scope of works to be confirmed and to align with sports ground lighting project.
21/22	PR-21331	Open Spaces / Sports and Recreation /Pokeno Tennis court/Pokeno deck	Caleb Ahu	In Progress	PLAN & DESIGN	Green	On Track	Green	Off Track	Green	Amber	Green	Green	-\$150,000.00	\$0.00	16/12/2022	51%	HEB Construction are currently pricing the preferred option and the building consent for the installation of the block wall has been approved. Ongoing communication will continue with the Councillor and the tennis club of when works will start onsite. The project will be carried out as two stages - Stage one will consist of the building works - stage two will consist of fencing and installation of turf.
22/23	PR-21118	Council Offices / Ngaruawahia / Exterior Cladding	Megan May	In Progress	PLAN & DESIGN	Green	Off Track	Green	Off Track	Green	Green	Green	Green	\$26,819.26	\$99,074.27	28/02/2024	8%	The quantity surveyor estimates for the weather tightness remedial have been received. The estimates are higher than expected and therefore are being reviewed. Further options are currently being explored. Awaiting decisions on recommendations put forward to managers. Ongoing.
21/22	PR-21174	Open Spaces / Sports and Recreation / Munroe Sports Park	Megan May	Not Started	PROPOSAL				Off Track					\$0.00	\$494,033.85	28/06/2021	0%	
22/23	PR-21370	Open Spaces / District Wide Boat Ramp Renewals 2022	Caleb Ahu	Not Started	INITIATE		Off Track		Off Track					\$393,546.00	\$852,562.45	11/03/2022	0%	Tonkin and +Taylor have surveyed the boat ramp erosion issue at the Hood landing. T+T has determined the concrete boat ramp has not been constructed to best guidelines, therefore, has compromised the stability of the subgrade material. T+T is working with Waikato Regional Council to develop a low-impact remediation solution. The next step is to temporarily repair the scour hole and advise the business owner on the long-term plan to avoid further degradation of the asset.
21/22	PR-21296	Raglan refuse and recycling capital upgrades 2022	Jackie Bishop	Not Started	PROPOSAL	Green	On Track	Amber	No target set	Green						30/06/2023	0%	New installation public litter & recycling bins Geotech and hazardous site report completed
21/22	PR-21297	North Waikato Resource Recovery Centre - Concept Planning and Resource Consents	Jackie Bishop	Not Started	PROPOSAL	Green		Amber	On Track	Amber				\$175,000.00	\$137,056.84	30/08/2024	0%	Procurement plan completed awaiting approval Consultant to be appointed Concept plans and detailed design not started 27/06/2022
21/22	PR-21185	Venues and Events / Woodlands / Lighting Security improvements	Megan May	In Progress	PROPOSAL	Green	Monitor	Green	On Track	Green	Green	Green	Green	\$80,000.00	\$3,200.00	25/11/2022	37%	Site walkover with Community Connections and Woodland Staff. Lights are in varying stages of functionality and usefulness. With no TIF funding available the project has direction to complete the high priority safety works and then upgrade where possible with an eye to future proof
21/22	PR-21187	Council Facilities / Dog Pound / Tuakau / New Build	Megan May	In Progress	DELIVER	Green	Monitor	Green	On Track		Green		Green	\$3,271,753.00	\$183,494.02	18/02/2023	23%	The Design for the Huntly Dog Pound is with the Quantity Surveyor for cost estimates. Due Monday 18 July.
21/22	PR-21192	Council Facilities / Wharf / Raglan	Megan May	In Progress	PLAN & DESIGN	Green	Monitor	Green	On Track	Green	Amber	Amber	Green	\$3,209,979.00	\$704,757.54	25/11/2022	50%	Raglan Wharf Improvement Project - PR-21192 relates to Structural Repairs that are currently being Tenders with other Pontoon, Walkways, Safety Improvements. The Structural work Detailed Design and Site Investigation is complete. Consenting and Tendering underway.

Financial Year	Project Code	Project Name	Project Sponsor	Project Progress	Current Phase	Overall Status	Schedule	Scope & Quality	Budget	Resources	Risk	Issues	Engagement	Budget YTD	Actual YTD	Forecast Finish	% Compl	Overall Status Comment
19/20	PR-21335	Te Kauwhata Playground	Caleb Ahu	In Progress	DELIVER	Green	On Track	Green	On Track	Green	Amber	Green	Green	\$273,000.00	\$124,849.06	17/03/2023	40%	The detail design for option 2 has been completed and supplied to HEB Construction for pricing. The project team are currently working with HEB on a timeline of when works will start and pre-ordering materials and playground equipment. The lead in time to procure playground equipment is six months.
19/20	PR-21337	Open Spaces / Playgrounds / Maraetai Playground	Caleb Ahu	In Progress	PLAN & DESIGN	Green	Monitor	Green	On Track	Green	Amber	Green	Green	\$310,000.00	\$9,780.00	16/06/2023	19%	The project team have engaged a designer to start working on concept designs for the playground for Community engagement. Engagement is planned to start in July.
21/22	PR-21165	Open Spaces / Neighbourhood Park / Kowhai Downs - H&S Improvements	Caleb Ahu	Completed		Green	On Track	Green	Monitor	Green	Amber	Green	Green	\$26,967.06	\$26,967.06	08/07/2022	100%	All works onsite are completed.
21/22	PR-21319	Open Spaces / Skate Parks / Meremere Skatepark and Playground Replacement	Caleb Ahu	In Progress	DELIVER	Green	On Track	Green	On Track	Green	Amber	Green	Green	\$300,000.00	\$282,019.94	31/08/2022	64%	Works onsite have continued with the playground equipment being installed along with the footpath and the scooter track. There have been delays onsite due to wet weather conditions but project is still progressing.
21/22	PR-21327	Open Spaces / Playgrounds / Te Kohanga Playground	Caleb Ahu	In Progress	PLAN & DESIGN	Green	On Track	Green	On Track	Green	Amber	Green	Green	\$189,790.65	\$8,287.35	11/03/2023	46%	The project team have been working with the Councillor and key stakeholders on the concept designs for Te Kohanga playground. The Community have chosen option 2 as there preferred option. The detail design has been passed to HEB Construction for pricing. Ongoing engagement with the Rugby club board and the Councillor are continuing with regards to planting removal, start dates and completion dates.
21/22	PR-21332	Open Spaces / Sports and Recreation /Huntly Tennis courts	Caleb Ahu	In Progress	INITIATE	Green	On Track	Green	On Track	Green	Amber	Green	Green	\$290,000.00	\$22,527.95	24/12/2022	80%	Engagement with the community is now complete. The project team received 182 responses with option 1 being the preferred option. The design is currently being priced by HEB Construction. The project team have engaged GDC to undertake a structural inspection on the concrete block wall which has confirmed that there is structural strengthening and does not require additional works. On going communication will continue with the key stakeholders of when works will start.
21/22	PR-21333	Open Spaces / Sports and Recreation /Kainui Tennis courts	Caleb Ahu	Completed		Green	On Track	Green	Monitor	Green	Green	Green	Green	\$26,888.32	\$26,888.32	15/07/2022	100%	All works onsite is complete. Project team working in as-bulits.
21/22	PR-21361	Open Spaces / Playgrounds / Ruawaro Tennis Club	Caleb Ahu	In Progress	DELIVER	Green	Monitor	Green	On Track	Green	Amber	Green	Green	\$200,000.00	\$38,366.00	29/07/2022	59%	The Project team have engaged with the Ruawaro tennis club, Ruawaro school and the neighboring property of what works will be carried out. The design and list of materials have been supplied to the contractor who will be undertaking the works (HEB Construction), the project team are currently waiting on pricing and a timeline. Once this is confirmed the project team will communicate with all stakeholders.
21/22	PR-21363	Speed Limits Bylaw 2021 amendments	Ross Bayer	In Progress	PLAN & DESIGN	Green	On Track	Green	No target set	Amber	Amber	Green	Green			30/09/2022	84%	
21/22	PR-21380	District wide footpaths - unsubsidised program	Jackie Bishop	In Progress	PROPOSAL	Green	On Track	Amber	No target set	Green	Amber	Amber	Green			31/05/2023	58%	some Projects will be completed this FY2021/22, roll over is required for wainui rd rockit to poiakena marae, awaiting consent made up of 2 finance codes 8FP70001C00000922District wide footpath cycleway improvement programme \$345,192 (subsidised by waka kotahi) 8UF70001C00000922District wide footpath unsubsidised new footpaths \$654,808
21/22	PR-21191	Venues and Events / Campground / Hakanoa Campground Improvements	Megan May	In Progress	DELIVER		Monitor		On Track					\$50,000.00	\$23,952.23	18/08/2022	45%	The project is due to start in 2023.
19/20	PR-21360	2019 Solid Waste Service Review and implementation	Jackie Bishop	In Progress	INITIATE	Green	On Track	Green	No target set	Green	Green	Green	Green			16/06/2025	43%	Nov19: Team is focused at preparing for the Council Workshop on 25Nov. Oct19: Engaged consultants Morrison Low. They produced a draft Options Analysis and Investment Logic ILM. Draft Communications Plan ready. June 2021 Phase 1 - renegotiation of service contracts completed Phase 3 - Nature and scope of waste services & infrastructure for consultation at the 2024 LTP - Planning underway, work plan developed. Workshop to be held.
21/22	PR-21148	Open Spaces / Sports Court / Brownlie Crescent Reserve	Caleb Ahu	Completed		Green	On Track	Green	Monitor	Green	Green	Green	Green	\$68,054.56	\$62,731.02	04/02/2022	100%	Project complete. Project in defect liability period.
21/22	PR-21162	Open Spaces / Lake Kainui / Drainage management	Megan May	In Progress	PLAN & DESIGN	Green	On Track	Green	On Track	Green	Green	Green	Green	\$210,000.00	\$8,400.00	25/03/2023	35%	27/06/2022 Procurement Plan in progress with input from Zero Harm and Legal to date. Iwi and Mana Whenua stakeholders contacted.
21/22	PR-21166	Open Spaces / Playgrounds / Centennial Park Tuakau	Caleb Ahu	Completed		Green	On Track	Green	Monitor	Green	Green	Green	Green	\$114,059.19	\$114,059.19	18/03/2022	100%	All works onsite is complete.
21/22	PR-21169	Open Spaces / Sport and Recreation / District Wide Carpark Improvements	Megan May	In Progress	PLAN & DESIGN	Green	On Track	Green	Monitor	Green	Green	Green	Green	\$471,352.00	\$486,253.00	08/02/2023	41%	27/06/2022 Lightbody - Partial redesign required around the pool entrance to tie in with a separate Pools project which as recieved external stakeholder feedback. Matangi - Concept being completed externally to allow conversations with the community.
21/22	PR-21172	Open Spaces / Capital Renewals Programme / District Wide Renewals	Megan May	In Progress	DELIVER	Green	On Track	Green	No target set	Green	Green	Green	Green			31/05/2024	32%	27/06/2022 57 Car Parks broken down into 4 Packages: Package 1 - 11 carparks complete Package 2 - 18 carparks - Physical works well underway Package 3 - Design, Engagement and Planning & Assessments to be done with the aim of physical works in the coming construction season (Summer 22/23) Package 4 - Y3 of LTP
21/22	PR-21173	Open Spaces / Sports and Recreation / District Wide Training Lights	Megan May	In Progress	PLAN & DESIGN	Green	On Track	Green	On Track	Green	Green	Green	Green	\$875,000.00	\$84,631.46	03/10/2022	64%	27/06/2022 Te Kauwhata - Further information required from the community led consultants to make up the Consent Application. DW Design - Pokeno Tennis, Lightbody Courts, Hakanoa Soccer, Cricket and Tennis and Centennial Park Ngaruawahia Cricket/Soccer & Tennis designs to happen in the coming months. This will steer spend for Y2 and Y3
21/22	PR-21178	Open Spaces / Walkway / Raglan Walkways Renewal	Caleb Ahu	Completed	CLOSE	Green	On Track	Green	Monitor	Green	Green	Green	Green	\$70,000.00	\$63,511.58	07/05/2022	100%	Project is complete.
21/22	PR-21208	Periodic remetalting 2022	Jackie Bishop	Not Started	PROPOSAL	Green		Green	On Track	Green	Green	Green	Green	\$1,050,000.00	\$916,283.79	30/06/2022	0%	Programme being delivered as per WDA
21/22	PR-21210	Chip sealing 2022	Jackie Bishop	Completed	CLOSE	Green	On Track		On Track					\$5,069,850.00	\$4,967,060.57	28/06/2022	100%	Project is now complete for the season
21/22	PR-21211	Drainage renewals district wide 2022	Jackie Bishop	Completed	CLOSE	Green	On Track		On Track					\$1,202,500.00	\$1,168,429.06	27/06/2022	100%	All drainage renewals on track and expected to be complete by end of season On track
21/22	PR-21214	Traffic services capital 2022	Jackie Bishop	Completed		Green	On Track		Monitor					\$540,000.00	\$538,475.23	27/06/2022	100%	
21/22	PR-21220	Safety improvements associated with rehabs 2022	Jackie Bishop	Completed	CLOSE	Green	On Track		Monitor					\$20,000.00	\$17,500.00	27/06/2022	100%	This work was completed as part of the Pokeno project which is now complete Budget provided to Pokeno
21/22	PR-21298	District Wide closed landfill renewals 2022	Jackie Bishop	Not Started	PROPOSAL	Green			On Track					\$20,000.00	\$0.00	30/08/2024	0%	Capex provision is for leachate pumping station renewals as required. Currently no requirement
21/22	PR-21374	Riverview Road Drainage Renewals	Jackie Bishop	Not Started	PROPOSAL	Green			No target set							29/06/2022	0%	Works has been completed and contractor has been paid
22/23	PR-21260	Bus shelters 2023	Jackie Bishop	In Progress	PROPOSAL	Green	On Track		Monitor					\$0.00	\$0.00	30/10/2023	29%	Ongoing - delivery of shelters by alliance, priority set by regional council on-boarding data
22/23	PR-21299	Raglan refuse and recycling capital renewals 2023	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for asset renewals 2023, not started
22/23	PR-21300	Raglan refuse and recycling capital upgrades 2023	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for asset renewals as required for 2323 FY. Not started
22/23	PR-21301	District Wide transfer stations capital work 2023	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for district wide transfer stations renewals for 2023 FY. Not started.

Financial Year	Project Code	Project Name	Project Sponsor	Project Progress	Current Phase	Overall Status	Schedule	Scope & Quality	Budget	Resources	Risk	Issues	Engagement	Budget YTD	Actual YTD	Forecast Finish	% Compl	Overall Status Comment
22/23	PR-21302	Huntly resource recovery centre upgrade - Post Construction	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Construction of resource sorting building on hold pending outcome of lease negotiations. Provision for 2024 FY
22/23	PR-21303	North Waikato Resource Recovery Centre - Construction	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Project not started, scheduled for 2023/24 FY
22/23	PR-21305	District Wide closed landfill renewals 2023	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for leachate pump station renewals as required for FY 2023 made up of 2 finance codes
22/23	PR-21381	District wide footpaths - unsubsidised program 2022/23	Jackie Bishop	In Progress	PROPOSAL	Green	On Track		No target set							27/06/2023	11%	8FP70001C00000923District wide footpath cycleway improvement programme \$102,000 8UF70001C00000923District wide footpath unsubsidised new footpaths \$929,000
22/23	PR-22007	River Road and Lake Road Roundabout Stage 1 – Preliminary Design	Ross Bayer	In Progress	PLAN & DESIGN		On Track		No target set							01/12/2022	3%	
21/22	PR-21105	Open Spaces / Neighbourhood Park / Greenslade Road Improvements	Megan May	Not Started	PROPOSAL				On Track					\$127,666.98	\$3,429.41	25/11/2022	0%	
21/22	PR-21106	Open Spaces / Neighbourhood Parks / Buckland Road Development, Tuakau	Caleb Ahu	Not Started	PROPOSAL				On Track					\$100,000.00	\$22,520.45	31/08/2024	0%	
21/22	PR-21109	District Wide Transfer Stations Capital Work 2022	Jackie Bishop	Not Started	PROPOSAL		On Track		No target set							28/04/2023	0%	Financial provision for asset upgrades as required. No projects currently planned
21/22	PR-21110	Raglan transfer station Hard Stand of unpaved areas	Jackie Bishop	Not Started	PROPOSAL		On Track		No target set							28/04/2023	0%	Not Started. Waiting on construction of new recycling sorting shed to avoid disruption and potential damage to the existing access road
21/22	PR-21113	Open Spaces / Destination Park / The Point, Ngaruawahia	Caleb Ahu	Not Started	PROPOSAL				On Track					\$110,000.00	\$4,179.91	31/08/2024	0%	
22/23	PR-21318	Open Spaces / Reserves / Matangi Recreation Reserve Multi-use/Netball Courts	Megan May	Not Started	PROPOSAL				On Track					\$200,000.00	\$0.00	20/08/2021	0%	
22/23	PR-21107	Open Spaces / Neighbourhood Park / Hukanui	Megan May	Not Started	PROPOSAL				On Track					\$222,359.00	\$3,446.92	31/08/2023	0%	This project is on hold until the business owner can confirm the buildability of the project on the allocated site.
22/23	PR-21120	Council Facilities / Campground / Hakanoa /Kitchen and Shower Block	Megan May	Not Started	PROPOSAL				On Track					\$20,000.00	\$0.00	31/08/2023	0%	This project will commence in 2023 as per the project programming.
22/23	PR-21233	Harrisville road safety network improvements 2023	Jackie Bishop	Not Started	PROPOSAL		On Track		No target set							02/11/2024	0%	
21/22	PR-21119	Council Facilities / Campground / Hakanoa / Refurbishment	Megan May	Not Started	PROPOSAL				On Track					\$20,000.00	\$0.00	31/08/2023	0%	
21/22	PR-21170	Open Spaces / Pokeno DFH / Other Parks / 'OR & Miscellaneous' item codes - Activity 0000, Asset class 5156	Megan May	Not Started	PROPOSAL				On Track					\$186,229.00	\$5,824.87	28/06/2021	0%	
21/22	PR-21188	Council Facilities / Property General / District wide / CCTV	Megan May	Not Started	PROPOSAL				On Track					\$902,268.00	\$403,526.61	30/06/2021	0%	19/11/2021 Project yet to kick off
21/22	PR-21218	Emergency works - future events 2022	Jackie Bishop	Not Started	PROPOSAL				On Track					\$600,000.00	\$0.00	30/06/2022	0%	
21/22	PR-21219	District wide contribution to developments for new roads 2022	Jackie Bishop	Not Started	PROPOSAL				On Track					\$2,000,000.00	\$0.00	30/06/2022	0%	This project is dependant on developer inputs at Festival Way, Ngaruawahia, likely that 5% of the budget will be spent this FY 2021/22, the balance will need to be carried forward.
21/22	PR-21221	Gordonton road improvements	Jackie Bishop	Not Started	PROPOSAL				On Track					\$4,250,000.00	\$0.00	30/06/2022	0%	
21/22	PR-21222	Huaia road resilience improvements	Jackie Bishop	Not Started	PROPOSAL				On Track					\$500,000.00	\$0.00	30/06/2022	0%	This work will be carried forward into 2022/23 and completed in conjunction with the sports park upgrade/development
21/22	PR-21226	Hitcher road bridge	Jackie Bishop	Not Started	PROPOSAL				On Track					\$30,913.00	\$0.00	30/06/2022	0%	This project is completed and costs will come to charge in May.
21/22	PR-21227	Helenslee road Pokeno structure plan	Jackie Bishop	Not Started	PROPOSAL				On Track					\$57,647.00	\$39,858.98	30/06/2022	0%	
21/22	PR-21228	Great south road Pokeno structure plan - new LTP 122 code	Jackie Bishop	Not Started	PROPOSAL				On Track					\$30,985.00	\$0.00	16/11/2022	0%	Design work will be completed this FY 2021/22.
21/22	PR-21230	Pokeno road Pokeno structure plan - new LTP	Jackie Bishop	Not Started	PROPOSAL				On Track					\$95,000.00	\$31,505.03	30/06/2022	0%	Investigations to be completed this FY2021/22, followed by design and delivery in 2022/23
21/22	PR-21317	Open Spaces / Sport Parks / Huntly West Court Renewals	Megan May	Not Started	PROPOSAL				On Track					\$290,000.00	\$22,527.95	20/08/2021	0%	
21/22	PR-21346	Open Spaces / Walkway / Blunt Rd Te Kauwhata walkway	Megan May	Not Started	PROPOSAL				On Track					\$150,000.00	\$6,000.00	26/01/2022	0%	
21/22	PR-21114	Open Spaces / Council controlled project in Pokeno / Sports Park / SP-1a	Megan May	Not Started	PROPOSAL				No target set							31/08/2024	0%	
21/22	PR-21115	Open Spaces / Walkway / Te Otamanui Community Project Contribution	Megan May	Not Started	PROPOSAL				Monitor					\$20,000.00	\$20,000.00	31/08/2024	0%	
21/22	PR-21117	Open Spaces / Walkway / Tamahere Walkways	Megan May	Not Started	PROPOSAL				No target set							31/08/2024	0%	
21/22	PR-21121	Council Facilities / Residential Housing / 327B Whangarata Road / Roofing	Megan May	Not Started	PROPOSAL				Monitor					\$4,932.00	\$0.00	31/08/2023	0%	The project scope is to be reviewed as other works are a priority to bring this asset up to LOS. Project owner to rescope and brief project team upon reconciliation.
21/22	PR-21149	Open Spaces / Historic Reserve / Pukeiahua Signage and Carvings	Megan May	Not Started	PROPOSAL				No target set							18/06/2021	0%	
21/22	PR-21163	Open Spaces / Neighbourhood Parks / District Wide Minor Improvement	Megan May	Not Started	PROPOSAL				No target set							28/06/2021	0%	
21/22	PR-21164	Open Spaces / Pokeno DFH / Neighbourhood Parks / NBH-3	Megan May	Not Started	PROPOSAL				No target set							28/06/2021	0%	
21/22	PR-21171	Open Spaces / Sports and Recreation / Minor Improvement	Megan May	Not Started	PROPOSAL				No target set							28/06/2021	0%	
21/22	PR-21175	Council Facilities / Taupiri Netball Pavilion / Renewals	Megan May	Not Started	PROPOSAL				No target set							28/06/2021	0%	
21/22	PR-21176	Open Spaces / Walkway / Buckland Road Walkway	Megan May	Not Started	PROPOSAL				No target set							28/06/2021	0%	
21/22	PR-21177	Open Spaces / Walkway / Rotokauri walkway	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21179	Open Spaces / Pokeno DFH / Reserve Paths / RP - 8	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21180	Open Spaces / Walkway / Pokeno Walkways	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21181	Council Facilities / Aquatic centres / Ngaruawahia Pools / Stormwater	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21183	Council Facilities / Aquatic centres / Ngaruawahia / Refurbishment	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21184	Council Facilities / Public Toilets / Pokeno Toilet Replacement	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21190	Council Facilities / Housing for the Elderly / Huntly / Roofing	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21193	Council Facilities / Wharf / Raglan / Parking machines	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21194	Council Facilities / Fleet management / Fleet replacement / New vehicles & Sold vehicles	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	
21/22	PR-21196	Council Facilities / Hall / Tuakau Memorial Hall / Flooring	Megan May	Not Started	PROPOSAL				No target set							30/06/2021	0%	This project was dependent on the scale of seismic strengthening required for the hall. GDC consultants, have since provided a detailed seismic assessment and identified the only issue is the brick cladding at the entranceway to the hall as a risk of failing. But overall the hall is structurally sound. A seismic design has been provided to heritage NZ for approval prior to any works commencing.
21/22	PR-21198	Employee Experience		Not Started	PROPOSAL				No target set							06/07/2021	0%	

Financial Year	Project Code	Project Name	Project Sponsor	Project Progress	Current Phase	Overall Status	Schedule	Scope & Quality	Budget	Resources	Risk	Issues	Engagement	Budget YTD	Actual YTD	Forecast Finish	% Compl	Overall Status Comment
21/22	PR-21224	Minor maintenance upgrade works 2022	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$20,000.00	\$17,500.00	30/06/2022	0%	
21/22	PR-21312	Dog Control Bylaw and Policy Review 2021		Not Started	PROPOSAL				No target set							04/08/2021	0%	
21/22	PR-21313	Events Strategy 2021	Megan May	Not Started	PROPOSAL				No target set							18/08/2021	0%	
21/22	PR-21322	Open Spaces / Sports and Recreation / Opuatia Court Renewal	Megan May	Not Started	PROPOSAL				No target set							20/08/2021	0%	
21/22	PR-21324	Open Spaces / Sports and Recreation / Pukekawa Tennis Court Renewal	Megan May	Not Started	PROPOSAL				No target set							20/08/2021	0%	
21/22	PR-21326	Open Spaces / Sports and Recreation / Te Kauwhata Domain Field Side Seating	Megan May	Not Started	PROPOSAL				No target set							25/08/2021	0%	
21/22	PR-21355	Council Facilities / Aquatic Centre / Huntly / Changing Room Refurbishment	Megan May	Not Started	PROPOSAL				No target set							07/10/2021	0%	
21/22	PR-21356	Council Facilities / Aquatic Centre / Tuakau / Changing Room Refurbishment	Megan May	Not Started	PROPOSAL				Monitor					\$0.00	-\$2,940.00	07/10/2021	0%	
21/22	PR-21362	Open Spaces / Minor Capital Renewals 21-22	Megan May	Not Started	PROPOSAL				No target set							11/11/2021	0%	
21/22	PR-21375	Area Wide Pavement Rehabilitation - WDC managed	Jackie Bishop	Not Started	PROPOSAL				No target set							30/06/2022	0%	
21/22	PR-21383	Fraser Road footpath	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	This project will be carried forward as the topography does not allow for construction of the footpath with the available budget.
21/22	PR-21384	Te Kauwhata structure plan (Ngaruawahia) Waikato river	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	
21/22	PR-21385	Northgate/POAL Development Agreement	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	Council is working with Northgate/POAL. A payment of \$2,439,316 will be settled in May, which will complete this project. This will exceed the availability budget by \$991,437 which will be funded from the Roading Upgrade Contributions Reserve.
21/22	PR-21386	Level crossing road, Pokeno Structure Plan	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	Council are awaiting resolution of issues with Hynds Group. This will likely be resolved within the next 12 months
21/22	PR-21391	Intersection upgrade Helenslee/Pokeno	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	The project is included in the recent Pokeno Urban upgrade and is now completed
21/22	PR-21394	Great South Road, Pokeno Structure Plan - carryover	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2022	0%	
21/22	PR-21407	Open Spaces / Ngaruawahia Heritage / Pukeiahua Pa	Megan May	Not Started	PROPOSAL				No target set							22/04/2022	0%	
22/23	PR-21122	Council Facilities / Halls/Tuakau / Refurbishment	Megan May	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/08/2024	0%	The works have been planned to co-inside with the seismic strengthening work. Detailed design is completed
22/23	PR-21231	Total station survey equipment 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	29/06/2023	0%	
22/23	PR-21232	Piako road safety network improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	29/06/2023	0%	
22/23	PR-21234	Periodic retmetalling 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	28/10/2023	0%	
22/23	PR-21235	Thin asphalt surfacing 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	29/06/2023	0%	Budget has been allocated - waiting to start
22/23	PR-21236	Chip sealing 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	28/10/2023	0%	Budget has been allocated - waiting to start
22/23	PR-21237	Drainage renewals district wide 2023	Jackie Bishop	Not Started	PROPOSAL				No target set							30/10/2023	0%	
22/23	PR-21238	Area wide pavement rehabilitation 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	Budget allocated - waiting to start new FY
22/23	PR-21239	Te Akau road 4313 bridge	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21240	River road Onewhero bridge	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21241	Bridge renewals 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	29/06/2023	0%	Budget allocated - waiting to start new FY
22/23	PR-21242	Traffic services capital 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	Budget allocated - waiting to start new FY
22/23	PR-21243	Fullerton road bridge	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21246	Helenslee road minor improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21247	Mangatangi road minor improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21248	Pokeno road minor improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21249	Great south road, Pokeno minor improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21250	River road minor improvements 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21252	Emergency works - future events 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21253	District wide contribution to developments for new roads 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21254	Saulbrey road roundabout 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	28/10/2023	0%	
22/23	PR-21255	Safety improvements associated with rehabs 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21256	Highway 22 resilience improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21257	Pokeno road resilience improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	28/10/2023	0%	
22/23	PR-21258	Ford street resilience improvements	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	28/10/2023	0%	
22/23	PR-21259	Minor maintenance upgrade works 2023	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21261	Close ford/great south road intersection + cul-de-sac	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	31/10/2023	0%	
22/23	PR-21262	Razorback off ramp intersection upgrade	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21263	Helenslee/pokeno signals	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	30/10/2023	0%	
22/23	PR-21264	Dean road/great south road intersection upgrade	Jackie Bishop	Not Started	PROPOSAL				Monitor					\$0.00	\$0.00	28/10/2023	0%	
22/23	PR-21321	Open Spaces / Sports and Recreation / Onewhero Domain Court Renewal	Megan May	Not Started	PROPOSAL				No target set							20/08/2021	0%	
22/23	PR-21328	Open Spaces / Reserves / Tumate Mahuta Swale Renewal and Drainage Improvements	Megan May	Not Started	PROPOSAL				No target set							25/08/2021	0%	
22/23	PR-21376	Area Wide Pavement Rehabilitation - WDC managed 22/23	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2023	0%	
22/23	PR-21378	Bridge renewals - additional 22/23	Jackie Bishop	Not Started	PROPOSAL				No target set							29/06/2023	0%	
23/24	PR-21292	Huntly rail amenities stage1B	Jackie Bishop	In Progress	DELIVER	Green	On Track	Green	Monitor	Green	Amber	Amber	Green	\$0.00	\$0.00	07/11/2022	77%	Tenders received and evaluation underway with anticipated award Mid July. Construction completion is forecast for Late October (Early November depending on delays throughout the build). Building Consent application review is still progress, complicated by need to demonstrate old building has have a seismic performance greater than 34% of New Building Standards (NBS) - and staff has a planned insitu load test set for early July to verify this. Tenders had good interest form a local building/trade companies. Staff also working with external funders (Genesis), Key Stakeholders (Museum), and Community (HCB).
23/24	PR-21306	Raglan refuse and recycling capital renewals 2024	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for asset renewals as required for the 2024FY
23/24	PR-21307	Raglan refuse and recycling capital upgrades 2024	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for replacement of public litter bins for the 2024 FY as required
23/24	PR-21308	District Wide transfer stations capital work 2024	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for asset renewals in the 2024 FY
23/24	PR-21309	Huntly resource recovery centre upgrade 2024	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for ongoing improvements to Huntly community resource recovery centre 2024 FY
23/24	PR-21310	North Waikato Resource Recovery Centre - Post Construction works	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for post construction works at Tuakau in the 2024 FY
23/24	PR-21311	District Wide closed landfill renewals 2024	Jackie Bishop	Not Started	PROPOSAL	Green			Monitor					\$0.00	\$0.00	30/08/2024	0%	Provision for leachate pump replacement as required

Financial Year	Project Code	Project Name	Project Sponsor	Project Progress	Current Phase	Overall Status	Schedule	Scope & Quality	Budget	Resources	Risk	Issues	Engagement	Budget YTD	Actual YTD	Forecast Finish	% Compl	Overall Status Comment
23/24	PR-21382	District wide footpaths - unsubsidised program 2023/24	Jackie Bishop	Not Started	PROPOSAL	Green	On Track		No target set							27/06/2024	0%	made up over 2 finance codes 8FP70001C00000924District wide footpath cycleway improvement programme \$104,040 8UF70001C00000924District wide footpath unsubsidised new footpaths \$957,890
23/24	PR-21265	River road safety network improvements	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	27/06/2024	0%	
23/24	PR-21268	Pokeno road safety network improvements	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	27/06/2024	0%	
23/24	PR-21269	Bankier road safety network improvements	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21271	Periodic remetalling 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21272	Thin asphalt surfacing 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21273	Chip sealing 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21274	Drainage renewals district wide 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21275	Area wide pavement rehabilitation 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21276	Bridge renewals 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21277	Traffic services capital 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21278	Whitikahu road bridge	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21279	Tahuna road minor improvements 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21280	Whitikahu road minor improvements	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	28/10/2024	0%	
23/24	PR-21281	Washer road minor improvements	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21282	Hakarimata road minor improvements - unsubsidised	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21285	Mangatawhiri road minor improvements	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21287	Buckland road minor improvements 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21289	Emergency works - future events 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	28/10/2024	0%	
23/24	PR-21290	District wide contribution to developments for new roads 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21291	Safety improvements associated with rehabs 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21293	Minor maintenance upgrade works 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21294	Bus shelters 2024	Jackie Bishop	Not Started	PROPOSAL		On Track		Monitor					\$0.00	\$0.00	29/10/2024	0%	
23/24	PR-21379	Bridge renewals - additional 24	Jackie Bishop	Not Started	PROPOSAL		On Track		No target set							31/07/2023	0%	
23/24	PR-21320	Open Spaces / Sports and Recreation / Ohinewai Court Renewal	Megan May	Not Started	PROPOSAL				No target set							20/08/2021	0%	
23/24	PR-21325	Open Spaces / Sports and Recreation / Te Akau Steps, Courtside Seating and Fencing	Megan May	Not Started	PROPOSAL				No target set							25/08/2021	0%	
24/25	PR-21388	Intersection upgrade Munro/Pokeno	Jackie Bishop	Deferred	PROPOSAL	Amber	On Track		No target set							01/08/2024	0%	Carried forward to FY2022/23. Project requires re-scoping and is dependant on Munro Road upgrade to be completed in FY 2022/23

Category	Financial Year	Proj #	Project Name	Project Sponsor	Overall Status	Schedule	Scope / Quality	Budget	Resources	Risk	Issues	Engagement	Forecast Finish	% Compl	Approved Budget	Actual YTD	Comment
Co-design and Delivery	17/18	PR-1236	CF2017 Whatawhata Community Facility	Megan May	Monitor	Amber	Amber	Amber	Amber	Amber	Amber	Green	02/11/2022	49%	\$603,849.96	\$573,545.91	The project build commenced on 31 May 2022. Completion date mid-November 2022. The sand pad and concrete pad are now done. Moving to structural frame installation.
Core Services-BAU	20/21	PR-1480	Horsham Downs Link Road	Jackie Bishop	Monitor	Amber	Amber	Green	Green	Amber	Amber	Green	19/12/2022	58%	\$4,139,133.67	\$2,805,692.84	The construction programme has been reset to be completed in Early October 2022. Delays from early 2022 anticipated finish were due to 1) resource consent delays and substantial design changes to stormwater treatment needed to obtain Regional Council resource consent, 2) Land acquisition from Waka Katothai (complicated by first right of refusal protections discussions with Waikato Tainui). As of Early July - The contractor (Dempsey Wood) is progressing the job well and to a high standard. some expected challengers with weather and interfacing with soon to open Hamilton Bypass, however all on track for October completion. The Project risk are being closely managed by the Project Team. The Team includes specialist independent Engineer to Contract (Dave Proctor). Major Project Risks Include; Consents, Budget - due to scope creep and variations for delayed start.
Core Services-BAU	21/22	PR-1686	Huntly Historic Rail Station – Building Relocation	Vishal Ramduny	Monitor	Amber	Amber	Green	Amber	Green	Green	Green	22/09/2022	71%	\$25,712.00	\$25,712.00	Tenders received and evaluation underway with anticipated award Mid July. Construction completion is forecast for Late October (Early November depending on delays throughout the build). Building Consent application review is still progress, complicated by need to demonstrate old building has a seismic performance greater than 34% of New Building Standards (NBS) - and staff has a planned insitu load test set for early July to verify this. Cashflow Adjustment' to bring Fwd funding into FY22/23 Museum Committee have started vacating building ahead of relocation, and are actioning my suggestion to get a new container for move.
Core Services-BAU	22/23	PR-1558	WEX - NZTA vesting of old state highway to WDC - Rangiri, Huntly and SH1B	Jackie Bishop	Monitor	Amber	Green	Amber	Green	Amber	Amber	Amber	20/09/2021	0%	\$23,999,478.00	\$0.00	Rangiriri Revocation - local road assets have been handed back to WDC, maintenance is WDC, there is some boundary adjustments required to be undertaken by Waka Kotahi, the final vesting/gazetting has not yet occurred. Huntly Revocation - local road assets have been handed back to WDC, maintenance is WDC, the final vesting/gazetting has not yet occurred. SH1B Revocation - These assets will not be vested until such time as the SSBC has been finalised and the expressway is open. Likely another 12 - 18 months before these assets are vested/gazetted.
	20/21	PR-1503	Perry Bridge - Power System Replacement	Jackie Bishop	On Track	Amber	Green	Green	Green	Green	Green	Green	16/12/2022	63%	\$0.00	\$40,100.96	15/7/22 Alternative suppliers will be sought due to original supplier WDC had been liaising with no longer returning calls and emails.
Council Led with Engagement	20/21	PR-1629	Tuakau Memorial Hall -Earthquake Strengthening	Megan May	On Track	Amber	Green	Green	Green	Green	Green	Green	01/11/2021	0%	\$8,692.00	\$8,691.60	A
Council Led with Engagement	20/21	PR-1634	District Wide toilets - Te Kowhai	Megan May	On Track	Amber	Green	Green	Green	Amber	Green	Green	29/07/2022	52%	\$475,000.00	\$88,711.41	Onsite testing and survey has been complete with confirmation that standard foundation design can be utilised. Finalising documentation for consents and consultation. Developing procurement documentation.
Council Led with Engagement	20/21	PR-1673	District Wide toilets - Tamahere	Megan May	On Track	Amber	Green	Green	Green	Green	Green	Green	01/04/2022	48%	\$278,056.64	\$53,346.54	Consultant engaged to provide site geotechnical testing, provide site plan and site specific foundation plan if required. Further delay to standard toilet design which this project is reliant on, independent consultant has been given the design for review and amendments as directed. Roof pitch has been agreed with PCC and further consultation required on cladding type and color.
Council Led with Engagement	19/20	PR-1316	Elbow Boat Ramp Upgrades	Megan May	On Track	Green	Amber	Amber	Green	Green	Green	Green	06/04/2022	90%	\$393,546.00	\$1,078,118.83	Critical works have been completed. Project opening date is set for 28 July 2022.
Co-design and Delivery	20/21	PR-1552	Raglan Wharf 2020	Roger MacCulloch	On Track	Green	Green	Green	Green	Amber	Green	Green	24/11/2022	59%	\$189,354.00	\$189,353.85	Raglan Wharf Improvement Project - PR-1552 relates to the PGF funded Pontoon and Improvements. PR-21192 relates to Structural Repairs. Currently project is being Tendered with other Pontoon, Walkways, Safety Improvements. Detailed Design, Consenting and Tendering underway.
Council Led with Engagement	20/21	PR-1669	Sunset Beach Toilet - Port Waikato	Megan May	On Track	Green	Green	Green	Green	Amber	Green	Green	03/06/2022	57%	\$475,000.00	\$88,711.41	Design for refurbishment of Ngarunui beach toilets in raglan to be completed to include flushing toilets. Relocation of toilets to Sunset beach to proceed Post summer period. Project to make allowance for temporary replacement toilets at Ngarunui beach.
	19/20	PR-1511	Huntly Property Works	Anthony Averill	On Track	Green	Green	Green	Green	Green	Green	Green	16/03/2020	0%			27/06/2022 Totalspan shed components delivered to Rotowaro Road Recycle Recovery Centre; WDC Property Team are in negotiations with the owner of 13 Tregoweth Lane. Outcomes of these negotiations will determine the scope of future Civil and Construction works delivered by Project Delivery.

Category	Financial Year	Proj #	Project Name	Project Sponsor	Overall Status	Schedule	Scope / Quality	Budget	Resources	Risk	Issues	Engagement	Forecast Finish	% Compl	Approved Budget	Actual YTD	Comment
Co-design and Delivery	19/20	PR-1358	LTP2019 District Wide Skateparks - Tuakau	Megan May	On Track	Green	Green	Green	Green	Green	Green	Green	19/08/2022	92%	\$358,050.00	\$409,120.11	Form works of the skate features have continued onsite. Due to the geo-tech report indicating expansive soils, the project team and the Engineer are currently working through foundation design change to ensure longevity for the skatepark. The alternative solution that has been supplied by the engineer and agreed to by the Steering Group will see a variation in price to the contract and could cause delay in completion of the project.
Co-design and Delivery	19/20	PR-1632	Tamahere Multi Use Pavilion/Stage	Megan May	On Track	Green	Green	Green	Green	Green	Green	Green	05/08/2022	92%	\$496,171.23	\$369,357.97	The final Inspection for the pavilion has passed and Livingstone have applied for Code of Compliance. The project team are just working through practical completion with the contractors and rectifying minor defects. The aim is to have karakia over the next week to coincide with code of compliance or certificate of public use so we can open the facility to the community.
Core Services-BAU	19/20	PR-1485	Te Awa Cycleway - Hamilton to Cambridge section	Jackie Bishop	On Track	Green	Green	Green	Green	Green	Green	Green	13/09/2022	75%	\$4,645,800.00	\$4,489,262.47	Road section Wiremu Tamihana to Riverglade Drive is complete and gully section is progressing and will be completed this FY 2021/22. MBIE funding of local share has been confirmed and invoicing to HCC is progressing 3 of 4 instalments invoiced. MOU with HCC for Bridge funding was signed, first instalment paid for \$300K, second invoice to be progressed as bridge is constructed. Overall budget is tracking.
Council Led with Engagement	20/21	PR-1557	Pokeno Tennis Refurbishment 20/020	Megan May	On Track	Green	Green	Green	Green	Green	Green	Green	30/06/2021	0%			External consultant engage to progress project management of this work.
Council Led with Engagement	20/21	PR-1628	Tuakau aquatic centre	Megan May	On Track	Green	Green	Green	Green	Green	Green	Green	10/08/2022	0%	\$200,000.00	\$24,980.00	
Not Applicable	20/21	PR-1663	Sportsfield Lighting - Paterson Park & Huntly Rugby	Jennifer Foss	On Track	Green	Green	Green	Green	Green	Green	Green	31/03/2023	68%			27/06/2022 Through feedback a pivot is required with a two stage process to be undertaken: Package 1 - Procurement of Site Investigations, Scoping and Design in conjunction with Material, pricing has been received. Package 2 – A NZS3910:2013 based contract for installation

Attachment 3 – Waikato District Alliance Update

By: Gary Dela Rue – Alliance Manager

Summary

Our Zero Harm events continue to be very low; morale is high and our teams have delivered some cost effective projects.

Completed projects include:

- Culvert extension at Wainui in an environmentally sensitive tidal area
- Emergency roadside culvert repairs in Piako road
- Mill and fill repairs in Te Kauwhata main street
- Significant repairs to Holland and Seddon road (100% Waka Kotahi funded)



Overall a safe productive month as we prepare for a new season.

Zero Harm

Staff and crews are maintaining good safe practices on site and continue to report and act on near misses. An overhead cable strike was investigated, and root cause was failure to identify a second overhead cable on site hence failure to put in place WDA procedures. A follow up audit demonstrated full compliance.

People

Darren Bourne continues to perform extremely well as Network Assurance Manager. He has become an active member of our Alliance Leadership Team (ALT), is involved with our Performance Framework, is taking real ownership of our inspection team and is dealing with issues, e.g. repairs at Seddon and Holland Roads for Waka Kotahi.

Josh Cowan has done an admirable job stepping up in the absence of a Projects and Capital Works Manager and Lyndon Dixon on a month's leave.

Kevin Briggs has continued to perform at a high level. He produces practical solutions, maintains good rapport with our team and key stakeholders, provides expert advice and assists with training Harmandeep Kaur as a backup to TMP Planner while George Philip is in India.

Kevin and his team have successfully processed a large number of Corridor Access Requests.

Covid continues to provide challenges with ALT members, front line leaders and crew members now away sick and three crew members have now contracted Covid twice.

Our teams have undertaken training with a total of 116 places across 11 different courses being completed.

Customer and Stakeholder Engagement

A meeting has recently been held with residents in the Te Akau area at which concerns were raised about the ongoing issues with unsealed roads. An unsealed road strategy has been developed which will set out a programme of work to address the concerns. Logan Daniels will lead this programme and work with the team to ensure a successful delivery.

Capital Projects

We have completed our second large car park package for Community Connections, and continue to receive great feedback on our performance, cost outcomes and quality of work.

We also completed significant repairs to Holland and Seddon Roads (100% Waka Kotahi funded) as well as the mill and fill repairs at Te Kauwhata, emergency roadside culvert repairs in Piako road, and completed the culvert extension at Wainui.

We will complete the Wainui Street footpath as soon as we receive a resource consent.

Current Workload

We are currently inundated with cyclic callouts for potholes, trees, minor slips and drainage issues. This appears to be a national issue due to wet weather over the last few months.

Upcoming work

Preparation and planning is underway for our new season and we look forward to completing a full season with no major interruptions.

To	Infrastructure Committee
Report title	Capital Project Delivery Review
Date:	8 August 2022
Report Author:	Megan May, Deputy General Manager Service Delivery
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee of work undertaken to review Capital Project Delivery at Waikato District Council (WDC) and advise of proposed actions to improve delivery of this work.

2. Executive summary

Whakaraapopototanga matua

Waikato District Council have repeatedly failed to deliver the full capital works programme each financial year. Through the Gearing for Growth and Greatness structure realignment, changes were made which have increased delivery but not to the extent required to deliver the ambitious outcomes of the current long-term plan (LTP).

To help the organisation to truly understand what further changes are required to deliver the capital works programme, Emma Brookes from PSB Solutions was engaged to undertake a review, focusing on People, Processes, and Tools and Reporting.

The purpose of this report is to present her findings and the subsequent Action Plan which has been developed internally to operationalise her recommendations.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee receives the report.

4. Background

Koorero whaimaarama

In the 2020/21 Financial Year, \$58.6m of capital projects were delivered. This was an improvement on previous years and can be attributed to the structural changes implemented through the Gearing for Growth and Greatness review.

Through the Long Term Plan, an ambitious capital programme of \$150.8 m was planned. It was anticipated that this work could be completed by working with our partner organisations (Watercare, Waikato District Alliance, Citycare, Cushman and Wakefield) and delivery through normal project procurement methods.

Unfortunately, this hasn't come to realisation and whilst interruptions to projects through Covid restrictions, material supply delay and staff shortages through sickness and resignations have contributed to this shortfall, delivery is well below what was forecasted.

As detailed in the August Service Delivery Infrastructure report, the 2021/22 Financial year ended with a total spend of \$63.7m which is 42% of the total budget of \$150.8m.

Councillors have expressed their concern on staff ability to deliver on the full capital projects programme. This has now been confirmed and therefore an external consultant was engaged to review the delivery methodology and provide recommendations on what changes were required to improve the delivery of capital projects in the 2022/23 FY and beyond.

This report is included as an attachment for reference.

In addition to this, staff have commenced work to implement the recommendations and have created an action plan to focus on the three components reflective of the Emma Brookes Report.

These focus areas are:

- People
- Processes
- Tools and Reporting

The action plan is also attached to this report.

5. Discussion

Matapaki

As acknowledged in the Independent Assessment report, there have been disruptions outside of WDC control which have contributed to the lack of delivery. There are also concerning behaviours and practices occurring which need to be addressed.

The Executive Summary of the report states:

It is understood that disruptions created by Covid 19, particularly in 2021 with an internal border implemented through the district, ongoing supply chain disruptions, and inflationary cost pressures have challenged the delivery of CAPEX projects for Waikato District Council (WDC).

Disruptions outside the control WDC aside, there are critical issues associated with capability, accountability, transparency, and processes, that have presented as issues and will continue as issues when Covid 19 disruptions fade. These issues are hindering the ability of WDC to achieve the aspirations articulated in the current and prior long-term plans. The incremental improvements that have been achieved (such as the playground contracting relationship) have not been systemised or leveraged for the benefit of the wider CAPEX portfolio at this point.

In relation to people, culture, and behaviours, a high trust and high engagement approach has been adopted by senior leadership. Individuals have redefined the operating model that was implemented post the G4GG restructure. Due to this, the model has never been fully adopted and the benefits of a 'centre of excellence' never realised. There are subvert and sometimes overt behaviours demonstrated in following organisational requirements. There is a lack of capability in some key leadership roles to support the high trust and high engagement model. A cultural reset focused on accountability is required.

There has been a reluctance to leverage existing partnerships to enable greater delivery of CAPEX projects. This reluctance relates to the historical perspectives on the quality of work generated from the partnerships.

There are gaps in processes in relation to planning, business partnering, and governance that do not align with the expected levels of project management maturity. These gaps are accentuated by the lack of a single point of accountability to provide strategic oversight of the CAPEX portfolio, this single point of accountability had been intended under the G4GG initiative but has not eventuated. It is known that there are high levels of carry forward each financial year, which if allowed to continue may result in approximately 12-18 months worth of activity delivered in this three-year LTP.

Greater collaboration and co-ordination with Business Owners is required, including the requirement to design projects to the available budget without inflating of the project to costs greater than funds that are available. Similarly, bottlenecks in the design function of Community Projects should be re-considered from a resourcing perspective to allow for flex in the pipeline.

There are opportunities to expand the role and remit of the PMO to strengthen project management processes and provide arms length assurance against the quality of the projects underway.

Tools and reporting using Camms are currently under-utilised, and when utilised this is done so in a basic pro forma manner to meet the expectations of WDC leadership. This means that there is insufficient transparency provided to governance structures when projects are stalled or have roadblocks. This pro forma reporting is supported by spreadsheets off the system where presumably a full and detailed level of reporting exists but is not available to stakeholders and governance.

In response to this, a project team has been created and an Action Plan has been developed. The first priority, as recommended by Emma Brookes, is to expand and communicate the role and resourcing of the Project Management Office (PMO) function towards an Enterprise Project Management Office (EPMO), to set critical planning requirements, lead virtual teams, and carry out assurance, with governance providing stop/go decision making at each stage gate.

As the implementation of this change will take time, an external consultant has been engaged to support delivery of the current financial years' capital works programme. Patrick Edwards of Development Partners Ltd has been engaged to complete this project and has already started collecting information to support this work. The first phase of deliverables for this work is as follows:

- Initial review of WDC's entire capital projects including those not completed in the last financial year as well as those in the current LTP (comprising of around 150 projects)
- Compare LTP goals versus actual delivery for the previous financial year (Delivery timeframe as well as budget)
- Compare LTP budget versus actual expenditure
- High level Prioritisation of WDC's capital projects in terms of both importance to the Council and Community, as well as targets set in LTP for current and previous financial year

This will result in a high level categorised and prioritised consolidated capital projects programme for FY22/23. This will include brief commentary for each project describing scope, budget, level of urgency, key stakeholders and suggested strategy to completion.

Phase two, which will follow the above work, will involve a more detailed review of NZTA subsidised projects with a focus on detailed project programme for procurement and delivery with a confirmed budget and timeframe, allocating resources (both internal and external) as required.

The final deliverable, due to be completed by 30 October 2022, will be a fully detailed project scope and current project plan & budget for each project uploaded in to WDC's project control and management system.

6. Next steps

Ahu whakamua

In addition to the work currently underway, the WDC team will commence implementation of the Action Plan to complete a cultural reset, increase accountability, review capability and capacity of staff, review delivery model and other actions detailed in the attached document. An internal governance structure has been set up to support and enable this work.

Staff will continue to update Council as this work progresses to provide a high level of transparency and comfort that significant improvements will be seen in the coming financial year.

7. Attachments

Ngaa taapirihanga

Attachment 1 – WDC Independent Assessment - Emma Brookes

Attachment 2 – Capex Delivery Action Plan

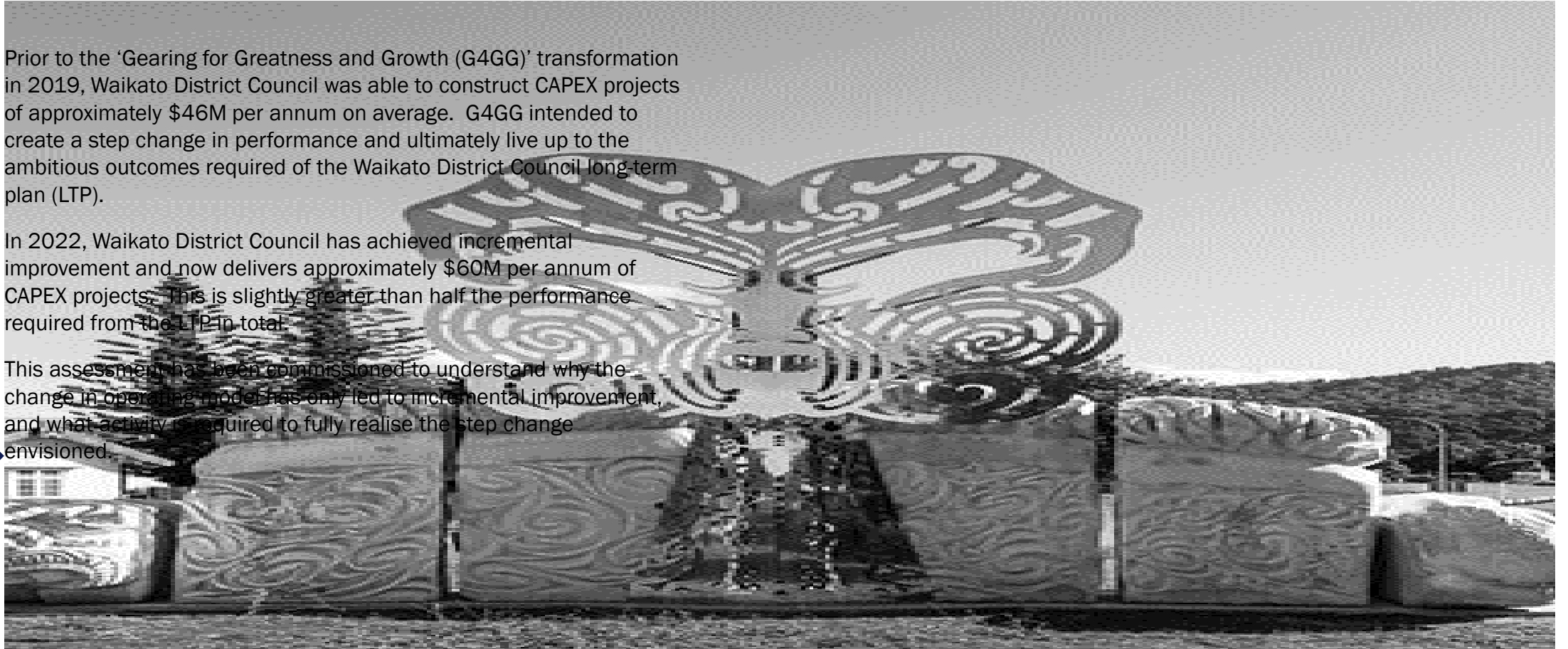
WDC Independent Assessment: CAPEX Project Delivery Performance

Problem Statement

Prior to the 'Gearing for Greatness and Growth (G4GG)' transformation in 2019, Waikato District Council was able to construct CAPEX projects of approximately \$46M per annum on average. G4GG intended to create a step change in performance and ultimately live up to the ambitious outcomes required of the Waikato District Council long-term plan (LTP).

In 2022, Waikato District Council has achieved incremental improvement and now delivers approximately \$60M per annum of CAPEX projects. This is slightly greater than half the performance required from the LTP in total.

This assessment has been commissioned to understand why the change in operating model has only led to incremental improvement, and what activity is required to fully realise the step change envisioned.



Methodology

Interviews were carried out with the following stakeholders:

- Everard Whangapirita, Procurement Manager, Operations
- Kirsty Wellington, Project Management Office Manager, Operations
- Roger MacCulloch, General Manager, Service Delivery, Service Delivery
- Ross Bayer, Roding Team Leader, Service Delivery
- Megan May, Community Connections Manager, Service Delivery
- Jackie Bishop, Contracts and Partnering Manager, Service Delivery
- Trisha Morrison, Acting Assets Manager, Service Delivery
- Sarah Jones, Senior Solicitor, Operations
- Erin Hawes, Management Accountant, Operations
- Harsha Garcha, Management Accountant, Operations
- Kurt Abbot, Projects and Innovation Manager, Operations
- Paul McPherson, Community Projects Manager, Service Delivery

Interviews cntd:

Lynn Shirley, Zero Harm Manager, Chief Executive Office

Kylie Anderson, Zero Harm Advisor, Chief Executive Office

The following documentation was reviewed:

- Camms reporting and project files
- PGG Reports
- Audit and Risk Committee Agendas and Minutes
- Infrastructure Committee Agendas and Minutes

Scope

The Scope of this independent review has focused on effectiveness of the following components:

- **People**
 - Leadership
 - Behaviors
 - Capability and development
- **Process**
 - Gearing for growth and greatness model and intent
 - Project delivery processes
 - Business partnering processes
 - Planning processes
 - Communication processes
 - Governance processes
- **Tools and Reporting**
 - Camms



Terms of Reference

In carrying out the assessment, the Reviewer may have regard to the following.

- a) Documentation that informs governance, the original gearing for greatness and growth, and reporting captured within the Camms system.
- b) Interviews with stakeholders from Service Delivery, PMO, Finance, Procurement, Zero Harm, Legal, Comms, and Risk
- c) Reference to best practices, and identification of enhancements and changes required



Limitations

Recommendations provided by the consultant are based on findings and observations during the assessment period. Waikato District Council has responsibility for interpreting and determining if the recommendations are fit for purpose.

The information contained in this report is for the sole benefit of Waikato District Council, specifically for the purposes of reviewing the performance of CAPEX delivery. The content should not be used or relied on by any other person or for any other purpose.

Due to the time-constrained nature of the assessment, deep analysis was not conducted into governance processes and structures, the environment experienced by project managers directly, detailed understanding of delegated authorities, or detailed communication processes. At this point a detailed understanding of CAPEX delivery in Waters has not been completed.

This report is confidential and cannot be shared, commented on, or used without permission from Waikato District Council and PSB Solutions.



Summary



Summary

This review focused on understanding why the change in operating model, implemented in 2019 following the 'Gearing for greatness and growth (G4GG)' restructure has delivered only incremental improvement rather than the expected step change in performance.

It is understood that disruptions created by Covid 19, particularly in 2021 with an internal border implemented through the district, ongoing supply chain disruptions, and inflationary cost pressures have challenged the delivery of CAPEX projects for Waikato District Council (WDC).

Disruptions outside the control WDC aside, there are critical issues associated with capability, accountability, transparency, and processes, that have presented as issues and will continue as issues when Covid 19 disruptions fade. These issues are hindering the ability of WDC to achieve the aspirations articulated in the current and prior long-term plans. The incremental improvements that have been achieved (such as the playground contracting relationship) have not been systemised or leveraged for the benefit of the wider CAPEX portfolio at this point.

In relation to people, culture, and behaviours, a high trust and high engagement approach has been adopted by senior leadership. Individuals have redefined the operating model that was implemented post the G4GG restructure. Due to this, the model has never been fully adopted and the benefits of a 'centre of excellence' never realised. There are subvert and sometimes overt behaviours demonstrated in following organisational requirements. There is a lack of capability in some key leadership roles to support the high trust and high engagement model. A cultural reset focused on accountability is required.

Summary cntd

There has been a reluctance to leverage existing partnerships to enable greater delivery of CAPEX projects. This reluctance relates to the historical perspectives on the quality of work generated from the partnerships.

There are gaps in processes in relation to planning, business partnering, and governance that do not align with the expected levels of project management maturity. These gaps are accentuated by the lack of a single point of accountability to provide strategic oversight of the CAPEX portfolio, this single point of accountability had been intended under the G4GG initiative but has not eventuated. It is known that there are high levels of carry forward each financial year, which if allowed to continue may result in approximately 12-18 months worth of activity delivered in this three-year LTP.

Greater collaboration and co-ordination with Business Owners is required, including the requirement to design projects to the available budget without inflating of the project to costs greater than funds that are available. Similarly, bottlenecks in the design function of Community Projects should be re-considered from a resourcing perspective to allow for flex in the pipeline.

There are opportunities to expand the role and remit of the PMO to strengthen project management processes and provide arms length assurance against the quality of the projects underway.

Tools and reporting using Camms are currently under-utilised, and when utilised this is done so in a basic pro forma manner to meet the expectations of WDC leadership. This means that there is insufficient transparency provided to governance structures when projects are stalled or have roadblocks. This pro forma reporting is supported by spreadsheets off the system where presumably a full and detailed level of reporting exists but is not available to stakeholders and governance.



Findings and Recommendations

1.0 People, Culture, and Behaviours

#	Finding	#	Recommendation
1.1	<p>Senior leadership at WDC have endeavoured to create a high trust and high empowerment culture. Equally high in priority is the level of performance expected in terms of delivery of CAPEX performance.</p> <p>Many stakeholders commented that alongside the high trust and empowerment culture, an accountability gap has emerged. The outcomes of this gap include poor planning practices, low levels of transparency, and a lack of assurance processes across key programme and project milestones.</p>	1.1.1	<p>Following on from the introduction of Gearing for Greatness and Growth (G4GG), a cultural reset may be required to build an ‘owners mindset’ in how all forms of resources are planned for, procured, and deployed. This may involve the adoption of a ‘WDC non-negotiables of CAPEX management’ (or similar) including items such as assurance processes, procurement planning, use of Camms, and virtual team requirements.</p>
1.2	<p>There are subvert, and at times overt behaviours demonstrated where key organisational requirements are either circumvented or completed with a tokenish attitude to placate senior leadership requests.</p> <p>Where people leaders have desired to manage low levels of performance, they feel they have not been adequately supported by Human Resources to focus on implementing performance management strategies.</p> <p>There is a lack of adequate capability in some leadership roles to support the high trust and engagement model in relation to CAPEX delivery.</p> <p>There is a reluctance to leverage existing partnerships such as the Infrastructure Alliance to deliver CAPEX projects due to concerns about the quality of projects delivered historically</p>	1.2.1	<p>Seek targeted HR and senior leadership support for the performance management activities required to support people leaders in the implementation of the ‘non-negotiables’</p>
		1.3.1	<p>Determine where key capability is lacking within leadership roles in the current model, and seek both interim and long term capability that will enable high trust, high engagement, and high accountability.</p>
		1.4.1	<p>Determine if additional capability is required (as capability has recently been onboarded) in relation to contract management which would enable effective use of existing partnerships.</p>

2.0 Process

Finding

2.1 The intent and strategy of G4GG was robust with clear desired outcomes:

- Establishing strong Community Connections with open spaces, venues, facilities, and events, and delivering high quality services in these areas. We also want to resolve on-going issues with footpaths, bins and toilets via a virtual team who will work across the organisation to get things right in these key areas. The same can be said for events with an Events & Engagement Coordination Virtual Team now shown on the structure.
- Focusing on Strategic Property Management to maximise returns on existing assets and allow strategic investment in growth areas. This team will work closely with the Legal team and the Community Growth Group.
- Building capacity in our project delivery team to ensure Community Projects are better co-designed and delivered on time and on budget.
- Managing Contracts and Partnerships carefully to ensure we are getting the best value out of them and can capitalise on opportunities identified. This team will play a big part in making the growth ideas a reality.
- Reviewing our Asset Management systems, processes and strategies to ensure they are fit for purpose and meet the needs of our communities. This is a highly specialised area of our business that manages assets worth a large amount of money and this must be done right.
- The design function will have resource come back into the WDC structure with some remaining at the Alliance.

While many of these outcomes are either on track or developing in relation to CAPEX delivery, there are remaining gaps in relation to planning, business partnering, project delivery, and communication processes, leading to governance processes that lack clarity and oversight.

2.0 Process ctnd

#	Finding	#	Recommendation
2.2	<p>Nearly all supporting stakeholders reported gaps in planning processes that lead to rushed or inadequate fulfillment of local government requirements for procurement, accurate financial forecasting, contract management, and various legislative requirements. There does not seem to be an overall point of accountability for portfolio management of CAPEX delivery.</p> <p>Stakeholders lack confidence in the ability of the organisation to deliver each planned year of CAPEX projects. One stakeholder has forecasted that the new financial year CAPEX projects will not begin to commence until 6-7 months into the financial year due to the significant volume of carry forward projects. If this performance trajectory is to continue, it is likely that only 12 to 18 months worth of Long Term Plan (LTP) projects will have been delivered within the three-year LTP window.</p> <p>The PMO function has been focused for 18 months on the delivery of key internal programmes. There is not a fully understood or accepted view that the PMO has overarching responsibilities across Business Units for the overall organisation project management requirements from some stakeholders.</p>	2.2.1	<p>Alongside 1.3.1, determine the overall point of accountability for portfolio management of CAPEX delivery.</p>
		2.3.1	<p>With senior leadership support, expand and communicate the role and resourcing of the PMO function towards an EPMO, to set critical planning requirements, lead virtual teams, and carry out assurance, with governance providing stop/go decision making at each stage gate.</p>

2.0 Process ctnd

#	Finding	#	Recommendation
2.3	Business partnering processes are reported to be strained in some areas and broken in others due primarily difference of opinion and personality. Some business owners have reported that project scopes are cancelled and sent back to them at times, rather than partnering to build greater competency of business owners.	2.4.1	In working through a cultural reset (1.1.1), build in the requirement for collaboration between business owners and CAPEX project managers to ensure outcomes that are delivered meet the requirements of business owners.
2.4	Business owners have noted a bottleneck in relation to design of CAPEX projects, that is delaying the delivery of projects, in addition, design aspects of CAPEX projects are inflated and accordingly exceed the budget available for the project.	2.5.1	Consider the current organisational structural design for CAPEX project design in terms of the ability to flex when required (greater outsourcing) and reinforce requirements of designing to budget.
2.5	There are a multitude of governance forums required for CAPEX delivery. Stakeholders have commented that these forums are currently clunky, and that there is likely to be potential to strengthen governance, but due to the lack of transparent planning and reporting processes, determining opportunities to improve governance is difficult at present.	2.6.1	Due to the gaps in ability to manage oversight of the portfolio, it is likely that there are mechanisms that would strengthen governance processes, however this should be prioritised for completion when greater capability and accountability has been achieved.

3.0 Tools and Reporting

#	Finding	#	Recommendation
3.1	<p>WDC requires the use of Camms.Project for project planning and management, benefits realisation management, budgeting and financials and project workflow.</p> <p>While there are areas in which the Camms tool is not fully optimised (such as roading financials), the tool is successfully being used in a number of instances, and is the primary mechanism for creation of governance reporting documentation.</p> <p>Camms previously had the CPM3 maturity model embedded within the tool but this was removed due to organisational capability. The maturity model allowed for the implementation of quality assurance checks against projects.</p>	3.1.1	Continue to optimise Camms to support user adoption of the tool as internal systems are upgraded (i.e., finance transformation project).
		3.2.1	Re-embed a project maturity model within Camms, including the requirement for quality assurance and project health check activities at the appropriate stages of the maturity model which align with key governance forums.
3.2	<p>A sampling review of current CAPEX projects in Camms indicates that there are a number of projects in difficulty and this appears widely recognised within the organisation, however the reporting in Camms does not appear to reflect this. This indicates that there is insufficient transparency which flows through to governance structures where projects encounter issues or are stalled.</p> <p>The reviewer understands that there are side spreadsheets kept alongside Camms as some Project Managers do not see the benefit in the use of the tool.</p>	3.3.1	In addition to 1.1.1, create an amnesty period for the deletion of side spreadsheets, and full adoption of Camms as the organisational project management and monitoring tool as a non-negotiable within the organisation.

Summary of Recommendations

People, Culture and Behaviours

- 1.1.1 Following on from the introduction of Gearing for Greatness and Growth (G4GG), a cultural reset may be required to build an 'owners mindset' in how all forms of resources are planned for, procured, and deployed. This may involve the adoption of a 'WDC non-negotiables of CAPEX management' (or similar) including items such as assurance processes, procurement planning, use of Camms, and virtual team requirements.
- 1.2.1 Seek targeted HR and senior leadership support for the performance management activities required to support people leaders in the implementation of the 'non-negotiables'
- 1.3.1 Determine where key capability is lacking within leadership roles in the current model, and seek both interim and long term capability that will enable high trust, high engagement, and high accountability.
- 1.4.1 Determine if additional capability is required in relation to contract management which would enable effective use of existing partnerships

Process

- 2.2.1 Alongside 1.3.1, determine the overall point of accountability for portfolio management of CAPEX delivery.
- 2.3.1 With senior leadership support, expand and communicate the role and resourcing of the PMO function towards an EPMO, to set critical planning requirements, lead virtual teams, and carry out assurance, with governance providing stop/go decision making at each stage gate.
- 2.4.1 In working through a cultural reset (1.1.1), build in the requirement for collaboration between business owners and CAPEX project managers to ensure outcomes that are delivered meet the requirements of business owners.
- 2.5.1 Consider the current organisational structural design for CAPEX project design in terms of the ability to flex when required (greater outsourcing) and reinforce requirements of designing to budget.
- 2.6.1 Due to the gaps in ability to manage oversight of the portfolio, it is likely that there are mechanisms that would strengthen governance processes, however this should be prioritised for completion when greater capability and accountability has been achieved.

Tools and Reporting

- 3.1.1 Continue to optimise Camms to support user adoption of the tool as internal systems are upgraded (i.e., finance transformation project).
- 3.2.1 Re-embed a project maturity model within Camms, including the requirement for quality assurance and project health check activities at the appropriate stages of the maturity model which align with key governance forums.
- 3.3.1 In addition to 1.1.1, create an amnesty period for the deletion of side spreadsheets, and full adoption of Camms as the organisational project management and monitoring tool as a non-negotiable within the organisation.

About PSB Solutions



Emma Brookes
MBA MinstD
Executive Director

Acutely perceptive, and sound in judgment, with pragmatic advice. Emma has the experience, capability, and skills to get to the crux of situations and create a frank assessment to support you in delivering the right outcomes.

Emma has held General Manager roles across the private sector (Fonterra Co-operative Group) and the public sector (WorkSafe NZ). She has traversed broad functional leadership opportunities including Supply Chain, Corporate Social Responsibility, Customer Service, Health and Safety, and Capital Projects.

Since founding PSB Solutions in 2020, Emma has been involved in a number of high profile engagements including the CHASNZ review of Ports of Auckland. Emma has enjoyed working with a number of local government organisations including Hamilton City Council, Auckland Council and Wellington City Council.



Thank you

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021 415 815

CAPEX Project Delivery Performance Review – Action Plan

People, Culture, and Behaviours

Recommendation	Proposed Action	Due Date
<p>1.1.1 Following on from the introduction of Gearing for Greatness and Growth (G4GG), a cultural reset may be required to build an ‘owners mindset’ in how all forms of resources are planned for, procured, and deployed. This may involve the adoption of a ‘WDC non-negotiables of CAPEX management’ (or similar) including items such as assurance processes, procurement planning, use of CAMM’s, and virtual team requirements</p>	<p>1. Cultural Reset</p> <ul style="list-style-type: none"> ▪ Socialise the findings of the review and Action Plan with key stakeholders. ▪ Initiate a change process to implement the new CAPEX Delivery Management Standard. ▪ Establish virtual teams and governance structures. ▪ Monitor progress and celebrate success. ▪ Proactively monitor compliance with the standard and address non-compliance. <p>2. Develop CAPEX Delivery Management Standard:</p> <ul style="list-style-type: none"> - Assurance processes - Procurement planning - Use of CAMM’s - Virtual Teams <p>Work with the PMO Manager to refresh and update the WDC Project Management Methodology Guide V3.1 to ensure clarity of what’s expected of staff and contractors/consultants for the delivery of CAPEX projects document all relevant processes / requirements and reporting lines / governance structures</p>	<p>31/07/22</p> <p>31/08/22</p> <p>31/08/22</p> <p>Ongoing</p> <p>Ongoing</p> <p>31/08/22</p>
<p>1.2.1 Seek targeted HR and senior leadership support for the performance management activities required to support people leaders in the implementation of the ‘non-negotiables</p>	<p>3. HR Support to enforce compliance with Standard Work with the P&C Team to ensure there is sufficient capacity and capability in the team to support the PMO, Business owners and People Leaders to enforce compliance with the CAPEX Delivery Management Standard.</p>	<p>18/07/22</p>
<p>1.3.1 Determine where key capability is lacking within leadership roles in the current model, and seek both interim and long term capability that will enable high trust, high engagement, and high accountability</p>	<p>4. Review leadership capability Identify key leadership roles in the current model, assess capability / effectiveness and competencies, and then provide upskilling opportunities where appropriate</p> <p>5. Establish Interim capability Engage Patrick Edwards from Development Partners Ltd to help develop a realistic 2022/23 and 23/24 work programme which integrates carry forwards with LTP projects and then support detailed project planning / delivery.</p>	<p>31/07/22</p> <p>18/07/22</p>

	6. Realign model to include long term capability Carry out a review of the current delivery model / structure and realign where necessary using standard restructuring processes.	30/09/22
1.4.1 Determine if additional capability is required (as capability has recently been onboarded) in relation to contract management which would enable effective use of existing partnerships	7. Enhance project delivery capability <ul style="list-style-type: none"> ▪ Review current number and capability of project managers (including contractors) ▪ Determine resources required to deliver the 2022/23 work programme and secure appropriate resources. ▪ Review historic PM costs (including external support) to determine hours/value of PM required to deliver projects. This will inform the resource requirement to deliver upcoming program. ▪ Consider the current recruitment process to engage project managers. Optimise opportunities to attract quality applicants with appropriate capabilities, competencies, experience and values that align with WDC. ▪ Introduce standard induction methodology for all new project delivery resources (permanents, contractors and consultants) to educate and set the expectation on the use of WDC processes and tools from inception. 8. Leverage off existing partnerships <ul style="list-style-type: none"> ▪ Review capability of existing partners and clarify availability to deliver defined work packages ▪ Obtain approval to increase the contract sum / award additional work ▪ Establish management and governance frameworks ▪ Provide support and necessary training to operational staff to manage/work with partners to deliver additional capital projects (Contract Management skills) 	31/07/22 31/08/22 16/09/22 30/09/22 30/09/22 12/08/22 31/08/22 31/08/22 ongoing

Process

Recommendation	Proposed Action	Due Date
2.2.1 Determine the overall point of accountability for portfolio management of CAPEX delivery	9. Establish overall point of accountability for CAPEX Portfolio Following the review of the current delivery model / structure and during the realignment / restructuring processes, establish an overall point of accountability for the CAPEX portfolio	30/09/22
2.2.2 With senior leadership support, expand and communicate the role and	10. Re-define role / responsibility of PMO via establishment of an EPMO <ul style="list-style-type: none"> - Set planning requirements 	

<p>resourcing of the PMO function towards an EPMO, to set critical planning requirements, lead virtual teams, and carry out assurance, with governance providing stop/go decision making at each stage gate</p>	<ul style="list-style-type: none"> - Lead virtual teams - Carry out assurance - Governance gateways <p>(with quality data for data driven decisions).</p> <p>During the review of the current delivery model / structure, establish an EPMO</p>	<p>30/09/22</p>
<p>2.2.3 In working through a cultural reset, build in the requirement for collaboration between business owners and CAPEX project managers to ensure outcomes that are delivered meet the requirements of business owners</p>	<p>11. Build collaborative teams to meet business owner requirements</p> <p>Implement a collaborative scope development process to align expectations of all parties and avoid assumptions. Partner with our business owners to build scope development capability</p> <p>Reintroduce regular steering group meetings with PMs and business owners for project/programme overview, provide updates and overall project health. Steering group meetings focus: project guidance, change to scope, time or budget. Risk, issues, stakeholder engagement and project interdependencies.</p> <p>Introduce regular reporting discipline using the WDC project management tool(CAMMS) to provide transparency on projects and trust between teams.</p> <p>Review operational/business owner team resourcing to support the inclusion of staff throughout project delivery (end to end).</p>	<p>30/09/22</p> <p>30/09/22</p> <p>Ongoing</p> <p>30/09/22</p>
<p>2.2.4 Consider the current organisational structural design for CAPEX project design in terms of the ability to flex when required (greater outsourcing) and reinforce requirements of designing to budget</p>	<p>12. Review Design Office structure / functions</p> <p>Review all LTP projects with design element to consider skills required to deliver. Analyse the estimated cost of this work, inclusive of structural design, to determine appropriate levels of resources to deliver works program.</p> <p>Optimise skills of current design team to deliver projects that align with their abilities/expertise. Complete a gap analysis to determine appropriate resource skill required to support project delivery</p> <p>Once resourcing levels are determined, align design team structure to better support delivery.</p> <p>13. Design to budget</p> <p>Include design staff/team in project development process to ensure projects are not over scoped, or unrealistic expectations set with community.</p> <p>Reconsider co-creation process of projects with limited budget. Consult on items with no price implication such as colour choice, location (if not hindered by infrastructure)</p>	<p>30/09/22</p> <p>30/09/22</p> <p>30/09/22</p> <p>Ongoing</p> <p>30/09/22</p>

	Enforce higher level of accountability to external consultants who design projects which do not align with budgets.	ongoing
2.2.5 Due to the gaps in ability to manage oversight of the portfolio, it is likely that there are mechanisms that would strengthen governance processes, however this should be prioritised for completion when greater capability and accountability has been achieved	<p>14. Strengthen governance processes (after capability & accountability actions)</p> <p>The current frequency of Governance (political) reporting requirement does not support a high level of reporting discipline. Introduce regular internal reporting periods. Use CAMMS programme reports to inform the health of the programme. Review programme structure and update to reflect business owner/sponsors ownership and oversight responsibilities.</p> <p>Utilise WDC project management tool (CAMMS) “exceptions reports” to identify projects which have not been updated as required/expected.</p>	30/09/22 30/09/22

Tools and Reporting

Recommendation	Proposed Action	Due Date
3.1.1 Continue to optimise CAMM’s to support user adoption of the tool as internal systems are upgraded (i.e., finance transformation project)	<p>15. Align CAMM’s functionality to user needs</p> <ul style="list-style-type: none"> - System upgrades - Financial linkages <p>Ensure CAMMS users use the WDC Project Management tool consistently and appropriately to deliver quality data, then Include CAMMS users in upgrade considerations to ensure changes are fit for purpose. Seek regular feedback from users and consider improvement suggestions.</p> <p>Consider additional project administration support for CAMMS to optimise PM resource whilst ensuring project data and reporting is up to date and accurate.</p>	Ongoing
3.2.1 Re-embed a project maturity model within CAMM’s, including the requirement for quality assurance and project health check activities at the appropriate stages of the maturity model which align with key governance forums	<p>16. Re-embed a project maturity model in CAMM’s</p> <ul style="list-style-type: none"> - Quality assurance - Project health at stages - Realignment of governance forums <p>Introduce health checks and project audits at end of phases for key projects as opportunities to coach and develop project management capability, compliance to project processes, methodologies and WDC policies.</p> <p>Reintroduce regular procurement/zero harm/legal/PM workshops to align expectations early and provide transparency. This will avoid the need for rework and create pipeline of activity visibility.</p>	30/09/22 30/09/22
3.3.1	17. Amnesty period for off-line systems	

<p>In addition to the cultural reset, create an amnesty period for the deletion of side spreadsheets, and full adoption of CAMM's as the organisational project management and monitoring tool as a non-negotiable within the organisation</p>	<p>18. Deadline for full adoption of CAMMs</p> <p>As part of the cultural reset, staff will be given until the end of July to stop using off-line spreadsheets to manage the work programme and adopt CAMMS</p>	<p>31/07/22</p>
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To	Infrastructure Committee
Report title	Road Names Subdivision 0168/21 at 15 Galbraith Street, Ngaruawahia
Date:	8 August 2022
Report Author:	Ross Bayer, Roading Team Leader
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee on the Road Naming application for Subdivision 0168/21 at 15 Galbraith Street, Ngaruawahia.

2. Executive summary

Whakaraapopotanga matua

This report requests that the Infrastructure Committee approve the following road names submitted by the Developer (Road Name Plan - Attachment 1) in accordance with the Road Naming Policy:

- Road 1 - Muru Street, and
- Road 2 - Katipa Place

The road names above are current names on the existing Ngaruawahia Community Board approved road names list (Attachment 2).

The road names above have been checked for duplication in Google and Intramaps mapping and the Waikato District Council RAMM list.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee approves the following road names as submitted by the developer for Subdivision 0168/21, 15 Galbraith Street, Ngaruawahia:

- **Road 1 - Muru Street, and**
 - **Road 2 - Katipa Place**
-

4. Attachments

Ngaa taapirihanga

Attachment 1 – Subdivision Road Name Plan

Attachment 2 – NCB Road Names List

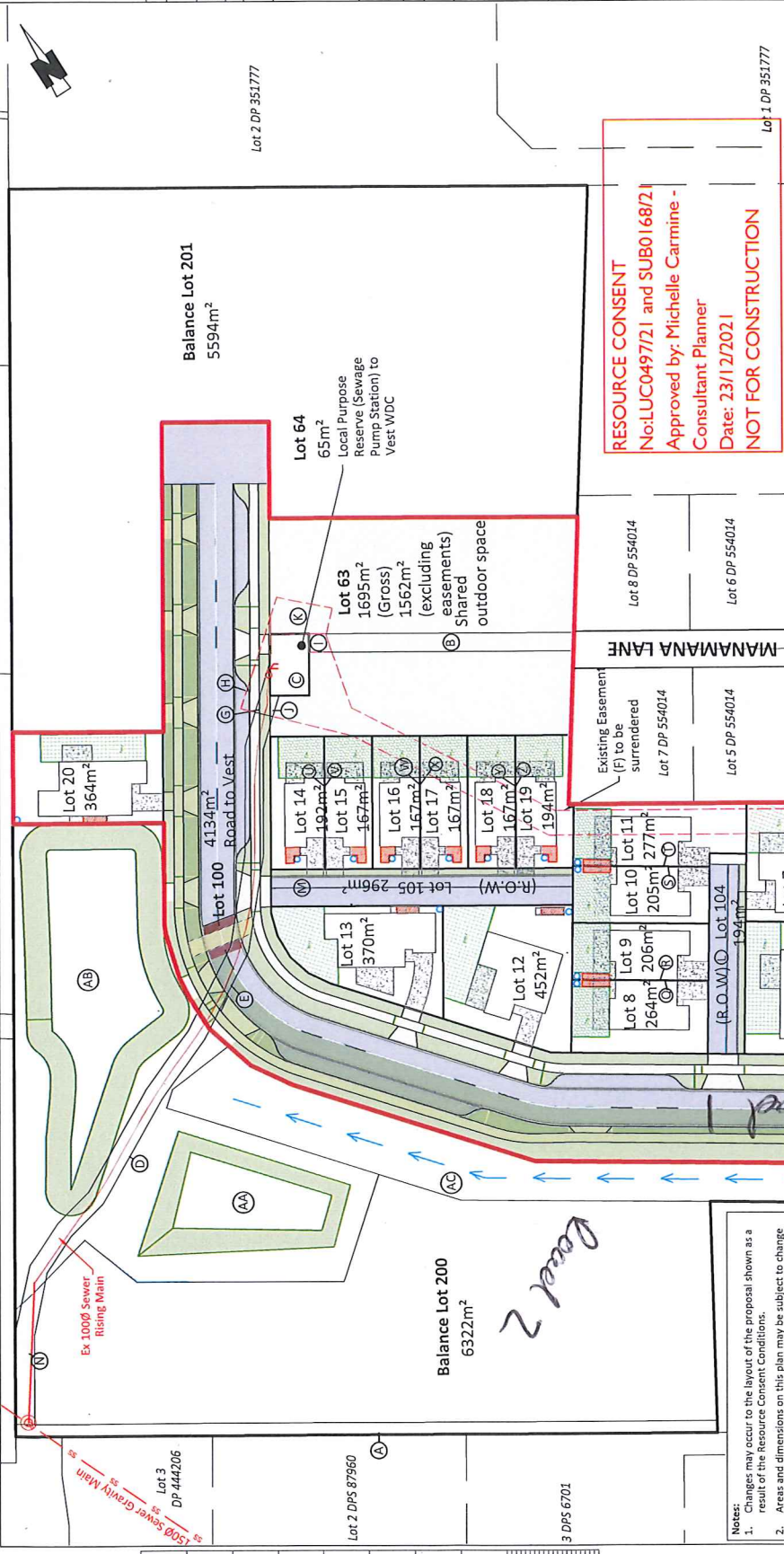
Applicant: Swordfish Projects Ltd
Comprised In: RT: 865064
Local Authority: Waikato District Council
Total Area: 2.4860ha

EASEMENTS TO BE SURRENDERED		CREATED BY	
PURPOSE	SHOWN	BURDENED LAND	CREATED BY
Right to Convey Sewage	(A)	Lot 4 DP 530918	Ei: 655627.2
EASEMENTS IN GROSS TO BE SURRENDERED			
PURPOSE	SHOWN	BURDENED LAND	CREATED BY
Right of Way	(F)(G)(H)(I)(J)(K)(L)(C)	Lot 4 DP 530918	Ei: 11877388.6
Right to Drain Sewage	(G)(E)(C)	Lot 4 DP 530918	Ei: 11877388.4
EXISTING EASEMENTS IN GROSS			
PURPOSE	SHOWN	BURDENED LAND	CREATED BY
Right to Drain Sewage	(A)	Lot 4 DP 530918	Ei: 655627.2
	(B)(L)(J)(D)(N)(AD)	Lot 4 DP 530918	Ei: 11877388.4
PROPOSED EASEMENTS			
PURPOSE	SHOWN	BURDENED LAND	BENEFITED LAND
Right of Way, Right to Convey Gas, Water, Electricity and Telecommunications and to Drain Water and Sewage.	(L)	Lot 104 hereon	Lots 7 - 11 hereon
	(M)	Lot 105 hereon	Lots 14 - 19 hereon
Party Wall	(O)	Lot 1 hereon	Lot 2 hereon
	(P)	Lot 2 hereon	Lot 1 hereon
	(Q)	Lot 8 hereon	Lot 9 hereon
	(R)	Lot 9 hereon	Lot 8 hereon
	(S)	Lot 10 hereon	Lot 11 hereon
	(T)	Lot 11 hereon	Lot 10 hereon
	(U)	Lot 14 hereon	Lot 15 hereon
	(V)	Lot 15 hereon	Lot 14 hereon
	(W)	Lot 16 hereon	Lot 17 hereon
	(X)	Lot 17 hereon	Lot 16 hereon
	(Y)	Lot 18 hereon	Lot 19 hereon
	(Z)	Lot 19 hereon	Lot 18 hereon
PROPOSED EASEMENTS IN GROSS			
PURPOSE	SHOWN	BURDENED LAND	IN FAVOUR OF
Right to drain water	(AA)(AB)(AC)(AD)	Lot 200 hereon	WDC

CONCEPT

Checked	Date	Scale:
MB 29.05.21	MB 18.03.21	1:750
TM 22.07.21	ES 18.03.21	
TM 06.12.21	MB 17.12.21	
TM 22.12.21	MB 17.12.21	

Job No: **B18191** Dwg No: **150** 09



RESOURCE CONSENT
 No: LUC04977/21 and SUB0168/21
 Approved by: Michelle Carmine -
 Consultant Planner
 Date: 23/12/2021
NOT FOR CONSTRUCTION

Lot	Net Site area (m ²)	House foot print m ²	Coverage %	Driveway m ²	Paving m ²	Paved/Driveway & House footprint m ²	Coverage %
1	253	94	37.15%	15.47	22.24	131.71	52.06%
2	217	94	43.32%	15.47	22.24	131.71	60.70%
3	319	133	41.69%	20.72	36.4	192.12	57.09%
4	322	133	41.30%	15.56	17.81	166.4	51.65%
5	331	133	40.19%	12.58	27.96	207.46	62.65%
6	342	133	38.60%	15.56	22.84	170.4	49.82%
7	310	133	43.55%	16.57	27.89	179.41	57.87%
8	264	94	35.61%	15.85	23.67	133.52	50.58%
9	206	94	45.63%	15.85	23.67	133.52	64.82%
10	206	94	45.63%	15.85	23.67	133.52	64.82%
11	277	94	33.94%	15.85	23.67	133.52	48.20%
12	452	133	29.87%	19.15	181.76	181.76	40.21%
13	370	139	37.57%	30.3	27.28	196.58	53.13%
14	192	68	35.42%	15.48	17.5	100.98	52.59%
15	167	68	40.72%	15.48	17.5	100.98	60.47%
16	167	68	40.72%	15.48	17.5	100.98	60.47%
17	167	68	40.72%	15.48	17.5	100.98	60.47%
18	194	68	35.05%	15.48	17.5	100.98	52.05%
19	167	68	40.72%	15.48	17.5	100.98	60.47%
20	364	131	35.98%	16.48	19.77	167.25	45.95%
TOTAL AREAS	5287	2045	38.68%	446.69	448.69	2934.78	55.51%

Prepared for
Swordfish Projects Ltd
 (15 Galbraith St, Ngaruawahia)

PROPOSED SUBDIVISION OF
Lot 4 DP 530918
 (STAGE 1)

Notes:

- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
- Areas and dimensions on this plan may be subject to change following field survey.
- The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
- This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

Amalgamation Condition:

- Pursuant to Sec. 220 (1)(b)(iv) of the Resource Management Act 1991 that Lot 104 (shared access) be held as to 5 undivided one-fifth shares by the owners of Lots 7 - 11 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
- Pursuant to Sec. 220 (1)(b)(iv) of the Resource Management Act 1991 that Lot 105 (shared access) be held as to 6 undivided one-sixth shares by the owners of Lots 14 - 19 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
- Lot 63 (Shared Outdoor Space) to be held as to 20 undivided one-twentieth shares by the owners of Lots 1 to 20 as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

Key:

- Indicates 50m² Outdoor Living area for 2 Bedroom
- Indicates 70m² Outdoor Living area for 3 Bedroom
- Indicates Service Area
- Indicates possible above ground water tank locations

Auckland Office: P.O. Box 524, Newmarket
 Hamilton Office: A1, 58 Church Road, Hamilton
 To Awamutu Office: P.O. Box 9921, Awamutu

CKL
 Planning | Surveying | Engineering | Environmental

Document Set ID: 3323928
 Version: 1, Version Date: 22/12/2021

2017 Ngaruawahia Street Name list

ID	Name	Reason	Location of duplicate or similar sounding name in NZ	√ if include in draft approved list	Classification exclusions and notes
	<u>Noteworthy Persons</u>				
1	Morse	Morse family are long-time Ngaruawahia residents. Allan Morse was a Waikato DC Councillor for many years.	Napier, Christchurch	√	Seek Allan's permission.
2	Haggie	The Haggie whanau are long-time Ngaruawahia residents associated with the establishment of Turangawaewae Marae. The Haggie whanau were and still are active in town sports, especially rowing and rugby league.	Fielding	√	Turangawaewae Marae asks that permission is sought from whanau.
3	Tahapeehi	The Tahapeehi whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae. This whanau were and still are very active in sports in the town, especially Rugby league.	None	√	Turangawaewae Marae asks that permission is sought from whanau.
4	McBurney	Famous sporting family of Ngaruawahia , particularly rowing and horse racing	Auckland	√	Exclude title "place". Obtain family agreement.
5	Katipa	The Katipa whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae.	None	√	Turangawaewae Marae asks that permission is sought from whanau.
6	Muru	The Muru whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae. Members of this whanau were and still are active sportspeople, with Hurinui and Hekewaru Muru being selected for NZ honours in Rugby League.	None	√	Turangawaewae Marae asks that permission is sought from whanau.

2017 Ngaruawahia Street Name list

7	Mokena	The Mokena (Morgan) whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae.	Levin	√	Turangawaewae Marae asks that permission is sought from whanau.
8	Huirama	Acknowledgement of the ancestor Te Huirama and intended for streets within the new development area adjacent to Puke-i-ahua.	None	√	
9	Gordon Harrop	Long time Councillor and Ngaruawahia Rotarian.	None	√	
<u>Astrological Themed Names</u>					
10	Tautoro	The Constellations	Northland	√	Exclude title "road".
11	Mahutonga	The Southern Cross	None	√	
12	Te Kokata	Hyades: the nearest open cluster to the Solar System In Greek mythology, the Hyades were the five daughters of Atlas and half-sisters to the Pleiades . After the death of their brother, Hyas, the weeping sisters were transformed into a cluster of stars that was afterwards associated with rain.	None	√	
13	Rehua	The star Sirius. Because he lives in the highest of the skies, Rehua is untouched by death, and has power to cure blindness, revive the dead, and heal any disease (Orbell 1998:119-120). He is a son of Rangi and Papa , and the father of Kaitangata , as well as the ancestor of Māui (Tregear 1891:381).	Auckland – Place Christchurch - Lane	√	Exclude Title "Place".

2017 Ngaruawahia Street Name list

14	Whiro	Mercury			Not sure
15	Rangawhenua	Jupiter			Not sure
	<u>Ngaruawahia Native Plants</u>				
16	Akakura	Common name - Red Rata. Grows locally. Metrosideros fulgens.	None	√	
17	Akapuka	Common name – Puka. Grows locally. Griselinia lucida.	None	√	
18	Akeake	Grows locally. Dodonea viscosa.	Crescent – Northland Grove - Wellington	√	Exclude Crescent and Grove titles
19	Hangehange	Grows locally. Geniostema ligustrifolium.	None	√	
20	Houpara	Common name - Five Finger. Grows locally.	Auckland - Street	√	Exclude title "Street"
21	Kahakaha	Common name - Tank Lilly. Grows locally. Astelia hastata.	None	√	
22	Kaikomako	Common name – Kaikomako. Grows locally.	Christchurch – Place Waikanae - Road	√	Exclude titles "Place and Road".

2017 Ngaruawahia Street Name list

23	Katote	Common Name - tree fern. Grows locally.	Close – South Auckland	√	Exclude title "Close".
24	Kiokio	Common name - Ground fern. Grows locally.	Auckland – Street; Maketu - Place	√	Exclude title "Street"
25	Kohia	Common name - NZ passionflower. Grows locally.	Central Auckland - Terrace	√	Exclude title "Terrace".
26	Kotukutuku	Common name - Tree fuchsia. Grows locally.	Huntermville	√	
27	Manamana	Common name - Hen and chicken fern. Grows locally.	None	√	
28	Panakenake	Common Name – Pratia. Grows locally. Lobelia angulata.		√	
29	Parataniwha	Common name – NZ begonia. Grows locally.		√	
30	Pate	Common name – Seven finger. Grows locally. Also known as Patete by Tainui.		√	
31	Pohuehue	Common name – Large leaved muehlenbeckia. Grows locally.		√	
32	Puawhananga	Common name – White clematis. Grows locally.		√	

2017 Ngaruawahia Street Name list

33	Purei	More common name – Pukio. Grows locally.		√	
34	Turutu	Common name – NZ blueberry. Grows locally.		√	
35	Wheki	Common name – Rough tree fern. Grows locally.		√	
36	Wiwi	Knobby club rush. Grows locally.		√	

To	Infrastructure Committee
Report title	Proposed Road Names for Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia
Date:	27 July 2022
Report Author:	Ross Bayer, Roding Team Leader
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Infrastructure Committee on the Road Naming application for Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia.

2. Executive summary

Whakaraapopototanga matua

This report requests that the Infrastructure Committee approves the following road names submitted by the developer for Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia, and recommended by the Ngaruawahia Community Board, in accordance with the Road Naming Policy:

- Road 1: Rivers Edge Place
- Road 2: Purei Place
- Road 3: Houpara Place

The report submitted to the 26 July 2022 meeting of the Ngaruawahia Community Board seeking their approval to name roads within the Subdivision at 61 Old Taupiri Road, Ngaruawahia, is attached to provide background information (Attachment 1).

The Ngaruawahia Community Board resolution is in line with the recommendation to the Committee as per below:

NCB2207/05

That the Ngaruawahia Community Board approves the following proposed road names submitted by the developer for Subdivision 0159/20, Precinct C, 61 Old Taupiri Road, Ngaruawahia.

- Road 1: *Rivers Edge Place*
- Road 2: *Purei Place*
- Road 3: *Houpara Place*

The road names above have been checked for duplication in Google, Intramaps mapping and the Waikato District Council RAMM list.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee approves the following road names as submitted by the developer for Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia, and recommended by the Ngaruawahia Community Board at their 26 July 2022 meeting, in accordance with the Road Naming Policy:

- a. **Road 1: Rivers Edge Place**
- b. **Road 2: Purei Place**
- c. **Road 3: Houpara Place**

4. Attachments

Ngaa taapirihanga

Attachment 1 – Report to Ngaruawahia Community Board - Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia – Proposed Road Name List

To	Ngaruawahia Community Board
Report title	Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia - Proposed Road Name List
Date:	26 July 2022
Report Author:	Ross Bayer, Roding Team Leader
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Ngaruawahia Community Board on the Road Naming application for Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia.

2. Executive summary

Whakaraapopototanga matua

This report requests that the Ngaruawahia Community Board approve the attached proposed road name list prepared by the developer and supported by Council Roding Team.

The list has been checked by staff against the Road Naming Policy.

This report recommends that the Ngaruawahia Community Board approve the attached list of names for road naming purposes in the Old Taupiri Road subdivision in Ngaruawahia. Staff confirm that the recommendation complies with the Council's legal requirements and Road Naming Policy.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Ngaruawahia Community Board

- a. **approves the following proposed road names submitted by the developer for Subdivision 0159/20, 61 Old Taupiri Road, Ngaruawahia.**

	Road 1	Road 2	Road 3
Option 1	Rivers Edge Place/Close	Purei Place	Houpara Place
Option 2	Riviera Close	Wiwi Place	Pate Place

4. Background

Koorero whaimaarama

SUB 0159/20 is a residential development on, more or less, two and a half acres at 61 Old Taupiri Road, Ngaruawahia. The development is consented to create 26 new lots situated on the western side of Old Taupiri Road adjacent to the Waikato River.

The Developer has proposed a total of six options for the three roads to be named that are suitable for posting in the Ngaruawahia area. Two of the options are the developer's choice and four are from the existing Ngaruawahia pre-approved road name list.

Staff have reviewed the list and excluded any names where duplication, sound similarity or duplicated street type (e.g. street, road, avenue, boulevard, junction, crescent, etc) may cause any travel uncertainties in the Waikato District.

The recommended list has been checked against Google mapping and NZ Post. When potential names are selected from the list for allocation, a further check will be made for new duplications.

This report is submitted in accordance with section 1.2 of the Road Naming Policy as follows:

1.2 Request for Road Name not from the "Approved List" of Road Names

(a) Where an "Approved List" is not available or the subdivision developer wishes to choose their own road names, the developer shall make a request to Council's Roading Asset Team.

5. Discussion and analysis

Taataritanga me ngaa tohutohu

The table below provides a list of recommended historical, social, cultural and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues, and the exclusion of any suffix if applicable as per Road Naming Policy.

Name (in order of preference)	Reason	Location of duplicate or similar sounding name in adjoining councils	OFFICE USE ONLY	
			Classification Exclusion and notes	Approved or Declined
ROAD 1				
Rivers Edge Place/Close	The development is adjacent to the Waikato River. Boasting a direct view to the river.	None.	Approved Rooding	Approved Rooding
Riviera Close	The development is adjacent to the Waikato River. Boasting a direct view to the river.	1. Riviera Drive, Auckland 2. Riviera Place, Auckland	Drive Place	Approved Rooding
ROAD 2				
Purei Place	Available road name from Ngaruawahia pre-approved road name list.			Approved Rooding
Wiwi Place	Available road name from Ngaruawahia pre-approved road name list.			Approved Rooding
ROAD 3				
Houpara Place	Available road name from Ngaruawahia pre-approved road name list.	1. Houpara Street, Auckland		Approved Rooding
Pate Place	Available road name from Ngaruawahia pre-approved road name list.	1. Pate Crescent, Auckland		Approved Rooding

5.1 Financial considerations **Whaiwhakaaro puutea**

There are no material financial considerations associated with the recommendations of this report. All costs for new road names are being met by developers.

5.2 Legal considerations **Whaiwhakaaro-aa-ture**

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

5.3 Strategy and policy considerations **Whaiwhakaaro whakamaaherehere kaupapa here**

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.4 Maaori and cultural considerations **Whaiwhakaaro Maaori me oona tikanga**

Local Iwi have been included in the correspondence advising of the road name application.

6. Significance and engagement assessment **Aromatawai paahekoheko**

6.1 Significance **Te Hiranga**

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement

Te Whakatuutakitaki

Ngaruawahia Community Board consultation around private road naming has been undertaken in accordance with Council policy and standard operating procedures.

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>					

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal
<input type="checkbox"/>	✓	<input type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	✓	<input type="checkbox"/>	Waikato-Tainui/Local iwi and hapuu
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify)

7. Next steps

Ahu whakamua

The approved report and associated road name list will be presented to the subsequent Infrastructure Committee meeting.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Ngaruawahia Community Boards Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments Ngaa taapirihanga

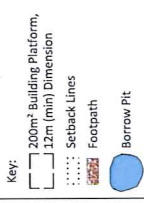
Attachment 1 – Development Road Map

Attachment 2 – Ngaruawahia pre-approved road name list

Applicant: The Newell Road Partnership
Comprised In: RT: SA7C/345
Local Authority: Waikato District Council
Total Area: 1.1837ha

PROPOSED EASEMENTS	SHOWN	BURDENED LAND	BENEFITED LAND
Right of Way, Right to Convey Gas, Water, Electricity and Telecommunications and to Drain Water and Sewage.	(A)	Lot 100 hereon	Lots 6-12 & 26 hereon
Party Wall	(B)	Lot 101 hereon	Lots 21-24 hereon
	(C)	Lot 102 hereon	Lots 13-20 hereon
	(D)	Lot 17 hereon	Lot 18 hereon
	(E)	Lot 18 hereon	Lot 17 hereon
	(F)	Lot 19 hereon	Lot 20 hereon
	(G)	Lot 20 hereon	Lot 19 hereon
	(H)	Lot 21 hereon	Lot 22 hereon
	(I)	Lot 22 hereon	Lot 21 hereon
	(J)	Lot 23 hereon	Lot 22 hereon
	(K)	Lot 23 hereon	Lot 24 hereon
	(L)	Lot 24 hereon	Lot 23 hereon
	(M)	Lot 24 hereon	Lot 23 hereon

PROPOSED EASEMENTS IN FAVOR OF	SHOWN	BURDENED LAND	IN FAVOR OF
Services - Water Supply, Wastewater & Stormwater	(A)	Lot 100 hereon	Waikato District Council
Walkway	(N)	Lot 201 hereon	hereon



Notes:
 1. Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 2. Areas and dimensions on this plan may be subject to change following field survey.
 3. The copyright and intellectual property rights for the information shown on this plan remain the property of CKL Surveys Ltd.
 4. This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

CONCEPT

Checked	Date	Scale:
Designed: AB	23.4.2020	1:500
Drawn: ES	23.4.2020	
Checked: LS	02.08.21	

Job No: B19226
 Dwg No: 150
 Rev: 17



Amalgamation Conditions:
 Pursuant to Sec. 220 (1)(b)(iv) of the Resource Management Act 1991, that Lot 100 hereon (legal access) be held as to 8 undivided one-eighth shares by the owners of Lots 6 to 12 & Lot 26 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 Pursuant to Sec. 220 (1)(b)(iv) of the Resource Management Act 1991, that Lot 101 hereon (legal access) be held as to 4 undivided one-fourth shares by the owners of Lots 21 to Lot 24 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 Pursuant to Sec. 220 (1)(b)(iv) of the Resource Management Act 1991, that Lot 102 hereon (legal access) be held as to 8 undivided one-eighth shares by the owners of Lots 13 to Lot 20 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 Lot 201 (Shared Outdoor Space) to be held as to 26 undivided one-twenty sixth share by the owners of Lots 1 to 26 as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

PROPOSED SUBDIVISION OF
Allot 93 SBRS OF Newcastle North
(61 Old Taupiri Road, Ngaruawahia)

Prepared for
The Newell Road Partnership

Part Allot 92 SBRS
 OF Newcastle North

CKL
 Planning | Surveying | Engineering | Environmental

Auckland Office: 41-25 Broadway, Newmarket P: 09 534 7029
 Hamilton Office: A-58 Church Road, Hamilton P: 07 859 9971
 Tauranga Office: A-103 Market Street, Te Awamutu P: 07 871 6144

Issue Description	Checked	Date

2017 Ngaruawahia Street Name list

ID	Name	Reason	Location of duplicate or similar sounding name in NZ	✓ if include in draft approved list	Classification exclusions and notes
	<u>Noteworthy Persons</u>				
1	Morse	Morse family are long-time Ngaruawahia residents. Allan Morse was a Waikato DC Councillor for many years.	Napier, Christchurch	✓	Seek Allan's permission.
2	Haggie	The Haggie whanau are long-time Ngaruawahia residents associated with the establishment of Turangawaewae Marae. The Haggie whanau were and still are active in town sports, especially rowing and rugby league.	Fielding	✓	Turangawaewae Marae asks that permission is sought from whanau.
3	Tahapeehi	The Tahapeehi whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae. This whanau were and still are very active in sports in the town, especially Rugby league.	None	✓	Turangawaewae Marae asks that permission is sought from whanau.
4	McBurney	Famous sporting family of Ngaruawahia , particularly rowing and horse racing	Auckland	✓	Exclude title "place". Obtain family agreement.
5	Katipa	The Katipa whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae.	None	✓	Turangawaewae Marae asks that permission is sought from whanau.
6	Muru	The Muru whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae. Members of this whanau were and still are active sportspeople, with Hurinui and Hekewaru Muru being selected for NZ honours in Rugby League.	None	✓	Turangawaewae Marae asks that permission is sought from whanau.

2017 Ngaruawahia Street Name list

7	Mokena	The Mokena (Morgan) whanau are long time residents of Ngaruawahia, still resident today and associated with the establishment of Turangawaewae Marae.	Levin	√	Turangawaewae Marae asks that permission is sought from whanau.
8	Huirama	Acknowledgement of the ancestor Te Huirama and intended for streets within the new development area adjacent to Puke-i-ahua.	None	√	
9	Gordon Harrop	Long time Councillor and Ngaruawahia Rotarian.	None	√	
<u>Astrological Themed Names</u>					
10	Tautoro	The Constellations	Northland	√	Exclude title "road".
11	Mahutonga	The Southern Cross	None	√	
12	Te Kokata	Hyades: the nearest open cluster to the Solar System In Greek mythology, the Hyades were the five daughters of Atlas and half-sisters to the Pleiades . After the death of their brother, Hyas, the weeping sisters were transformed into a cluster of stars that was afterwards associated with rain.	None	√	
13	Rehua	The star Sirius. Because he lives in the highest of the skies, Rehua is untouched by death, and has power to cure blindness, revive the dead, and heal any disease (Orbell 1998:119-120). He is a son of Rangi and Papa , and the father of Kaitangata , as well as the ancestor of Māui (Tregear 1891:381).	Auckland – Place Christchurch - Lane	√	Exclude Title "Place".

2017 Ngaruawahia Street Name list

14	Whiro	Mercury			Not sure
15	Rangawhenua	Jupiter			Not sure
	<u>Ngaruawahia Native Plants</u>				
16	Akakura	Common name - Red Rata. Grows locally. Metrosideros fulgens.	None	√	
17	Akapuka	Common name – Puka. Grows locally. Griselinia lucida.	None	√	
18	Akeake	Grows locally. Dodonea viscosa.	Crescent – Northland Grove - Wellington	√	Exclude Crescent and Grove titles
19	Hangehange	Grows locally. Geniostema ligustrifolium.	None	√	
20	Houpara	Common name - Five Finger. Grows locally.	Auckland - Street	√	Exclude title "Street"
21	Kahakaha	Common name - Tank Lilly. Grows locally. Astelia hastata.	None	√	
22	Kaikomako	Common name – Kaikomako. Grows locally.	Christchurch – Place Waikanae - Road	√	Exclude titles "Place and Road".

2017 Ngaruawahia Street Name list

23	Katote	Common Name - tree fern. Grows locally.	Close – South Auckland	√	Exclude title "Close".
24	Kiokio	Common name - Ground fern. Grows locally.	Auckland – Street; Maketu - Place	√	Exclude title "Street"
25	Kohia	Common name - NZ passionflower. Grows locally.	Central Auckland - Terrace	√	Exclude title "Terrace".
26	Kotukutuku	Common name - Tree fuchsia. Grows locally.	Hunternville	√	
27	Manamana	Common name - Hen and chicken fern. Grows locally.	None	√	
28	Panakenake	Common Name – Pratia. Grows locally. Lobelia angulata.		√	
29	Parataniwha	Common name – NZ begonia. Grows locally.		√	
30	Pate	Common name – Seven finger. Grows locally. Also known as Patete by Tainui.		√	
31	Pohuehue	Common name – Large leaved muehlenbeckia. Grows locally.		√	
32	Puawhananga	Common name – White clematis. Grows locally.		√	

2017 Ngaruawahia Street Name list

33	Purei	More common name – Pukio. Grows locally.		√	
34	Turutu	Common name – NZ blueberry. Grows locally.		√	
35	Wheki	Common name – Rough tree fern. Grows locally.		√	
36	Wiwi	Knobby club rush. Grows locally.		√	

To	Infrastructure Committee
Report title	Proposed Road Names for Subdivision 0159/21, Precinct C, Rangitahi Peninsula, Raglan
Date:	28 July 2022
Report Author:	Ross Bayer, Roding Team Leader
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Infrastructure Committee on the Road Naming application for Subdivision 0159/21, Precinct C, Rangitahi Peninsula, Raglan.

2. Executive summary

Whakaraapopototanga matua

This report requests that the Infrastructure Committee approves the following road names submitted by the developer for Subdivision 0159/21, Precinct C, Rangitahi Peninsula, Raglan, and recommended by the Raglan Community Board, in accordance with the Road Naming Policy:

- Road 2 A: Koohunga Street
- ROW 1 PVT: Taeore Lane
- ROW 2 PVT: Waipatukahu Lane

The report submitted to the 27 July 2022 meeting of the Raglan Community Board seeking their approval to name roads within the Subdivision at Rangitahi Peninsula, Raglan, is attached to provide background information (Attachment 1).

The Raglan Community Board resolution is in line with the recommendation to the Committee as per below:

RCB2207/04

That the Raglan Community Board approves the following proposed road names submitted by the developer, Rangitahi Ltd, for Subdivision 0159/21, Precinct C, Rangitahi Peninsula, Raglan:

- Road 2 A: Koohunga Street
- ROW 1 PVT: Taeore Lane
- ROW 2 PVT: Waipatukahu Lane

The road names above have been checked for duplication in Google, Intramaps mapping and the Waikato District Council RAMM list.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Infrastructure Committee approves the following road names as submitted by the developer for Subdivision 0159/21, Precinct C, Rangitahi Peninsula, Raglan, and recommended by the Raglan Community Board at their 27 July 2022 meeting, in accordance with the Road Naming Policy:

- **Road 2 A: Koohunga Street**
- **ROW 1 PVT: Taeore Lane**
- **ROW 2 PVT: Waipatukahu Lane**

4. Attachments

Ngaa taapirihanga

Attachment 1 – Report to Raglan Community Board - Subdivision 0159/21, Precinct C in Rangitahi Peninsula, Raglan - Proposed Road Names

To	Raglan Community Board
Report title	Subdivision 0159/21, Precinct C in Rangitahi Peninsula, Raglan - Proposed Road Names

Date:	14 July 2022
Report Author:	Ross Bayer, Roding Team Leader
Authorised by:	Roger MacCulloch, General Manager, Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Raglan Community Board on the Road Naming application for Subdivision 0159/21, in Rangitahi Peninsula, Raglan.

2. Executive summary

Whakaraapopotanga matua

This report requests that the Raglan Community Board approve the proposed road names prepared by the developer and supported by the Council Roding Team.

The names have been checked by staff against the Road Naming Policy.

This report recommends that the Raglan Community Board approve the proposed names for road naming purposes in Subdivision 0159/21, Precinct C in Rangitahi Peninsula, Raglan. Staff confirm that the recommendation complies with the Council's legal requirements and Road Naming Policy.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Raglan Community Board

- a. approves the following proposed road names submitted by the developer for Subdivision 0159/21, Precinct C in Rangitahi Peninsula, Raglan:

	Road 2A	ROW 1 PVT	ROW 2 PVT
Option 1	Koohunga Street	Taeore Lane	Waipatukahu Lane

4. Background Koorero whaimaarama

Subdivision 0159/21, Precinct C in the Rangitahi Peninsula, Raglan, comprises 59 single dwelling allotments, one comprehensive development lot and 2 farm balance lots.

Road names suitable for posting within the Raglan area have been prepared by the developer, Rangitahi Limited.

Staff have reviewed the proposed names and excluded any names where duplication, sound similarity or duplicated street type (eg street, road, avenue, boulevard, junction, crescent, etc) may cause any travel uncertainties in the Waikato District.

The recommended names have been checked against Google mapping and NZ Post. When potential names are selected from the list for allocation, a further check will be made for new duplications.

This report is submitted in accordance with section 1.2 of the Road Naming Policy as follows:

1.2 Request for Road Name not from the "Approved List" of Road Names

(a) Where an "Approved List" is not available or the subdivision developer wishes to choose their own road names, the developer shall make a request to Council's Roading Asset Team.

5. Discussion and analysis Taataritanga me ngaa tohutohu

The table below provides a list of recommended historical, social, cultural and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues, and the exclusion of any suffix if applicable as per Road Naming Policy.

Name (in order of preference)	Reason	Location of duplicate or similar sounding name in adjoining councils	OFFICE USE ONLY	
			Classification Exclusion and notes	Approved or Declined
ROAD 2A				
Koohunga Street	Type of flax with strong muka.	None		Approved Roding
ROW 1 PVT				
Taeore Lane	Type of flax with strong muka.	None		Approved Roding
ROW 2 PVT				
Waipatukahu Lane	Nearby spring. Available road name from the Raglan pre-approved road name list. (first flour and flax mill 1874ish owned by Maori at Rangitahi leased out to Duncan and Mitchell)	None		Approved Roding

5.1 Financial considerations **Whaiwhakaaro puutea**

There are no material financial considerations associated with the recommendations of this report. All costs for new road names are being met by developers.

5.2 Legal considerations **Whaiwhakaaro-aa-ture**

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

5.3 Strategy and policy considerations **Whaiwhakaaro whakamaaherehere kaupapa here**

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.4 Maaori and cultural considerations **Whaiwhakaaro Maaori me oona tikanga**

The Developer has consulted local Iwi regarding the road name application.

6. Significance and engagement assessment **Aromatawai paahekoheko**

6.1 Significance **Te Hiranga**

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

6.2 Engagement Te Whakatuutakitaki

Raglan Community Board consultation around road naming has been undertaken in accordance with Council policy and standard operating procedures.

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>					

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal
<input type="checkbox"/>	✓	<input type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	✓	Waikato-Tainui/Local iwi and hapuu
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify)

7. Next steps Ahu whakamua

The approved report and associated road names will be presented to the subsequent Infrastructure Committee meeting.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

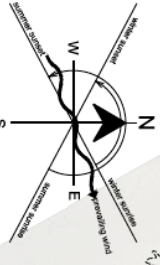
The report fits with Council's role and Ngaruawahia Community Boards Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.5</i>)	Confirmed
The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments Ngaa taapirihanga

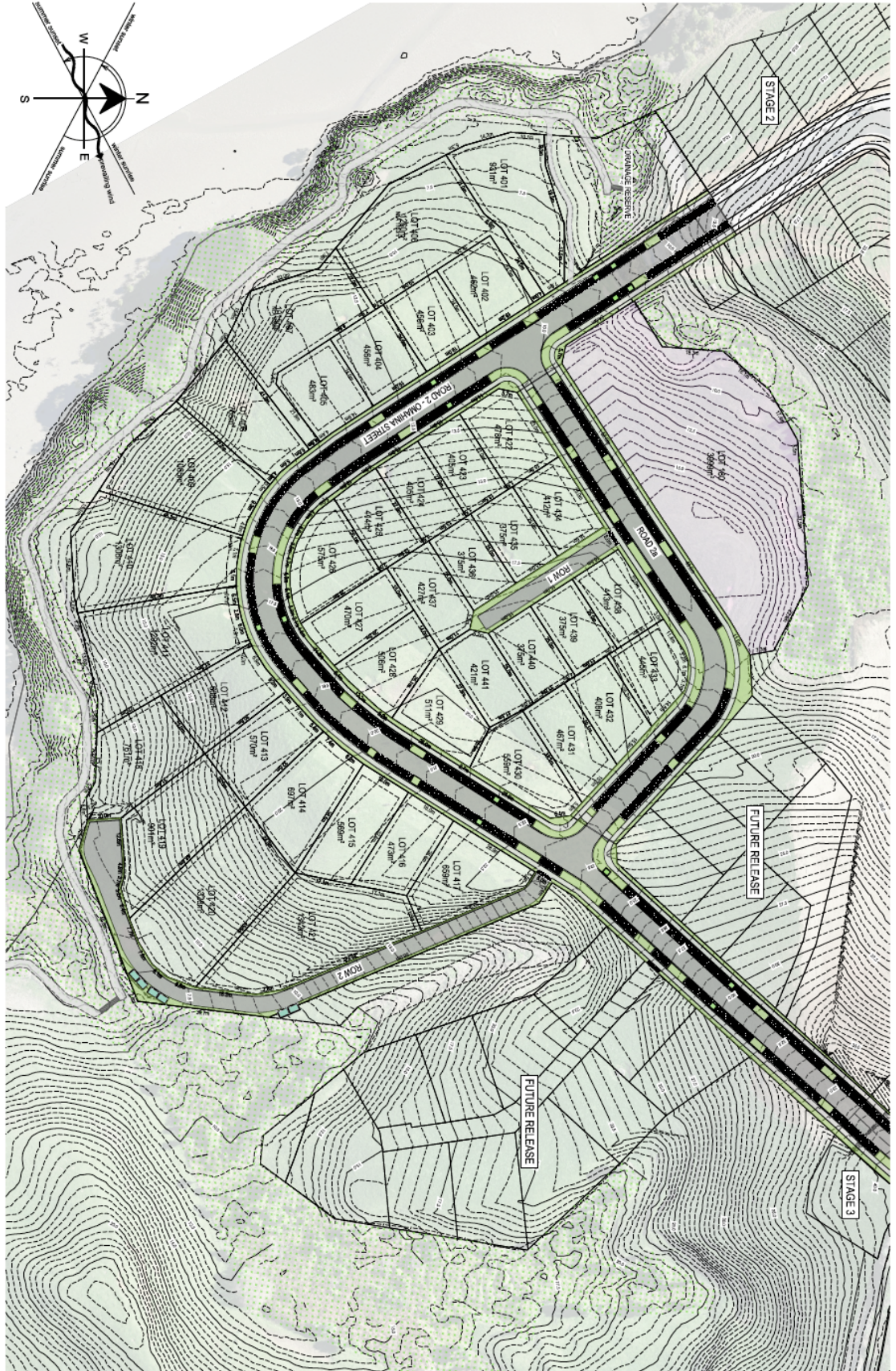
Attachment 1 – Development Road Map

Attachment 2 – Rangitahi - Proposed Road Names

Attachment 3 – 2017 Raglan Street Name List



The Sanctuary - Stage 4



NOTES:
 1. Contours of 0.5m intervals
 2. Lot boundaries are shown in red
 3. Levels shown are based on Mean Sea Level

SCALE 1:1000

Rangitahi Precinct C plan

Rangitahi

The Rangitahi Peninsula Precinct C – Street Names 13/06/2022 – **DRAFT**

Using the Maori language as place-names keeps the language alive in our community and our country. By referencing the history of the land and using the Maori language we can tell stories and encourage people to engage with the Maori language and local history as one. Tainui Hapu have chosen these street names to connect our community with the land and sea.

The ‘Rangitahi’ bridge crosses the Omahina waterway where the connection to Opotoru ends. Opotoru represents another area of the harbour, so it makes sense for the Bridge road to be called Rangitahi / Rangitahi Road, referencing the land and starting this new journey onto the land.

Road 2 – ALLREADY NAMED - Continuing from STAGE 2 ‘Omahina Street’ Omahina is the name of the waterway and creek connecting with the inner harbor on the western side of the peninsula between the peninsula and the golf course. This Street name can continue through stage two and follow the waterway inland.

Road 2a - ‘Koohunga street’ – Type of flax with strong muka

Accessway 1 ROW PVT – Joal (lots 434 – 441) - ‘Taeore Lane’ – Type of flax with strong muka

Accessway 2 ROW PVT – Joal (lots 452 – 459) - ‘Waipatukahu Lane’ – Nearby spring

The preference is for the use of ‘Road’, ‘Street’ and ‘Lane’ or ‘Way’.

2017 Raglan Street Name List

ID	Name	Reason	Location of duplicate or similar sounding name in NZ	Title exclusions because of duplicates
1	Raumatirua	Twice summer	None	None
2	Hoehoeata	Wetland	None	None
3	Omahina	Name of harbour channel off Opoturu	Waverley	None
4	Waipatukahu	1874 ish flour and flax mill owned by Maori at Rangitahi and leased to Duncan and Mitchell	None	None
5	Wetini Mahikai	Tainui chief and block owner	None	None
6	Patahi	Tupuna through which block was originally claimed	None	None
7	Koata	Tupuna of all hapu Te Kopua to coast	Roxborough	None
8	Punatoto	Ngati Hourua/Mahanga chief	None	None
9	Putoetoe	Original name of township	Rotorua	None
10	Pirihira	Woman of high rank who sold land around Whaingaroa belonging to Tainui and Hourua/Mahanga	None	None
11	Taikarekare	Rippling tides/ waters - name of Wallis' section on Cliff street	None	None

To	Infrastructure Committee
Report title	World Rally Championship - Use of Waikato District Roding Network
Date:	20 July 2022
Report Author:	Ross Bayer, Roding Team Leader
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee of the application received from the World Rally Championship Rally New Zealand (WRCRNZ) organisers for the use of Waikato District Council's roding network to conduct a motorsports event requiring road closures.

AND

To seek approval for the event as detailed in the report.

2. Executive summary

Whakaraapopotanga matua

The organisers of the WRCRNZ are seeking Council approval to use part of the roding network for a motorsport event on 27 September 2022 and 30 September 2022. This will mean road closures of 3 hours and 11 hours respectively on these days.

The Council is required to consult with the community for events of this type. In total 527 submissions were received with approximately 75% in favour, and 25% in opposition.

Support for the event comes from both outside and within the district, noting that it's a significant sporting event and will contribute to the local economy.

Those who opposed the event noted restricted access, particularly for those on Whaanga Road, the degradation to our roads as a result of the event and negative impact on the environment. Of those who opposed, 12% identified as residing in the Raglan area.

Nearly all of the issues raised in the submissions are included in the *Road Closure for Motorsports Events Policy* for consideration when approving or declining an application. The issues raised can either be remedied or prevented from occurring or are allowed for under the policy. The exception to this is the *Potential Impact on Adjoining Landowners*.

The impact on these landowners is one of loss of access to the road during the event and the extent to which this compromises farming activity. Landowners on Whaanga Road are the most concerned about this.

In considering the application, Council must consider if the impacts of the event is offset by the benefits and determine if this creates a net positive for the district.

Staff are recommending that the WRCRNZ in the Waikato District be approved under the conditions detailed in the *Road Closure for Motorsports Events Policy* and that the terms be set under a binding Memorandum of Understanding between the parties.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Infrastructure Committee:

- a. approves the application for the use of 80kms of the roading network for a closed course World Rally Championship Rally New Zealand motorsport event for three hours on 27 September 2022 and 11 hours on 30 September 2022.**

4. Background Koorero whaimaarama

In March 2022, the organisers of the World Rally Championship presented to Council details of a proposal for the use of Council roads (Attachment 1). The proposal was for the use of Waikato District Council's roading network from 29 September to 2 October 2022 to conduct a closed course high speed rally on the unsealed roads in Te Mata and Te Akau.

The proposal details the roads affected and the timing as well as the route configuration. From this presentation stakeholders were able to assess potential impacts or disruption. The organisers post this presentation commenced a series of engagement events in the districts affected where details were provided to community groups and individuals. This consultation raised the profile of the event while at the same time provided information that generated an impression with some stakeholders that approval for the event had already been granted. As this consultation progressed Council received a number of calls from members of the public and ratepayers enquiring as to the status of the event and in some cases, individuals were seeking a forum for discussion with Council.

An official application for "Temporary Road Closure to Hold A Motorsport Event" was received from Rally New Zealand on 1 June 2022 (Attachment 2), and the Rally of New Zealand 2022 Roading Management Plan was received on 8 June 2022 (Attachment 3).

Details of the closure of roads are as follows:

- Waimori Rd, Matawha Rd, Tukurimu Rd, Ruapuke Rd and Whaanga Rd in the wider Raglan area (27 September from 9am–noon for reconnaissance, and 30 September from 6.30am–4.30pm)
- Ruakiwi Rd, Mangiti Rd and Te Akau South Rd in Te Akau South (27 September from 11.30am–3pm – noon for reconnaissance, and 30 September from 8am–6pm)
- Te Akau Cost Rd, Matira Rd, Dixon Rd and Waimai Valley Rd in Te Akau North (27 September from 12.15pm–3.20pm for reconnaissance, and 30 September from 9am–7pm)
- Parts of Bow St and Wainui Rd in Raglan for a community event (30 September – 10am–5pm).

This application is required to be considered under Council's *Road Closures for Motor Sports Events Policy* (Attachment 4).

On 13 June 2022 Council invited stakeholders to submit either in support or opposition to the event and the deadline for submissions was 5.00pm on 8 July 2022. A summary of the feedback is included (Attachment 5).

On 16 June 2022 representatives of the WRCRNZ met with Council staff to discuss details of the proposed event and mitigation measures to be put in place with a focus on damage/degradation to infrastructure. There was a verbal agreement that parties would be bound by a Memorandum of Understanding.

5. Discussion and analysis Taataritanga me ngaa tohutohu

a) Policies and Rules

The formal application for closure of roads and management of those roads during the planned motorsport event named "2022 WRC Rally of New Zealand" (WRCRNZ) is required to be considered under the *Road Closures for Motor Sports Events Policy*.

This policy provides a framework for review of the application and based on the feedback received from stakeholders covers almost all of the issues raised in the submissions. This framework guides staff to a logical recommendation which is entirely consistent with the policy. There are some issues raised which are outside of the policy and these are discussed on their merits.

b) Specific requirements in the policy relevant to this event

- Section 1 Special Consideration for Motorsports Events
 - 1.ii. The potential impact on the roading network in the vicinity of the proposed closure, risk on any proposed roading capital and maintenance works in the area and risk to Council of damage occurring to the affected road(s).
 - 1.iii. The availability of alternative routes for motorists. Council may not approve a temporary road(s) closure if such closure is likely to unreasonably impede traffic.
 - 1.iv. The potential impact on adjoining landowners.
 - 1.v. Timeframes around local farming activities e.g. lambing, calving, duck shooting etc.
 - 1.vii. The maximum period of closure of any road for car rallies or hill climbs shall generally be 6 hours. However, longer closures may be permitted in special circumstances.

 - Section 2 Motor Sport Events Additional Conditions
 - Road closures will only be permitted where the road closure can be carried out in such a manner as to minimise inconvenience to other road users and adjoining property owners.
 - Road closures will be permitted only on roads where alternative routes exist for through traffic.
 - Road closures on unsealed roads will only be permitted within the period of 1 October to 30 June of each year inclusive, except for significant rallies where an exception has been sought and approved by Roading & Transportation Committee.
 - The Applicant must provide a bond with the application for road closure as per Council's Fees and Charges Manual.
 - Prior to Council advertising the proposed road closure the applicant will give written notification to the adjoining residents and property owners and other affected parties of the proposed road closure so as to allow them the opportunity to make a submission on the proposed road closure.
 - In the event of damage being caused to any fence or other private or public property, temporary repairs to fences and property, the event organiser will identify the property owner/occupier within 48 hours and work with them to carry out the repairs.
 - All repairs shall be to the satisfaction of the affected property owner.
 - The approved applicant is required to contact Council's Road Opening Coordinator not less than 15 working days prior to the event to arrange inspections of the affected road(s).
 - Inspections will be undertaken before and after the event to identify any damage caused to the road due to the event. The applicant is responsible for all costs of repairing any damage identified.
 - Once damage has been repaired and actual costs recovered from the applicant the bond will then be released.
-

- Section 3 Days of the year when motor sport events cannot be held on WDC Roads
3.(d) 1 July- 30 September (Calving & Lambing)
 - Notwithstanding these policies the event must also comply with the relevant sections of COPTMM which covers the management of traffic on Council roads when the carriageway is affected or under the control of a third party. Detailed traffic management plans are subject to approval by the Council's Traffic Management Controller.

c) Response to Policies and Rules

A number of submissions to the advertised closure make comment either directly to these clauses/conditions or indirectly draw attention to effects which are relevant to the conditions or clauses and the WRCRNZ event.

The following comments attempt to either respond to the policy/rule or deal with feedback related to these:

- Clause 1.ii Impact on the roading network...
 - The combined total distance of the three high speed stages Whaanga Road 29.1km, Te Akau south 31km, and Te Akau north 18.2km, is 77.3km which represents 13% of the unsealed road network. Council is not undertaking work on these road sections, prior to the WRCRNZ, other than normal grading and road maintenance.

Prior to the WRCRNZ event the roads being utilised will be subject to a joint inspection by representatives of WRCRNZ and Council. This inspection will establish the level of service being provided by the roads at the time of the closure. Immediately post the WRCRNZ event a joint inspection will establish areas for remediation. The cost of this remediation will be the sole responsibility of WRCRNZ with only the cost of normal grading being borne by Council.

Summary

- WRCRNZ has provided a bond to the maximum value allowed under current policy settings and the value is sufficient to grade the entire length of the WRCRNZ route.
- The risks identified under this clause have been identified and measures are in place to mitigate and/or eliminate these risks.

- Clause 1.iii. Availability of alternative routes...

- The network even with the closures in place enables access to adjoining roads and communities but not on the direct route.

Summary

- This means that alternative routes are available to those outside of the closure.
-

- Clause 1. iv. The potential impact on adjoining landowners...

- The adjoining landowners are affected by the closure and the impact is significant. Feedback has been received from adjoining property owners who are concerned about access on the days the road is closed as well as other issues.

Summary

- These impacts are discussed in detail through the following sections.

- Clause 1.v. Timeframes around local farming activities

- Specific comments received during the consultation include
 - Disruption to farming activities for farmers on roads proposed to be closed.
 - Rally would be held within calving/lambing season.

- Under Section 2 of the policy

- Road closures on unsealed roads will only be permitted within the period of 1 October to 30 June of each year inclusive, except for significant rallies where an exception has been sought and approved by Roading & Transportation Committee.

Summary

- This clearly allows for approval of the WRCRNZ as a significant rally.

- Clause 1.vii.

The maximum period of closure of any road for car rallies or hill climbs shall generally be 6 hours. However, longer closures may be permitted in special circumstances.

- The closures as proposed in the original application are as follows:
 - Waimori Rd, Matawha Rd, Tukurimu Rd, Ruapuke Rd and Whaanga Rd in the wider Raglan area (27 September from 9am – noon for reconnaissance, and 30 September from 6.30am – 4.30pm)
 - Ruakiwi Rd, Mangiti Rd and Te Akau South Rd in Te Akau South (27 September from 11.30am-3pm – noon for reconnaissance, and 30 September from 8am – 6pm)
 - Te Akau Cost Rd, Matira Rd, Dixon Rd and Waimai Valley Rd in Te Akau North (27 September from 12.15pm – 3.20pm for reconnaissance, and 30 September from 9am – 7pm)
 - Parts of Bow St and Wainui Rd in Raglan for a community event (30 September – 10am-5pm).
 - The high-speed stages were to be closed for 10 hours. Subsequent to that, Council has received an update that now asks for a closure of 11 hours on these roads.
-

Summary

- There is the option of granting longer closures under the policy.
- o There are also the following paragraphs within the policy that require comments and response:
 - In the event of damage being caused to any fence or other private or public property, temporary repairs to fences and property, the event organiser will identify the property owner/occupier within 48 hours and work with them to carry out the repairs.
 - All repairs shall be to the satisfaction of the affected property owner.

Summary

- The event organiser has agreed to comply with these requirements, and they will form part of the MOU with Council.

d) Reasons for opposition (from engagement consultation summary)

- Effect on climate of the event (high carbon footprint, environmental pollution)
- Risk of copycat rally driving on proposed roads
- Iwi/hapu should be consulted
- Potential for spectators to be on private land
- Intrusion from helicopters/drones

• Effect on Climate

The net effect on Climate Changes is difficult to quantify. The use of roads by motor vehicles is considered to have an effect but the potential incremental change would be similar to other events that require spectators to travel to the event. For example a rugby match in Auckland may create significantly more carbon emission than this event. Tourism for example is dependent on the movement of individuals across continents and throughout the country. What would be the carbon footprint of this industry.

Summary

- Any and every event in the district contributes to climate change including general tourism and it would not be reasonable to single out one event simply because participants use motor vehicles. On balance the effect is difficult to measure but most likely not significant.
- Risk of copycat driving

This effect is almost impossible to quantify and would therefore create a sound basis for not approving the event. Speeding is an issue for enforcement and police presence is a strong deterrent.

Summary

- Staff will ask NZ Police if they can maintain an increased presence on the network over the weekend following the event.
-

- Iwi/Hapu should be consulted

Under the policy, engagement with the community and groups is required. This took the form of public notices and media releases rather than a targeted approach to individual groups. The potential effects were considered to be felt by adjacent property owners and any iwi/hapu that may have been affected could have used the consultation process to express their concerns.

Summary

- The approach taken was considered to meet the requirements for consultation.

- Potential for spectators to be on private land

The extent to which this would be an issue is difficult to quantify. Given that the roads will be closed for 11 hours spectator movement would not be possible during a significant period. Any intrusions would need to be prior to the closure and easily identified.

Summary

- There is a very low risk of spectators being on private land and this is considered difficult to quantify and would not change staff recommendation.

- Intrusion from helicopters/drones

The organisers of the WRCRNZ have protocols in place to prevent intrusion from helicopters and drones, this has been developed under Civil Aviation rules.

Only one option has been considered and all relevant sections of the policy and the summarised submissions opposing the event have been considered. There are pathways for Council to approve the WRCRNZ under the current policies and the staff recommendation is based on this approach.

The submissions against did include ideas and objections that are both difficult to quantify and could be applied to many activities including tourism.

Summary

- A higher weighting has been placed on measurable effects and these are already covered in the policy, and it is here that the basis for the recommendation has been developed.

5.1 Options

Ngaa koowhiringa

There is only one option available for the Infrastructure Committee to consider because the request is for a Motorsport Event and no alternative has been presented or requested.

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that the option complies with the Council's legal and policy requirements.

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.4 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

As there was no significant decision involving land or water merely use of an existing road, no consultation was undertaken with Maaori stakeholders.

5.5 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The matters in this report have no known impact on climate change or resilience for the Council.

5.6 Risks

Tuuraru

There are two moderate risks that have been identified in considering this application. These is the risk to infrastructure and the risk of public concern regarding loss of amenity during the event.

There are processes being put in place to mitigate risks to infrastructure, these being a bond for remedial costs and increased resourcing to carry out any required work either on the day or within the following days.

The loss of amenity is significant for a small number of important stakeholders, and this will require a structured communication approach following Council's decision.

6. Significance and engagement assessment

Aromatawai paahekoheko

6.1 Significance

Te Hiranga

The decisions and matters of this report are assessed as of moderate significance, in accordance with the Council's [Significance and Engagement Policy](#).

AND

The following criteria are particularly relevant in determining the level of significance for this matter:

- There is a legal requirement to engage with the community.
- The proposal affects the level of service of a significant activity.
- The community interest is likely to be high.
- The likely consequences are controversial.

6.2 Engagement

Te Whakatuutakitaki

Public Feedback Process

When an application is received to hold a motorsport rally in the Waikato District it triggers, part of the application involves applying for temporary road closures to hold the event.

This requires the proposed temporary road closures to be notified and the public is invited to provide feedback on those proposed temporary road closures.

Waikato District Council received the official application to temporarily close roads for stages of the New Zealand leg of the World Rally Championships in June 2022.

Waikato District Council notified the public and invited feedback on 13 June 2022.

This was done by:

- Public notice on Council's website
- Public notice in the Raglan Chronicle and Waikato Times
- A media release
- Via social media channels
- Via Council's electronic newsletter

Feedback was required to be submitted by 5.00pm on 8 July 2022.

WRC Rally Submissions Breakdown

527 submissions were received on the application to temporarily close roads for the World Rally Championship event.

Approximately **75%** (397) supported the application, while about **25%** (130) opposed the proposed road closures.

Submissions of support - breakdown of 397

Wider Raglan area	116 (65% of all Raglan submissions)
Rest of Waikato District	100
Hamilton	50
Rest of New Zealand -	131

Submissions of opposition - breakdown of 130

Wider Raglan area	63 (35% of all Raglan submissions)
Rest of Waikato District	7
Hamilton	21
Rest of New Zealand	39

Points to note

Among the supportive submissions – there are 92 who are using the same submission template – the vast majority of these are from people outside the district. It can be assumed that there is a high likelihood that many of them will visit the district for the event.

Among the opposition submissions – there are 107 who have put their names to an extensive submission by the group Residents, Ratepayers and Friends of Whaanga Road. About half of them are from Whaanga Road itself and wider Raglan, while 57 are from outside the district.

There is a neutral submission from Federated Farmers, who believe there are some fundamental concerns that need to be addressed prior to the event, should it be approved.

We also received an email from Waikato Regional Council stating that WRC notes that the area around Whaanga Road is of high ecological significance and that this be taken into account when considering road closures and in any planning of the event by organisers (should WDC approve the application).

Themes of feedback**Supportive submissions**

The reasons for supporting the application included the following:

- Great opportunity for businesses in Raglan to benefit from extra people in town on the day
- Puts Raglan and the district on the world map
- Will bring additional revenue to the local area and promote the district nationally and internationally
- Boost to the local economy when it is most needed
- Iconic piece of Raglan history and Whaanga Coast stage is rated as one of the best in the world
- Opportunity for local schools and organisations to fundraise through sausage sizzles etc.
- Good to have a global event in the Waikato district
- Huge international event for locals and the rest of New Zealand to enjoy.

Opposition submissions

The vast majority of opposition submissions were in opposition to the Whaanga Coast stage of the event. The reasons for opposing the application include the following:

- Disruption to local residents caused by road closures
- Lack of alternative routes for locals to use during the closures
- Disruption to farming activities for farmers on roads proposed to be closed
- Potential for rally to damage roads and fences bordering proposed roads to be used
- Effect on climate of the event (high carbon footprint, environmental pollution)
- Risk of copycat rally driving on proposed roads
- Rally would be held within calving/lambing season
- Iwi/hapu should be consulted
- Length of time roads would be closed for
- Potential for spectators to be on private land
- Intrusion from helicopters/drones

Further reading

- Submissions received by Waikato District Council via our website (Attachment 5)
- Detailed submission received from Farms on Whaanga Rd (Attachment 6)
- Detailed submission received by Residents and Friends of Whaanga Rd (Attachment 7)
- A submission by a Whaanga Rd resident who ran his own online survey (Attachment 8)
- The neutral submission received from Federated Farmers (Attachment 9)

All submissions were circulated to Councillors ahead of the Infrastructure Committee meeting of 8 August 2022 to be considered as part of their decision-making process.

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	<i>The guiding principles for engagement are set out in the Road Closure for Motorsports Events policy.</i>				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Waikato-Tainui/Local iwi and hapuu
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Wider Public through media

7. Next steps

Ahu whakamua

On approval, staff will complete the Memorandum of Understanding and work with the WRCRNZ organisers to complete all processes required for the running of the event.

These include:

- Review and approval of the Temporary Traffic Management Plans.
- Joint inspections of the network prior to the event.
- Organising the resources to ensure remediation work is completed within agreed timeframes.
- Further engagement with affected parties where required.

8. Confirmation of statutory compliance

Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and the Infrastructure Committee's Terms of Reference and Delegations.	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Moderate
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Confirmed
The report considers impact on Maaori (<i>Section 5.4</i>)	Not applicable
The report and recommendations are consistent with Council's plans and policies	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed

9. Attachments Ngaa taapirihanga

Attachment 1 – Rally New Zealand proposal/presentation to Council (March 2022)

Attachment 2 – Formal application from Rally New Zealand (June 2022)

Attachment 3 – Management Plan – 2022 WRC RNZ

Attachment 4 - Road Closures for Motor Sports Events Policy

Attachment 5 - Submissions received by Waikato District Council via our website

Attachment 6 - Detailed submission received from Farms on Whaanga Rd

Attachment 7 - Detailed submission received by Residents and Friends of Whaanga Rd

Attachment 8 - A submission by a Whaanga Rd resident who ran his own online survey

Attachment 9 - The neutral submission received from Federated Farmers

2022

RALLY NEW ZEALAND

AUCKLAND

INFORMATION PRESENTATION FOR WAIKATO DISTRICT COUNCIL

MARCH 2022

WRC

FIA WORLD RALLY
CHAMPIONSHIP

WWW.RALLYNEWZEALAND.COM



FLICKET.

All ACCOR
LIVE
LIMITLESS



HYUNDAI
NEW ZEALAND

AUCKLAND
TAMAKI HAKAUARAU

The purpose of this presentation is to outline the Rally New Zealand event and provide detail around proposed Day 2 of the event (Friday 30th September) to be held on roads in the Waikato District Council region.

- Rally New Zealand will be held from September 29th to October 2nd
- New Zealand round of the FIA World Rally Championship
- This event has a long legacy in New Zealand.
- Organised by Rally New Zealand 2020 Ltd which is a wholly owned subsidiary of not-for-profit Rally of New Zealand Ltd.

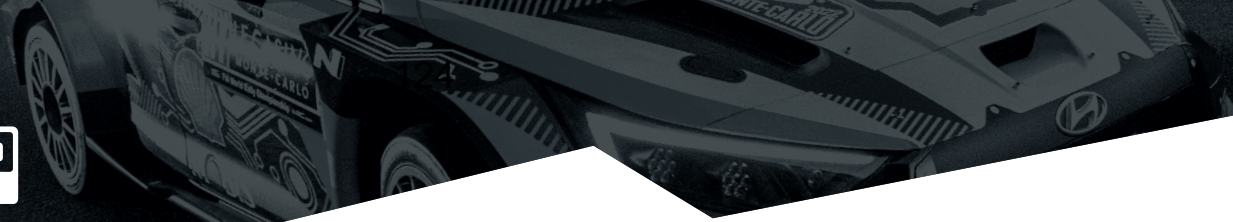
2022
RALLY NEW ZEALAND
AUCKLAND

WRC IS BACK! RALLY NEW ZEALAND 2022

FEEL THE RUSH » SEPTEMBER 29TH » OCTOBER 2ND 2022

WWW.RALLYNEWZEALAND.COM

WRC FIA ACCOR FLICKET. ALL HYUNDAI AUCKLAND



WORLD CHAMPIONSHIP EVENT OVERVIEW

- **The FIA World Rally Championship is one of the oldest and most prestigious motorsport series in the world. It unifies and fascinates people around the globe, representing motorsport passion and technological innovation.**
- **Last held in New Zealand in 2012, the Federation Internationale de L'Automobile (FIA) World Rally Championships features rally teams of differing grades competing on set courses (special stages).**
- **In 2022 Rally New Zealand will be the biggest sporting event hosted in New Zealand. It will attract more than 90,000 spectators and showcase New Zealand to a huge global audience.**
- **Auckland Unlimited (AU) are providing significant financial support to the event as it will showcase Auckland to the world and drive more than 30,000 visitor nights to the city.**
- **Major event to deliver with over 800 international participants and media along with more than 1,000 volunteers.**

HUGE GLOBAL AUDIENCE

4.1 MILLION

SPECTATORS ATTENDED 13 WRC RALLIES
in 2019

4

HIGHLIGHTS PROGRAMMES
EACH RALLY

1271+

BROADCAST HOURS

3

LIVE PROGRAMMES EACH RALLY

150+

TV MARKETS

545+ MILLION

CUMULATIVE TV AUDIENCE IN 2020

78 MILLION

BROADCAST VIEWERS
FOR EACH RALLY

1.2+ BILLION

ONLINE IMPRESSIONS

WWW.RALLYNEWZEALAND.COM

WRC 2022 CALENDAR

- | | | |
|-----|---------------------------------------|----------------------------|
| 1. | Rallye Monte-Carlo | 20.01. - 23.01.2022 |
| 2. | Rally Sweden | 24.02. - 27.02.2022 |
| 3. | Croatia Rally | 21.04. - 24.04.2022 |
| 4. | Vodafone Rally de Portugal | 19.05. - 22.05.2022 |
| 5. | Rally Italia Sardegna | 02.06. - 05.06.2022 |
| 6. | Safari Rally Kenya | 23.06. - 26.06.2022 |
| 7. | Rally Estonia | 14.07. - 17.07.2022 |
| 8. | Secto Automotive Rally Finland | 04.08. - 07.08.2022 |
| 9. | Ypres Rally Belgium | 18.08. - 21.08.2022 |
| 10. | EKO Acropolis Rally Greece | 08.09. - 11.09.2022 |
| 11. | Rally New Zealand | 29.09. - 02.10.2022 |
| 12. | RallyRACC - Catalunya Rally de España | 20.10. - 23.10.2022 |
| 13. | FORUM8 Rally Japan | 10.11. - 13.11.2022 |

WRC NEW ZEALAND EVENT OVERVIEW

- **29TH SEPTEMBER 2020**
Auckland - City Centre
- **30TH SEPTEMBER 2020**
Special Stages - Waikato
- **1ST OCTOBER 2020**
Special Stages - North Auckland
- **29TH SEPTEMBER 2020**
Power Stage - South Auckland

RALLY OVERVIEW

- Cars compete in a time trial format with one car leaving the start line at a time.
- New Zealand is famous for having some of the best gravel roads in the world.
- There are extensive health & safety standards across the event as required by the FIA, Motorsport New Zealand.
- Rally New Zealand has a strong base of very experienced officials and volunteers. We run events regularly throughout the country.

WWW.RALLYNEWZEALAND.COM





COMMUNITY AND STAKEHOLDER ENGAGEMENT

PROACTIVE ROADING MANAGEMENT

- Rally New Zealand has begun to proactively work with the WDC Roading team and WDC Alliance contractors
- Rally New Zealand has reached out to Ross Bayer WDC Roading Team Leader
- Rally New Zealand have established its own working group with specialist expertise from Waka Kotahi, Downers and Liveable Streets Rural (HEB/Higgins)
- Road Closure Applications and Prepare Draft Traffic Management Plans
- Undertake 4K 3600 Video surveys and Engineer road inspections



BENEFITS FOR WAIKATO & RAGLAN

- There is an economic benefit of hosting the event. There will be visitation in the Waikato district from spectators who visit the event. The event is expected to attract over 30,000 visitor nights to Auckland and have a multi-million-dollar impact on GDP. We would expect that there will also be some economic benefit for Waikato particularly for local accommodation providers on Thursday 29th and Friday 30th of the event. Additionally, there will be significant economic benefit from the localised spend from thousands of visitors into the Raglan community on Friday 30th September.



- The media value from the event is significant. The event reaches a global audience of more than 150 countries and 70 million viewers. When we visited Whaanga Coast with the WRC Promoter (based in Munich) they suggested that Whaanga Coast should be the first stage as this would fit very well for the European television audience and we are proposing this for the morning of Friday 30th September. Whaanga Coast is one of the greatest rally roads in the world and will be one of the features of Rally New Zealand. This publicity and the events' world-wide television coverage and associated local media coverage will clearly show the Waikato District supporting international world championship event.
- The proposed Raglan community activity day is where the public can meet the drivers and be up close to the rally cars whilst undergoing a 're-group', tyre changing and drivers are meeting their media obligations. We also see this as an opportunity for sponsor activations and corporate hosting using local hospitality business.
- Rally New Zealand has long shared the revenue generated by ticket sales locally, and a number of the community groups will benefit from the sale of food and beverages and spectator parking across the day.



RALLY NEW ZEALAND'S ENVIRONMENTAL POLICY

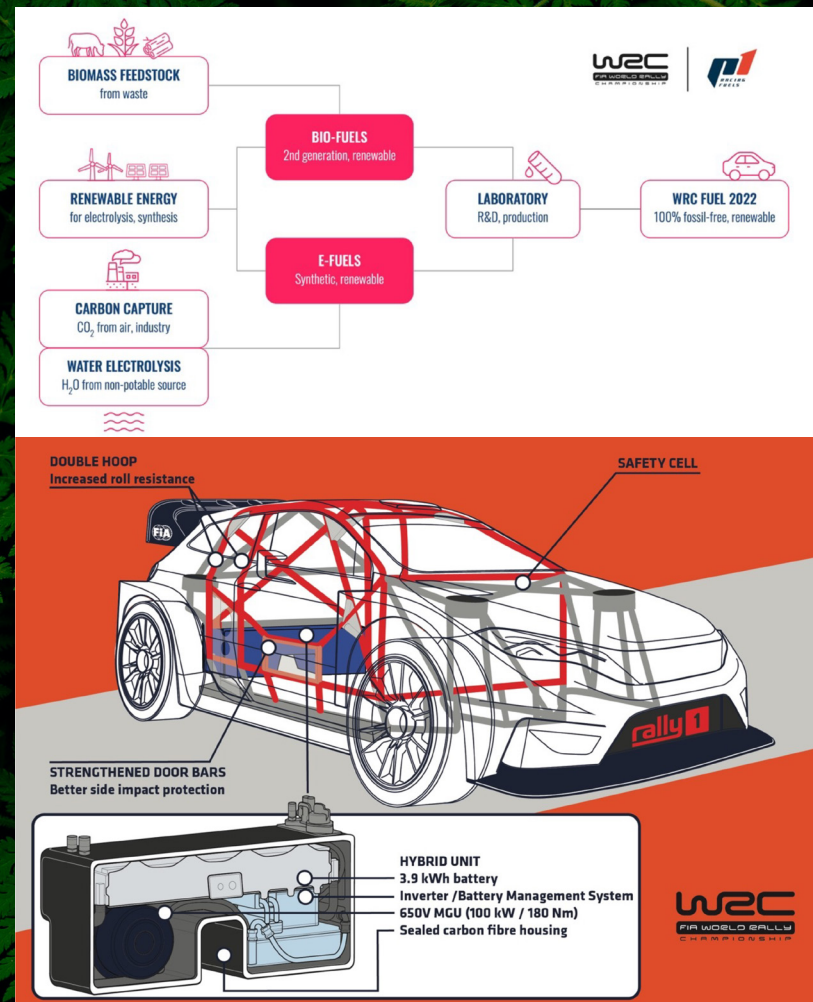
The team at Rally of New Zealand Limited recognise that our events are held in a unique environment using the roads and other places that may have important social, cultural and environmental values. Rally of New Zealand Limited is committed to ensuring its events are conducted in an environmentally responsible manner that reflects our commitment to adopt and implement the principles of sustainability, as well as highlighting sustainability initiatives to its wider audience of participants, media, spectators and volunteers. Rally New Zealand has achieved 2-star level within the FIA Environmental Accreditation Framework and is working to achieve Level 3 accreditation.

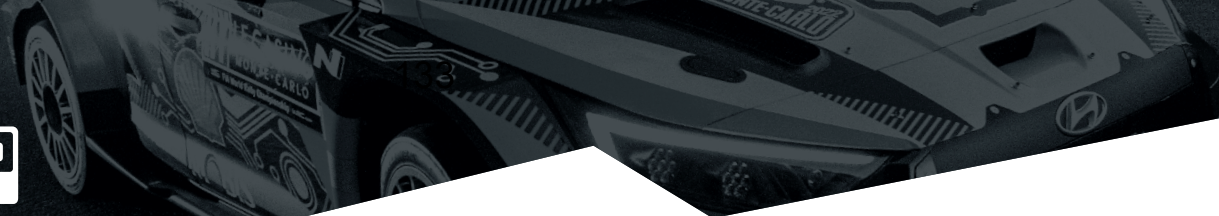
A particular focus of our commitment is to:

- Use environmental impact assessments to inform key decisions about the conduct of the event;
- Take steps to manage our impact on soil and water;
- Identify ways of optimising our fuel consumption and strive to reduce or offset our greenhouse gas emissions;
- Manage our waste to provide for maximum opportunities for recycling.

Hybrid

2022 Rally1 cars will be the first ever plug in hybrid powered vehicles, 100kw electric motor compliments 3.9kwh battery is being used. This is from the same company that supplies hybrid components to formula E, Formula 1. Q: What is full electric mode? This has a 20km range. Can be dedicated passages marked in the road book where it must be used. For example in the Service Park. Or in our case down Queen Street parade. For example the Queen Street Parade could be sponsored by a clean energy company.





MONTHLY ACTION PLAN

March

- Raglan Community Board meeting
- Meet with Community Groups willing to work with rally
- Confirm location for the Meet the Drivers and Tyre Change at Raglan
- Request to use the Te Akau Waingaro Community Complex
- Contact and meet with key local people, including David Ellis, David Peacock, Brenda Williams and so on
- Confirm the route following feedback from the FIA and make a public announcement
- Apply for Road Closures - this includes reconnaissance and the event
- Prepare Draft Traffic Management Plans
- Prepare the "Road Book" for Competitors including confirming the start/finish points and the safety vehicle locations
- Appoint Stage Co-ordinators
- Review both Competitor and Spectator safety

April

- Confirm and prepare plans for safe spectator locations
- Prepare Alternative Route plans
- Inspection by the FIA Safety Delegate
- Training the Stage Co-ordinators

June

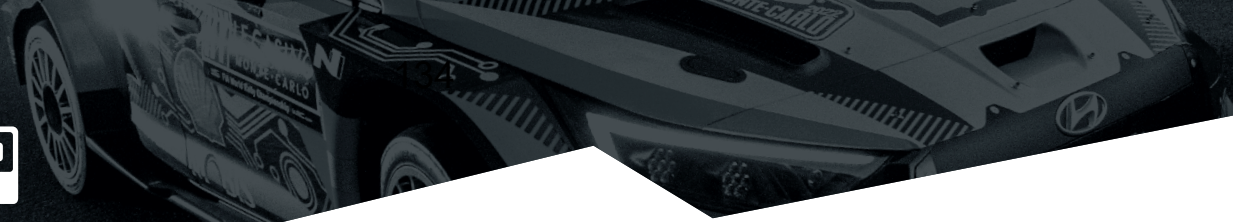
- Confirm Traffic Management Plans
- Recruit Marshals

July

- Complete the Event Safety Plan
- Deliver 1st letter to Residents

August

- Training meetings with Marshals
- Erect large green - ROAD CLOSED signs at all intersections on each closed roads detailing the days and times of closure
- Deliver 2nd letter to Residents confirming the date and time for road closures and safety procedures
- Inspection of the roads with Council Engineers



SAFETY OF THE PUBLIC

A major priority of the Safety Plan is to ensure the safety of the general public including spectators.

CONTROL OF THE SPECTATORS

- Rally will have defined spectator zones. Plans will be drawn up and site contingencies will be reviewed by the Chief Safety Officer, the Chief Spectator Officer and the Clerk of the Course. During the event Safety Cars will confirm that the zone is as per the Safety Plan. In addition, the Zones will be checked by the FIA Safety Delegate. Three Safety Cars driven by experienced crews proceed through special stages checking that the route is in conformity with the Safety Plan and at the same time ensuring that all issues are identified and dealt with. Rally also liaises with the Police.

SAFETY OF THE COMPETITORS

- All rally cars before the competition are scrutineered to ensure that they comply with the MotorSport New Zealand and FIA Codes for safety. If they are involved in an accident they must be re-scrutineered before they can restart. Evacuation routes must be planned and all hospitals advised of the event.

MEDICAL AND RESCUE SERVICES

- These must comply with the FIA prescriptions. This includes the appointment of the Chief Medical Officer who is licensed by the FIA and is responsible for the medical part of the Safety Plan. In addition the FIA appoint a Medical Delegate to review and report on the medical plan.
- Intervention vehicles consisting of a 'medical' team and a 'technical' team are at the start and placed 10 minutes apart in the stage. Ambulances equipped for resuscitation are also required. We also must also have a medically equipped helicopter.

2022

RALLY NEW ZEALAND

AUCKLAND

INFORMATION PRESENTATION FOR WAIKATO DISTRICT COUNCIL

MARCH 2022

WRC

FIA WORLD RALLY
CHAMPIONSHIP

WWW.RALLYNEWZEALAND.COM



FLICKET.



APPLICATION FOR TEMPORARY ROAD CLOSURE TO HOLD A MOTORSPORT EVENT

This application form must be submitted to WDC at least 3 months prior to the proposed event and, if approved, will be advertised publicly twice to allow for any objections.

An 'Affected Persons' form must be submitted with this application, if applicable.

Applicant Details	
Name	Merran Brockie-David
Organisation	Rally New Zealand 202 Ltd
Address	Rally New Zealand, PO Box 62021, Sylvia Park, Auckland 1644
Phone	09 276 0882
Mobile	021 272 5596
Email	info@rallynz.org.nz

Road Closure Details	
Event Name	Rally New Zealand – WRC Competition Day


Comments: Please note that the times provided below are provisional and may vary. Residents may travel in the same direction as the rally during the window between the running of the special stages. Special arrangements will be made to minimise disruption to regular road users such as school buses.

Roads or road sections to be closed <i>List all roads proposed to be closed</i>	Proposed road closure period Friday September 30th	
	Closed	Opened
1. Whaanga Coast from Te Mata to Whale Bay - Waimaori Road, onto Matawha Road, onto Tukurimu Road, onto Ruapuke Road, onto Whaanga Road, stopping close to Te Hui Road	06.30 am	16.30 am
2. Te Akau South from Ruakiwi Road to Te Akau - Ruakiwi Road from Te Akau Road intersection, onto Mangiti Road, onto Te Akau South Road until the Te Akau Road and Te Akau Coast Road intersection	08.00 am	18:00 pm
3. Te Akau North from Te Akau Coast Road to Dixon Road - Te Akau Coast Road, onto Matiria Road, onto Dixon Road, onto Waimai Valley Road from the intersection with Dixon Road to Te Akau Coast Road	09:00 am	19:00 pm
4. Main Street Raglan – Both sides of Bow Street from the James and Bankart Roundabout through to Cliff Street bottom of town and both sides of Wainui Road through to the Bankart Street Roundabout	10:00 am	17:00 pm

Traffic Management Plan

Name of STMS	Contact Phone No. for entire period of road closure
Ross Twyman	021 195 9933

I confirm that I have read and understand the WDC Motorsport Events Policy and certify that these will be met

Signed: 	Date: 1/6/2022
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For WDC Use Only

Date Application Received	Advertising Dates 1 st 2 nd	TMP Supplied	Bond Received	Insurances Sighted	Notification



Rally of New Zealand 2022

Roading Management Plan

for



September 27th & 30th 2022





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Introduction

It is with great pleasure that we produce this document as a means of enhancing the Rally New Zealand organisation and Waikato District Councils' working relationship, preparing for the 2022 WRC Rally of New Zealand.

The Rally of New Zealand Organisation is committed to working in collaboration with the Waikato District Council to ensure that this monumental event is a huge success, not only for the competitors and worldwide audience, but also for our local Waikato ratepayers and businesses.

This "high level" management plan will demonstrate to the Waikato District Council that the Rally New Zealand organisation is substantial, run by extremely competent and passionate petrol heads who will do whatever it takes to ensure we fulfil our obligations before, during and after the 2022 Rally New Zealand event.

We look forward to continuing our work with you.



Stuart Barnett Clerk of the Course

HUGE GLOBAL AUDIENCE

4.1 MILLION

SPECTATORS ATTENDED 13 WRC RALLIES in 2019

150+

TV MARKETS

4

HIGHLIGHTS PROGRAMMES EACH RALLY

545+ MILLION

CUMULATIVE TV AUDIENCE IN 2020

1271+

BROADCAST HOURS

78 MILLION

BROADCAST VIEWERS FOR EACH RALLY

3

LIVE PROGRAMMES EACH RALLY

1.2+ BILLION

ONLINE IMPRESSIONS

WRC 2022 CALENDAR

1.	Rallye Monte-Carlo	20.01. - 23.01.2022
2.	Rally Sweden	24.02. - 27.02.2022
3.	Croatia Rally	21.04. - 24.04.2022
4.	Vodafone Rally de Portugal	19.05. - 22.05.2022
5.	Rally Italia Sardegna	02.06. - 05.06.2022
6.	Safari Rally Kenya	23.06. - 26.06.2022
7.	Rally Estonia	14.07. - 17.07.2022
8.	Secto Automotive Rally Finland	04.08. - 07.08.2022
9.	Ypres Rally Belgium	18.08. - 21.08.2022
10.	EKO Acropolis Rally Greece	08.09. - 11.09.2022
11.	Rally New Zealand	29.09. - 02.10.2022
12.	RallyRACC - Catalunya Rally de España	20.10. - 23.10.2022
13.	FORUM8 Rally Japan	10.11. - 13.11.2022



World Championship Event Overview

Repco Rally New Zealand was first included as a round of the FIA World Rally Championship in 1977. Its status has grown internationally, with the 2001 event being awarded the coveted WRC Rally of the Year. The event started in 1969 as a marathon of endurance for everyone involved. What was a long and involved rally in the 1980s with time to rest, repair and develop tactics on a variety of road surfaces has nowadays evolved into a flat out sprint event of just over 300 km.

The first international event, the Shell Silver Fern Rally in 1969, was won by Grady Thompson and co-driver Rick Rimmer in a V8 powered Holden Monaro.

The Heatway International Rally in 1971 was the first to be accorded international status and attracted 67 entries, with 15 from outside New Zealand.

Four drivers have won Rally New Zealand on three or more occasions. The first was Carlos Sainz, and co-driver Luis Moya, of Spain who won for the first time in 1990. Sainz was the first driver to successfully defend his title in 1991 and went on to grab a hat-trick in 1992. All three titles were at the wheel of the Toyota Celica. The likeable Spaniard then became the most successful driver in Rally New Zealand history to that point, when he gained his fourth victory in 1998, again in a Toyota, but this time a Corolla WRC.

Next came the reign of Scotsman Colin McRae and co-driver Derek Ringer, and the rise of Subaru. McRae won in 1993 recording not only his own debut win, but also for Subaru and their Legacy. They brought their Impreza home first in 1994 before emulating Sainz with a third successive win in 1995.

In 2007, Finn Marcus Gronholm, partnered by Timo Rautiainen, took Sainz's crown when he beat Sebastien Loeb by 0.3 seconds to claim an exciting victory with the then closest winning margin in the history of the WRC. Their 5 victories came three times in Peugeot's 206 WRC (2000, 2002 and 2003) and twice in Ford's Focus RS WRC in 2006 and 2007.

When the WRC last visited our shores in 2012, the most successful driver in WRC history, Frenchman Sebastien Loeb, completed his trifecta of Rally New Zealand wins after previously standing on the top step of the podium in 2005 and 2008. Each time in a different model of Citroen.

Five drivers have won Rally New Zealand on two occasions. Scotsman, Andrew Cowan (1972 & 1976), Finland's Hannu Mikkola (1973 & 1979), his countryman Timo Salonen (1980 & 1985), Englishman Richard Burns (1996 & 2001) and Kiwi Hayden Paddon who won two non-WRC editions in 2011 and 2017.

The history of New Zealand's international rallies has been highlighted by many other distinctions, including the closest winning margin in the history of the WRC in 2007, when Marcus Gronholm beat Sebastien Loeb by just 0.3 of a second, and the first-time a round of the FIA World Rally Championship was held in the Asia-Pacific region. It also provided the first time that British Leyland had scored World Rally Championship points for some 20 years, the first time Toyota won both the Group A and N awards on the same event and the first time the Russian Lada team competed outside Europe. Competitors continue to rate the open, heavily cambered, back-country gravel roads as a real test of driver ability, and some of the best roads in the World Rally Championship.



Waikato Region Timetable

Tuesday September 27th

Competitors will leave Auckland bound for the Whaanga Coast. Vehicles will travel on the southern motorway until they reach Mercer where they will branch off toward Pukekawa, Glen Murray, Naike, Pepepe through to Te Mata and the start of the Whaanga Coast stage. The reconnaissance schedule is detailed below.

Time	Reconnaissance Timetable
09.00	SS 1 & 4 - Whaanga Coast start, 2 runs
11.30	SS 2 & 5 – Te Akau South start, 2 runs
12.15	SS 3 & 6 – Te Akau North 1 start, 2 runs

We envisage that all reconnaissance activities will be clear of all stages and on their way back to Auckland by 3.00pm.



Friday September 30th

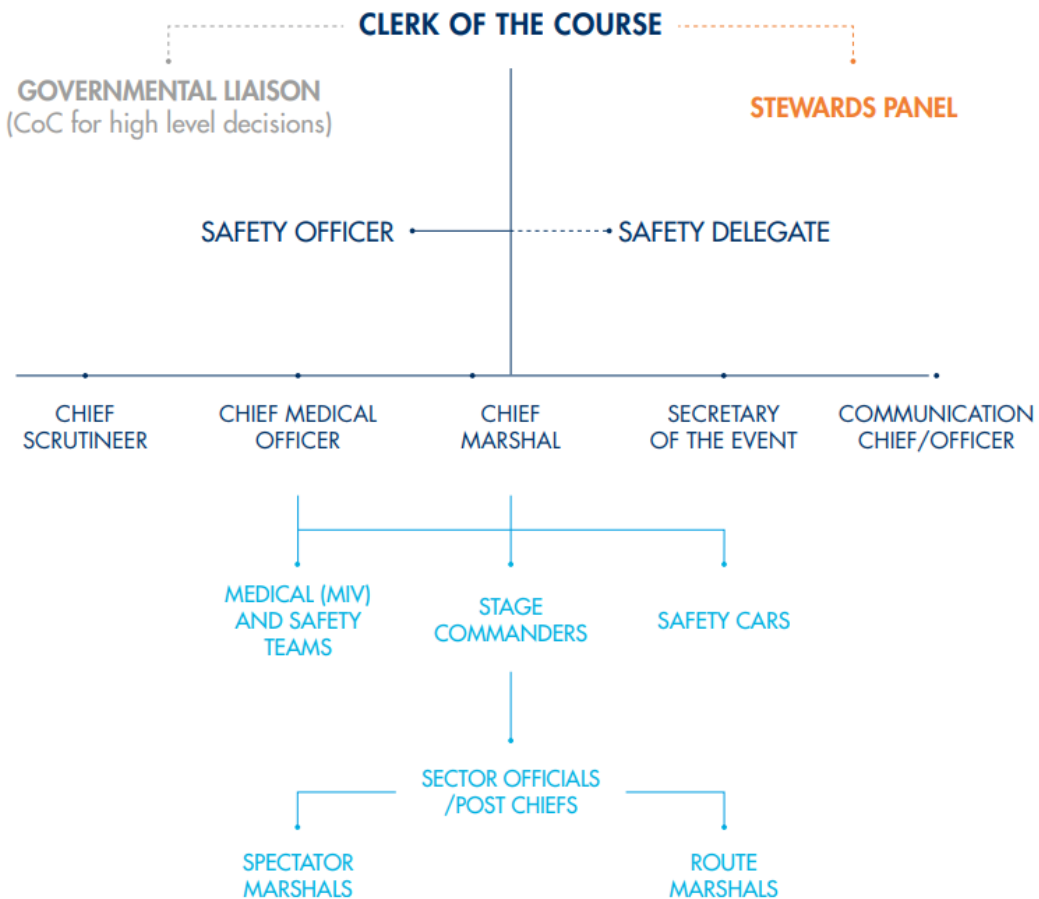
At 5.55 am competitors will leave Auckland bound for the Whaanga Coast. Vehicles will travel on the southern motorway until they reach Mercer where they will branch off toward Pukekawa, Glen Murray, Naike, Pepepe through to Te Mata and the start of the Whaanga Coast stage. The rally schedule is detailed below.

Time	Rally Timetable
05.55	Leave Auckland, Travel to Whaanga Coast
08.33	SS 1 - Whaanga Coast 1 start
10.11	SS 2 – Te Akau South 1 start
11.14	SS 3 – Te Akau North 1 start
12.54	Raglan Regroup
14.22	SS 4 - Whaanga Coast 2 start
16.00	SS 5 – Te Akau South 2 start
17.03	SS 6 – Te Akau North 2 start
	Remote refuel Te Akau, return to Auckland



Rally NZ Organisation

Organising motor rally events takes a huge amount of resource and effort. The structure chart below shows a typical rally organisation hierarchy for a rally the size of the 2022 Rally New Zealand event (overall it's anticipated that almost 1,000 volunteers will be involved in helping over the duration of the rally).



Environmental Policy

The team at Rally of New Zealand Limited recognise that our events are held in a unique environment using the roads and other places that may have important social, cultural, and environmental values. Repco Rally New Zealand is committed to ensuring its events are conducted in an environmentally responsible manner that reflects our commitment to adopt and implement the principles of sustainability, as well as highlighting sustainability initiatives to its wider audience of participants, media, spectators, and volunteers.

A particular focus of our commitment is to:

- ❖ Manage our waste to provide for maximum opportunities for recycling.
- ❖ Use industry best practice to inform key decisions about the conduct of the event.
- ❖ Identify ways of optimising our fuel consumption and strive to reduce or offset our greenhouse gas emissions.
- ❖ Work with key suppliers to improve sustainability on event

The Rally New Zealand full environmental policy is available on request.





Roading Management

Rally New Zealand recognise the importance of minimising the impacts that the rally event has on the Waikato region. This includes all roading related activities, impacts on the local environment, waterways and tangata whenua.

To this end and following some initial dialogue with Councils Roading team, we propose a close collaboration with Rally NZ’s Roading team to ensure Councils’ and the community’s concerns are carefully considered. In discussions held to date, topics have included:

Pre-Event

1. Road closure applications being submitted early so that they may be processed without delay. This will enable Council to advertise the event calling for any objections which will be managed via normal Council processes. This could include feedback from RNZ.
2. Traffic Management Plans are developed and submitted early, satisfying COPTMM and specific local requirements.
3. Risks are identified and mitigations are agreed so if the risk occurs, they can be managed accordingly.

Example Risk Areas	
1	How might the road closure affect other roads nearby?
2	Any likely impact on nearby road maintenance works?
3	Any likely damage that might occur to the closed road and/or nearby roads as a result of the event.
4	The availability of alternative routes for motorists.
5	The potential impact of any road closure and/or detours on adjoining landowners.
6	Timeframes around local farming activities for example: lambing, calving, and duck shooting.

4. RNZ appoints local Area Coordinators who work with local community groups, organisations and individuals to help make the event an engaging community project. They coordinate:
 - a. Fund raising activities e.g. for local schools or groups
 - b. Local volunteers who can help be spectator marshals on the day.
 - c. They visit local residents that may have specific requests regarding access during the rally.
 - i. The liaise with local residents to gain permission to use specific areas for:
 - ii. Spectator points or conversely can be notified which areas can’t be used as spectator points.
 - iii. Placement of Radio or medical vehicles or general parking.
5. Management of Stakeholder concerns.
6. All spectator points will be personally visited and reviewed by the FIA Safety Delegate (rally legend Michelle Mouton from France) on Monday and Tuesday 13 and 14 June.
7. RNZ prepare a detailed safety plan that is approved by the FIA and the FIA Safety Delegate prior to the event.



8. Pre-event drive over Inspections of the rally stages occur:
 - a. To record and agree on the pre-event condition of the rally stages (1 week prior to the rally event).
 - b. This will include video capture of the rally stages and other areas of interest.
 - c. The video will be uploaded in to the NZTA Roadrunner video library for future reference.
 - d. Existing defects will also be recorded.
9. Bond arrangements can be agreed in terms of the Waikato District Council policies.
10. WRC Public notification 1st letter to be hand delivered for signature 6 weeks prior to the event
11. WRC Public notification 2nd letter to be sent 3 weeks prior to the event with other notifications
12. Make up metal could be potentially stockpiled before the rally event.
13. RNZ produce a detailed Safety Management Plan for the event.



During the event.

14. Rally New Zealand provides communication channels to expedite community enquiries.
15. Alternative routes are clearly identified and communicated to the local community.
16. Any accidents, incidents or damage is recorded and reported.
17. Rally Route safety.
 - a. All rally traffic only travel in the direction of the rally on race day.
 - b. Marshals are in place 30 minutes before their location is due to be closed to ensure sign posting, safety areas and safety tape is placed according to the approved safety plan and TMPs. Gates and driveways along the racing stages are also taped as a reminder for residents that the rally is about to start.
 - c. Stage control (start and finish points), medical vehicles, rescue vehicles, stage commanders and radio points are in place 90 to 120 minutes prior to the first competitive car starts.



- d. The Chief Safety Officer completes a drive through safety check of stages 60 to 75 minutes prior to the first competitive car starts.
- e. The 000 Safety car completes a drive through safety check of stages 40 to 45 minutes prior to the first competitive car starts.
- f. The 00 Safety car completes a drive through safety check of stages 15 to 25 minutes prior to the first competitive car starts.
- g. The 0 Safety car completes a drive through safety check of stages 10 to 15 minutes prior to the first competitive car starts.
- h. Competitors begin racing.
- i. Following the last competitor, recovery and sweeper vehicles travel the racing stage to ensure that all vehicles have safely exited the stage.

Post Event

18. Post event drive over inspections of the rally stages occur to agree on the condition of the rally stages post event (asap after to the rally event).
 - a. This will include an updated video capture of the rally stages and other areas of interest.
 - b. This video will also be uploaded in to the NZTA Roadrunner video library for future reference and comparison to the pre-event video if required.
 - c. Defects which have developed as a result of rally activities will be recorded and agreed including the scope and cost to rectify.
19. Post rally grading & make-up in Whaanga Coast area to be done immediately after rally.
20. Post rally grading for Te Akau area to be done within following 2-3 weeks.
21. Any other issues reported as a result of the event taking place will also be investigated and remedied as soon as is practically possible.

The items above captures the initial strategy that RNZ could commit to in order to satisfy any Council concerns regarding the event. This may be amended following any additional items that may arise prior to the event taking place.





Road Closure for Motor Sport Events Policy

Policy Owner	General Manager Service Delivery
Approved By:	Policy & Regulatory Committee
Approval Date:	March 2012
Resolution Number	
Effective Date	March 2012
Next Review Date:	March 2015

Objective(s)

To outline Council's stance on the use of district roads for motor sport events.

Definitions

Motor Sport Event - means an event in which participants' race motor propelled vehicles.

Policy Statements

I. Special Considerations for Motor Sport Events

- i. In assessing applications for closures of roads for Motor Sport Events, Council will consider the following:
- ii. The potential impact on the roading network in the vicinity of the proposed closure, the affect on any proposed roading capital and maintenance works in the area and the risk to Council of damage occurring to the affected road(s).
- iii. The availability of alternative routes for motorists. Council may not approve a temporary road(s) closure if such closure is likely to unreasonably impede traffic.
- iv. The potential impact on adjoining landowners.
- v. Timeframes around local farming activities eg. lambing, calving, duck shooting etc
- vi. The frequency of use of any road(s) used for car rallies or hill climbs and/or access to the car rallies or hill climb, will generally not be allowed to exceed 1 per calendar year on unsealed roads and 2 per calendar year on sealed roads.

More frequent use of roads for motor sport events will be dependent on the suitability of the road for that purpose and the size and nature of the event. Consideration may be given to additional events for local clubs should out-of-District organisations exhaust the above allocations.

Where use of a road for a Motor Sport Event has exceeded the thresholds noted above, Council may, on application, consider allowing a further event on the road, and subject to the outcome of public consultation.

- vii. The maximum period of closure of any road for car rallies or hill climbs shall generally be **6 hours**. However, longer closures may be permitted in special circumstances.
- viii. World Rally of New Zealand and Targa NZ have first right to use the roads listed in Appendix A.

2. Motor Sport Events Additional Conditions

Motorsport event organisers operating a Temporary Road Closure on a road controlled by the Council are required to be an affiliated member of Motorsport New Zealand for that event.

Exemptions: The General Manager Rooding & Projects may, upon receiving written application from the event organiser grant an exemption/waiver from the requirement to be affiliated to MSNZ where the event organiser can demonstrate they are current members of a motorsport body of similar standing to Motorsport New Zealand, and have appropriate procedures, experience and resources to run an event,

Road closures will only be permitted where the road closure can be carried out in such a manner as to minimise inconvenience to other road users and adjoining property owners.

Road closures will be permitted only on roads where alternative routes exist for through traffic.

Road closures on unsealed roads will only be permitted within the period of 1 October to 30 June of each year inclusive, except for significant rallies where an exception has been sought and approved by Rooding & Transportation Committee.

The Applicant must provide a bond with the application for road closure as per Council's Fees and Charges Manual

Prior to Council advertising the proposed road closure the applicant will give written notification to the adjoining residents and property owners and other affected parties of the proposed road closure so as to minimise allow them the opportunity to make a submission on the proposed road closure.

In the event of damage being caused to any fence or other private or public property, temporary repairs to fences and property, The event organiser will identify the property owner/occupier within 48 hours and work with them to carry out the repairs.

All repairs shall be to the satisfaction of the affected property owner.

The approved applicant is required to contact Council's Road Opening Coordinator not less than 15 working days prior to the event to arrange inspections of the affected road(s).

Inspections will be undertaken before and after the event to identify any damage caused to the road due to the event. The applicant is responsible for all costs of repairing any damage identified.

Once damage has been repaired and actual costs recovered from the applicant the bond will then be released.

Failure to arrange the undertaking of these inspections may result in future applications being declined.

3. Days of the year when motor sport events cannot be held on WDC Roads

- (a) Good Friday and Easter Sunday
- (b) Anzac Day
- (c) First Saturday in May (duck shooting opening)
- (d) 1 July – 30 September (Calving & Lambing)
- (e) Christmas Day

4. Right of Appeal

In the event that, as a result of public submission, or non-compliance with the requirements of this policy, an application for a road closure for a Motor Sport Event is

declined, the applicant may, within 10 days of receiving written notice from Council, appeal in writing for a review of this refusal.

This appeal shall be presented to the Roding and Transport Committee for consideration, or if insufficient time is available for the next Roding and Transport Committee meeting, the appeal shall be decided by a sub-committee consisting of His Worship the Mayor, Roding and Transport Committee chairperson, Chief Executive and General Manager Roding & Projects.

The decision of the Roding and Transport Committee or the above sub-committee shall be binding.

5. Temporary Road Closure Applications

Clubs wishing to apply for a temporary road closure for a motor sport event shall refer to Council's brochure on Events on Council Roads and complete the Application for Temporary Road Closure form.

Policy Review

This policy will be reviewed as deemed appropriate by the General Manager Service Delivery, or at least once every three years.

Appendix A

The following roads have first right of use by World Rally of New Zealand and Targa NZ:

World Rally of New Zealand

Baker Road
 Dixon Road
 Klondyke Road
 Mangiti Road
 Matakītaki Road
 Matira Road
 O'Brien Road
 Ponganui Road
 Port Waikato - Waikaretu Road
 Richardson Road
 Ruakiwi Road
 Te Akau Coast Road
 Te Akau South Road
 Te Hutewai Road
 Tutarimu Road
 Waikaretu - Wairamarama Road
 Waikorea Valley Road
 Waimai Valley Road
 Waimaori Road
 Wairamarama Road

 Whaanga Road
 Woodleigh Road

Targa New Zealand

Ararimu Road
 Back Miranda Road
 Bedford Road
 Blakett Road
 Coalfields Road
 Codlin Road
 Collie Road
 Findlay Road
 Forestry Road
 Hetherington Road
 Highway 22 (Logan Road to Glen Murray Road)
 Holmes Road
 Honey Road
 Hunt Road
 Kaiaua Road
 Kauri Road
 Kellyville Road
 Kohanga Road
 Koheroa Road
 Kopuku Road
 Maioro Thomson Road
 Monument Road
 Onewhero – Tuakau Bridge Road
 Perry Road
 Rangiriri Glen Murray Road
 Richards Road
 Robertson Road
 Rotangaro Road
 Smith Road
 Tahuroa Road
 Waikare Road
 Waikokowai Road
 Wairamarama Onewhero Road
 Waiterimu Road
 Whiriwhiri Road
 Woolrich Road

IpAddress StartedOn Place of residence

122.56.1766/13/2022 Te Kauwhata

122.56.1986/13/2022 Onewhero

49.226.95.16/13/2022 Hamilton

115.188.136/13/2022 Te Kowhai

103.96.86.16/13/2022 Horotiu

122.59.66.16/13/2022 Te Kauwhata

116.90.78.56/13/2022 Hamilton

122.62.72.56/13/2022 Hamilton

60.234.2496/13/2022 Te Kauwhata

60.234.1076/13/2022 Raglan

151.210.156/13/2022 Hamilton

49.227.22.76/13/2022 Te Kuiti, Waitomo

115.189.906/13/2022 huntly

203.184.446/13/2022 Fairfield, Hamilton

151
I support/0 Comments

Support Good for the district and Raglan businesses
Will be staying out Ta Akau Coast road for this. We
support it.
As a delivery driver to Raglan twice weekly I would be
more than happy to be "impacted"traffic wise for
such an iconic event.
For the positives that would come to The Waikato
from having this event return to NZ are
insurmountable. The tourism and business dollars
flowing back to a hard hit area would be game
changing.
To everyone that says NO...it's an iconic event that so
many positives can be gained, the few negatives are
greatly outweighed, even if the few days of rallying is
not to your liking, the side effects of this event will
bring a great deal of pleasure to so many, nah sayers
included

Support
Support
Amazing, will bring money and sport to the area that
we don't normally have. M

Support
Support
Support
This will bring a huge amount of visibility and tourist
opportunities for the region, such a great idea to have
WRC hosted in a great part of the Waikato.
I believe this can really help promote Waikato as well
as get the Waikato a chance to attend a local event
that is watched globally

Support
Support
Support
Support
Fantastic to see a world-class event potentially
coming to town. I see no issues provided there is
robust traffic management and good information
close to the day.

122.61.59.16/13/2022	Hamilton	Support	What a great chance to promote the Waikato area internationally. All for it.
122.56.196/13/2022	Ngaruawahia	Support	My in laws live in Te Akau and the kids would love it if they could see the cars.
203.211.73/13/2022	Raglan	Support	Given issues of climate warming, surely it is time to stop supporting such petrol-head events. It only encourages others to buy (or modify) super-consumption cars. The time for such events has well and truly passed.
116.251.19/13/2022	Raglan	Oppose	I support the event, it's well run and provides opportunities for community groups to fundraise and brings tourists into town. I live on one of the roads that's closed and it's only for a day.
103.233.13/13/2022	Raglan	Support	All for it. My sons friends live out there and they are really hoping this is happening.
219.88.17/13/2022	Horotiu	Support	Nz as a whole need's to support international events. This particular event is a much admired one for Rally enthusiasts worldwide
121.79.23/13/2022	Nz	Support	Would be fantastic for the region. How exciting !!
101.53.21/13/2022	Rotowaro	Support	
114.134.13/13/2022	Tauwhare	Support	Motor racing inconveniences locals and doesn't fit with other environmental branding of Raglan.
103.233.13/13/2022	Raglan	Oppose	Whaanga Rd is being left in poor condition awaiting the rally. It should be repaired now.
118.92.56/13/2022	Huntly	Support	This would be great for Nz and the Waikato. Cant wait to go along and watch
118.93.16/13/2022	Huntly	Support	Yes, absolutely support this. WRC was always a good thing and I hope everyone else supports this.
222.154.23/13/2022	Waikato	Support	Amazing world class event
122.61.57/13/2022	Waikato	Support	
115.69.17/13/2022	Nawton Hamilton	Support	
222.153.23/13/2022	morrinsville	Support	Please

124.248.136/13/2022 Onewhero
206.83.1156/13/2022 Waikato

Support This is a great opportunity to bring more people and
Support their wallets into the District. Not to mention what a
Support Awesome neat experience it will be for the locals.
x0001F44F

118.148.106/13/2022 Ngaruawahia
103.233.136/13/2022 Whatawhata

Support This needs to go ahead, the money that it will bring
Support into our district would do it the world of good

Awesome event.
What's a couple days disruption on the local roads for
one of the biggest sporting/motorsport events in the
world.
All for it I say. Should bring in a bit for the economy
too. More pros than cons in my opinion.
However please ensure roads are inspected before
and after the race. Not only a walk over but perhaps
video before and after.
Would be good if World Rally pay for any
repairs/maintenance that will be required.
However I assume this will be part of their
application.

122.62.78.36/13/2022 Hamilton

Support Look forward to it!
I have been to at least 4 rally NZ events in NZ, and
also rally NZ as a spectator, and they put NZ on the
world map showing off some of our beautiful
coastline.
I love photographing the rally and think its a great
event.. It brings a lot of fre advertising and gets lots of
people out visiting parts of NZ they havent been
before.

114.134.5.16/13/2022 Hamilton
115.69.1796/13/2022 Hamilton

Support
Support This is awesome.

161.29.2526/13/2022 Ngaruawahia
45.133.7.96/13/2022 Tamahere

Support Raises the profile of the district and community
Support groups benefits from it in county areas.
World Event on our doorstep , fantastic

103.24.137 6/13/2022	Te kowhai	Support	Absolutely support it
60.234.100 6/13/2022	Pirongia	Support	
118.92.35.26 6/13/2022	Waingaro	Support	Close as many roads as you need, it's worth it.
			This will be great for our region. Show case it to the world. And bring revenue to local businesses. Just what the Waikato needs. Awesome.
124.248.14 6/13/2022	Te Kauwhata	Support	
60.234.100 6/13/2022	Raglan	Support	Can we have a burnout pad or space
60.234.221 6/13/2022	raglan	Support	Fuckin hell yeah come to raglan the locals will love it
103.233.13 6/13/2022	Raglan	Support	
118.93.172 6/13/2022	horsham downs	Support	
			The whanga coast is the best stage in wrc even the drivers agree. Has to be run this year myself and the kids can't wait!
118.93.172 6/13/2022	Horsham downs	Support	Money for the community and fast cars its a no brainer
103.233.13 6/13/2022	Raglan	Support	
			Can't support this proposal as from what I can see in the information shared, this rally proposal does nothing to respect or support mana whenua. Instead it plans to overcrowd our town, close roads and cause havoc to our coastal road. Last time the rally was in Whaingaroa the out-of-towners blocked up the one-way bridge
124.248.14 6/13/2022	Whaingaroa	Oppose	
			What an amazing opportunity for our district!!! Some inconvenience for a few people for one day is worth it for the huge amount of exposure/advertising for our little corner of the world!!! ~ G&S Affleck, Huntly
122.56.201 6/13/2022	Huntly	Support	Good for all supporting communities raglan pirongia waikato generally
45.117.39.26 6/13/2022	Ohaupo	Support	
203.184.33 6/13/2022	Raglan	Support	
222.153.33 6/13/2022	Matangi	Support	
			Ruapuke local miss waking up as a little boy to the WRC.
49.224.67.26 6/13/2022	Raglan	Support	

206.83.116 6/13/2022 ohaupo
 150.107.176/13/2022 Hamilton
 114.134.4.16/13/2022 Hamilton
 49.224.93.16/13/2022 Taupiri

Support
 Support
 Support
 Support

Will be great to have them back!!

I support this proposal 100% ,it will bring alot positive revenue to our district especially with ruff 2years our country hasn't suffered.

Great for the waikato, great for motor sport NZ I can't wait !

115.189.82 6/13/2022 Gordonton, Hamilton
 103.233.13 6/13/2022 raglan
 122.62.44.16/13/2022 Hamilton
 151.210.24 6/13/2022 Horsham Downs
 180.148.12 6/13/2022 Raglan

Support
 Support
 Support
 Support

Allowing the rally in the Waikato will bring people to the district, Hamilton and surrounding areas. Motor sport and especially this race is watched globally. Putting places such as Raglan and other areas on the global map.

As the world turns back to resemble normal if this is done well hopefully it will become a feature for future races bringing international guests with it to the region.

122.59.44.6/13/2022 Dinsdale, Hamilton

Support

This is a great way to open up NZ to help the economy and have a amazing experience to all. Please consider accepting the Rally. I for 1 with our family would support and travel to watch and enjoy. Xo

121.99.209 6/13/2022 Tokoroa
 122.56.202 6/13/2022 Raglan
 114.134.11 6/13/2022 Hamilton

Support
 Support
 Support

Great event for NZ to host again.
 Great to see it back in New Zealand

This is huge for the country and community

122.56.203 6/13/2022 Raglan

Support

Looking forward to it

115.189.136/13/2022	Hamilton	Support	Great for all in Ragland and District brings the people into Town and area helps local businesses and clubs what the Waikato needs more of big event like this to make it some were for people to come and view our District
122.62.45.76/13/2022	Hamilton	Support	Great for businesses!! Lets do it.
124.248.136/13/2022	Whatawhata	Support	What a great event for NZ!!! Can we expand this any!!
124.248.136/13/2022	Whatawhata	Support	Great event.
124.248.136/13/2022	Whatawhata	Support	Would love to see the Ralph in our area
124.248.136/13/2022	Whatawhata	Support	Lii oh vw the rally
124.248.136/13/2022	Whatawhata	Support	
124.248.136/13/2022	Whatawhata	Support	
124.248.136/13/2022	Whatawhata	Support	
118.93.1326/13/2022	Rotongaro	Support	Would be awesome for the locals out our way get a world class event in our own backyard. Really would be us on the world map Great opportunity for the region to host an international event. Will bring additional revenue to the local area and promote our region nationally and internationally.
49.224.89.16/13/2022	Rotokauri Waikato	Support	This is such a great opportunity for the district, and would be a shame if this didn't go through!
122.56.1766/13/2022	Hamilton	Support	This will be awesome to get an event of this scale back to NZ, it surely will be exciting!
151.210.156/13/2022	Horotiu	Support	

Our house is at the T junction of Mangiti, Te Akau South and Te Akau Wharf road. We have had a lot of problems with poeple believing they are rally drivers and spraying our vehicles and property (which are parked on our property) with gravel. If some protection e.g. hay bales or something could be put in place we would be happier..

Also is the WDC going to resurface/repair the roads after this event. WDC doesn't seem to be to concerned with the conditions of our roads recently and how it impacts driving safety and our vehicles and wallets.

103.233.136/13/2022 Te Akau

Oppose Many thanks

Awesome idea to bring some local entertainment and foreign investment.

122.56.82.6/14/2022 Tauhei

Support Would do wonders to our economy.

121.74.79.16/14/2022 Timaru

Support I have waited a long time to see this wonderful spectacle and occasion and look forward to spending time not only viewing the event but spending the preceding week based in the region accompanied by 12 overseas visitors all of whom have this event on their " bucket list@
Would be really cool to see international level motorsport run back in raglan again. I remember going out as a kid to watch the rally stages and would be awesome to take my son out to the same

122.60.2276/14/2022 Hamilton

Support experience

Is there a make good regrade and metal clause for the stages that are closed. And what time frame will this be done in

115.188.186/14/2022 Te Akau

Support

14.1.41.176/14/2022 Auckland

Support

118.92.63.76/14/2022 Hamilton

Support I fully support having a World Championship event in our region.

122.56.176 6/14/2022 Morrinsville	Oppose	As a regular user of the roads in these areas as part of my personal and professional life this would cause great inconvenience and I do not believe it would be of adequate benefit to the community to justify the road closure. Through my experience in these communities the residents find the roads are already in a decreased state of repair with no maintenance planned and this would cause further damage to already failing infrastructure.
151.210.15 6/14/2022 Cambridge	Support	I support the application to have the rally on the proposed roads
124.248.14 6/14/2022 Te Akau	Oppose	It is too dangerous now and the roads are way too bad after wards. There is never any work done on the roads after the rally. I can't get to work for two days and kids can't get to school. There is also a lot of dust if it is dry and our house is right next to th road so all the dust comes in to the house. No one who watches the rally gives anything back to the community and neither do the rally drivers. It is a big no from me.
122.56.197 6/14/2022 Ngaruawahia	Support	I think this is a great way to highlight our region. It will hopefully bring much needed business and some positive promotion to the Waikato.
223.165.17 6/14/2022 Raglan	Support	
115.189.13 6/14/2022 Raglan	Support	
118.92.124 6/14/2022 Whatawhata	Support	Awesome can't wait. Rallying is choice.
60.234.101 6/14/2022 raglan	Support	I think this is a wonderful opportunity for our town. The increase potential to local businesses will really help locally as will raising the profile for the newly opened tourist trade.I understand that the roads will be reinstated to a higher level of repair after the rally following surveys before the competition begins.
101.53.194 6/14/2022 Te Mata, Raglan	Support	
222.153.22 6/14/2022 Raglan	Support	Awesome

151.210.156/14/2022	Hamilton	Support	There is not one valid reason to stop or hinder this.
116.251.136/14/2022	Raglan	Support	The eyes of the entire world will be bought to our place at and around Raglan.
151.210.136/14/2022	Raglan	Support	It has to proceed for the benefit of all NZers.
115.189.886/14/2022	Morrinsville	Support	A great opportunity for Raglan after the trials of COVID. Bring it on !
151.210.156/14/2022	Raglan	Support	Bring back Rally !
151.210.156/14/2022	Raglan	Support	
115.189.806/14/2022	Raglan	Support	
103.233.136/14/2022	Waitetuna	Support	This is a huge opportunity to see the world's best rally drivers on the world's best roads. We may never get this opportunity again. It would also be a great money earner for local business.
103.233.136/14/2022	rd1, raglan	Support	A great event and exactly what is needed. It will also help to boost the local economy in a time when it is most needed
203.184.456/14/2022	Raglan	Support	
103.233.136/14/2022	Waitetuna Valley, Raglan	Support	An exciting opportunity to showcase our district internationally. Wowser. We'd be fools to turn it down.
118.82.1986/14/2022	Hamilton	Support	Fully support this event
122.61.2396/14/2022	Carter	Support	It will be great for the town
122.61.2396/14/2022	Raglan	Support	It will bring tourist dollars and exposure to our town Dammage on gravel roads and noise pollution...Loots of extra traffic on Hw ..
222.153.116/14/2022	Raglan	Oppose	

115.188.186/14/2022 Waingaro 122.61.2386/14/2022 Raglan	Support Support	Absolutely support this, what a fantastic opportunity for our small community. It would be great if the drivers could attend our local schools to inspire some young kiwi kids to get out there and give out a go. And also if they could repair the road afterwards, Ruakiwi Rd is notorious for awful potholes and families having to constantly drive on the wrong side of the road to avoid them. Great opportunity for the whole areq
161.29.2356/14/2022 Waingaro	Support	I totally support this. Its only one day and the area Raglan/Te Akau can benefit from the extra income/people that'll will b supporting the rally :) With notice we can plan for the road closures.
118.82.1636/14/2022 te uku, raglan	Support	Admittedly a big fan of the WRC. This would be fantastic! I support the world rally championship, however the contradictory standards applied by this council towards the up keep of the rate payers roads is unreasonable. At present the rally could not be held on these road yet the residents are expected to drive on them.
124.248.146/14/2022 Te Akau 49.226.1026/14/2022 Hamilton 118.92.57.16/14/2022 Hamilton	Support Support Support	How could you say no, this is huge for the region and NZ Motorsport.
222.153.226/14/2022 Rukuhia 115.189.136/14/2022 Raglan	Support Support	The rally is an awesome event that we should definitely let go forward in the area.
124.248.146/14/2022 waingaro	Support	Great event that takes Raglan and Te Akau to the world.
116.90.74.76/14/2022 Waitetuna, Raglan 122.60.2386/14/2022 Raglan 180.148.996/14/2022 Raglan	Support Support Support	Do it!!! Imagine the income of a world rally
49.226.1126/14/2022 Raglan	Support	Wonderful opportunity to show our community to the world.
150.107.176/14/2022 Raglan	Support	Great opportunity to showcase the beauty of Whāingaroa to the world :)

115.189.876/14/2022 raglan	Support	I remember the rally in raglan as a while and it was the highlight of our year! Bring it back!!
219.88.1746/14/2022 Te Akau South	Support	Would be good to get the drivers to do some P.R work explaining that they would never drive like that unless the roads were closed. This might influence fans to not try and drive like them on country roads once the WRC has moved on.
122.56.1046/14/2022 Huntly	Support	Bring it on! Great support for our small town buisnesses, we never have any good events on out here. Looking forward to it!
118.148.836/14/2022 Raglan	Support	Have friends in Australia that will travel to watch it, well if flights come down and PCR tests no longer required
118.92.58.46/14/2022 Taupiri	Support	Awesome for raglan!
120.136.516/14/2022 Raglan	Support	So happy to see this international event return ! This is an iconic Raglan piece of history and many world Rally Champions have rated the Whannga coast stage as one of the best in the world. Happy to help out in anyway to support this event !
122.56.2326/14/2022 Raglan	Support	Such an awesome event .Bring back the NZ rally to Raglan too.my sons love it.
103.233.136/14/2022 Raglan	Support	Great for our community
60.234.1006/14/2022 Raglan	Support	Would be good for raglan
151.210.156/14/2022 Raglan	Support	Great for our community especially businesses that have been suffering for the last few years.
116.251.136/14/2022 raglan	Support	Go hard guys get this across the line _x0001F606_
103.233.136/14/2022 raglan	Support	Great for the community in so many ways
124.248.146/14/2022 ,raglan	Support	
118.92.61.76/14/2022 Raglan	Support	
49.224.83.16/15/2022 Raglan	Support	
115.188.186/15/2022 RD2 Raglan	Support	
115.189.136/15/2022 Raglan	Support	
115.189.136/15/2022 Raglan	Support	A bit late for a feedback three months before I reckon
115.189.136/15/2022 Raglan	Support	Bit late...

49.226.20.16/15/2022 Raglan
151.210.156/15/2022 Raglan

Support 162 Great to have it back
Support

151.210.246/15/2022 Raglan
103.233.136/15/2022 Raglan

I would really push the opportunity here for meaningful engagement with raglan youth. To see rally drivers take a few cars to our rangatahi at raglan area school to inspire, kōrero and open up their horizons to what opportunities can exist for their futures. I'd rather this than a whole Town thing if we had to choose. Use this opportunity to inspire, excite and educate our rangatahi!!
Support
Support Awesome for raglan!

114.23.2466/15/2022 Hamilton
49.224.1106/15/2022 Raglan

Great opportunity for local schools and organisations to raise funds by running sausage sizzles at the spectat or areas PLUS your district will be show cases across the world via the images and coverage from international media.
Support Smiles
Support

151.210.156/15/2022 Raglan

The map is pretty unclear, why is there no legend on it and what does a red or green highlight mean? I support the rally but would be good to have a clearer idea of what's being proposed
Support

202.154.146/15/2022 Whale Bay, Raglan
49.224.80.26/15/2022 Hamilton

I live on the road the rally is proposed to be on and I highly support it. This is a great opportunity for our community to be showcased on the world stage once again. Bring on the rally!
Support
Support

116.251.146/15/2022 Hamilton

It's been a long time since rally has been out on Whangaa coast and the roads are looking haggard. Hopefully with visitors to the region, that in turn can be reinvested into one of the best coastal gravel roads in the country
Support

103.233.136/15/2022 Raglan
103.233.136/15/2022 Raglan

Support Fantastic opportunity for our local town and
businesses
Support Love watching the rally

118.92.43.56/15/2022 Raglan
115.189.946/15/2022 Raglan

I would be willing to help connect our local school students to connect with the Rally drivers and see the cars for the purpose of exposing, educating and exciting them to future pathways or learning if someone can e-intro me to the event facilitator on the below email
Support Jami.dickson@twoa.ac.nz
Support

103.233.136/15/2022 Raglan
203.211.736/15/2022 Raglan

The council neglects road maintenance if they think the rally is coming.
The Rally organisers have never been held to account to pay for damage to the road - they appear to make promises then disappear without paying anything.
The rally is held during calving and lambing - a bad time for stock to have vehicles zooming through and farmers to have limited access to farms.
Oppose I think it's fantastic. It will stimulate the local economy and bring an exciting buzz to Raglan
Support

60.234.1016/15/2022 Raglan
118.148.106/15/2022 Raglan

I was pleased to hear that the roads to be used will be returned to their original or improved condition and feel that it would be of huge benefit to the community and help our struggling businesses during the event. I look forward to watching the race and hope it will return in the near future.
Support
Support

103.233.136/15/2022 Raglan

Support This is a global event, it will be great for the community and business. Good to have it back in NZ after many years.

115.189.136/15/2022	raglan	Support	This rally is very beneficial to raglan locals who have been waiting for the rally to return for 10 years. Being from raglan there are a lot of people supporting motorsports in any form it will be no different to the road closures where the new Zealand national rally has taken part over the last few years. Although there are people opposing it they are a small minority and have no understanding of the rally and how beneficial it will be for raglan and it's struggling businesses in the wake of winter woes that raglan struggles with every year. Farmers are all for it and are the only people that will be affected by road closures
103.233.136/15/2022	Raglan	Support	Very happy to see this event which will only be in this town for a short period of time, with minimal disruption and really good for local businesses and therefore the community as a whole
116.90.74.16/15/2022	Borek	Support	
103.233.136/15/2022	Raglan	Support	
103.233.136/15/2022	Raglan	Support	
103.233.136/15/2022	RAGLAN	Support	Yes for me. We had motels here and they always booked us out . They would use all the restaurants and cafes . Locals would have the school kids out and involved around the course . It' was a amazing event .
45.117.39.56/15/2022	Waitetuna, Raglan	Support	
203.184.306/15/2022	Raglan	Oppose	Hosting a rally will be against every existing concept of ecology or carbon footprint. What about the wild life?
115.188.196/15/2022	Te Mata, Raglan	Support	Love this so happy to have it back! I was coordinator for Te Hutawai Rd Raglan for 8yrs & have seen the benefits it brings to our local community
118.93.1686/15/2022	Raglan	Support	community
151.210.156/15/2022	Hamilton	Support	

203.184.396/15/2022	Hamilton	Support	Attended Rally events when living in Raglan myself. Drew a large amount of business for the town. This would be a fantastic opportunity for Raglan township ,the community and small business who are struggling at the moment that really need the support.
150.107.176/15/2022	Raglan	Support	I remember this as a kid and frothing being able to see cars hiss it passed you. It's been years and I'd love to see them again!
122.60.2246/15/2022	Raglan	Support	A great event for the area.
122.62.39.16/15/2022	Raglan	Support	
202.89.1396/15/2022	Raglan	Support	
123.255.636/15/2022	Ngaruawahia	Oppose	Have you consulted with hapu and iwi tribal bodies'.... Those roads are our access to homes', properties and not to mention native plants trees and species that need to be protected, we also need to utilise the roads to transport building material for a major building project that is currently being constructed'.... Communicate with local board, tribal bodies to create a plan that works for all parties involved, thank you
103.233.136/15/2022	Te Mata, Raglan	Support	We used to watch the rally every year with friends and had great times
49.226.78.56/15/2022	Whatawhata	Oppose	Waikato district council should not be supporting activities that are environmentally detrimental!
118.92.35.46/16/2022	Whaingaroa	Support	Awesome to hear mean generation in my family follow and would like to continue this with my kids ps those who oppose are pansies with nothing better to do than winge
121.99.40.16/16/2022	raglan	Support	Great for the region
203.109.156/16/2022	Hamilton	Support	We have a bach around at te Akau south,Ryan rd so will be heading there and come up the road to watch, looking forward to it.
103.233.136/16/2022	Te Uku, Raglan	Support	
114.134.126/16/2022	Te akau	Support	

122.58.71.16/16/2022 Raglan 115.189.84.6/16/2022 Raglan	Oppose Support	Our maunga Karioi is sacred not a playground for entertainment. Iwi/haapu should be consulted.
124.248.12.6/16/2022 Te Akau	Support	Great opportunity to showcase our district, enjoy world class competitors, and businesses to benefit.
103.233.13.6/16/2022 Ruapuke, Raglan	Support	This is a brilliant event that will be fantastic for raising Raglan (and New Zealand's) profile on the world stage. The road closures are a minor inconvenience which is well off-set by the excitement of having a world class event in close proximity, and the wider economic benefit to the community. We should be grateful they're even considering us, frankly.
115.189.85.6/16/2022 Ohaupo 118.93.179.6/16/2022 Raglan 103.233.13.6/16/2022 TE MATA, RAGLAN	Support Support Oppose	Make it happen, the exposure is needed for this country. I personally have around 14 friends planning to visit New Zealand from 6 different countries for this event. 4 hope to participate as drivers. Great for local community and businesses.
150.107.17.6/16/2022 Raglan 115.189.89.6/17/2022 Te akau south	Support Support	All for it, great event which supports local businesses and great to watch. Be nice to see the affected roads reinstatement to original or better conditions straight after the event. Awesome event, fully support

		<ul style="list-style-type: none"> - I live on Whaanga Road and there are NO alternative roads/routes for us to use if the road is closed. - Therefore my children will have to miss school and my husband and I will not be able to go to work that day, work is our livelihood and we CANNOT AFFORD to take time off work. If the rally goes ahead, then we need full compensation of our wages that day. - We also run a busy Air B and B and we will need to block off the dates around the rally as our guests won't be able to leave or arrive on the Friday. Again, this is lost revenue for us. - Our road is already in a deplorable condition with constant corrugations and pot-holes - we don't want further damage to the road caused by the rally. Grading the road does barely anything and is not a solution. - We don't want copycat rally driving along our already dangerous road
103.233.136/17/2022	Raglan	Oppose
203.184.286/17/2022	Raglan	Support
115.189.136/17/2022	Raglan	Support
118.82.2416/17/2022	Waitoa	Support
103.233.136/17/2022	Raglan	Oppose
121.98.1476/17/2022	Raglan	Support
222.153.226/17/2022	Raglan	Support

- It is a HUGE disruption to our daily lives
Plenty of time to prepare for this, it is so exciting if you can get to safe spectators spot. If you looking for volunteers count us in!!
So glad this is back!

I used to live in Whatawhata and loved this event
Won't be able to get to work that day as there are no alternative routes for us.
Impact on the road will be significant; council is unable to maintain it properly as it is.

This has been iconic for Raglan and have been involved since the beginning, family, friends and whanau come to watch, then visit the cars at the raglan campground , talk to the drivers, and gain a world of knowledge...

103.233.136/17/2022	TE MATA, RAGLAN	Support	We live near the Waimaori Road, turn off. We are 100% supportive of this. our district needs the international exposure and our local businesses need to the patronage at a typically quiet time of the year.
217.111.146/17/2022	Raglan	Oppose	Uncertain of environmental impacts.
103.233.136/17/2022	Te Uku, Raglan	Support	This is a great event for the community and awesome for local businesses
203.184.326/17/2022	Raglan	Support	
103.196.256/17/2022	Waingaro	Support	
103.233.136/17/2022	Raglan	Oppose	I would be opposed to the noise and the wear and tear on the road I live on. The road already creates significant damage to vehicles and this is very costly to us. And we would not be able to travel to work or town etc.
202.134.346/18/2022	Glen Murray	Support	
118.92.1206/18/2022	Raglan	Support	
118.82.2336/18/2022	raglan	Support	Huge support for this event from our way!!! This is a world-class sporting event and a great community event with minimal disruption - something like the Rotorua marathon has lots more effect on residents and road users. Please, let it go ahead!
118.93.1796/18/2022	Raglan	Support	
139.180.106/18/2022	Raglan	Support	
103.233.136/18/2022	Te Mata , Raglan	Support	Great for the profile of Raglan. Great for local businesses.
122.60.1856/18/2022	Raglan	Support	Great event and good for the community and businesses
124.248.146/18/2022	Cambridge	Support	I support this rally as it makes for good viewing. However I hope that it doesn't mean that we'll be left with shocking roads for whenever I want to go home to my parents farm in Matira. The roads are already terrible without a rally.

103.233.13 6/18/2022 raglan

Oppose

This rally has been ruining roads for locals for too long. We shouldn't be supporting these carbon heavy sports that bring no profit to our community at the expense of accessible and safe roads for residents. The corrugated on the ruapuke roads is already dangerous and keeping the roads in bad condition for the sake of an outdated sport is ludicrous.

Championship sends an image that's completely out of place. This event has no place in Whāingaroa from both the environmental and health perspective. These high horsepower, low fuel economy cars produce a lot of greenhouse gases. In addition to air pollution, racing also produces ground pollution in the form of hundreds of waste tires. Car racing has a high carbon footprint.

Sports cars and race cars have powerful engines that burn fuel at a much higher rate than your average daily driver, especially when driving at racetrack speeds. While fuel efficiency has improved over the past several decades, there is no way to bypass the laws of physics. Simply stated, you must put energy in to get energy out. In this case, to make the car race fast, you must put in a lot of fuel. The byproduct of all of this burning is carbon dioxide and other greenhouse gases.

Rally causes serious damage to the road with an estimated repair cost of \$100,000. Large volumes of road surface removed by rally cars in one day should require a resource consent by WDC rules (estimated at 100 to 400 cubic metres of material over 10 km). The road is not currently maintained to a reasonable standard and has not been restored to a reasonable standard after previous rallies.

118.93.176 6/19/2022 Raglan 3225

Oppose

The fact is that the road is already dangerous enough

115.189.876/19/2022 Te Mata, Raglan
 220.239.316/19/2022 Hamilton
 151.210.156/19/2022 Raglan

Oppose
 Support
 Support

Car racing is not sustainable in the face of climate change. Racing on roads that are already in poor condition is foolish. It also sets an expectation in some community members that it is ok to drive dangerously on these roads.

Ngā mihi

Hi , your site says ;

- Ruapuke road closed - Friday 30th September

- Can you clarify exactly what parts -

- as school bus operates in this area -

parents spoke today ; have no idea about this ; please clarify

Thanks

118.92.1226/19/2022 RD3 Raglan
 114.134.186/20/2022 Raglan

Oppose
 Support

Stephen

151.210.136/20/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

118.93.2216/20/2022 Auckland

Support

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203.167.146/20/2022 Horsham Downes

Support

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219.89.95.16/20/2022 Masterton

Support

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115.189.126/20/2022 Pukekohe

Support

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125.236.206/20/2022 Christchurch 8023.

Support

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122.57.1.16/20/2022 Bombay , Waikato

Support

Great event for locals to come and see the sites and vehicles from all across the World . Dont need to teavel across the World to see these wonderful Drivers and Cars .

115.188.596/20/2022 Otago

Support

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14.137.13.16/20/2022 Ngaruawahia	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
202.56.40.16/20/2022 Waikanae Kapiti Coast	Support	<p>The WRC is an amazing event and really showcases NZ, I can't wait to spectate.</p>
45.117.36.76/20/2022 Cambridge	Support	<p>It's an incredible opportunity for the Waikato to host an international event to show case NZ and the provincial Waikato region to the world in the post COVID time is going to have long term financial benefits. The short term income to our rural region is going to be a real boost to the local economy and a fantastic feel good chance for all to enjoy .</p>
203.167.146/20/2022 Hamilton	Support	<p>100% approval of this event</p>
49.224.2056/20/2022 Rangiora	Support	<p>This event will be great for locals and NZers as well as being great for the local economy.</p>

122.58.85.26/20/2022 Christchurch

Support

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101.98.155.6/20/2022 Maraetai

Support

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We appreciate your support with these road closure applications.

115.189.136/20/2022 Kapiti

Support Many thanks,

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

115.189.966/20/2022 Rangiora

Support

122.60.1866/20/2022 Howick

Support

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180.148.126/20/2022 Cambridge

Support

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115.188.596/20/2022 Dunedin

Support

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180.148.126/20/2022 Hamilton

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49.224.232 6/20/2022 Hawkes bay

Support

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125.237.23 6/20/2022 Pukekohe

Support

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125.237.236/20/2022 Pukekohe

Support

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122.56.1976/20/2022 Paerata

Support

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163.47.2366/20/2022 Tauranga

Support

122.60.17.16/20/2022 Waihi Beach

Support

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Many thanks,

Merv Hatcher
Rally supporter.

Support

47.72.42.216/20/2022 Nelson

49.224.1126/20/2022 Cambridge Waikato	Support	<p>support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
115.189.906/20/2022 Whangārei 122.59.2476/20/2022 Pukekohe	Support Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>

218.101.106/20/2022 Kaitia

Support

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101.191.166/20/2022 Sydney

Support

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114.23.2406/20/2022 Auckland	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
222.155.196/20/2022 Kinloch Waikato	Support	<p>This event will bring huge benefits to New Zealand and to the region.</p>
122.57.1016/20/2022 Christchurch	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>

122.60.17.26/20/2022 Waihi Beach

Support

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115.188.596/20/2022 Dunedin

Support

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122.62.42.16/20/2022 Hamilton.

Support

It will be fabulous to have this event back in the Waikato. It has by far the largest world-wide coverage of any event in NZ and the exposure of the Raglan and Waikato region certainly entices tourists to NZ. We haven't had this event since 2012 so we need to support these road closures so that the event is a success and returns again and again. The financial benefits to the region are also significant as there will be thousands of visitors for the event.

Please allow this to take place.

124.157.826/20/2022 Kumeu

Support

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122.60.94.16/20/2022 Auckland
115.188.236/20/2022 Tauranga

Support
Support

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122.62.33.56/20/2022 Hamilton
118.93.1656/20/2022 Morrinsville

Support
Support

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122.62.42.16/20/2022 Hamilton
122.58.85.16/20/2022 Auckland

Support
Support

I support the Waikato hosting the event because it will provide free entertainment to locals enabling them to have a fun day out. Much needed in the current environment for mental health. Outlying business will get a much needed injection of funds as the events people and spectators spend in their areas.
Win win for all

203.211.106/20/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

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210.54.2396/20/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. It has been several years since we were awarded a round of the WRC, it is an event that puts New Zealand in the headlines around the world. The Raglan stages are one of the highlights of the event and going by previous coverage on cars flying along the Whanga Coast Rd always features prominently in the TV coverage. The community of Raglan will benefit from the influx of visitors judging from my experiences in previous visits by the rally. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

118.92.38.16/20/2022 Hamilton

Support

Although I live in Thames as a family we visit Raglan and surrounding areas regularly

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

121.98.1476/20/2022 Thames

Support

support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

222.152.106/20/2022 Whitianga

Support

122.62.42.16/20/2022 Hamilton

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

49.226.92.16/20/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

115.189.126/20/2022 Morrisville	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
116.204.136/20/2022 Gore, Southland 115.189.896/20/2022 Waiuku	Support Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>

203.167.146/20/2022 Hamilton

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

27.252.83.26/20/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

115.189.916/20/2022 Bay of Plenty

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

125.239.6.66/20/2022 Blenheim, Marlborough

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

115.188.596/20/2022 Dunedin

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

103.69.2286/20/2022 Henderson

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

103.106.116/20/2022 Auckland, New Zealand	Support	<p>I definitely support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
122.56.2356/20/2022 Dunedin	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
118.148.826/20/2022 Tauranga	Support	<p>I think it will be a great event to promote the area to a worldwide audience and will bring a huge amount off people into area spending on food accomodation etc and will be 1 off the largest events in NZ over the last few years</p>

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. I have personally been involved in the TV coverage of these roads in the past, and can tell you that the Whaanga Coast road is one of the most memorable stages on the WRC. It has become legendary with fans and competitors world wide and the shots of the coast and Mt Kariori would be iconic and recognised around the globe. Also Matira road on the Te Akau North stage provides some of the best aerial filming opportunities in the whole event. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

203.173.166/20/2022 Auckland 1022

Support

<p>203.173.166/20/2022 Manurewa, Auckland 203.173.166/20/2022 Hampton Downs</p>	<p>Support Support</p>	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
<p>118.149.946/20/2022 Christchurch 8051</p>	<p>Support</p>	<p>Please show the world that NZ is back in business. This is a world event with huge coverage of Waikato and New Zealand. Myself and friends already have our plane flights paid to come along to Rally NZ to watch this impressive event over 5 days and to spend some of that time in Waikato and Ragland. We never miss Rally NZ, but have had to wait ten years for this great event to come back to New Zealand. Tens of thousands of people will go out and watch Rally NZ in the stages, tens of millions will watch the TV and Internet coverage worldwide. It is hard to understand why you would even think about stopping this from bringing it to your area.</p>
<p>45.118.1896/20/2022 Auckland</p>	<p>Support</p>	<p>The revenue for the region far out ways any inconvenience to residences</p>

203.167.146/20/2022 Pukekohe

Support

This is a World championship event, which has a television audience in the millions. It is important to show the World that NZ is open for business. The World Rally Championship now uses plug in hybrid vehicles, which is where the technology is developed to improve the vehicles of tomorrow. I appreciate that there are some disruption to those that live on these roads, however if they embrace the event they can have a great day at home watching the worlds best rally drivers. The amount of spectators that will come and spend money during the day will exceed anyone's predictions. It is hard to consider a reason to turn this road closure application down.

151.210.146/21/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

114.23.2046/21/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. This is one of NZ's largest sporting events for 2022, the exposure via TV and Online coverage will be great for showcasing the region to the world. There will also be great economic benefit, by officials and spectators spending whilst in the region. It will also provide a great family event for people whom live in the region.

203.211.726/21/2022 Te Akau

Oppose

Closing the roads is an inconvenience for local residents. It is a safety issue should anyone need medical help or an ambulance. WDC's website stresses "an urgent need for responsive leadership and a holistic approach to climate change and taking action." Supporting the World Rally Championship makes no sense for a council that is trying to avoid the worst impacts of climate change. This is where hard decisions need to be made and business as usual is not acceptable.

118.149.856/21/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

118.92.1106/21/2022 Takanini

Support

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122.59.1736/21/2022 Palmerston North

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

122.59.1736/21/2022 Palmerston North

Support

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122.59.1736/21/2022 Palmerston North
182.48.1376/21/2022 Raglan

Support
Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

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110.34.48.56/21/2022 Tahuna

Support

I fully support this for the benefit of all
The publicity, tv coverage internationally would be outstanding. Having followed rallies for years the Raglan stages are also awesome for drivers and spectators alike.

14.1.41.51 6/21/2022 Waikato

Support

Please don't let naysayers ruin one of the marquee events in motorsport.

203.211.106/21/2022 Auckland	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
14.1.41.51 6/21/2022 Waikato	Support	<p>I fully support this for the benefit of all The publicity, tv coverage internationally would be outstanding. Having followed rallies for years the Raglan stages are also awesome for drivers and spectators alike. Please don't let naysayers ruin one of the marquee events in motorsport.</p>

122.61.82.16/21/2022 Pukekohe

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

47.72.180.16/21/2022 Remuera

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

203.94.62.6/21/2022 Hamilton

Support

WRC for WRC!!! Waikato Regional Council for World Rally Championship!!! How can the Waikato miss out on the biggest motor sporting event coming to our region for more than a decade? We are the Waikato and we want the world to see us and our beautiful locales in the background of a global event. Let's do this with the true Waikato spirit.

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

115.188.146/21/2022 Cambridge

Support

206.83.115 6/21/2022 Waitetuna

Support

151.210.226/21/2022 Whangarei

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with so many people visiting the region to spectate and follow the Rally. The roads used for the Rally are recognized as being world class and are well worth being closed for a day for this purpose.

118.92.1326/21/2022 Auckland

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

It is a fantastic opportunity for the area to have the World Rally Championship in the region. We will have a number of international teams and competitors that will inject tourism revenue into the region. The event will have international coverage to millions on live TV which will highlight the beauty of New Zealand. To my knowledge this is the biggest sporting event coming to New Zealand in 2022 so is a fantastic opportunity to support it. The roads in the Raglan region are the best in the world for drivers and the most spectacular for spectators so it is a fantastic opportunity to use these particular roads.

151.210.146/21/2022 Pukekohe

Support

212

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

I am an expatriate Kiwi having returned after 38 years in the USA. My primary attraction to return to New Zealand and choose the Waikato was to retire in a vibrant Rally community. NZ has some of the best rally roads in the world and one of the most active Motorsport followings. This event will get major worldwide attention and promote the Waikato and NZ to an audience that may not otherwise know much about our region and country. Please approve the road closures and support this event to the fullest. Thanks. Peter Farrell

103.247.586/21/2022 Hamilton, NZ

118.149.776/22/2022 Blenheim

Support

Support

119.224.646/22/2022 Greymouth

Support

I will be visiting the Waikato District in September as a spectator of the World Rally Championship event. I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

27.252.78.16/22/2022 Pukekohe

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

Zealand.

The Rally is one of New Zealand's largest sporting events in 2022 and the global and national exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area.

In addition, the event will be a huge spectacle for the local community, right on their back doorstep, so it would be an exciting time for the region in so many ways.

The 3 special stages around Raglan and Te Akau are world renowned and regarded by the world's best rally drivers as some of the best and most challenging Drivers' Roads in the world.

The international Rally Media also rave about the topographical and panoramic nature of the area's terrain as, unlike the sameness of stadium based sports, photography and video footage of Rallying on Whaanga Coast provides images that are instantly recognisable around the world as being the Raglan region.

I therefore fully support the proposed road closures for this unique world class event, which is commonly Great

Support
Support
Support

125.236.136/22/2022 Warkworth

161.29.63.16/22/2022 Huntly

161.29.63.16/22/2022 Huntly

103.96.86.16/22/2022 Hamilton

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

203.184.216/22/2022 Auckland

Support

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122.59.1946/22/2022 NZ

Support

Brings so much more than cars to NZ.

222.152.186/22/2022 Auckland	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
114.23.1626/22/2022 New Zealand	Support	<p>This is the first time in 10 years that we have had a world class rally event in NZ. Many drivers believe that we have the best roads in the world for rallying. Whats a little bit of pain to make a successful event ? Other countries in the world are falling over themselves to have the privilege to host these cars. We need to make this a success to hopefully put NZ back on the map for years to come.I support the road closures</p>

156.13.220 6/22/2022 Hawkes Bay	Support	<p>As a lifelong motorsport fan it was a great shame for NZ to lose the WRC. The rally showcases NZ to the world and attracts a huge global audience, which provides Waikato in particular with an incredible marketing opportunity as international tourism opens up again, with associated economic benefit. An event such as the WRC is something I would happily make the trip over to Waikato to support, staying for a couple of days with my family and seeing what else is in the area.</p> <p>Targa NZ goes right past my farm gate here in Hawkes Bay, and the road closures involved are of no consequence to me. I understand the economic benefits to the area, and to be honest it's bloody great having a prime spectator spot without leaving home.</p>
202.36.135 6/22/2022 Hawkes Bay	Support	<p>I support the road closures that will enable the Repco Rally NZ event to proceed. This is an opportunity to showcase NZ to the world, as well as providing economic benefit to the Waikato region as officials and volunteers spend on fuel, food and other goods whilst in the area. I support the single day of road closures for this world class event</p>
203.171.54 6/22/2022 Raglan	Support	
206.83.115 6/22/2022 taupiri	Support	
114.134.5.16 6/22/2022 Horsham Downs	Support	<p>Great for our district to get the opportunity to host an event on the world stage and provide an opportunity for the public to spectate such an event!</p>
103.233.13 6/22/2022 Raglan	Support	

122.57.1446/22/2022 Raglan	Support	WRC is broadcast worldwide with a large audience. 78 million TV viewers globally plus online subscribers will bring good publicity for NZ & tourism. The Whaanga coast stage would be one of the most iconic in world & NZ rallying since the WRC stopped using the Motu stage in Te Urewera. The cars are powered by 100% fossil free sustainable biofuel and efuel, so good for advertisement for future fuels. Nil cost to WDC presumably for road maintenance post rally.
161.77.2256/22/2022 Raglan 3295	Support	It will bring money into the Raglan shops and provide something interesting for the young people to see As long as the road is looked after and repaired as necessary the slight inconvenience is worth the local economic benefit... plus it goes along way as promoting NZ Inc. to the world stage as a great destination.
103.233.136/22/2022 Raglan	Support	Brilliant
203.118.156/22/2022 Tamahere	Support	While not impacted by the location of the proposed World Rally, I support it as we have the Targa Rally come past our house every year and it is great. Often neighbours get together with deck chairs at end of driveway, drinks and nibbles and watch the rally cars go by. We always have advance notice of road closure (critical for planning) so can leave for the day if we need to.
49.226.71.16/22/2022 Te Akau Sth	Support	This event will be broadcast across the rallying world, particularly Europe so any exposure to the Waikato region via the River and over looking the Tasman Sea has got to have tangible benefits in enthusing tourists to visit the region if they should decide to come to NZ for other reasons.
122.56.1766/23/2022 Ohinewai	Support	
121.74.1766/23/2022 Puni	Support	
125.236.206/23/2022 Cambridge	Support	

	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
	<p>This going to be such a stage to showcase to the world and seeing Hybrid Technology being developed to assist with sustainable transport options to all kiwi.</p>
<p>122.58.41.56/23/2022 Lower Hutt 125.237.206/23/2022 Tuakau</p>	<p>Support I'm looking forward to spending some of my hard earned dollars in the region when a large group of us visit the area again Support It will bring in much needed business.</p>
<p>114.23.205 6/23/2022 Te Aroha 122.58.22.16/23/2022 Pokeno 49.227.96.16/23/2022 Taupiri 3721 114.134.5.16/23/2022 Horsham Downs</p>	<p>Support These road closures are imperative to the return of an iconic motorsport event to New Zealand. The event brings visitors to the Waikato District, and at no cost to the ratepayer. Support WRC are excellent corporate citizens and support local communities wherever they go around the world. Support 'bout time we had some real action. Support Excellent exposure of the mighty Waikato. Deserves unreserved support.</p>

49.224.202 6/23/2022 Canterbury	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
60.234.101 6/23/2022 raglan	Support	<p>I fully support the rally coming to Raglan and surrounding area. I know it will be a huge boost to local business and be enjoyed by many in Raglan.</p>
118.92.59.16/23/2022 Raglan	Oppose	<p>Oppose due to environmental impact, noise, dust, disturbance, road closure, impact on local business such as Xtreme Zero Waste, and more importantly the impact on climate change from Co2e emissions.</p>
222.153.22 6/23/2022 Raglan	Support	<p>Great opportunity to showcase our region which we are very proud off. This world event is a perfect fit for this area! I would look to volunteer in some capacity to help make it a success. Thanks for the chance to indicate support.</p>
115.189.12 6/23/2022 Tuakau	Support	<p>Rich Donnelly 027 742 4277</p>
101.100.13 6/23/2022 Pukekawa	Support	<p>Great opportunity for our district and much needed tourism</p>

125.239.716/24/2022 timaru	Support	this event will bring more money to tourism/hospitality than the entire rugby season, and will offer global exposure for the entire Waikato region
101.98.43.36/24/2022 Greenhithe	Support	Fully support this event which has always been a great success, bringing a big boost to the local economy as well as showcasing the region internationally for medium to long term benefit.
202.36.75.16/24/2022 RD4 Tuakau	Support	Awesome way for the communities & local schools to fundraise. Sausage sizzle & parking areas.
103.69.2286/24/2022 Henderson	Support	I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.
203.211.786/24/2022 Hamilton	Support	Can't wait to have this world class sports event on our back door, showcasing our beautiful region. The roads being used are known as some of the best rallying roads in the world so well done for supporting this event.
103.233.136/24/2022 Raglan	Support	Overall interest and visitors to Raglan of net benefit.

118.93.23.16/24/2022 Tauranga	Support	I support this event for the benefit and exposure it brings to NZ and the local economy. I will definitely visit the rally stages and be spending locally while there.
210.246.6.16/24/2022 Pokeno	Support	
118.92.13.16/24/2022 Tuakau	Support	Awesome event! Very lucky for it to be back in NZ!
118.92.13.16/24/2022 Tuakau	Support	
122.60.197.6/24/2022 Pokeno.	Support	Fantastic opportunity for the district, be great revenue and a great event for people to enjoy.
103.66.124.6/24/2022 Hamilton	Support	
122.56.202.6/24/2022 Hamilton	Support	Great event for tourism, I will visit raglan and spend money in town at the date of the event.
		What a fantastic opportunity to promote your region to the world. I and a number of friends will be coming up to your region to follow the event and will be spending our money on accommodation, fuel, food etc. so we will be some of the many thousands of people contributing to the economic growth of your region during this event.
115.189.82.6/24/2022 Levin.	Support	
115.188.13.6/24/2022 Hamilton	Support	Great for the Area, Great for NZ, Great for Families I'm very excited to see the WRC return to NZ, and will be visiting to spectate and photograph the rally. I am in full support of the proposed closures, and look forward to visiting the Waikato to enjoy the event and local tourism.
114.23.142.6/24/2022 Wellington, NZ	Support	
122.56.202.6/24/2022 North Waikato	Support	It will be beneficial for the Waikato
103.105.14.6/24/2022 Onewhero	Support	
121.74.198.6/24/2022 Tuakau	Support	
1.146.12.2.6/24/2022 Nz	Support	
122.56.201.6/24/2022 Waikato	Support	
49.224.90.2.6/24/2022 Raglan	Support	
49.224.90.2.6/24/2022 Raglan	Support	

124.197.496/25/2022 Feilding	Support	I plan to travel up to Waikato for a full week to watch this event, i have family in raglan so ill be able to visit them and watch the WRC with them.. geeat idea and will bring much needed tourists to the area Looking forward to exploring the local roads and
114.23.2416/25/2022 Auckland	Support	boosting the local community As an ex Waikato resident I'm absolutely stoked to see the return of WRC to the area. The Whaanga coast road is known as one of the best stages in the world and I can't wait to see the modern cars run through there!
202.74.2106/25/2022 Palmerston North	Support	
118.149.926/25/2022 te atatu peninsula, Auckland	Support	I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending money on fuel, food and other supplies while in the area. The rally is an exciting time for the region, and the community involved and I wholly support the one day of road closures for this world class event.
118.92.1266/25/2022 Hamilton	Support	I Support the proposed road closures for World Rally Championship stages. This is an important international fixture and the running of the event will bring international attention to the area, and supporters who will be spending money in the area.
125.237.236/25/2022 auckland	Support	
124.248.126/25/2022 Waikokowai	Support	

203.211.106/25/2022 Auckland	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 with the largest international tv exposure. The imagery generated is iconic and has proven to generate economic return. The TV and online coverage will be huge, showcasing Raglan Te Akau and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
222.153.386/26/2022 Matangi, RD4 Hamilton 203.211.10 6/26/2022 10:03 AM	Support Support	<p>This is an iconic world event that showcases Aotearoa to the world. We have some of the best roads in the world for this and all of the drivers speak highly of this event. It was a sad day when it was lost and now an opportunity for it to return. I appreciate that not everyone is a fan of motorsport and this does cause disruption for local residents but there are significant financial benefits to the country at a time when we need it most.</p>
210.86.0.256/26/2022 Matangi	Support	<p>Support this massive international event in its return to NZ bringing international visitors, viewers and money in a post covid recovery. The event showcases the best the Waikato region has to offer to the world.</p>

49.224.1226/26/2022 papakura	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.</p>
115.189.956/27/2022 Rotorua	Support	<p>These roads are well known as some of the best rally roads in the world What better way to show case our stunning country to the world then to have a round of the WRC in our own back yard Not to mention the revenue that will be spent with by the spectators and crews</p>

103.105.146/27/2022 Mercer	Support	<p>I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams, and Spectators staying overnight in the region before the Rally and spending on fuel, food, and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world-class event. Let us build back our economy. This could and should be a great event for the region. It is the biggest event in NZ this year, and we need to support it</p>
122.60.2346/27/2022 Ngaruawahia	Support	<p>Our roads are a mess and there is no plans for any seal extensions or upgrades, regardless of how many 'roading contributions' are paid by the large number of subdivisions in our district. The rally drivers are one thing but it's the spectators and 'wanna be' rally drivers that are a real hazard. Raglan is an environmentally aware community and this does NOT promote Raglan or it's culture. It is not welcome or necessary.</p>
103.21.1756/28/2022 Raglan 202.36.2446/29/2022 Auckland	Oppose Support	<p>This event will bring New Zealand and the beauty of the Waikato in front of the world. A positive experience.</p>
125.239.226/29/2022 West Melton	Support	

222.155.716/29/2022 now Bay of Plenty. Previously Hamilton
151.210.126/29/2022 953 Beach Road

Support
Support

As a past Hamiltonian, and surfer at Raglan, I believe that the closure of the roads for the time requested should not impact a significant number of people. Economic benefits from visitors will generate business into the surrounding metro areas due to the event.

122.57.1566/29/2022 Manukau

Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

122.57.1566/29/2022 Auckland
122.61.2346/29/2022 Tamahere

Support
Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

45.133.7.86/29/2022 Ellerslie
121.75.1046/29/2022 hamilton

Support
Support

I support the road closures for the Repco Rally New Zealand. The Rally is one of New Zealand's largest sporting events in 2022 and the exposure for the area with the TV and online coverage will be huge, showcasing Raglan and New Zealand to the world. There will be a considerable economic benefit to the Waikato region, with many of the Officials, Teams and Spectators staying overnight in the region before the Rally and spending on fuel, food and other supplies while in the area. In addition, the event will be a huge spectacle for the local community, right on their back doorstep. It is an exciting time for the region, and I support the one day of road closures for this world class event.

116.251.196/30/2022 MATAMATA	Support	<p>Long time waiting for another rally event like this Glad to help out as a marshall Money to the community and friendship A covid relief for all enjoy</p>
122.59.1936/30/2022 Masterton 124.248.146/30/2022 Taupiri	Support Support	<p>I grew up in Hamilton and have close family living in the Waipa District. WRC Rally New Zealand will be beneficial to local communities and promotes our stunning scenery to a global audience. Excellent to have this event back!</p>
122.57.1.16/30/2022 whitianga 115.69.1697/1/2022 2 Ngaruawahia	Support Support	<p>Myself and my family would love the opportunity to watch this world class event in our Waikato area.</p>
119.224.557/1/2022 3 Christchurch	Support	<p>WRC Rally NZ is critically important to NZ. It provides incredible internet and TV coverage to a huge international audience. I fully support WRC coming to New Zealand to showcase our backyard and to boost our economy. I also think it's a great opportunity to keep this motorsport alive.</p>
118.82.1607/2/2022 1 Rotorua	Support	<p>I support the decision to close the roads for the rally as an event like this brings economic benefits to all sorts of other businesses within the area and it also enables us to show off areas of new Zealand to out of region or out of country visitors.</p>
118.82.1607/2/2022 1 Rotorua	Support	<p>I support the decision to close the roads for the rally as an event like this brings economic benefits to all sorts of other businesses within the area and it also enables us to show off areas of new Zealand to out of region or out of country visitors.</p>
118.82.1607/2/2022 1 Rotorua 203.211.727/3/2022 1 Raglan	Support Support	<p>Chance to showcase Waikato & especially Raglan to the World stage. Millions watch WRC.</p>
124.248.147/4/2022 8 Taupiri	Support	

203.86.192.7/7/2022 8 Hamilton

Support This is a major economic event for the district, the slight inconvenience of the road closures is worth it. Thee roads have been used as special stages for years. Please refer to our written feedback emailed to Council on the proposal.

122.62.75.7/8/2022 2 N/A

Neutral Regards
Shaun - shazelton@fedfarm.org.nz

Submission to Waikato District Council on proposed 2022 world rally on Whaanga Road.

June 28 2022

This submission is from farmers on Whaanga Road (names at the end of the submission). This submission is to be read alongside the submission from Residents and Friends of Whaanga Road. Our names are on both submissions.

We as farmers oppose the proposed road closure of Whaanga Road for the rally event in September 2022 for the following reasons:

Road history

Our ancestors gifted land to build Whaanga Road, so that the farming community could get their wool and stock to market, take their children to school and so the doctor could reach them when help was needed. They did not gift the road for it to be used as a racetrack.

For farms on Whaanga Road, the road is still a vital lifeline; the most important infrastructure that we use, and for most of us, the only access to some parts of our farms.

Negative impact on ongoing road use

We have to use Whaanga road immediately after the rally has finished, no matter what state it is in. We know from experience that we will be dealing with rocks, drifts of gravel and soil and paddocks strewn with road metal as we go about our job of looking over the paddocks, stock, and fences at dusk. This is unsafe.

Our recommendations:

- Should the proposed rally be permitted, Council has a road crew on site ready to go along Whaanga road immediately after it is opened and make the road safe: clear rocks, unblock drains, put up warning signs and cones to mark hazards.
- Contractors are booked in advance and will stay on-site until the road is in the same or better condition as prior to the event.
- Council staff completely repair Whaanga road within a week to two weeks of the event.

Negative impact on our livestock / livelihood

The proposed rally date for Whaanga Road is in the calving and lambing season. The council motor sports policy excludes racing and road closures during lambing and calving – for good reasons.

This proposal would see farmers unable to even cross the road for ten hours to check on their animals, at a critical time of the farming year. If this road closure proposal is permitted, that would mean only being able to check stock in the dark (before 6am or after 4.30pm).

The vet would not be able to access Whaanga Road, even in an emergency.

The risk is real that farm animals could suffer or die if the vet can't get through. Normally, it takes over half an hour for the vet to drive from the nearest clinic to farms in the middle of Whaanga

Road. Under this proposal, the vet would be making an afterhours call, before dawn or at dusk – incurring an extra cost. That is assuming the farmer can go around their cows regularly enough to pick up an animal in trouble. For farms on Whaanga Road, this normally means crossing or going down the road several times a day. An animal in trouble usually needs to be taken to the farm’s roadside cattle yards for treatment. Again, this normally involves either crossing the road, or herding animals through paddocks near the road, both of which would be impossible during the racing and road closures as they are currently proposed.

In late September and early October many farmers on Whaanga Road are still feeding out hay/supplements to cows. Farmers use Whaanga Road to get the feed from barns and transport it to the cows. On steep land with the ground soft after winter, it would be difficult and possibly dangerous to deliver feed to paddocks that are far from the road. This is why stock being fed supplements need to be in paddocks near the road.

The proposed motor race is timed to be in the middle of calving for beef farms on Whaanga rd:

Beef + Lamb New Zealand Economic Service Waikato BoP Lambing Dates 31 May 2022.

Class	Class	Mean Lambing Date	Early	Late
3	N.I. Hard Hill Country	05/09/2019	16/08/2019	07/10/2019
4	N.I. Hill Country	30/08/2019	23/06/2019	05/10/2019
5	N.I. Finishing	22/08/2019	12/08/2019	04/09/2019
	Waikato-BoP	31/08/2019	23/06/2019	07/10/2019

Table 2:

Beef + Lamb New Zealand Economic Service Waikato BoP Beef Cattle Calving Dates 31 May 2022.

Class	Class	Mean Calving Date	Early	Late
3	N.I. Hard Hill Country	15/10/2019	20/08/2019	15/11/2019
4	N.I. Hill Country	14/09/2019	31/07/2019	05/11/2019
5	N.I. Finishing	-	-	-
	Waikato-BoP	27/09/2019	31/07/2019	15/11/2019

Our recommendations:

- Should the proposed rally be permitted, racing should place during two 2.5 hour time slots, with a 1 hour break where residents can have access to the road. Dale Perry stated that this would be the case, at the meeting on Wednesday 27th of April in Raglan. Breaking the racing

up would give farmers the opportunity to check on stock at regular intervals, as is normal for this time of the year (and farmers could get the vet in if needed).

- Racing is halted in the event of a livestock emergency.

Availability of alternative routes

CLAUSE I III) AVAILABILITY OF ALTERNATIVE ROUTES

WHERE ARE THEY FOR THESE RATEPAYERS?



Under this proposed road closure, farmers are unable to even cross the road for ten hours to check stock and do normal tasks. This is effectively another lockdown, at a busy time of year for farmers.

Farmers in the middle of Whaanga Road frequently go up and down the road as part of our normal work. To check stock, fix water supplies, repair fences, muster stock. If, as proposed, we can only drive 'in one direction' on racing reconnaissance day, that imposes a detour of an hour, driving the 'wrong way' to do a task 1-2 km down the road. This increases costs in petrol/diesel and time, when high fuel prices are already impacting on us.

Our recommendations:

- Retire Whaanga Road from this event because it is a long unbranched road with no alternative routes for farmers doing their daily work. Imposing a detour on reconnaissance day imposes undue hardship when we are struggling with high fuel costs, especially at a busy time of year on the farm.

Risk management

In 2015 new Health and Safety legislation came into force in New Zealand. Every farm is required to comply with the Health and Safety at Work Act 2015.

Waikato District Council is looking to tighten rules on stock movement on roads for safety reasons and is asking farmers to play their part. We expect our council to take a leadership role in rural road safety. Please do not allow dangerous driving culture to become entrenched in our community.

Encouraging risky driving (by featuring on the Dangerous Roads website) on Whaanga Road exposes farmers and their stock to danger, by inviting would be rally drivers to 'have an adrenaline-fueled drive' along Whaanga Rd.

Whaanga Rd is already featured on this Dangerous Roads web site. It literally challenges readers to drive the road as portrayed in the video.

[dangerousroads](http://dangerousroads.org)

Whaanga Coast Road, an iconic rally challenge in NZ

Located in the Waikato region of New Zealand's North Island, Whaanga Coast Road is a rugged, rocky, gravel road that has become a legend.



The spectacular and scenic winding gravel coast road is usually the penultimate stage of the Rally of New Zealand. Any road that is used in rally driving is going to make for a great driving challenge. Sheer cliff faces provide an adrenaline fuelled drive along a notoriously tricky stage.

<https://www.dangerousroads.org/australia-and-oceania/new-zealand/10394-whaanga-coast-road-an-iconic-rally-challenge-in-nz.html> ranked among the Internet's largest and most popular websites about roads and mountain passes.

COPYCAT DRIVING

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Avoid situation – immediate actions

Trespassers on farms pose a health and safety risk to themselves and others. At past rally events, farmers have had to deal with trespassers, sometimes at night. This is particularly problematic on Whaanga Road because cell phone coverage is poor and help is far away. Minutes before the 2018 rally on Whaanga Road, a group of alcohol drinking trespassers broke into a paddock and said *“it’s too late for us to leave, the road is being closed”*, to the lone farmer who asked them to leave.

At past international rally races, trespassers have arrived by helicopter, scattering animals in all directions as they land in a paddock. At the last world rally a farmer saw this but was prevented by the road closure from driving to the paddock (along the road) and couldn’t intervene, take details or even check stock and fences.

The volunteers (recruited by RallyNZ) to manage spectators at past events have not always been equal to the job. Based on previous experiences we have no confidence in the desire or ability of the race organisers to run a safe and professional event. The lack of accountability in the past seems to be a symptom of an organisation run by volunteers.

Our recommendations:

- Whaanga Road is retired from rally races because this has caused long term damage to the reputation of Whaanga road as a safe road, as well as to the actual safety of Whaanga road.
- Council shows leadership in rural road safety by putting resources into lifting up the mana and the physical state of Whaanga Road.
- Spectators and rally staff access private property only with prior written permission from residents or landowners. There is oversight to ensure that farmers and residents who do not wish to allow access on private land during the event are supported.
- All security and safety roles for the rally race are carried out by trained professionals,

overseen by council staff on the day, on the basis that “you get what you inspect.”

Power cut and emergencies

In the event of a power cut, farmers on Whaanga Road need to drive down the road to try for a mobile signal to report the outage or contact emergency services. Most farmers on Whaanga Road use mains power electric fences, so a power cut also affects stock security. This is dangerous during a motor race, because stock could get onto the road if the electric fences are out. Under a road closure, we cannot go and move stock away from electric fences that are down. Who then takes responsibility for stock control if stock get onto the road?

Our recommendations:

- Retire Whaanga Road from this event because it is a remote road that is prone to powercuts, which impact mains-powered electric fences and therefore stock security.

Fence damage

The risk of a rally vehicle, spectator vehicle, or panicked animal damaging a fence is high. It has happened on Whaanga Road in the past during rally racing.

Due to topography of the Whaanga Road farms, it is not practical for all stock to have more than one fence between them and the road (and rally cars).

“It took months for the broken section of fence to get fixed, and only after I said I'd go to the Waikato Times” – Tom (farmer on Whaanga Rd), after a rally on Whaanga Road.

A car hitting a section of fence can do as much as \$2500 damage. This is because once fence tension is lost, battens need to be removed and the wire must be replaced and re-tensioned. This work takes time and relies on the availability of busy contractors. If strainer posts are damaged, the cost can be even higher.

Meanwhile, stock could get onto the road. During a rally, farmers are unable to access paddocks to do anything about fence damage. What happens then?

Recommendation:

- Whaanga Road is retired from this event because the adjoining farms have long road frontages, therefore the risk of a fence being damaged and stock getting onto the road is high.
- Should the proposed rally road closure be permitted, fences are checked by rally organisers and residents/owners together, and plans are made to promptly repair any damage to the satisfaction of owners as per policy.

Farmers' experiences with other events on Whaanga Road

As landowners in a wild and scenic part of the district we are often asked to allow access for photography, walking, tramping, fun runs, 4x4 and motorcycle events. We love to welcome visitors

and see the community get involved, but in each case, we carefully consider everyone's Health and Safety, as well as the needs of each farm. The most recent event was a visit from a local motorcycle club in April this year. They visited farms prior to the ride and helped clear tracks for the ride. They were conscientious on the day and communicated after the event, addressing a concern which had been raised and checking in with farmers to make sure we were happy with how it had gone. We have had similar positive experiences with the Karioi cycle event.

Most of the above event organisers are friendly, courteous and professional in their approach. In contrast, our decades-long experience with rally organisers is very different. Rally organisers seem to actively avoid engaging with local farmers before, during and after a rally race event, but strategically contact schools and community groups, asserting that "*the community loves this event.*" This is a cynical and divisive approach to take in a small rural community.

When we ask direct questions of rally organisers or provide information about incidents and safety concerns, the response is vague and offhand. "*We will pass that information on to ...*" In most cases, no further reply is forthcoming.

Issues of land ownership arise in places on Whaanga Road where the road reserve crosses private land. We understand that this is a result of survey and/or construction errors. We farmers are keen to see the ongoing safety improvements of Whaanga Road and ready to discuss working with the council to use roadside land for road improvements, as our ancestors did. We are motivated to get sight-line improvements and safety realignments. For example, cutting back tight bends on embankments and filling tight inside corners by extending culverts. At the same time, farmers who are landowners adjoining Whaanga Rd feel it is reasonable to have their past experiences with rally events taken seriously by the council.

Our recommendation

- The experiences and concerns of landowners along Whaanga Rd during rally past events are given full and careful consideration at council meetings where motor sports road closures are discussed.

Aircraft

During the last international rally, helicopters were a major problem, causing stress to farmers and stock. Around 20 helicopters were flying in all directions and landing where they pleased. It seemed to be taken for granted that they were welcome to do so.

At the community meeting in Raglan in April, a helicopter pilot said he already has "*\$40,000 worth of bookings for the rally.*" Having never talked to this person, we farmers are very concerned about this claim.

OTHER POLICIES

HOW DOES THE APPROVAL PROCESS FIT IN THE OVERALL ECOSYSTEM OF COMPLIANCE OBLIGATIONS



Our recommendation

- Rally organisers comply with Civil Aviation Authority rules and stipulate that no aircraft fly below 500 feet over private land without prior written permission.
- Rally organisers comply with Waikato District Council's Drone Policy
- Rally organisers comply with Department of Conservation flight rules when near Karioi Maunga.

Phil Swann, Sioux Swann, Malcolm Jackson, Tim Newton, Pete Hanson, Clare Jackson

Thank you for reading this submission.

Phil Swann and Tim Newton
friendsofwhaangaroad@gmail.com

Submission to Waikato District Council on proposed September 2022 closure of Whaanga Road for the world rally championships.

June 29th 2022

This submission is from Residents, Ratepayers and Friends of Whaanga Road. Our names are at the end of this submission.

We oppose the proposed road closure of Whaanga Road for the WRC rally 2022 for the following reasons:

Negative financial impact on rates and/or service degradation:

As ratepayers, we have a strong interest in what happens to our council's finances. We know that the council has limited finances, because when residents repeatedly ask for better road maintenance and safety improvements, we are told that the budget has already been spent.

CLAUSE I I) POTENTIAL IMPACT - ROADING

THE QUESTION IS "HOW MUCH" VS "IF "DAMAGE TO THE ROAD WILL OCCUR



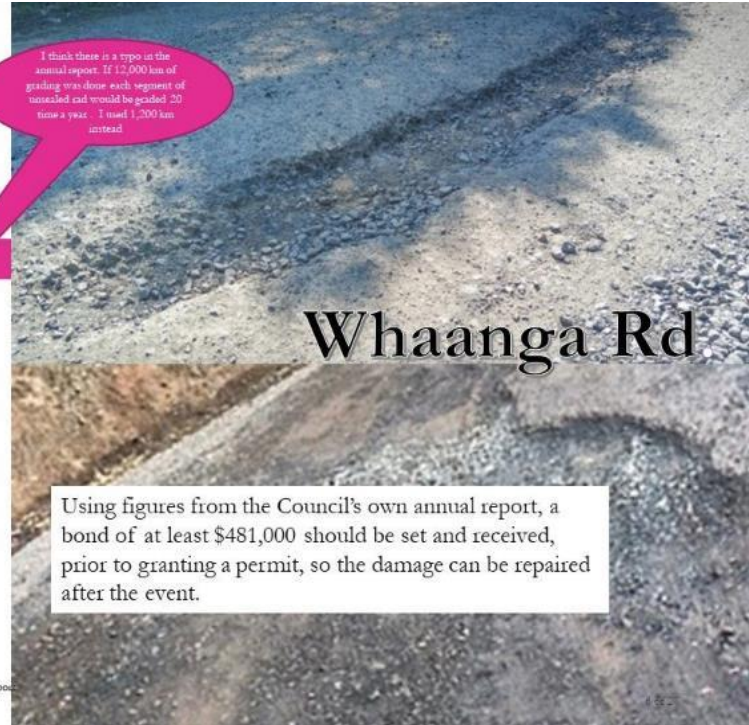
Whaanga Road does not receive an adequate level of service. This problem is long standing. Residents attended two meetings in Raglan with councilors and staff in 2021 where it was agreed that Whaanga Road had not been properly maintained, and that, according to staff, "going forward things are going to be done differently." Even then, it was only after many emails, website applications and phone calls from residents that the road drains got dug out for the first time in years.

WILL AN APPROPRIATE BOND BE SET ?

Roads	2422	
Sealed roads	1860	
Unsealed roads	598	
KM of roads graded	12,000	1,200
Grading per year	20	2
Direct operational costs	\$ 23,564,000	
Costs to replace existing assets	\$ 21,218,000	
Total annual costs	\$ 44,782,000	
Related to unsealed roads	\$ 11,056,827	
Per K/m	\$ 18,490	
Race segment length	\$ 26	
	\$ 480,732	

Number of gradings / year		1	2	3	4		
\$	480,732	\$	240,366	\$	160,244	\$	120,183

<https://www.waikatodistrict.govt.nz/services-facilities/roads-travel-and-parking/roads-and-transport>
2020/21 annual report



Service degradation (degraded condition of the road) is a certainty if a permit to race rally cars is granted, and if a bond of at least \$480,000 is not collected from the rally organisers. This is the estimated amount it costs the Council to maintain the 26km of unsealed road on Whaanga Rd that would be used for the event. Using figures from the Council's own 2020/2021 annual report (<https://www.waikatodistrict.govt.nz/services-facilities/roads-travel-and-parking/roads-and-transport>) a bond of at least \$481,000 should be set and received, prior to granting a permit, so the damage can be repaired after the event. See table above.

Whaanga Road is more vulnerable to erosion, especially when the road surface is not dry, due to the heavy clay soil and many rocks. This makes Whaanga Road more expensive to repair than other roads which have better natural drainage and fewer rocks. Whaanga Road's distance from the road works depot also makes repairs more expensive. Contractors have 2 to 3 hours of travel time on a daily basis to get on site.

If a permit to race on Whaanga Road is granted and something major goes wrong, the Council and/or its officers would be held to account and fined under duty of care and chain of responsibility obligations. This could affect our rates.

Road inspection before and after the proposed rally: Inspection of the road is a very complex undertaking. To do a thorough job, there are many parameters an inspection should evaluate, including: the cross sectional shape of the road, presence of puddles and potholes, depth of road drainage and sumps. The 4k 360 technology promoted by the rally organisers as revolutionary does not measure the amount of gravel removed from the road or the erosion to the road base. This only measures the overall flatness of the road before and after the event. It is not clear how these images are compared. There is

likely to be some debate after the event in terms of what is required to restore the road. The rally organisers stated at the Raglan community meeting (in April 2022) that they prefer not to have metal added to the road in the months prior to the event.

There should be an independent assessment of the road and the financial cost of the damage the rally will do to the road. The assessment should be undertaken by an independent engineer to enable a figure to be agreed upon prior to the rally, in terms of a dollar cost incurred by the rally.

In Waikato District Council's own words, '*An integrated, safe, responsive and sustainable land transport network is maintained, improved and protected*' (District Plan). The council needs to follow through on this objective in relation to Whaanga Road.

Our recommendations:

- Should the proposed rally be permitted, a bond of at least \$480,000 for Whaanga Road should be paid to Waikato District Council before the event. This bond and its terms should be made public.
- The cost of repairs is estimated prior to the event, based on the number of cars racing and damage that will be caused.
- Rally organisers pay for an independent assessment of the road. This assessment is done by an independent engineer who evaluates all the parameters of an unsealed road.
- The council maintains Whaanga Road in a good state before the rally event (does not withhold gravel or other maintenance or improvements in the months preceding the event).

Negative impact on landowners/residents and businesses on Whaanga Road

Since the 1980s when Whaanga Road was first used for rally races, the average daily traffic has increased from single figures to 138 vehicles per day, counted in February 2020. Daily traffic continues to increase in line with new subdivisions, businesses and visitors to Whaanga Road. This is not an unused, empty road that is available for racing. Whaanga Road is crucial infrastructure for those who live, work and visit there.

CLAUSE I I) POTENTIAL IMPACT - LANDOWNERS

MULTIPLE COHORTS, MULTIPLE IMPACTS



Negative impact on ongoing road use

People who live/work on Whaanga Road are the users who must drive on Whaanga Road immediately after the rally has finished, because it is our lifeline, and there is no alternative road for us to use.



SOME OF THE ADJACENT LANDOWNER ISSUES

- Ongoing road use
 1. How is the aftermath of the road damage from the event of value to rate payers?
 2. How is the user pay principle at work for the Rally organisers?
 3. How will road users be protected from “wanna be” rally drivers inspired by the event?
- Livestock / livelihood / liability
 1. It's the calving and lambing season.
 2. How will vet access be managed in a livestock emergency while the event is on?
 3. Livestock control and fences. Who assumes the livestock control liability if a fence is damaged as a result of the event?

We don't see how the 'user pays' principle is applied to the Rally organisers. We, the residents and ratepayers, farms and businesses, pay rates and bring money into the district year-round. We ask our Council to put our needs before those of outside motor racing interests. Motor racing organisations do not have to live with the consequences of their event on Whaanga Road.

For example, In 2018, straight after the racing, residents had to push rocks off the road and drive through thick piles of soil and gravel immediately after the road was open, just to go along Whaanga Road and check their properties. It was dark by then, and difficult and dangerous to look around the paddocks, stock and fences by torchlight.

Months later, in 2019, the 2018 Whaanga Road rally damage had still not been repaired, despite many requests.

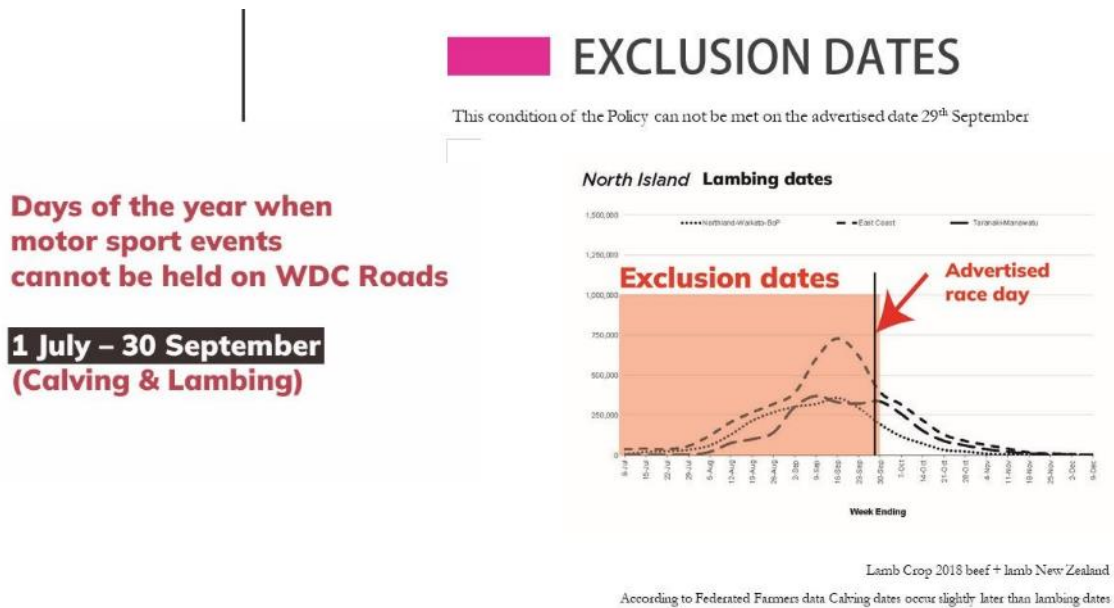
This is corroborated by a Waikato District Councillor who drove through Whaanga Road “3 months later and the road was still in a terrible state.”

Our recommendations:

- Should the proposed rally be permitted, Council should have a road crew on site ready to go along Whaanga road immediately after it is opened and make the road safe: clear rocks, unblock drains, put up warning signs and cones to mark hazards.
- Contractors should be booked in advance and will stay onsite until Whaanga Road is in the same or better condition as prior to the event.
- Council staff should completely repair Whaanga Road within a week to two weeks of the event.

Negative impact on our livestock / livelihood

The proposed road closure is in the calving and lambing season. Council’s motor sports policy excludes racing and road closures during lambing and calving - for good reasons.



This proposal would see farmers unable to even cross the road for ten hours to check on their animals, at a critical time of the farming year. How could the vet get onto Whaanga Road for a livestock emergency?

Our recommendations:

- Should the proposed rally be permitted, Racing should take place during two 2.5 hour time slots,

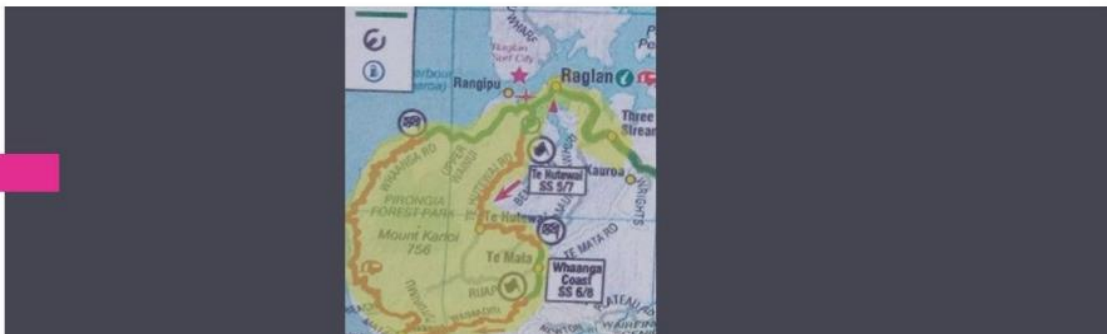
as described by RallyNZ at the consultation hui in Raglan in April 2022.

- Breaking the racing up would give farmers opportunities to go and check on stock at regular intervals, as is normal for this time of the year. Farmers could get the vet in if needed.
- Racing should be halted in the event of a livestock emergency.

Availability of alternative routes

CLAUSE I III) AVAILABILITY OF ALTERNATIVE ROUTES

WHERE ARE THEY FOR THESE RATEPAYERS?



This proposal would see a 26km road inaccessible from either direction for ten hours, commencing before daylight. There are no alternative routes in and out of Whaanga Road. This is effectively another lockdown for us, only worse, because under this closure proposal, we can't even cross the road or go along the road to do our work. For ten hours.

The council motor sport policy says that closures of roads will only be permitted where alternatives exist. There are no alternatives for Whaanga Road.

Children who live along Whaanga Road will not be able to access school that day. If Whaanga Road is closed from 6.30am to 4.30pm - there are no alternative routes/roads for us to be able to access our local schools. School has already been disrupted enough due to Covid and it's not fair that our children have to miss out on another school day due to a non essential car rally.

Children living on Whaanga Road are already disadvantaged by the ongoing poor state of the road, which makes their journey to school and extracurricular activities longer and more uncomfortable than necessary.

On the proposed reconnaissance day, the residents are asked to only drive in one direction during a set time. The detour we would have to take (going the opposite direction than normal) adds a huge cost in petrol/diesel and time, when we are struggling to afford high fuel prices.

Our recommendations:

- Whaanga Road is to be retired from this event because it's a long, unbranched road with no alternative route for residents and ratepayers (and school children). Taking a detour on reconnaissance day imposes undue hardship of higher fuel costs and time when families are struggling.

Risk management



RISK MANAGEMENT

WHAT RISKS ARE IDENTIFIED IN THE COUNCIL'S OPERATIONAL RISK REGISTER FOR THE EVENT ?



In 2015 new Health and Safety legislation came into force in New Zealand.

Every farm, business and organisation whether professional or voluntary is required to comply with the Health and Safety At Work Act 2015.

We are appalled that this proposed rally race event would happen under a Council policy that predates the 2015 H&S legislation. We do not believe that Council has updated its motor race policy to be compliant with the 2015 Act.

Whaanga Rd is already featured on this Dangerous Roads web site. It literally challenges readers to drive the road as portrayed in the video.

[dangerousroads](https://www.dangerousroads.org)

Whaanga Coast Road, an iconic rally challenge in NZ

Located in the Waikato region of New Zealand's North Island, Whaanga Coast Road is a rugged, rocky, gravel road that has become a legend.



The spectacular and scenic winding gravel coast road is usually the penultimate stage of the Rally of New Zealand. Any road that is used in rally driving is going to make for a great driving challenge. Sheer cliff faces provide an adrenaline fuelled drive along a notoriously tricky stage.

<https://www.dangerousroads.org/australia-and-oceania/new-zealand/10394-whaanga-coast-road,-an-iconic-rally-challenge-in-nz.html> ranked among the Internet's largest and most popular websites about roads and mountain passes.

COPYCAT DRIVING

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Avoid situation – immediate actions

15

We feel unsafe on Whaanga Road before, during and after a rally race like this proposed event. The decades-long use of Whaanga Road by rally races has fostered a culture of risky, rally-emulating driving on our road. This is epitomized by Whaanga Road being featured on this Dangerous Roads website: <https://www.dangerousroads.org/australia-and-oceania/new-zealand/10394-whaanga-coast-road,-an-iconic-rally-challenge-in-nz.html> This website (ranked among the Internet's largest and most popular websites about roads and mountain passes) literally challenges readers to drive Whaanga Road as portrayed in their video.

We do not want the road that we live and work on to be promoted as a dangerous road. This is the road where our children learn to drive and the road that is used by cyclists, runners, pedestrians and horse riders.

We want Whaanga Road to be the complete and total opposite of a famous dangerous road for would-be racing drivers. Waikato District Council's Plan says *'The district is safe and easy to get around'* and that is what we want for Whaanga Road.

In April 2022 a visitor to Whaanga Road said *"when I googled how to get to you, Whaanga Road came up on this Dangerous Road website and I thought oh no, what if I meet a car that's out racing....and then I did. it was petrifying."*

Featuring on this Dangerous Roads website encourages risky driving on Whaanga Road. This exposes other road users to risk, but residents are at the greatest risk because we use the road daily and are thus statistically more likely to encounter a risky driver.

Copycat rally driver driving legally @ 100 km/h
Someone driving to the conditions @ 10km/h

Single set of tracks indicates traffic in both directions typically use the same area of the road

At 130m separation, cars travelling in opposite directions on numerous sections of Whaanga Rd like this, would have no way of knowing what was coming at them from the opposite direction and wanting to use the same piece of road.

HOW MUCH RISK?

Safe stopping distances sealed roads

50km/h	21m	14m	35m
60km/h	25m	20m	45m
70km/h	29m	27m	56m
80km/h	33m	36m	69m
90km/h	38m	45m	83m
100km/h	42m	56m	98m
110km/h	46m	67m	113m

<https://www.drivingtest.co.nz/resources/how-to-calculate-braking-distances/>

+ 15 m
ABS less effective
(Transport Research Board)

≈ 130 m

<https://trid.tki.org.nz/en/677121>

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Because Whaanga Road is poorly maintained and narrow in places, a collision between someone driving cautiously and a rally-emulating driver is almost impossible to avoid. At 130m separation, cars travelling in opposite directions on numerous sections of Whaanga Rd (see photo above) would have no way of knowing what was coming at them from the opposite direction.

“A car came round the corner, going too fast, having a bit of a play, and I stopped but they couldn’t” (resident describing a crash in March 2022). Residents can attest that there are many more collisions on Whaanga Road than are reported.

The council does nothing to discourage the risk of copycat driving (see photos below). Viewers watching on race day see Whaanga Road looking exactly the same as on any other, non - race day. The council should be working to negate the notoriety of Whaanga Road, not encouraging a public spectacle of rally racing. Decades of these rally events are what keeps refreshing Whaanga Road’s ranking as a notorious ‘Dangerous Road’.

HOW ARE COPYCAT DRIVERS DISCOURAGED?

It appears the that rally Event Organiser's attitude to risk management hasn't changed from that which existed nearly 100 years ago. Should this cavalier approach to risk management expose Whaanga Road users to risk by failing to address the risk of copycat driving?

1928

VS

WHAT A PERMIT WILL SANCTION



HOW IS THE COPYCAT DRIVING RISK MITIGATED?

Copycat rally driver touring on Whaanga Rd would find themselves in "Rallying Heaven!" with no deterrents.

© WRC Drivers Desk 2022

RACE CONDITIONS

VS

ANY OTHER DAY



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We do not have confidence that the organisers are serious about safety. During the 2018 rally race on Whaanga Road, residents saw a group of people run out onto Whaanga Road with a banner, between cars, and hold the banner against the residents' fence. The residents watching this couldn't go and ask the people on the road to stop this dangerous activity, because the road was closed to them. Residents sent an email about this to the rally organiser. The rally organisers denied that the banner was on the resident's fence, stating that staff were holding it near the fence (on the outside of a bend, on the road – a location deemed a no go zone by RallyNZ rules).

Whaanga Road residents have been highlighting these safety problems for decades, and in 2019 wrote

to the council asking that an alternative route be found for future events. Council has had years to explore alternative venues.

Our recommendations:

- Retire Whaanga Road from being used by Rally races because this has caused long term damage to the reputation of Whaanga Road as a safe road and has affected Whaanga Road’s actual safety.
- Focus resources and attention on the rehabilitation of Whaanga Road both physically and in its reputation/mana.

Power cuts and emergencies



It provided a stunning finish to the 2010 WRC Rally New Zealand when Jari-Matti Latvala was able to snatch victory from a four-way battle after a recovering Sebastien Loeb had problems, Petter Solberg cleaned out a power pole and Sebastien Ogier spun in the tight section only a handful of corners from home

<https://www.rallynewzealand.co.nz/the-25-best-moments-in-rallying-ever-1/> The 25 best stages in NZ rallying - number 11 - Briton Green Project Group
<http://www.rallynewzealand.co.nz/>

MEDICAL EMERGENCY + POWER OUTAGE

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Avoid situation – immediate actions

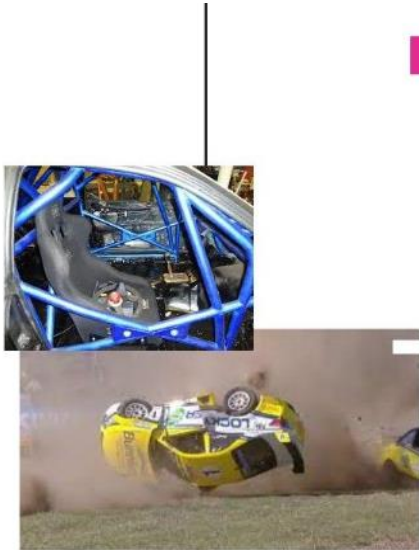
There is a risk of a rally car hitting a power pole, or of a power cut to Whaanga Road happening simultaneously with the race event. The risk of a power pole being taken out by a rally driver is real and has already occurred in previous events.

There have been three power cuts on Whaanga Road so far this year. Without power, most residents on Whaanga Road have no telephone communication. Some residents rely on driving down the road to try for a phone signal to report a power cut or emergency. Residents who are elderly or live alone rely on their neighbours on Whaanga Road driving down the road to check on them. If we cannot use the road for ten hours, we cannot call for help in an emergency.

Our recommendations:

- Retire Whaanga Road from this event because it is a remote road that is prone to powercuts, which can have life or death consequences for the vulnerable residents.

Fence damage



ASSET DAMAGE - FENCES

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Avoid situation – immediate actions



The risk of a rally car damaging a fence is possible, arguably likely.

ASSET DAMAGE FENCE

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Prioritise action

The risk of a rally or spectator vehicle damaging a fence is high. It has happened on Whaanga Road in the past during rally racing. Who takes responsibility for stock getting onto the road after a fence is damaged?

Our recommendation

- Retire Whaanga Road from this event because it has long road frontages with farms, therefore the risk of a fence being damaged and stock getting onto the road is high.

Traumatic experiences with previous rally events

We have had decades of these races on Whaanga Road, and in that time have had traumatic experiences. These include:

- Helicopters flying low, causing frightened stock to run into fences.
- Helicopters landing without permission in paddocks and letting people out to trespass.
- Trespassing by spectators in vehicles, some of whom arrive during the night and break into paddocks to camp overnight.
- Frightening confrontations with groups of trespassers in vehicles who are drinking alcohol, where there is no cellphone reception to call for help.
- Seeing photos of our properties advertised by rally heli tours (without permission) before a rally
- Rubbish, human waste, pieces of car left in paddocks and along the road

In 2018, before the rally event, residents asked the organizer to provide information beforehand on how all these above situations would be managed, and who to phone if, for example, we had trespassers. We had no reply.

Residents asked to have a debrief after the 2018 event. This was promised, but never happened.

'I was in the driveway waiting to go across the road and check the cows when the organizers' car went past at the end of the event. They didn't even look at me, let alone stop and ask how we were'.

Resident, 2018

"You never see them (rally organisers) again" District Councillor

Thank you for reading this submission,

Friends of Whaanga Road friendsofwhaangaroad@gmail.com

Signed:

Chris Banks Whaanga Road

Joe Citizen Whaanga Road

Angela Broring Whaanga Road

Denise Sargent Whaanga Road

Peter Hanson Whaanga Road
Natalie Banks Whaanga Road
Kelvin Tinsley Whaanga Road
Shailah Rudolph Whaanga Road
Ann Kingsbury Whaanga Road
Phil Swann Whaanga Road
Sioux Swann Whaanga Road
Haylee Jacques Whaanga Road
David Jaques Whaanga Road
Kelley Henshilwood Te Tuhi Road
Dwayne Hensilwood Te Tuhi Road
Strachan Lewis Whaanga Road
Amy Lewis Whaanga Road
Andy Broring Whaanga Road
Helen Ritchie Whaanga Road
Keegan Pilkington Whaanga Road
Katya Skandera Whaanga Road
Elizabeth Hassan Whaanga Road
Steve Clarke Whaanga Road
Peggy Oki Whaanga Road
Jeff Lim Whaanga Road
Lynda Lim Whaanga Road
Brice Taylor Whaanga Road
Mario Gatt Whaanga Road
Louise Gatt Whaanga Road
Mike Rarere Whaanga Road
Sam Nobs Whaanga Road
Sabrina Weber Whaanga Road
Lisa James Whaanga Road

Kaleb James Whaanga Road
David Thorp Whaanga Road
Lynne Jones Whaanga Road
Malcolm Jackson Whaanga Road
Clare Jackson Whaanga Road
Tim Newton Whaanga Road
Jack Newton-Jackson Whaanga Road
Christine Hommel Tamahere
Anthony Endres Hamilton
Bruce McKay Hamilton
Toby Tilsley Ruapuke
Janet Nielsen Whangarei
Megan Lyon Hamilton
Judy Newton Christchurch
Alex Vartzbad Christchurch
Anita Tyrrell Hamilton
Beverley Bell Whatawhata
Cory Smith Hamilton
Hana Schmidt Hamilton
Brian Rawley Tokoroa
Moiria Newton Christchurch
John Kelcher Christchurch
Penny Vitasovich Hamilton
Viv Aitken Palmerston North
Alice Bulmer Hamilton
Alan Stephenson Raglan
Matthew Bannister Hamilton
Natia Tucker Auckland

Geoff Rawley Raglan
Betty Rawley Raglan
John Tucker Auckland
Rob de Clive Lowe Auckland
Angela Clift Auckland
Veronica de Clive Lowe Auckland
Peter Winkelmann Taupo
Josh Walpole-Smith Hamilton
Elizabeth Newton-Jackson Wellimngton
Alison Rawley St Arnaud
Brent Cameron St Arnaud
Stephen Jackson Auckland
Hamish Thomas Christchurch
Lily Jackson Auckland
Michael Ferri Hamilton
Judy Ferri Hamilton
Ted Glynn Raglan
Vin Glynn Raglan
Jane Luiten Gisborne
Paul Pfeffer Hamilton
Kaitlin Pfeffer Hamilton
Bella Cook Wellington
Emily Scrimgeour Hamilton
Hannah Savage Hamilton
Emma Savage Hamilton
Chrissy Cook Wellington
Phoebe Lockett Auckland
Sonja Rennie Hamilton
Mark Johnson Auckland

Rowan Hawitt Edinburgh

Paul Newton-Jackson Edinburgh

IS WHAANGA ROAD AN APPROPRIATE RACETRACK SEGMENT FOR THE REPCO WRC RALLY NEW ZEALAND 2022?

LOCAL RATE PAYERS (INVESTOR'S) PERSPECTIVE



tripadvisor®

Not the easiest drive

Dec 2020 • Couples

When you get to the lookout the views are stunning. It's a short walk unless you do one of the 2-3 hour tramps. We found the road narrow, winding and dangerous with cars going far too fast on the gravel road. The view made the trip worth it - but only just!

We've got a dangerous road

You can't afford or won't fix it

You're about to unleash a road eating monster on it

It'll take months to fix (if ever)

You'll place yourselves and other executives at duty of care and reputation risk

The WDC at compliance and
financial and / or service
degradation risk

The road users and rate payers at physical risk

For what benefit?

WHY SHOULD YOU CARE?

As a ratepayer

You cannot escape the financial impact on Rates or service degradation:

- If a permit is granted and something was to go wrong in a big way, the Council and/or its officers could be held to account and fined under [duty of care and chain of responsibility obligations](#).
- The service degradation (degraded condition of the road) would be a certainty if a permit is granted and a bond of at least \$480,000 is not collected from the rally organisers. This is the estimated amount it costs the Council to maintain the 26km of unsealed road on Whaanga Rd that would be used for the event.

As a Whaanga road user

You cannot escape the risk of copycat rally driver tourism the event would attract.

FRIDAY

WHAANGA COAST NEW ZEALAND'S MOST ICONIC ROAD

Rally New Zealand takes to the iconic roads in the Waikato on Friday 30 September.

The day begins with New Zealand's most iconic road – Whaanga Coast. A road made in rallying heaven, Whaanga Coast has already piqued the interest of WRC fans the world over - what better than to start the event with a bang. The opening stage of the day, it will be featured on our broadcast to the primetime Thursday evening European audience.

Join us at the spectator point on Whaanga Coast where you can watch the cars roar down the hill towards the ocean with over a kilometre of viewing as the cars tear away.

After the first three stages, the competitors will head to the Raglan main street where they'll change tyres and regroup ahead of the afternoon three stages. Fans can get up close and personal to the teams here during the middle of the day before heading back to the spectator point to watch the afternoon action.

On Friday night we host our second super special stage at a venue TBC either at Pukekohe, Hampton Downs or at our Service Park.

FINALISED STAGES TO BE RELEASED PRIOR TO WRC

2022 Rally New Zealand Sponsors deck

STATUS / PROCESS

- To date no formal permit application has been received
- No permit has been granted.
- Therefore how much political pressure is there from event organisers resulting from commercial and reputational factors as they have already announced to sponsors that Whaanga Rd is the feature segment, without a permit in place.
- The Council's key Policy for assessing the application is the Road Closures for Motor Sports Events Policy - 2012. Factors where the event does not comply include;
 - *Clause I i) Potential impact*
 - *Clause I ii) The availability of alternative routes for motorists*
 - *Clause I iii) Impact on adjoining landowners*
 - *Additional Conditions*
- Other factors that should be considered include;
 - Risk Management
 - Other relevant policies
 - The definition of success if a permit is granted

CLAUSE I I) POTENTIAL IMPACT - ROADING

THE QUESTION IS “HOW MUCH” VS “IF “DAMAGE TO THE ROAD WILL OCCUR



260

I think there is a typo in the annual report. If 12,000 km of grading was done each segment of unsealed road would be graded 20 time a year . I used 1,200 km instead

WILL AN APPROPRIATE BOND BE SET ?

Roads	2422	
Sealed roads	1860	
Unsealed roads	598	
KM of roads graded	12,000	1,200
Grading per year	20	2
Direct operational costs	\$ 23,564,000	
Costs to replace existing assets	\$ 21,218,000	
Total annual costs	\$ 44,782,000	
Related to unsealed roads	\$ 11,056,827	
Per K/m	\$ 18,490	
Race segment length	\$ 26	
	\$ 480,732	

Number of gradings / year			
1	2	3	4
\$ 480,732	\$ 240,366	\$ 160,244	\$ 120,183

Whaanga Rd.

Using figures from the Council's own annual report, a bond of at least \$481,000 should be set and received, prior to granting a permit, so the damage can be repaired after the event.

CLAUSE I I) POTENTIAL IMPACT - LANDOWNERS

MULTIPLE COHORTS, MULTIPLE IMPACTS





SOME OF THE ADJACENT LANDOWNER ISSUES



- Ongoing road use
 1. How is the aftermath of the road damage from the event of value to rate payers ?
 2. How is the user pay principle at work for the Rally organisers?
 3. How will road users be protected from “wanna be” rally drivers inspired by the event?

- Livestock / livelihood / liability
 1. It's the calving and lambing season.
 2. How will vet access be managed in a livestock emergency while the event is on?
 3. Livestock control and fences. Who assumes the livestock control liability if a fence is damaged as a result of the event?

CLAUSE I III) AVAILABILITY OF ALTERNATIVE ROUTES

WHERE ARE THEY FOR THESE RATEPAYERS?



ADDITIONAL POLICY CONDITIONS

WHY ARE THESE NOT SHOWSTOPPERS?

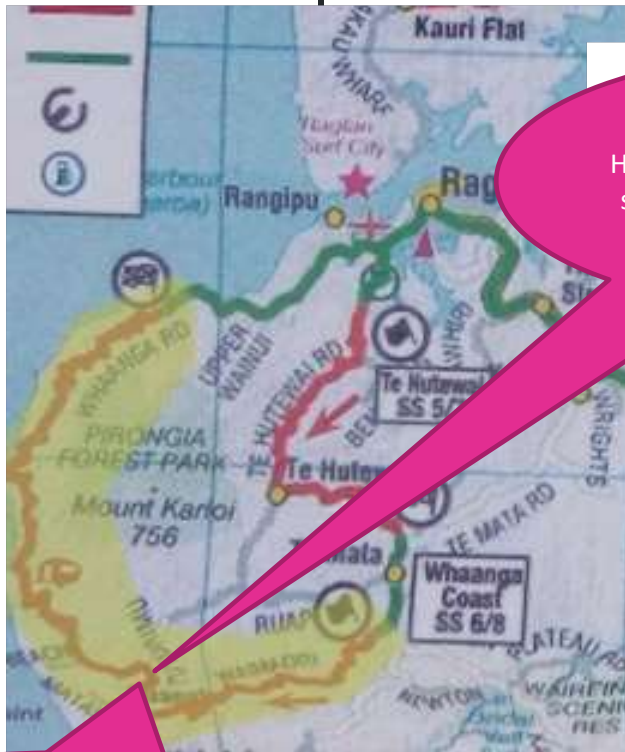


The screenshot displays the official website for the Local Government Act 2002. At the top, the title "Local Government Act 2002" is visible, along with a link to "Order a commercial print". A yellow warning banner states: "Warning: Some amendments have not yet been incorporated". Below this is a search bar with the text "Search within this Act" and a "SEARCH" button. Navigation options include "By sections", "View whole (2.5MB)", "Versions and amendments", and "Print/Download PDF [2.2MB]". A "Contents" menu is also present. The main content area shows the text "Version as at 12 April 2022" above the Royal Coat of Arms. Below the coat of arms, the text reads "Local Government Act 2002", "Public Act 2002 No 84", "Date of assent 24 December 2002", and "Commencement see section 2".

Ultimately to be compliant, all aspects of the processes in granting a permit need to comply with not only the WDC's own policies, but also the Local Government Act 2002.

THROUGH TRAFFIC

This condition of the Policy cannot be met for these ratepayers



"The kids have missed enough school with COVID lock downs. How do we get them to and from school if they hold the event on the Friday as they have advertised"

1. Merriam-Webster - traffic initiated at and destined for points outside a local zone.
2. Collins - traffic which continues on a road or highway rather than crossing onto a different road

Road closures will be permitted only on roads where alternative routes exist for through traffic

" many of us can't afford to lose a day's work due to road closures"

Quotes from Whaanga Rd resident

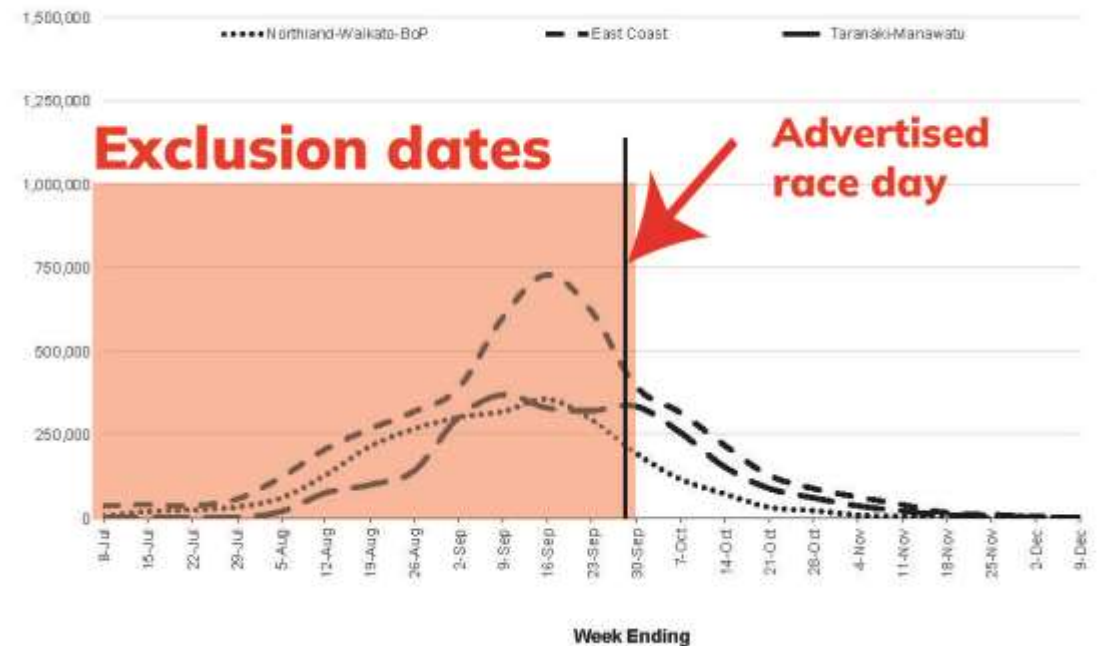
EXCLUSION DATES

This condition of the Policy can not be met on the advertised date 29th September

**Days of the year when
motor sport events
cannot be held on WDC Roads**

**1 July – 30 September
(Calving & Lambing)**

North Island Lambing dates



Lamb Crop 2018 beef + lamb New Zealand

According to Federated Farmers data Calving dates occur slightly later than lambing dates



RISK MANAGEMENT

WHAT RISKS ARE IDENTIFIED IN THE COUNCIL'S OPERATIONAL RISK REGISTER FOR THE EVENT ?



COPYCAT DRIVING



It seems that any “driver” that sees a gravel road suddenly becomes a “sort of” rally driver.

Long time Whaanga Rd resident

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Avoid situation – immediate actions

The only practicable and affordable way of mitigating this risk on Whaanga Rd is to not hold the event on Whaanga Rd

Whaanga Rd is already featured on this Dangerous Roads web site. It literally challenges readers to drive the road as portrayed in the video.

[dangerousroads](http://dangerousroads.org)

Whaanga Coast Road, an iconic rally challenge in NZ

Located in the Waikato region of New Zealand's North Island, Whaanga Coast Road is a rugged, rocky, gravel road that has become a legend.



The spectacular and scenic winding gravel coast road is usually the penultimate stage of the Rally of New Zealand. Any road that is used in rally driving is going to make for a great driving challenge. Sheer cliff faces provide an adrenaline fuelled drive along a notoriously tricky stage.

<https://www.dangerousroads.org/australia-and-oceania/new-zealand/10394-whaanga-coast-road,-an-iconic-rally-challenge-in-nz.html>

ranked among the Internet's largest and most popular websites about roads and mountain passes.

COPYCAT DRIVING

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Avoid situation – immediate actions

Copycat rally driver driving legally @ 100 km/h
Someone driving to the conditions @ 10km/h

Single set of tracks indicates traffic in both directions typically use the same area of the road

At 130m separation, cars travelling in opposite directions on numerous sections of Whaanga Rd like this, would have no way of knowing what was coming at them from the opposite direction and wanting to use the same piece of road.

HOW MUCH RISK?

Safe stopping distances sealed roads

50km/h	21m	14m	35m
60km/h	25m	20m	45m
70km/h	29m	27m	56m
80km/h	33m	36m	69m
90km/h	38m	45m	83m
100km/h	42m	56m	98m
110km/h	46m	67m	113m

<https://www.drivingtests.co.nz/resources/how-to-calculate-braking-distances/>

+ 15 m
ABS less effective
(Transport Research Board)

≈ 130 m

HOW ARE COPYCAT DRIVERS DISCOURAGED?

It appears that the rally Event Organiser's attitude to risk management hasn't changed from that which existed nearly 100 years ago. Should this cavalier approach to risk management expose Whaanga Road users to risk by failing to address the risk of copycat driving?

1928



VS

WHAT A PERMIT WILL SANCTION



HOW ARE COPYCAT DRIVERS DISCOURAGED??

If a copycat tourists was motivated to try and do a “Hot Lap” of the Albert Park F1 circuit when they arrived, they would be bitterly disappointed.

RACE CONDITIONS



VS

ANY OTHER DAY



HOW IS THE COPYCAT DRIVING RISK MITIGATED?

Copycat rally driver tourist arriving on Whaanga Rd would find themselves in “[Rallying heaven](#)¹” with no deterrents.

¹ WRC Sponsors Deck 2022

RACE CONDITIONS

VS

ANY OTHER DAY



MEDICAL EMERGENCY + POWER OUTAGE



Rally cars are required to install roll cages to protect the drivers, as the risk of rolling a rally car is real.

Without power, most residents on Whaanga Road have no telephone communication. The risk of a power pole being take out is real and has already occurred in previous events.

Residents on Whaanga Rd would have no way of raising an medical emergency in a timely fashion.

MEDICAL EMERGENCY + POWER OUTAGE



It provided a stunning finish to the **2010 WRC Rally New Zealand** when Jari-Matti Latvala was able to snatch victory from a four-way battle after a recovering Sebastien Loeb had problems, **Petter Solberg cleaned out a power pole** and Sebastien Ogier spun in the tight section only a handful of corners from home

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Avoid situation – immediate actions

ASSET DAMAGE - FENCES



		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Avoid situation – immediate actions

ASSET DAMAGE FENCE



The risk of a rally car damaging a fence is possible, arguably likely.

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain					
	Likely					
	Possible					
	Unlikely					
	Rare					

Risk Management - Prioritise action

FENCE DAMAGE

WHAT'S THE PLAN?
WHO WILL ASSUME THE STOCK CONTROL
RISK IF A RALLY CAR DAMAGES A FENCE?

OTHER POLICIES

HOW DOES THE APPROVAL PROCESS FIT IN THE OVERALL ECOSYSTEM OF COMPLIANCE OBLIGATIONS



“this internal combustion carbon depositing sport [rally car racing] only promotes the demise of our planets life support system. This is moronic and not reflective of Whaingaroa’s culture.”

Long term ratepayer

- Right of Appeal clause seems to fly in the face of the Significance and Engagement policy (Local Government Act 2002)
- These aren’t eCars, how does the proposed event sit with the Climate response and resilience policy?
- How does the proposed rally event on Whaanga Rd sit in relation to;
 - Protection of flora and fauna obligations
 - Internal Risk Management practices and obligations
 - District tree policy
 - Heritage
 - Revenue and funding policy. Is this responsible management of Ratepayers assets?

ADDITIONAL OBLIGATIONS

WHAT DOES SUCCESS LOOK LIKE AS A RESULT OF GRANTING A PERMIT ?

For sure this is what will be achieved

+

- ✓ Live stream eyeballs
- ✓ Social media likes
- ✓ Status with the motor sport community
- ✓ Copycat / petrol head tourism
- ✓ Maintain the ranking on the dangerous roads website

VS

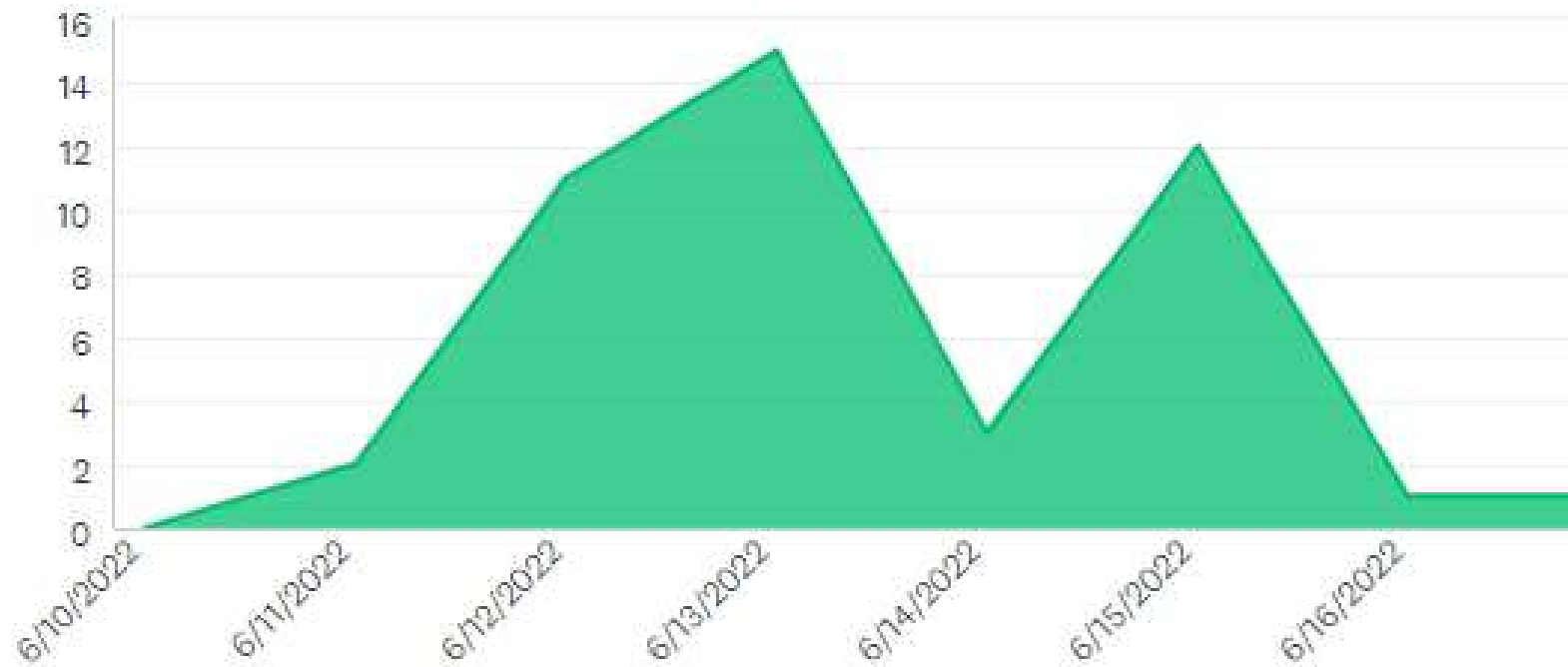
At what cost?

-

- ✓ Endangering lives
- ✓ Risk exposure of Council and colleagues :
 - Duty of care
 - Procedural compliance
 - Financial loss
 - Reputation loss
- ✓ Financial impact and service degradation
 - ✓ Social disruption

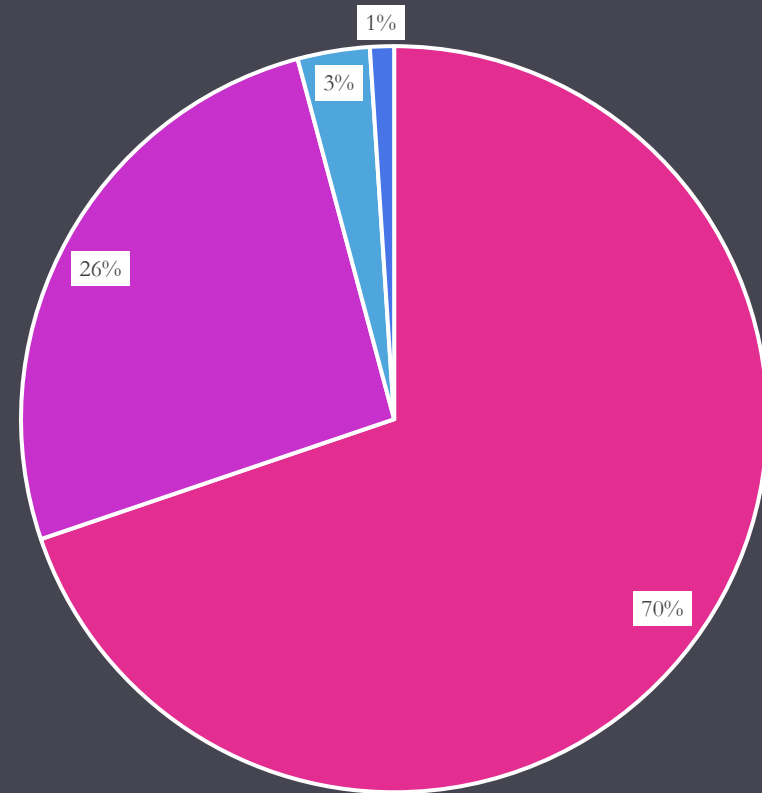
COMMUNITY OPINION

ON-LINE SURVEY RESPONSE CADENCE





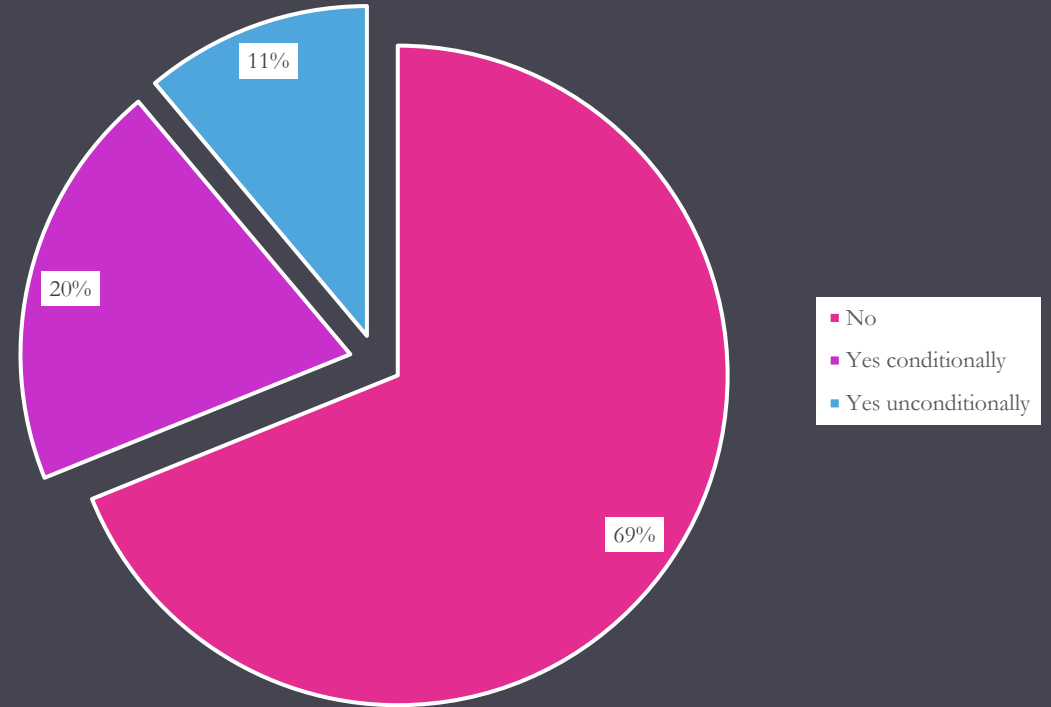
CONNECTION TO THE AREA



- Live in the area (ratepayer or rent) or run a business in the area
- Use Whaanga Rd
- Don't have connections to the area - Don't want the rally
- Don't have connections to the area - Want the rally

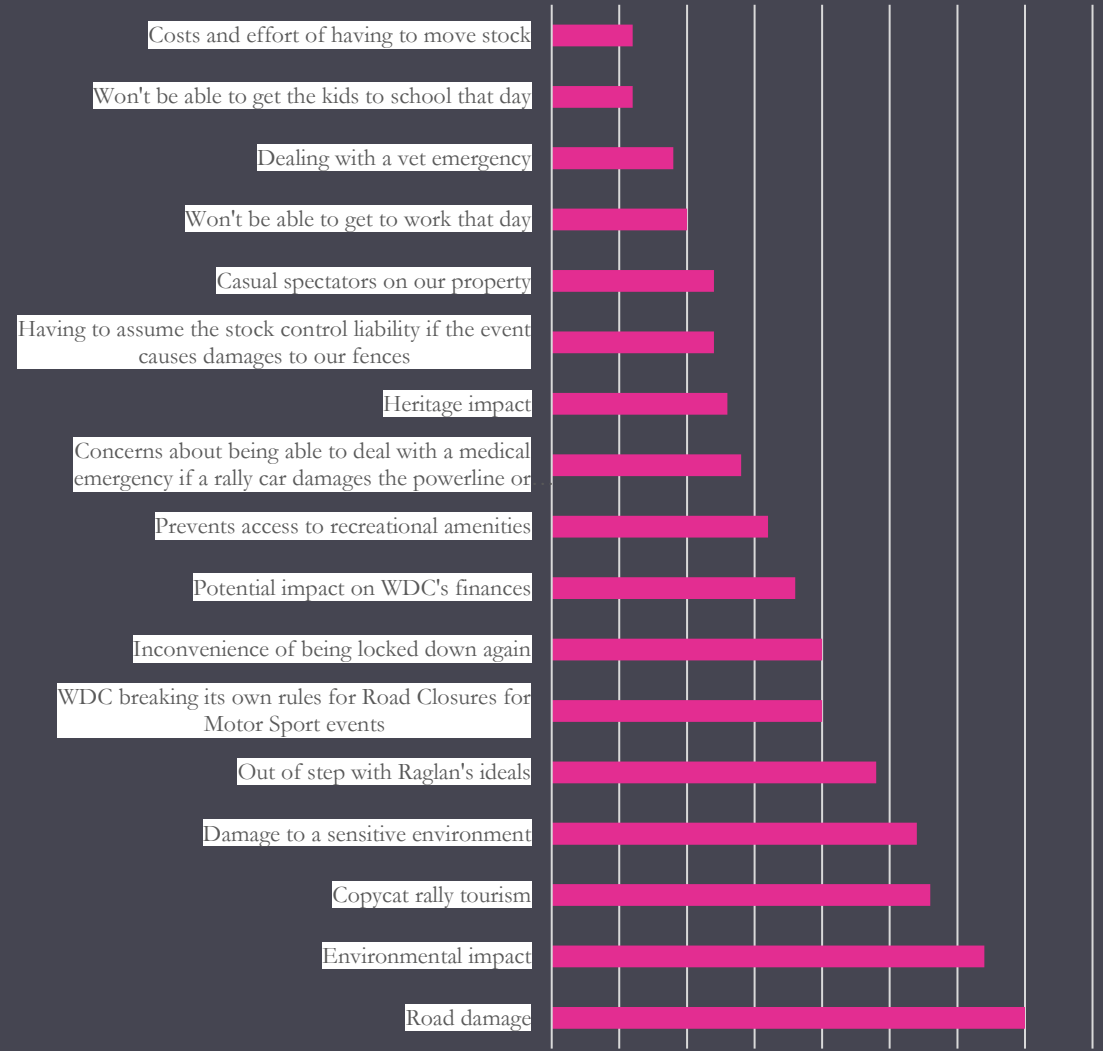


SHOULD A
PERMIT BE
GRATED





CONCERNS ABOUT HOLDING THE EVENT ON WHAANGA ROAD





PERMIT CONDITIONS IF GRANTED

Alternative school transport



Facilitate vet access to any livestock emergency



Emergency communication is in place



Compensated for any lost pay



Event Organisers liability if fences are damaged



An appropriate bond in advance



ADDITIONAL CONDITIONS / COMMENTS FROM SURVEY

- Road condition is atrocious without rally
- In other years the road damage was never really fixed. There needs to be a better system to ensure long term usability. Last rally the repairs were done, but just didnt last. Eg. Large rocks exposed, pot holes, that just came back quickly.
As a resident on whaanga rd, our community sees that the road is used so much more than before, and it is consistently causing damage to vehicles. If the rally comes, perhaps this can be a way to make lasting upgrades to the road. Rather than the grading and rolling that appears to be effective only for a few weeks.
- Let the event run. It's good for the community and because we know well in advance it's easy to plan around it. I personally am sick and tired of serial complainers trying to put a stop to anything they don't enjoy even though it's necessary/others get huge enjoyment/enterprise from it. All I ask is Make sure any damage is fixed asap especially to the road for residents.
- Meaningful credit for carbon emissions created by both participants and spectators
- No aircraft below 500 feet in the area
- The road should have been sealed sixty years ago. The desire to run a rally every few years is preventing the development of the area.
- Any impacts on private property such as damage to fences/driveways/trees, considerable road dust drifting into properties, and other adverse affects are compensated. Also, measures are taken to ensure copy cat drivers do not use Whaanga Road for joy / recreational driving - i.e actively policed and fines issued to offenders.
- That the road is not closed for any other rally events in the years between World rally events. And that the Council agrees to improve maintenance on Whaanga Road.

ANONYMOUS RESPONSES VALIDATION OF UNIQUE SUBMISSION

Date survey completed	IP Address
11/06/22 19:34	118.92.40.44
11/06/22 20:08	103.233.135.18
12/06/22 7:25	206.83.115.14
12/06/22 7:44	101.100.129.211
12/06/22 10:39	151.210.235.65
12/06/22 11:12	103.233.135.18
12/06/22 11:22	118.92.133.7
12/06/22 12:19	161.29.48.100
12/06/22 12:21	103.233.132.247
12/06/22 16:06	1.128.107.131
12/06/22 18:30	82.45.13.83
12/06/22 19:39	103.233.135.21
12/06/22 19:58	148.252.132.243
13/06/22 9:26	103.233.134.4
13/06/22 10:04	103.233.134.30
13/06/22 11:41	115.188.219.127
13/06/22 12:27	103.233.134.6
13/06/22 15:15	103.233.132.201
13/06/22 15:29	139.180.104.34
13/06/22 15:35	118.92.166.135
13/06/22 15:56	125.236.208.33
13/06/22 16:13	124.248.141.85
13/06/22 16:44	49.227.88.227
13/06/22 16:53	103.233.135.19
13/06/22 17:03	49.227.88.227
13/06/22 17:40	103.233.135.18
13/06/22 20:06	151.210.153.94
13/06/22 22:09	125.236.232.79

Date survey completed	IP Address
14/06/22 9:39	202.14.33.237
14/06/22 11:33	115.189.129.241
14/06/22 19:48	43.252.64.115
15/06/22 2:13	116.90.74.158
15/06/22 8:01	103.233.134.5
15/06/22 8:06	103.233.135.30
15/06/22 9:00	151.210.243.235
15/06/22 10:04	103.233.132.248
15/06/22 10:36	103.233.135.30
15/06/22 11:18	115.189.134.157
15/06/22 12:51	103.233.134.25
15/06/22 14:57	103.233.134.7
15/06/22 15:02	122.60.238.29
15/06/22 16:26	103.233.134.3
15/06/22 20:35	103.233.135.30
16/06/22 10:26	203.184.29.185
17/06/22 22:55	222.155.200.164
21/06/22 12:55	60.234.247.45
21/06/22 15:51	122.62.44.51

Time and IP address of respondents to the online survey.

FEEDBACK



To: Waikato District Council

Submission on: World Rally Championship Proposed Road Closures Feedback

Date: 8 July 2022

Contact: Alan Cole – Auckland Provincial President
Federated Farmers of New Zealand
Jacqui Hahn – Waikato Provincial President
Federated Farmers of New Zealand

Shaun Hazelton – Policy Advisor
Federated Farmers of New Zealand
m: 0273727330 | e: shazelton@fedfarm.org.nz

Submission to Waikato District Council on the World Rally Championship Proposed Road Closures Feedback.

OUR SUBMISSION

1. Federated Farmers welcomes the opportunity to submit to WDC on the World Rally Championship Proposed Road Closures.
2. Our position on hosting rally stages in the rural Waikato district is neutral, however there are some fundamental concerns that need to be addressed prior to any event being hosted.
3. We believe that the weight of feedback should be on the opinions of those most affected which are the neighbouring landowners.
4. It is understood that the rally events bring benefits such as income into rural towns, such as Raglan where eateries and accommodation will benefit from spectators, however, for most farmers and rural road communities there is little benefit and more inconvenience from such events. We would also suggest the damage caused to fences and roads may outweigh the income brought in from the spectators.
5. We have received numerous phone calls and emails suggesting that the World Rally event has in the past resulted in stress, damage, noise, and unnecessary delays of movement in and out of local's properties. A few examples from our members:
 - *Car crashed into my fence and event holders made no effort to notify or resolve the damage,*
 - *Spectators land a helicopter (trespassing) in my paddock and scare my livestock through a fence,*
 - *We have to pick up pieces of cars and rubbish following every event,*
 - *I cannot get across the road to check on my lambing sheep for up to 12 hours on some events (severe animal welfare risk),*
 - *Our roads get trashed, and no one fixes them leaving us to drive on poor roads,*
 - *We see rally enthusiasts drawn to our road who decide to race when the public are using the roads as well creating a huge safety concern for locals.*

Overall Federated Farmers recommend

- Involving the community in the review of road damages caused by the event.
- Closing the road for 10 hours is not acceptable. Several 30min access windows for landowners should be provided by the event holder at a minimum.
- The event holder should pay for all roading, signage, fencing damage as councils "user pays" principle for collecting rates does not work when events are held on rural roads.
- Council needs to act in a timely manner to bring the road back to pre-rally state.

Time of road closures

6. Firstly, we refer to the WDC road closure for motorsport events policy which states that ‘the maximum period of closure of any road for car rallies or hill climbs shall generally be **6 hours**. However, longer closures may be permitted in special circumstances.’
7. Does an annual rally event count as a ‘special circumstance’? Federated Farmers would assume this event would not fit as special circumstance.
8. We would suggest that 6 hours would be too long for locals to be locked on their property, let alone the suggested 10 hours for some of the stages for this upcoming event. This is during the lambing and calving for the local residents which would cause considerable stress for the local farmers who will not have access to veterinary services as required on short emergency notice.
9. It is also against the policies direction to only permit activities where the closure can be carried out in such manner as to minimise inconvenience to other road users and adjoining property owners.

Federated Farmers suggests – to entertain the idea of such an event the local community needs several allocated windows at a minimum to allow contractors, vets, milking trucks and workers in and out of their land. The event holder must have allocated times to allow road users access in and out.

Roading maintenance

10. Secondly, it is understood that the event holder pays a bond which is used to recoup the damages caused by the event which involves council inspecting the roads prior, then following the event with actual costs being recovered for the maintenance required to bring the roads up to standard.
11. We have knowledge to believe that this is not being effectively done and the roading condition is often left in far worse condition than before the rally events. Questions have also been raised around the timing of the repairs are not prompt and leave the residents with a damaged and unsafe road to use in the meantime. Council has months of lead time to organise a team to repair the road within days of the event finishing.

Federated Farmers suggests – a review into how inspections are being conducted and that residents should be consulted to help identify areas where damage is not being effectively remediated.

Common courtesy

12. Rural communities should be able to feel fairly consulted in the process that is undertaken. As a member of the community their feedback should be considered and addressed to ensure a positive relationship which allows for the rally to continue once all issues are addressed.
13. Landowners also have the right to privacy which has not been recognised by the event holder. Federated Farmers suggests helicopters, drones and media crew are not being appropriately managed and this causes great risk to livestock, along with invasion of privacy to those who do not want their farm front page of international media. Not having landowner permission to fly at low altitudes is a clear breach of the Civil Aviation Authorities rules for drones and helicopters are also obliged to manage noise when flying low which should not be tolerated.

14. A simple engagement process with a clear flight path will allow farmers to shift stock appropriately keeping them as far from aircraft as possible. Neighbours already do this when fertilizers are being applied via helicopter as it's the common courteous thing to do.

Federated Farmers suggests – Council enforce creating a media strategy which involves documenting landowner consent and demonstrate clear flight paths to allow livestock owners to shift their animals appropriately.

About

15. Federated Farmers of New Zealand is a primary sector organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.
16. The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:
 - i. Our members may operate their businesses in a fair and flexible commercial environment;
 - ii. Our members' families and their staff have access to services essential to the needs of the rural community; and
 - iii. Our members adopt responsible management and environmental practices.

Ends

To	Infrastructure Committee
Report title	Approval to “opt into” All of Government electrical supply agreement
Date:	2 August 2022
Report Author:	Megan May, Deputy General Manager Service Delivery
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Purpose of the report

Te Take moo te puurongo

To inform the Infrastructure Committee on procurement procedure and recommended outcome for Council’s Electricity supply agreement with Meridian Energy Limited.

AND

To seek approval from the Infrastructure Committee to opt into the electrical supply services with Meridian Energy Limited for a four-year term from 1 July 2022 – 30 June 2026 for the forecasted value of \$1 million per annum.

2. Executive summary

Whakaraapopototanga matua

Council’s Community Connections and Roading Teams maintain 97 electrical supply accounts across the district for the purpose of street and reserve lighting, and facility operations. The previous contract was held by Meridian Energy Limited, expiring on 30 June 2022. Meridian Energy Limited have continued to provide services as status quo until an electrical supply agreement is formalised.

This is an All-of-Government (AoG) collaborative agreement for the supply of electricity, of which Meridian Energy Limited are the approved supplier. Council’s Procurement Team have elected to remain in the AoG agreement as highly recommended by the Ministry of Business, Innovation and Employment. Staff have assessed the price comparison of contract duration and forecasting of supply requirement and are recommending to award a four year (1 July 2022 – 30 June 2026) contract to Meridian Energy Limited.

3. Staff recommendations Tuutohu-aa-kaimahi

THAT the Infrastructure Committee recommends that Council:

- a. **opts into the electrical supply to Meridian Energy Limited in accordance with the All-of-Government Agreement, for a four-year term (1 July 2022 - 30 June 2026) for the forecasted value of \$1 million per annum; and**
- b. **delegates authority to the Chief Executive to accept the offer and sign any associated documents.**

4. Background Koorero whaimaarama

Electricity is an essential requirement to provide our communities with safety, function, and services. Electricity is utilised for street and reserve lighting, public toilets, and all Council facilities. The associated cost for this service is budgeted within the Community Connections and Roding Teams LTP budgets.

Meridian Energy Limited are the current suppliers of electricity to Council and are the approved supplier of the All-of-Government (AoG) collaborative contract for this service. The AoG is administered by the Ministry of Business, Innovation and Employment (MBIE). The current contract expired 30 June 2022 with written agreement from Meridian Energy Limited to continue services status quo until the procurement agreement was finalised.

Council staff have assessed the price comparison of contract duration and forecasting of supply requirement. It is recommended that a contract term of four years is awarded with a forecasted annual spend of \$1 million per annum (funds approved across multiple LTP budgets).

5. Discussion and analysis Taataritanga me ngaa tohutohu

Council maintains 97 electrical accounts across the roading, open spaces, facilities, and community venues assets. These accounts service asset types including street lights, sports field lighting, reserve safety lighting, public toilets, libraries, aquatic centres, camp grounds and community venues. Approximately 70% of electricity costs are associated with the Roding Team for street lighting and the remaining 30% of cost associated with Community Connections Teams range of assets.

All the assets requiring electricity are considered essential for health and safety and/or providing our communities with the appropriate level of service to utilise and enjoy our open spaces and community facilities. Consideration is given to the energy use of assets with particular emphasis on energy saving options.

Council's Procurement Team has elected to remain in the All of Government (AoG) contract administered by the MBIE. The AoG is an established supply agreement with approved suppliers as an approved collaborative contract. All agencies are strongly advised to utilise the AoG contract unless justified through an 'opt-out' process granted by MBIE.

The AoG procurement process administered by MBIE follow robust guidelines to identify approved suppliers. The AoG procurement process strongly aligns with Council's values, with factors of consideration summarised below (Figure 1).

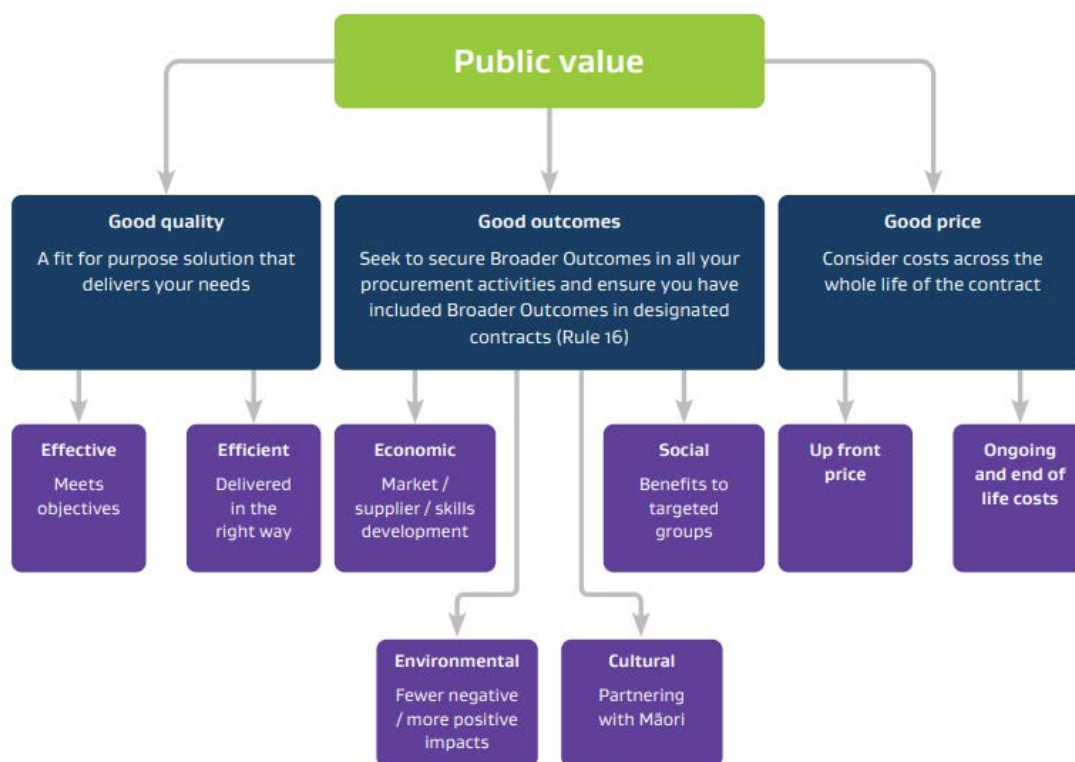


Figure 1: All-of-Government procurement factors of approved suppliers (www.procurement.govt.nz).

Council currently utilise Meridian Energy Limited as the service provider. The price variation between the current and new contract are negligible and Meridian Energy Limited have maintained a good customer relationship through the term of the contract.

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Infrastructure Committee to consider.

This assessment reflects the level of significance (see paragraph 6.1), the utilisation of an approved supplier in accordance with MBIE's AoG agreement and financial considerations. The options are set out below:

Option 1 Infrastructure Committee can approve the recommendations of this report. **(recommended option)**

Meridian Energy Limited are the preferred supplier of the AoG agreement, the current supplier of electricity to Council and affordable rates for the allocated LTP budgets.

Option 2: Infrastructure Committee can decline the recommendations of this report.

Should the recommendation of this report not be approved, Council would be required to apply to MBIE with justification to award the supply of electricity to an alternative supplier. If MBIE decline the application, the matter is raised to the State Services Commissioner for a decision.

Staff recommend Option 1.

5.2 Financial considerations

Whaiwhakaaro puutea

The Meridian Energy Limited increase in rates from the previous contract to the 2022-2026 contract are insignificant and will be able to be absorbed into the existing budgets for electrical services.

The forecasted annual spend of \$1million is budgeted for in approved LTP Community Connections and Roading budgets.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that the preferred option 1 complies with the Council's legal and policy requirements.

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions. Furthermore, the recommendation is in alignment with MBIE AoG collective agreement to utilise approved suppliers.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

As a recommended and approved supplier of the AoG Agreement, MBIE conduct thorough procurement procedure including Maaori and cultural considerations (see Figure 1).

5.6 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The decisions sought by, and matters covered in, this report have climate change implications in accordance with the Council's [Climate Response and Resilience Policy](#) and [Climate Action Plan](#). Although the use of electricity is unavoidable to provide our Communities with safe and enjoyable spaces, Council is actively seeking energy efficient alternatives.

As a recommended and approved supplier of the AoG Agreement, MBIE conduct thorough procurement procedure including environmental considerations (see Figure 1).

5.7 Risks

Tuuraru

The recommendations of this report mitigates risks by renewing a contract with the existing and AoG approved electrical supplier. Meridian Energy Limited are reliable and established with Councils 97 electrical accounts and have continued to provide Council and therefore our communities with the safe and approved level of service expected.

Option 2 of declining the reports recommendation will require Council to apply to 'opt-out' of the AoG agreement with minimal justification of preference for an alternative supplier. By not opting into the AoG agreement Council would have to undergo a formal procurement process to go to market for electricity supply. This would likely provide supplier risk in that the supplier may choose to not co-operate and maintain the contract status quo during the process. There is also risk that they may exercise their right to terminate the current contract. A formal procurement process would require significant internal resource to research and complete the RFX documents, external resource to provide Probity across the process. A procurement of this size could take up to six months to execute to contract.

6. Significance and engagement assessment

Aromatawai paahekoheko

6.1 Significance

Te Hiranga

The recommendation of this report are assessed as of low significance in accordance with the Council's [Significance and Engagement Policy](#). However, this report is part of a broader project or process that is, or may be in future, assessed as of high significance.

6.2 Engagement

Te Whakatuutakitaki

Engagement is not applicable to the recommendations of this report.

7. Next steps

Ahu whakamua

If the staff recommendations of this report are approved, staff will finalise a contract. Once finalised, approval will be sought from the Chief Executive as delegated in the resolution.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Committee's Terms of Reference and Delegations.	Confirmed
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The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>).	Confirmed
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Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>).	Low
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The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>).	Not applicable
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The report considers impact on Maaori (<i>Section 5.5</i>)	Not applicable
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The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>).	Confirmed
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The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>).	Confirmed
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9. Attachments Ngaa taapirihanga

There are no attachments for this report.

To	Infrastructure Committee
Report title	Exclusion of the Public
Date:	2 August 2022
Report Author:	Gaylene Kanawa, Democracy Manager
Authorised by:	Roger MacCulloch, General Manager Service Delivery

1. Staff recommendations Tuutohu-aa-kaimahi

THAT the public be excluded from the following parts of the proceedings of this meeting.

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
Item PEX 1 Confirmation of Minutes	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item PEX 2.1 Increase to Approved Contract Sum for Contract C20/006 Te Awa Cycleway – Mangaonua Gully		
Item PEX 2.2 Renewal of Lease Huntly and Te Kauwhata Transfer Stations – 93 McVie Road Huntly and Rata Street Te Kauwhata		
Item PEX 2.3 Proposal to Novate Item PEX 2.4 Better off Funding – Remuneration for Iwi Panel Members		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
Item PEX 1 Confirmation of Minutes		Refer to the previous Public Excluded reason in the agenda for this meeting.
Item PEX 2.1 Increase to Approved Contract Sum for Contract C20/006 Te Awa Cycleway – Mangaonua Gully	7(2)(c)(i) 7(2)(h) 7(2)(j)	To protect information that is subject to an obligation of confidence and to ensure the information avenue remains open, when it is in the public interest for it to do so. To enable commercial activities to be carried out without prejudice or disadvantage. To prevent use of the information for improper gain or advantage.
Item PEX 2.2 Renewal of Lease Huntly and Te Kauwhata Transfer Stations – 93 McVie Road Huntly and Rata Street Te Kauwhata	7(2)(b)(ii) 7(2)(h) 7(2)(i)	To protect information that would otherwise unreasonably prejudice a person's commercial position To enable commercial activities to be carried out without prejudice or disadvantage. To enable negotiations to carry on without prejudice or disadvantage.
Item PEX 2.3 Proposal to Novate	7(2)(b)(ii) 7(2)(h) 7(2)(i)	To protect information that would otherwise unreasonably prejudice a person's commercial position To enable commercial activities to be carried out without prejudice or disadvantage. To enable negotiations to carry on without prejudice or disadvantage.
Item PEX 2.4 Better off Funding – Remuneration for Iwi Members	7(2)(a)	To protect a person's privacy
	7(2)(c)(i)	To protect information that is subject to an obligation of confidence and to ensure the information avenue remains open, when it is in the public interest for it to do so.
	7(2)(j)	To prevent use of the information for improper gain or advantage.

2. Attachments Ngaa taapirihanga

There are no attachments for this report.
