

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY, 16 AUGUST 2023** 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.*

*The meeting will be opened with a Karakia.*

**1. APOLOGIES AND LEAVE OF ABSENCE**

**2. CONFIRMATION OF STATUS OF AGENDA**

**3. DISCLOSURES OF INTEREST**

**4. CONFIRMATION OF MINUTES**

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**6. REPORTS**

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| 6.9 | Capital Project Delivery Portfolio Update                                     | 232 |

### **SUPPLEMENTARY REPORTS (TO COME)**

The following items were unavailable at the close of the agenda and will be circulated on a supplementary agenda.

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**7. EXCLUSION OF THE PUBLIC** 247

*The meeting will be closed with a Karakia.*

GJ Ion  
**CHIEF EXECUTIVE**

# Infrastructure Committee

<b>Reports to:</b>	The Council
<b>Chairperson:</b>	Cr Eugene Patterson
<b>Deputy Chairperson:</b>	Cr David Whyte
<b>Membership:</b>	The Mayor and all Councillors
<b>Meeting frequency:</b>	Six-weekly
<b>Quorum:</b>	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. Oversight and monitoring of efficient, safe and sustainable roading and transport, and waste management.
3. Governance of District's parks, reserves, community facilities 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 guide 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 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 easements, rights of way and other interests over property on behalf of Council.
- Approval of all matters under the Public Works Act 1981, unless such delegation is prohibited by legislation or is otherwise expressly reserved by Council or delegated to the Chief Executive or staff.
- 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 Waka Kotahi New Zealand Transport Agency for competitive pricing procedures (CPP), 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. Approve leases, subleases, licences, and easements (in relation to land and/or buildings).
  - b. Approve amendments to management plans.
  - c. Adopt or change names of reserves.
  - 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.

For clarity, the committee is delegated all powers of the Council as administering body under the Reserves Act 1977, unless such delegation is prohibited by legislation or is otherwise expressly reserved by Council or delegated to the Chief Executive or staff.
- 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.



<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Confirmation of Minutes</b>
Date:	10 August 2023
Report Author:	Robyn Chisholm – Democracy Advisor
Authorised by:	Gaylene Kanawa – Democracy Manager

## **1. Purpose of the report**

### **Te Take moo te puurongo**

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To confirm the minutes for a meeting of the Infrastructure (INF) Committee held on Wednesday, 5 July 2023 .

## **2. Staff recommendations**

### **Tuutohu-aa-kaimahi**

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**THAT the Infrastructure Committee:**

- a. confirms the minutes for a meeting of the Infrastructure (INF) Committee held on Wednesday 5 July 2023 as a true and correct record.**

## **3. Attachments**

### **Ngaa taapirihanga**

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Attachment 1 – Infrastructure Minutes – 5 July 2023

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Minutes for a meeting of the Infrastructure Committee held in the Council Chambers, District Office, 15 Galileo Street, Ngaaruawaahia **WEDNESDAY, 5 JULY 2023** commencing at **9.30am**.

**Present:**

Cr EM Patterson (Chairperson)  
Cr D Whyte (Deputy Chairperson)  
Cr C Beavis  
Her Worship the Mayor, Mrs JA Church  
Cr CA Eyre (Deputy Mayor)  
Cr JM Gibb  
Cr M Keir  
Cr P Matatahi-Poutapu (*arrived at 9:55am*)  
Cr M Raumati (*left at 10:40am*)  
Cr V Reeve  
Cr L Thomson  
Cr P Thomson

**Attending:**

Mr D Amoore (Raglan Community Board Chairperson)

Mr GJ Ion (Chief Executive)  
Mr T Whittaker (Chief Operating Officer)  
Ms A Diaz (Chief Financial Officer)  
Ms M May (General Manager, Service Delivery)  
Mr K Abbot (Executive Manager, Projects & Innovation)  
Mr A Averill (Deputy General Manager, Service Delivery)  
Ms K Wellington (Enterprise Project Management Office Manager)  
Ms M Brown (Strategic Property Manager)  
Ms M Tarawhiti (Community Connections Manager)  
Mr A Singh (Contract Manager – Roading)  
Mrs L Van Den Bemd (Community Led Development Advisor)  
Ms J Wu (Senior Property Advisor)  
Mr Matt Horsfield (Reserves Planner)  
Mr T McIntyre (Policy Advisor)  
Mr R Cowie (Contractor - Engineer)  
Ms R Leahy (Democracy Advisor)

*The Committee opened the meeting with a Karakia.*

**APOLOGIES AND LEAVE OF ABSENCE****Resolved: (Crs Eyre/L Thomson)****That the Infrastructure Committee:**

- a. accepts the apologies from Cr Turner and Cr Ngataki for non-attendance.

**CARRIED****INF2307/01****CONFIRMATION OF STATUS OF AGENDA ITEMS****Resolved: (Crs Beavis / Gibb)****THAT the agenda for a meeting of the Infrastructure Committee held on Wednesday, 5 July 2023 be confirmed:**

- a. with all items therein being considered in the open meeting, with the exception of those items detailed at agenda item 6, which shall be considered with the public excluded; and
- b. all reports be received.

**CARRIED****INF2307/02****CONFIRMATION OF MINUTES****Resolved: (Crs Patterson/Her Worship the Mayor, Mrs JA Church)****THAT the Infrastructure Committee:**

- a. confirms the minutes for a meeting of the Infrastructure (INF) Committee held on Wednesday, 12 April 2023 as a true and correct record.

**CARRIED****INF2307/03****Resolved: (Crs Gibb/Beavis)****THAT the Infrastructure Committee:**

- a. confirms the minutes for meetings of the General Policies Reserves Management Plan Hearings Panel on 17 April and 14 June 2023 as a true and correct record.

**CARRIED****INF2307/04**

## **DISCLOSURES OF INTEREST**

Cr D Whyte declared he was a member of Creative Huntly Panel and would abstain from voting on Agenda Item 6.2 - Hakanoa Domain - Huntly Scout Building and proposal to grant a lease on reserve land to Friendship House Huntly Community Charitable Trust.

## **ACTION REGISTER**

Agenda Item 5.

The report was received [*INF2307/02 refers*], and no discussion was held.

## **REPORTS**

Huntly West Domain – Proposal to grant a lease to Friendship House (Huntly) Community Charitable Trust

Agenda Item 6.1

The report was received [*INF2307/02 refers*], and the following discussion was held:

- A concern was raised about Council policies, processes and budgets delaying the project. Staff noted that building consent for the project was only lodged in 2023 so delays to the project were not solely a result of Council policies.
- A discussion was held around the ground lease. It was noted that the initial term of 20 years with a renewal right of a further 14 years 364 days was to avoid subdivision requirements under the District Plan.

**Resolved: (Cr Whyte/ Her Worship the Mayor, Mrs JA Church)**

**THAT the Infrastructure Committee recommends to Council:**

- a. that Council gives approval to notifying the public of the proposal to grant a ground lease of part of the Huntly West Domain to Friendship House (Huntly) Community Charitable Trust in accordance with Section 54 of the Reserves Act 1977;
- b. notes that the land area affected by the proposed lease for Friendship House (Huntly) Community Charitable Trust is described as part of Part Lot 9 DPS 316. The lease area is shown in *Attachment 1 – Plan of Proposed Lease Area – Friendship House* of this report; and
- c. that Council gives approval to the cancellation of the lease to Friendship House (Huntly) Community Charitable Trust for 43 Harris Street when a new ground lease at the Huntly West Domain is granted.

**CARRIED**

**INF2307/05**

Hakanoa Domain - Huntly Scout Building and proposal to grant a lease on reserve land to Friendship House Huntly Community Charitable Trust  
Agenda Item 6.2

The report was received [INF2307/02 refers], and the following discussion was held:

- A concern was raised that council may burden the Friendship House due to the building needing minor repairs. Staff noted that Cushman and Wakefield and Citycare were willing to do some work on the building, furthermore there was some budget left over for repairs.
- *Why is the lease term shorter than the property in Agenda Item 6.1?* In the previous lease (Agenda Item 6.1) Council did not own the building, in this case Council does and it is policy to have shorter term leases.

**Resolved: (Crs L Thomson/Raumati)**

**THAT the Infrastructure Committee recommends to Council:**

- to accept the gift of the Huntly Scout Building at Hakanoa Domain from Scouts New Zealand as a Council asset;**
- approves notifying the public of the proposal to grant a lease of the Huntly Scout Building at Hakanoa Domain to Friendship House Huntly Community Charitable Trust in accordance with Section 54 of the Reserves Act 1977; and**
- notes that the land area affected by the proposed lease for Friendship House Huntly Community Charitable Trust is described as part of Part Allot 540 Taupiri PSH and part of Allot 776 Taupiri PSH. The lease area is shown in Attachment 2 of this report.**

**CARRIED**

**INF2307/06**

As per Item 3 Cr Whyte declared an interest and did not take part in discussion on the above item and abstained from voting.

Alfred Main Drive – Land Review  
Agenda Item 6.3

The report was received [INF2307/02 refers], and the following discussion was held:

- The Ward Councillors for Tamahere suggested that the money from the sale be spent on the acquisition of another property in Tamahere.
- A discussion was held around the acquisition of the properties under the Public Works Act. It was noted they were not compulsorily required but were acquired under the Act.

- The titles of the properties had been modified to legalise the road but were no longer required by Council and therefore needed to be offered back to the landowners.

**Resolved: (Crs Keir/ Beavis)**

**That the Infrastructure Committee recommends to Council:**

- that Section 3 SO 574401 at Alfred Main Drive, Tamahere is not required in connection with the roading project, and be declared surplus;**
- and further that when declared surplus, Section 3 SO 574401 be disposed of in accordance with the requirements of the Public Works Act 1981 and the sale proceeds be applied to the Property Proceeds Reserve;**
- and further that should the former owner not accept the offer to purchase, that Section 3 SO 574401 be available for sale on the open market in accordance with the Council's Strategic Land Acquisition and Disposal Policy; and**
- delegates to the Chief Executive the authority to execute all relevant documentation to give effect to these resolutions.**

**CARRIED**

**INF2307/07**

Adoption of General Policies Reserves Management Plan  
Agenda Item 6.4

The report was received [INF2307/02 refers], and the following discussion was held:

- It was noted that staff would make minor amendments to the Policy, but the intent of the Policy would remain the same.

**Resolved: (Crs Gibb/Beavis)**

**That the Infrastructure Committee recommends that Council:**

- adopts the General Policies Reserve Management Plan (Attachment I), with amendments as recommended by the Hearings Panel.**

**CARRIED**

**INF2307/08**

Approval for consultation - Connectivity Strategy

Agenda Item 6.5

The report was received [INF2307/02 refers], and the following discussion was held:

- A concern was raised about engaging with the communities to get their trails into the system. It was noted that the spatial data would always be available for communities, but staff needed to engage with Community Boards and Committees and other community groups.
- A discussion was held on building relationships with other Councils. Staff had met with Hamilton City Council and had been engaging with Sport Waikato.
- Need to utilising paper roads for trails. Staff explained that paper roads were public access routes that often crossed private land, thereforeso consultation with landowners would be required.
- The Committee discussed the hearings panel and agreed to expand the panel to five members, this item was “parked” to enable the Chairperson to contact absent members to ascertain their interest in being on the panel during the adjournment.

**ACTION:** Staff to investigate if another layer of data could be added to the map to show privately owned trails.

Cr M Raumati left the meeting during the above agenda item.

The Committee returned to this item at 11.45am following the adjournment and resolved:

**Resolved: (Crs Patterson/Gibb)**

**That the Infrastructure Committee:**

- a. **approves public consultation be undertaken on the draft Connectivity Strategy (attachment I of staff report);**
- b. **appoints a hearings panel consisting of Cr Ngataki (Chairperson), Cr L Thomson, Cr Eyre, Cr Whyte and Cr Keir to hear submissions received on the draft Connectivity Strategy;**
- c. **notes the date of the hearing will be set by the hearings panel and staff; and**
- d. **notes the hearing panel will report back to the Infrastructure Committee following the hearings and deliberations.**

**CARRIED**

**INF2307/09**

## Capital Project Delivery Portfolio Update

### Agenda Item 6.6

The report was received [*INF2307/02 refers*], and the following discussion was held:

- 95 per cent of works had now been planned for and staff were now working through a procurement strategy around broader outcomes.
- Council staff arranged an event to engage with local contractors, 12 local contractors attended.
- Staff noted that by September there would be clear forecasting for what projects would be carried forward and what won't be delivered.

### Raglan Wharf – deep dive

- In 2019, Waikato District Council were approached by Central Government about funding for wharfs around the country, this funding allowed the Raglan Wharf programme to commence.
- The project needed to address historic issues of vehicle access and the team worked closely with local Fishing Club and Community Board.
- The project team faced the issue of degraded steel that needed to be broken down through hydro demolition. This was a very high-risk health and safety activity that required very robust management.
- Some of the work as highly specialised and required outsourcing at fixed price contracts.
- There were challenges with the consenting process with Waikato Regional Council, the project required eight specialist reports and they were currently working through a Section 92 request for further information which related to the management of heavy metal contamination.
- Councillors and staff thanked the Raglan Community Board Chair for his work and involvement in the project.

The meeting adjourned at 11:20am and resumed at 11:45am.



## **EXCLUSION OF THE PUBLIC**

**Resolved: (Her Worship the Mayor, Mrs JA Church/Cr Eyre)**

**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:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution</b>
<b>Item PEX 1 Confirmation of Minutes</b>	<b>Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987</b>	<b>Section 48(1)(a)</b>
<b>Item PEX 2.1 Tuakau – Acquisition of Land for Neighbourhood Park</b>		
<b>Item PEX 2.2 Tuakau – Acquisition of Land for Water Booster Pump Station</b>		

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:

<b>Item No.</b>	<b>Section</b>	<b>Interest</b>
<b>Item PEX 1 Confirmation of Minutes</b>		<b>Refer to the previous Public Excluded reason in the agenda for this meeting.</b>
<b>Item PEX 2.1 Tuakau – Acquisition of Land for Neighbourhood Park</b>	<b>7(2)(i)</b>	<b>To enable negotiations to carry on without prejudice or disadvantage.</b>
<b>Item PEX 2.2 Tuakau – Acquisition of Land for Water Booster Pump Station</b>	<b>7(2)(i)</b>	<b>To enable negotiations to carry on without prejudice or disadvantage.</b>

**CARRIED**

**INF2307/10**

*Resolutions INF2307/11-INF2307/14 are contained in the public excluded section of these minutes.*

There being no further business the meeting was declared closed at 11:56am.

The Committee closed the meeting with a Karakia.

Minutes approved and confirmed this                      day of                      2023.

EM Patterson  
**CHAIRPERSON**

UNCONFIRMED

## Open – Information only

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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report Title</b>	<b>Actions Register – August 2023</b>
Date:	16 August 2023
Report Author:	Karen Bredesen, EA to the General Manager Service Delivery
Authorised by:	Roger MacCulloch, General Manager Service Delivery

### 1. **PURPOSE OF THE REPORT** **TE TAKE MOO TE PUURONGO**

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To provide the Infrastructure Committee with an update on actions arising from the 5 July 2023 meeting.

### 2. **STAFF RECOMMENDATIONS** **TUUTOHU-AA-KAIMAHI**

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**That the Actions Register – August 2023 be received.**

### 3. **ATTACHMENTS** **NGAA TAAPIRIHANGA**

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Attachment 1 – Infrastructure Committee’s Action Register – August 2023 (within report)

**Infrastructure Committee's Actions Register – August 2023**

<b>Meeting Date</b>	<b>Item and Action</b>	<b>Person / Team Responsible</b>	<b>Status Update</b>
2 July	<b>Approval for consultation – Connectivity Strategy</b> Staff to investigate if another layer of data could be added to the map to show privately owned trails.	Matt Horsfield, Reserves Planner	Staff are in the process of further identifying privately owned trails, as well as a number of other improvements to the mapping software.

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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Huntly Reserve Leases - Appointment of a Hearings Panel</b>
Date:	16 August 2023
Report Author:	Michelle Brown, Strategic Property Manager
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

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To appoint a Reserve Lease Hearings Panel to hear submissions (if required) and make a recommendation to the Infrastructure Committee on two lease proposals in Huntly.

## **2. Executive summary**

### **Whakaraapopototanga matua**

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At the July 2023 Infrastructure Committee, it was resolved to proceed to notify an intent to grant two leases in Huntly to Friendship House (Huntly) Community Charitable Trust ('Friendship House'). Friendship House operates two community resource centres in Huntly and is planning to relocate one of them to the Huntly West Domain and also lease the former Scout building at Hakanoa Domain.

The two leases have now been notified as required under the Reserves Act 1977. If Council receives any submissions to the proposal to grant the two leases, then the submitters will have the right to be heard.

It is not yet known how many submissions will be received and if any of those submitters wish to be heard. In case submitters do wish to be heard it is suggested that the Committee appoint a Hearings Panel to hear any submissions and then make a recommendation to the next Infrastructure meeting on the substantive decision.

The report also recommends that should there be submitters who do not wish to be heard, then submissions on the proposed leases will be referred to the next Infrastructure Committee for consideration by the full committee.

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### 3. Staff recommendations Tuutohu-aa-kaimahi

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**THAT the Infrastructure Committee:**

- a. **notes that the two lease proposals for Friendship House (Huntly) Community Charitable Trust, to lease Council administered reserve land in Huntly at Huntly West Domain and Hakanoa Domain, have been notified as per the Reserves Act 1977;**
- b. **appoints a Hearings Panel comprising of three Councillors being Cr \_\_\_\_\_, Cr \_\_\_\_\_ and Cr \_\_\_\_\_ to hear any submissions and objections and make a recommendation to the Infrastructure Committee regarding the two lease proposals following the hearing and deliberations;**
- c. **notes that if there are no submitters wishing to be heard that a hearing will not be required;**
- d. **notes the date of the hearing will be set by the hearings panel and staff; and**
- e. **notes the hearing panel will report back to the Infrastructure Committee following the hearings and deliberations.**

### 4. Background Koorero whaimaarama

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Friendship House runs two community resource centres in Huntly, one either side of the Waikato River. Friendship House is a community space providing support to the residents of Huntly through workshops, drop-in centres and general advice and advocacy services.

The Huntly West branch of Friendship House, known as the 'Huntly West Hub' is currently located at 49 Harris Street in a property owned by Chorus New Zealand Limited. Chorus has advised that they intend to dispose of the property; Friendship House is required to vacate as soon as possible. It is proposed that Council lease part of the Huntly West Domain to Friendship House for location of a building (to be donated by a local builder) as the site of the new Huntly West hub.

Friendship House also proposes to lease the old Scout building on the Hakanoa Domain for use as a community arts venue.

A more detailed background was provided in the two reports included on the July 2023 Infrastructure Committee agenda the Committee approved the proposal to notify an intent to lease the two reserve areas.

The reserves proposed to be leased are Part Lot 9 DPS 316 (part Huntly West Domain) and Part Allot 540 Taupiri PSH and part of Allot 776 Taupiri PSH (part Hakanoa Domain)

At the time of writing this report it is not known how many submissions will be received. The submission periods for both leases will close by the end of September 2023.

The report recommends that if there are no submitters wanting to be heard, that a hearing would not be required and that the two lease matters be referred directly to the Infrastructure Committee for a decision.

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## 5. Discussion and analysis

### Taataritanga me ngaa tohutohu

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#### Reserves Act 1977 Considerations

Leases of reserve land are required to be publicly notified unless the proposal is consistent with the Reserve Management Plan (RMP).

#### Culture

Council recognises the importance of the reserve to hapuu and Tainui.

Council staff have consulted with local hapuu and Tainui on the proposed Hakanoa Domain lease. Consultation regarding the Huntly West Domain lease will commence with hapuu and mana whenua prior to the public notification process.

The feedback from these groups will be included in a further report following the closing of submissions.

### 5.1 Options

#### Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Infrastructure Committee and Council to consider. This assessment reflects the level of significance (see paragraph 6.1) and relevant factors considered in completing the options assessment. The options are set out below.

#### **Option 1: Approve the recommendation to appoint a hearings panel to hear any objections.**

A small Hearings Panel of three Councillors would be appointed to hear objections and then make a recommendation to the next Infrastructure Committee.

#### **Option 2: Decline the recommendation and require all objections to be heard by the full Infrastructure Committee.**

Under this option anyone who had submitted and wished to be heard would then be required to address the full committee.

Staff recommend **Option 1**. The proposal will ensure submitters have sufficient time to be heard. Public notification on the proposal will provide the opportunity for submissions and objections to be made before a decision is made, fulfilling the requirements of the Reserves Act 1977.

### 5.2 Financial considerations

#### Whaiwhakaaro puutea

There are no financial considerations for this report.

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### **5.3 Legal considerations**

#### **Whaiwhakaaro-aa-ture**

These lease proposals are being considered under section 54 of the Reserves Act 1977 which provides the right for Council to grant leases to community organisations on recreation reserves.

The Minister of Conservation has delegated the decision-making authority for leases to Council. Where a lease is not provided for in the Reserve Management Plan, the administering body, (Council) must give the public the opportunity to object or make submissions with respect to the proposal and be heard before deciding to grant a lease as per Sections 119 & 120 of the Reserves Act 1977.

The Reserves Act 1977 is subject to Section 4 of the Conservation Act 1987 and requires that administering bodies under the Reserves Act 1977 give effect to the principles of the Treaty of Waitangi.

Staff confirm that the staff recommendation 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.

### **5.5 Maaori and cultural considerations**

#### **Whaiwhakaaro Maaori me oona tikanga**

When deciding membership of the hearings panel, Council should consider what composition of members best reflects the community affected by the proposal, the issues being considered and the interests of key stakeholders, including Maaori. When making this decision, it should be noted that the recommendations made by the panel will be considered by the full Infrastructure Committee which means all Maaori and cultural considerations will be carefully deliberated in the chambers during this process.

### **5.6 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.

### **5.7 Risks**

#### **Tuuraru**

The Overall Risk Profile is Low as determined by Council's Risk Profile Assessment Tool.

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## 6. Significance and engagement assessment

### Aromatawai paahekoheko

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#### 6.1 Significance

##### Te Hiranga

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

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

- This decision is only seeking the appointment of a Hearings Panel.

#### 6.2 Engagement

##### Te Whakatuutakitaki

This report seeks the appointment of a Hearing Panel to hear any submissions on the two proposed leases. The two leases have been notified.

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Council must give people the opportunity to object and be heard before deciding to grant a lease as per Sections 119 &amp; 120 of the Reserves Act 1977.</i>					

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

Planned	In Progress	Complete	
<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"/>	Affected Communities

## 7. Next steps

### Ahu whakamua

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Should the recommendations be approved by the Infrastructure Committee, the following steps will require action in order to conclude the matter, the Hearings Panel will be convened following the closure of the Submission period only if there are submitters that wish to be heard.

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The recommendation of the Hearings Panel will then inform a report to the Committee seeking a determination on whether or not to grant either of the two leases.

## 8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

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

The report fits with Council's role and 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 (*Section 5.1*). Confirmed

Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (*Section 6.1*). 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 (*Section 6.2*). Confirmed

The report considers impact on Maaori (*Section 5.5*) Confirmed

The report and recommendations are consistent with Council's plans and policies (*Section 5.4*). Confirmed

The report and recommendations comply with Council's legal duties and responsibilities (*Section 5.3*). Confirmed

## 9. Attachments Ngaa taapirihanga

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There are no attachments for this report.

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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Endorsement of the Upper Northern Waikato Railway Station Indicative Business Case</b>
Date:	16 August 2023
Report Author:	Vishal Ramduny, Strategic Initiatives and Partnerships Manager
Authorised by:	Clive Morgan, General Manager, Community Growth

## **1. Purpose of the report**

### **Te Take moo te puurongo**

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For the Infrastructure Committee to receive and endorse the Upper Northern Waikato Railway Station Indicative Business Case.

## **2. Executive summary**

### **Whakaraapopotanga matua**

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The Upper Northern Waikato Railway Station Indicative Business Case (IBC) has been developed in partnership involving Waikato District Council (WDC), Waikato Regional Council (WRC) and Waka Kotahi. KiwiRail has provided technical input through the project team established to oversee this work.

WDC contributed \$102,000 for this study (which includes 51% Waka Kotahi Financial Assistance Rate (FAR)) and the WRC contributed \$50,000. The scope of this study included the main northern Waikato towns of Tūākau, Pōkeno and Te Kauwhata.

The recommended option which has emerged from the study is that a station is provided at Tūākau, in the short term (within 3-5 years). There is also a good case for also providing a station at Pōkeno within the same period. However, for this two-station solution to be provided, it would be necessary to consider some time saving measures for Te Huia which will need to be investigated further in a Detailed Business Case (DBC). The IBC has therefore recommended that the costs and benefits of serving more than one station is examined in further detail in a DBC.

The economic case for one or both station(s) is likely to improve if additional Te Huia services can be introduced in the future, and in particular train services which are timetabled to provide morning peak time travel opportunities towards Hamilton (and vice versa in the evening peak period), as opposed to the current focus on serving commuter trips towards Auckland. This potential needs to be examined in more detail in a DBC.

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It is also noted that the findings of the business case do not preclude the opening of a station at Te Kauwhata in the medium term (within 6+ years of a station being constructed at Tūākau and/or Pōkeno) particularly if additional Te Huia services are introduced which provide opportunities for commuter travel to/from Hamilton.

The p95<sup>1</sup> estimate for a railway platform at Tūākau is \$6,390,000 (no park and ride facility assumed) and for Pōkeno \$9,230,000 (no bus interchange facility). However, whilst a park and ride facility in the short term is not warranted in Tūākau this should not be precluded from being developed in the longer term together with a bus interchange facility. Similarly, although a park and ride facility at Pōkeno will be required in the short term, a bus interchange facility should not be precluded in the long term.

The Infrastructure Committee is being asked to recommend to Council the endorsement of the IBC and for it to consider progressing to the next stage (i.e., the DBC) starting in the 2024-2025 financial year and subject to a decision regarding the continuation of Te Huia after June 2024.

The DBC will analyse in more detail the implications of having a railway station at both Tūākau and Pōkeno, implementation timing and their consequential implications for Te Huia.

In the long term it makes sense for both Tūākau and Pōkeno to be connected to the Auckland metropolitan railway network through the extension of rail electrification from Pukekohe to Pōkeno as a precursor to full electrification down to Hamilton.

### 3. Staff recommendations Tuutohu-aa-kaimahi

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**That the Infrastructure Committee recommends to Council:**

- a. **the endorsement of the Upper Northern Waikato Railway Station Indicative Business Case (IBC).**
- b. **notes that Council endorsing the IBC does not mean making any funding commitment to the construction of a railway station or railway stations.**
- c. **notes that the recommended option which has emerged from the IBC is that a railway station is provided at Tūākau in the short term (3-5 years) to serve Te Huia in the short term (within 3-5 years) but that there is also a good case for a second station at Pōkeno in the short term.**
- d. **notes that for a two-station solution (i.e., Tūākau and Pōkeno) to be provided in the short term, it would be necessary to consider some time saving measures for Te Huia which will need to be investigated further in a Detailed Business Case (DBC).**

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<sup>1</sup> P95 of the attached Indicative Business Case represents the estimate of costs such that there is a 95 per cent probability of the project being delivered within that cost estimate.

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- e. notes that the findings of the IBC do not preclude the opening of a station at Te Kauwhata in the medium to longer term (6 years+), particularly if additional Te Huia services are introduced which provide opportunities for commuter travel to/from Hamilton.
- f. notes that the case for funding and the confirmation of the costs and benefits of having more than one station in the northern Waikato are examined in further detail in a DBC together with their respective platform layout and the staging of delivery.
- g. notes that the preliminary P95 cost estimates for the preferred station options at Tūākau, Pōkeno and Te Kauwhata are as follows:
  - Tūākau - \$6,390,000
  - Pōkeno - \$9,230,000
  - Te Kauwhata - \$7,420,000
- h. notes that the DBC is expected to cost \$500,000 and that this figure (made up of an assumed 51% Waka Kotahi Financial Assistance Rate) be put forward for consideration in both Council's LTP 2024-2034 and the Regional Land Transport Plan.
- i. notes that any funding allocation in the LTP and RLTP for the DBC and, after this, for station construction is subject to a decision on Te Huia continuing beyond June 2024.
- j. agrees that the IBC P95 cost estimates for a railway station Tūākau (\$6,390,000) and Pōkeno (\$9,230,000) be considered for inclusion post year 4 in Council's 2024-2034 Long Term Plan and the Regional Land Transport Plan subject to a decision on Te Huia continuing beyond June 2024, the completion of a DBC and a proviso of government subsidy for station construction.
- k. requests staff work with the Waikato Regional Council on a review of bus transport in the northern Waikato which would also include investigating a service which connects Te Kauwhata and Pōkeno to the Papakura Railway Station in the short-term and the Drury Railway Station in the medium term.
- l. confirms that a communications plan be developed to clearly articulate the business case process and the key decision-making and funding dependencies so that our communities understand what still needs to be done before any railway station can be constructed.

## **4. Background**

### **Koorero whaimaarama**

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The Te Huia (Hamilton to Auckland) Passenger rail service was introduced on 6 April 2021 on a trial basis, serving Hamilton (Frankton) to Auckland (The Strand) stopping at the intermediate stations of the Rotokauri (The Base), Huntly, Papakura and Puhinui. Te Huia passes through the north Waikato towns of Te Kauwhata, Pōkeno, and Tūākau, but does not stop at any of these locations.

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Waikato accounts for half of New Zealand's gross domestic product and is likely to account for more than 70% of New Zealand's population growth over the next 30 years. The population of these three towns mentioned is expected to approximately double over the next 30 to 40 years.

The Te Huia Single Stage Business Case (SSBC) proposed a station in Tūākau to service the Upper North Waikato during the early option selection process as part of the start-up service stations. However, this station was later excluded as the development of station in Tuakau was aligned with the future metropolitan service direction of the Hamilton to Auckland Corridor Spatial Plan, and due to lack of funding. The decision to remove Tūākau was made at the end of the SSBC process in October 2018.

The market research work done in the 2018 SSBC evidence that the upper northern Waikato has a large proportion of residents who frequently commute to Auckland for a range of purposes and these residents would use a train connection if it was available. A station in Pōkeno or Tūākau would provide a viable transport connection into Auckland for these people.

Furthermore, WRC consulted with the community through its 2021-2031 Long Term Plan on improvements to the Te Huia passenger rail service. WRC received a record 1,240 submissions on Te Huia. Adding additional stations made up 16% (197) of all submissions, with many submitters asking for a station to be established in the upper north Waikato. At that time WRC wrote to WDC supporting the allocation of funding to complete a business case for a station in Pōkeno or Tūākau.

WDC allocated \$102,000 in the 2021-2031 LTP for railway station investigation in the northern Waikato. On 17 June 2023, the Te Huia Sub-Committee approved a feasibility study for a potential railway station on the understanding that the Waikato Regional Council will also make a financial contribution (of at least \$50,000) for this study, which it did.

Beca was subsequently commissioned by WRC, in partnership with WDC, to prepare the IBC to consider the case for new passenger stations in the northern Waikato and provide a clear recommendation on the preferred station location(s).

## 5. Discussion and analysis Taataritanga me ngāa tohutohu

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### 5.1. Recommended option

The recommended option which emerged from the option short listing is that a station be provided at Tūākau (Capital Costs P95 = \$6,390,000). There does however appear to be a good case for also providing a station at Pōkeno (Capital Costs P95 = \$9,230,000), though for this station to be provided it would probably be necessary for one or both of the following to occur:

- Te Huia would serve Pukekohe rather than Papakura
  - Te Huia would serve platforms on the planned/proposed future third and fourth main (freight) lines at Puhinui.
-

Without these time savings, the economic benefit to cost ratio for more than one new station is unlikely to be strong enough to support additional stations until Hamilton is served by faster rail services, as envisaged in the recent (draft) IBC for Inter-city connectivity undertaken by the Ministry of Transport.

It is recommended that the costs and benefits of serving more than one station be examined in further detail in a DBC.

It is also recommended that the demand forecasts are refined further in the same DBC, and that further consideration be given to park and ride demand (such as from Te Kauwhata) at Tūākau and Pōkeno.

It is understood that funding for implementation may be constrained, particularly if two stations are implemented. Staging of delivery will affect the overall affordability of the recommended option, and opportunities to stage delivery will be explored in the Detailed Business Case.

Key performance indicators will need to be developed to assess whether the project is achieving the desired benefits. It is estimated that the DBC could take up to 6-9 months to complete, and the cost could be in the order of \$0.4-0.6m.

The economic case for one or both station(s) is likely to improve if additional Te Huia services can be introduced in the future, and in particular train services which are timetabled to provide morning peak time travel opportunities towards Hamilton (and vice versa in the evening peak period), as opposed to the current focus on serving commuter trips towards Auckland. This potential could also be examined in more detail in a DBC.

It is also noted that the findings of the business case do not preclude the opening of a station at Te Kauwhata in the medium term (within 6-10 years), particularly if additional Te Huia services are introduced which provide opportunities for commuter travel to/from Hamilton. In the meantime, there may be a case for improving bus links between Te Kauwhata and Hamilton to help build up demand for a future rail service could be explored further.

## **5.2. Preferred Option Cost**

The preferred option (option 4) of a station at Tūākau is estimated to cost approximately (Capital Costs P95 = \$6,390,000). This is for a side platform at the existing station location with no track realignment.

An additional station at Pōkeno (Option 1: side platforms at former station location) is estimated to cost approximately \$9,230,000 (P95).

A third station at Te Kauwhata (Option 4: side platforms at existing station location with no track realignment) would cost approximately \$7,420,000 (P95).

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Key points to note are:

- Park and ride facilities were assumed to be required at Pōkeno only, as this is the only station where significant longer distance park and ride demand is expected (i.e., on street parking were assumed to be adequate at Tūākau and at Te Kauwhata, and on-street bus interchange facilities were assumed to be sufficient at Pōkeno – these assumptions were made in order to minimise the cost of providing a new station at each location)
- Grade separated access to the platforms was assumed to be needed at all three stations
- Side platforms were assumed to be provided at all three station locations
- No realignment of the existing track at Tūākau and Te Kauwhata was assumed to be necessary to minimise the cost of a new station.

These estimates exclude any land acquisition, as the two stations can be constructed entirely on KiwiRail/WDC owned land. This assumes no park and ride, or bus interchange facilities are provided at Tūākau, and that no bus interchange facilities are provided at Pōkeno, given the implications of this additional cost would have on the overall economic benefits of opening stations at these locations.

### **5.3. Funding Sources and Risks**

Currently, no funding is confirmed for a DBC, or for pre-implementation or implementation phases for railway stations, in the 2023-2027 Regional Land Transport Plan (RTLTP) or in Council's LTP. It is envisaged at this stage that the funding required to undertake a DBC is sought from the 2024-2027 LTP and RLTP. The funding model, funding streams, costs and programme budget will be developed as part of the DBC. A large Crown contribution is likely to be required to fund the project.

### **5.4. Overall Affordability**

The overall affordability of the recommended station(s) will be explored in the DBC. It is noted however that funding may be constrained, particularly if two stations are implemented. Staging of delivery will affect the overall affordability of the recommended option, and opportunities to stage delivery will be explored in the DBC (for which there is no funding allocation at the time this report was written).

### **5.5. Input from community board/community committee and mana whenua workshop held on 3 August 2023**

The community board/community committee and mana whenua workshop on 3 August 2023 indicated its support for a two-station solution (Tūākau and Pōkeno) subject to a DBC being developed.



Participants also provided the following input:

- The need for further community and mana whenua engagement through the DBC process was emphasised.
- There may be value in undertaking some surveys of the existing communities to support the DBC recommendations.
- The need for improvements to other transport assets (walking and cycling routes), which have not been costed, to support the new stations.
- Agreed that a park and ride facility in the short term is not warranted in Tūākau but that this should not be precluded from being developed in the longer term together with a bus interchange facility in the longer term.
- That although a park and ride facility at Pōkeno will be required in the short term, a bus interchange facility should not be precluded in the long term.

## 5.6. Options

### Ngaa koowhiringa

Council could choose not to endorse the IBC therefore not to proceed with a DBC. However, doing this would be counterproductive and short-sighted especially since rail is seen as a key transport mode for better connecting our communities to in the northern Waikato to Auckland and to Hamilton.

Council could also decide not to earmark any funding for the DBC or for any station construction in the latter years of the 2024-2034 LTP.

Not advancing a DBC carries its own risk as it could mean that when government announces funding opportunities for public transport or carbon emissions reduction, Council could miss out. Having a DBC for railway stations in the upper northern Waikato will prepare us for applying for government funding opportunities for station construction. A DBC will also help both WDC and WRC advocate for funding from Waka Kotahi through the National Land Transport Fund process.

## 5.7. Financial considerations

### Whaiwhakaaro puutea

As alluded to previously, there is no funding currently for a DBC or for any station construction. The cost of the DBC is estimated to be \$500,000.

The preliminary P95 cost estimates for a station at Tūākau, Pōkeno and Te Kauwhata based on their respective preferred layout options are as follows:

- Tūākau - \$6,390,000
- Pōkeno - \$9,230,000
- Te Kauwhata - \$7,420,000

The cost of the stations will be further tested through the DBC.

---

## **5.8. Legal considerations**

### **Whaiwhakaaro-aa-ture**

This report complies with the Council's legal and policy requirements, and obligations under the Local Government Act.

## **5.9. Strategy and policy considerations**

### **Whaiwhakaaro whakamaaherehere kaupapa here**

The report and recommendations are consistent with the Council's Waikato 2070 Strategy, the Hamilton to Auckland Corridor Plan (which is now part of the Future Proof Strategy) and the Te Huia Single Stage Business Case and its addendums. Consideration for a railway station/s in the northern Waikato also aligns with the Regional Land Transport Plan 2021-2051.

## **5.10. Maaori and cultural considerations**

### **Whaiwhakaaro Maaori me oona tikanga**

Engagement with mana whenua has taken place through mana whenua representatives on the Tūākau and Pōkeno Community Boards and Te Kauwhata Community Committee. An online community hui (with invited mana whenua representatives) took place on 3 August. A member of Ngā Karu Atua o te Waka is on the Future Proof Public Transport Subcommittee.

## **5.11. Climate response and resilience considerations**

### **Whaiwhakaaro-aa-taiao**

Providing railway stations for passenger rail would help a reduction in carbon emissions through a reduction in vehicle kilometres travelled. Government is proposing to elevate emissions reduction to become an overarching focus for Government Policy Statement (GPS) on Land Transport 2024 to ensure that the implications for emissions reduction are a core consideration for all investment decisions.

## **5.12. Risks**

### **Tuuraru**

There is currently no funding confirmed for a DBC, or for pre-implementation or implementation phases (station construction) in the 2023-2027 Regional Land Transport Plan (RTLTP) or Councils LTP. It is envisaged that the funding required to undertake a DBC is sought from the 2024-2027 RLTP and Council's LTP. The funding model, funding streams, costs and programme budget will be developed as part of the DBC. A large Crown contribution is likely to be required to implement station construction.

There is a risk that should Council not proceed with the development of a DBC, we will not be able to apply for government funding for carbon reduction activities when these are announced. Having a DBC will give weight to any public transport funding application process.

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## 6. Significance and engagement assessment Aromatawai paahekoheko

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### 6.1 Significance Te Hiranga

As defined in Section 5 of the (LGA), that the issue and decision sought in this report has a high degree of significance.

### 6.2 Engagement Te Whakatuutakitaki

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	✓	✓	✓	✓	<input type="checkbox"/>
<p>Engagements have taken place with the Tūākau and Pōkeno Community Boards and Te Kauwhata Community Committee and with mana whenua representatives on these boards/committee. An online community hui with community and mana whenua representatives took place on 3 August.</p> <p>Further engagements will occur through the DBC process.</p> <p>WDC elected member workshop on the IBC were held on 29 May and 19 July 2023.</p> <p>The Future Proof Public Transport Sub-Committee was given a progress update on 26 May. Once WDC has considered this report it will go the sub-committee at its next meeting on 25 August 2023.</p>					

## 7. Attachments Ngaa taapirihanga

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Attachment 1: Upper Northern Waikato Railway Station Indicative Business Case

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# Upper North Waikato Railway Stations

## Indicative Business Case

Prepared for Waikato Regional Council (WRC) in partnership with Waikato District Council (WDC)  
Prepared by Beca Limited (Beca)

7 August 2023



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## Appendices

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**Appendix A - EAST**

**Appendix B – Long List Options MCA**

**Appendix C – Station Note**

**Appendix D – Short List MCA**

**Appendix E – Option Cost Estimates**

## Revision History

Revision N°	Prepared By	Description	Date
1	Claire Jung/Andy Lightowler	Draft	16.6.23
2	Claire Jung/Andy Lightowler	Revised Draft	6.7.23
3	Claire Jung/Andy Lightowler	Final	31.7.23
4	Claire Jung/Andy Lightowler	Revised Final	7.8.23

## Document Acceptance

Action	Name	Signed	Date
Prepared by	Claire Jung		4.8.23
Reviewed by	Michael Van Drogenbroek / Andrew Collings		4.8.23
Approved by	Andy Lightowler		7.8.23
on behalf of	Beca Limited		



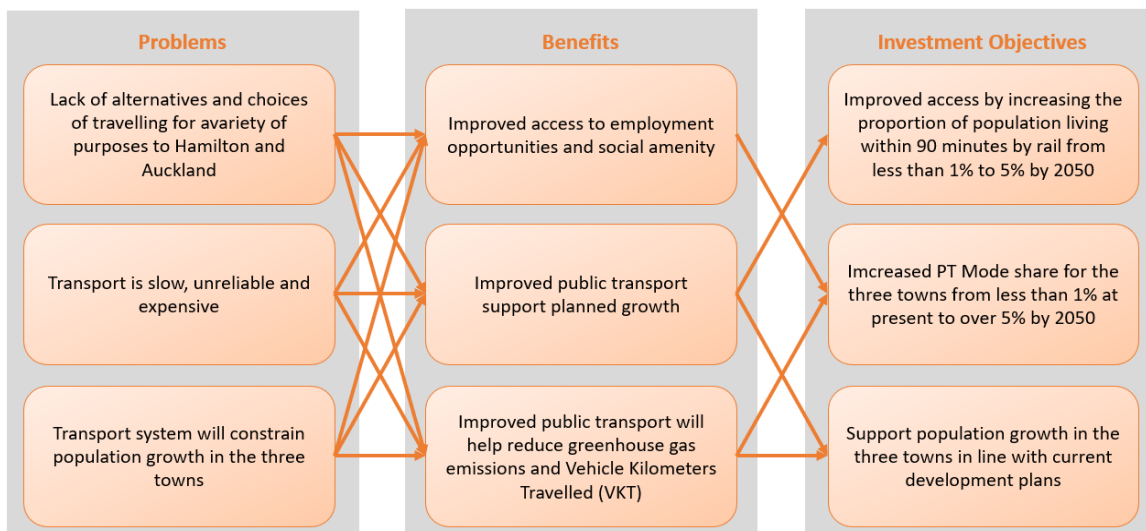
## Executive Summary

Beca has been commissioned by Waikato Regional Council, in partnership with Waikato District Council, to prepare an Indicative Business Case to consider the case for new passenger stations in the Northern Waikato areas and provide a clear recommendation on the preferred station location(s).

The Te Huia (Hamilton to Auckland) Passenger rail service was introduced on 6 April 2021 on a trial basis, serving Hamilton (Frankton) to Auckland (The Strand) stopping at the intermediate stations of the Rotokauri (The Base), Huntly, Papakura and Puhinui. Te Huia passes through the north Waikato towns of Te Kauwhata, Pōkeno, and Tūākau, but does not stop at any of these locations. Waikato accounts for half of New Zealand's gross domestic product and is likely to account for more than 70% of New Zealand's population growth over the next 30 years. The population of these three towns mentioned is expected to approximately double over the next 30 to 40 years based on the latest WDC projection.

Stations at these locations could provide improved opportunities and choice for travel to Auckland and Hamilton and could also serve as a 'Park and Ride' option for a wide catchment area encompassing Northern Waikato, the Coromandel Peninsula and South Auckland. The current transport connection between these three towns and Hamilton/Auckland is limited although the Auckland Strategic Transport Model and the Waikato Regional Transport Model predicts growth in demand for public transport for the towns.

This IBC addressed the problems, benefits and investment objectives as shown in the diagram below and described in **Section 2.4**. The main problem is that growth of economic and social wellbeing in the three towns is expected to be at risk without improvements to the transport systems due to a lack of alternatives and choices in relation to accessibility. The provision of a rail service will increase public transport mode share thereby delivering benefits and opportunities through improved access to employment opportunities and social amenity. Aligned with that, investment objectives developed demonstrably relate to the specific problems and opportunities at hand.



The economic case was undertaken to consider the potential options and evaluate which station option(s) best achieve the sought after benefits. Initial options considered included new stations served by Te Huia, as well as shuttle bus options and those requiring the extension of Auckland Metro Rail Services. Using Waka Kotahi's Early Assessment Sifting Tool, an initial list of alternatives and options was screened, taking into consideration the above principles. The completed analysis is summarised in **Section 3.3**. Based on the initial screening, a long list of options was identified, as follows:



- Serve two stations only by Te Huia (Pōkeno and Tūākau/ Te Kauwhata and Tūākau/ Te Kauwhata and Pōkeno)
- Serve one station only by Te Huia (Pōkeno/Tūākau/Te Kauwhata)
- Shuttle bus (from Tūākau to Pukekohe / from Pōkeno to new Drury rail station)

These options have been assessed against each other by following additional evaluation criteria to those defined for the initial sifting of options by Multi-Criteria Analysis. In order to inform the evaluation, the capital cost, consentability and constructability of each option, together with a number of potential options for providing stations at each of the three towns, were identified.

All shuttle bus options were removed as demand for travel to Auckland and Hamilton is unlikely to be large enough to cover the incremental operating costs of new additional bus services relative to the low incremental costs of stopping an existing train service at a station. Options which provide a station at Te Kauwhata, in addition to one other location were rejected, as the time penalty for serving Te Kauwhata (in the southbound direction) is anticipated to be significantly greater than serving Pōkeno or Tūākau if a side platform configuration is adopted at the location of the existing island platform. Details are stated in **Section 3.4**.

On the basis of the above assessment, the following options were short-listed based on their overall average score:

- Serve Pōkeno and Tūākau by Te Huia – Capital Cost (P50) \$12.5m – Government BCR 1.4
- Serve Pōkeno only by Te Huia – Capital Cost (P50) \$7.4m – Government BCR 1.3
- Serve Tūākau only by Te Huia – Capital Cost (P50) \$5.1m – Government BCR 1.5
- Serve Te Kauwhata only by Te Huia – Capital Cost (P50) \$5.9m – Government BCR 1.1

Additional criteria have been considered in the evaluation of the short-listed options to identify a preferred option - Demand (patronage), Revenue, Capital cost, Operating costs, Maintenance cost, Travel time benefits, Economic benefit to cost ratio, Impact on vehicle kilometres travelled, decongestion benefits, consentability, constructability, and potential for developer contributions. The additional analysis undertaken to inform the MCA is summarised in **Section 3.7**.

The recommended option which emerged from the option short listing is that a station be provided at Tūākau with a Government BCR of 1.5 (Capital Costs P50 \$5.1m). There does however appear to be a good case for also providing a station at Pōkeno (Capital Costs P50 \$12.5m), though for this station to be provided it would probably be necessary for one or both of the following to occur:

- Te Huia would serve Pukekohe rather than Papakura
- Te Huia would serve platforms on the planned/proposed future third and fourth main (freight) lines at Puhinui.

Without these time savings, the economic benefit to cost ratio for more than one new station is unlikely to be strong enough to support additional stations until Hamilton is served by faster rail services, as envisaged in the recent (draft) Indicative Business Case for Inter-city connectivity undertaken by the Ministry of Transport.

It is recommended that the costs and benefits of serving more than one station be examined in further detail in a Detailed Business Case. It is also recommended that the demand forecasts are refined further in the same Detailed Business Case, and that further consideration be given to Park and Ride demand (such as from Te Kauwhata) at Tūākau and Pōkeno. It is noted that funding for implementation may be constrained, particularly if two stations are implemented. Staging of delivery will affect the overall affordability of the recommended option, and opportunities to stage delivery will be explored in the Detailed Business Case.

A number of key performance indicators will need to be developed to assess whether the project is achieving the desired benefits. It is estimated that the Detailed Business Case could take up to 6-9 months to complete, and the cost could be in the order of \$0.4-0.6m.

# 1 Introduction

## 1.1 The Opportunity

The Te Huia (Hamilton to Auckland) passenger rail service was introduced on 6 April 2021 on a trial basis. It currently serves stations at Hamilton (Frankton), Rotokauri (The Base), Huntly, Papakura, Puhinui and Auckland (The Strand). Te Huia passes through the north Waikato towns of Te Kauwhata, Pōkeno, and Tūākau, but does not stop at any of these locations. These locations are shown in Figure 1-1, and in more detail in Figure 1-2, Figure 1-3 and Figure 1-4.

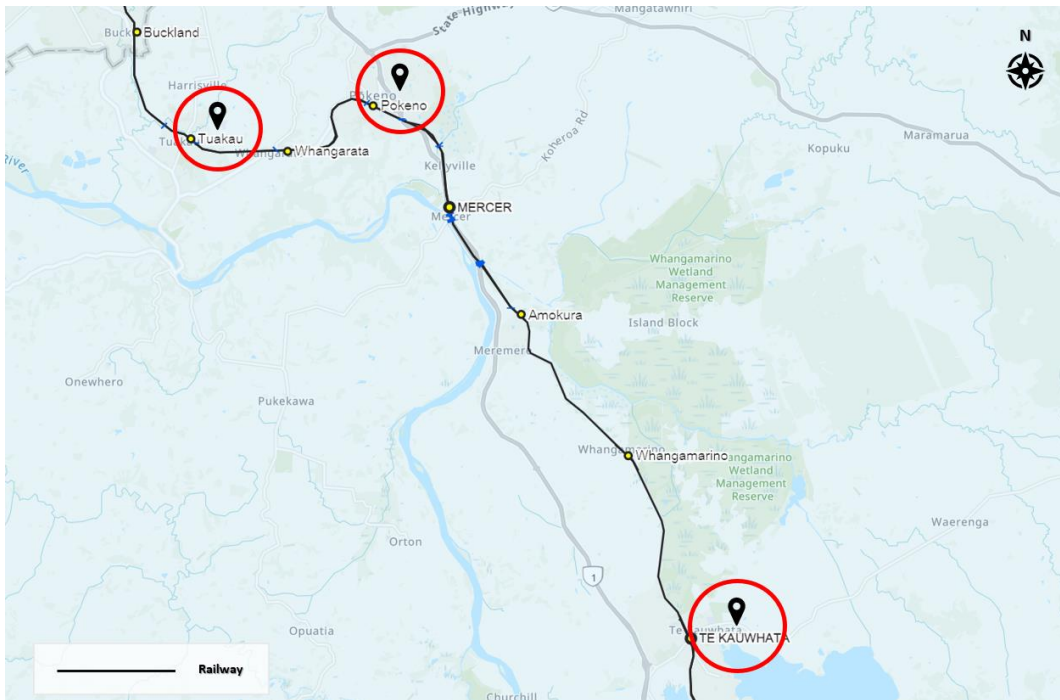


Figure 1-1. Location Plan

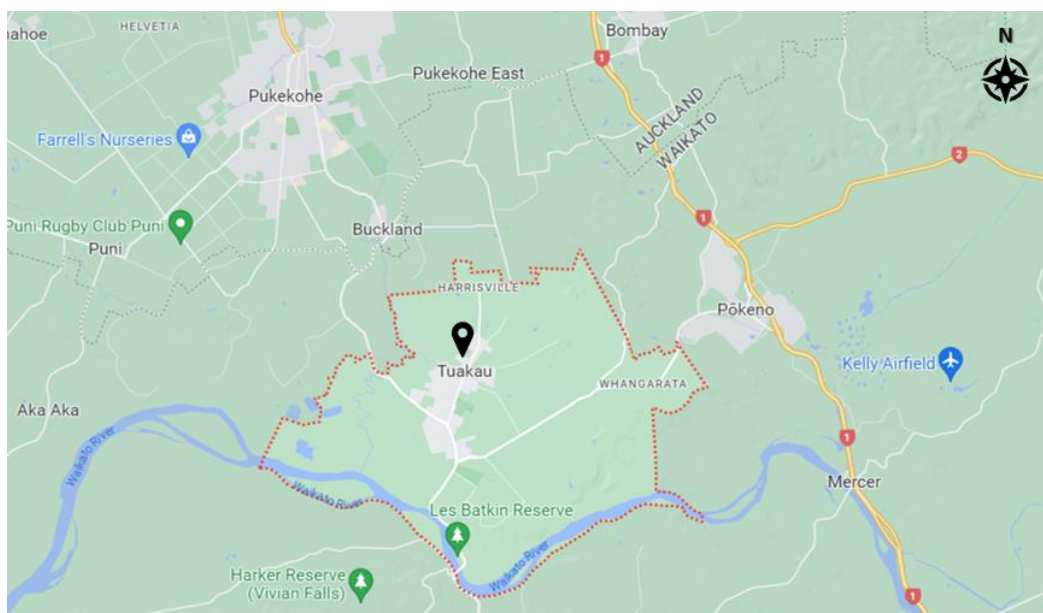


Figure 1-2. Location Plan (Tūākau)

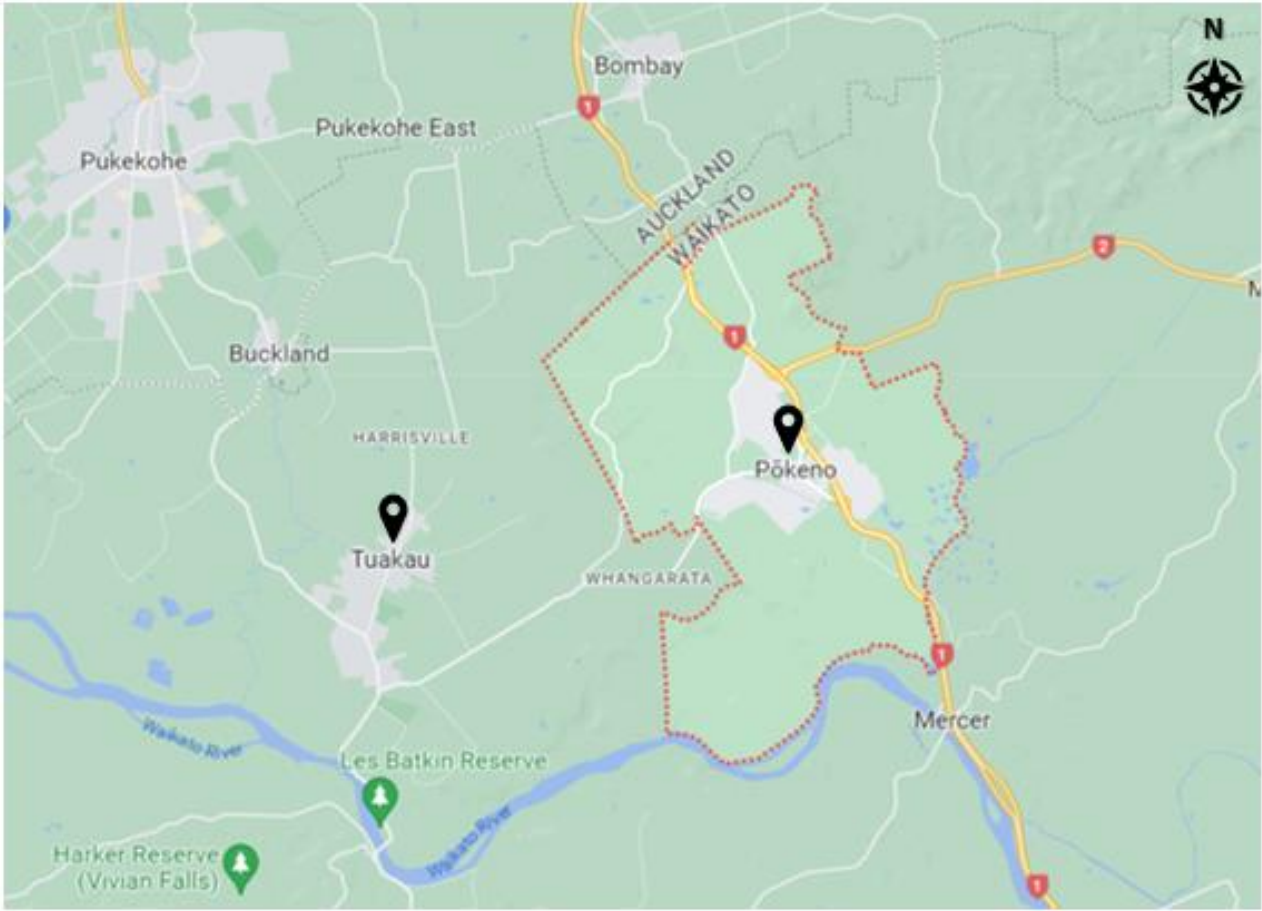


Figure 1-3. Location Plan (Pōkeno and Tūākau)

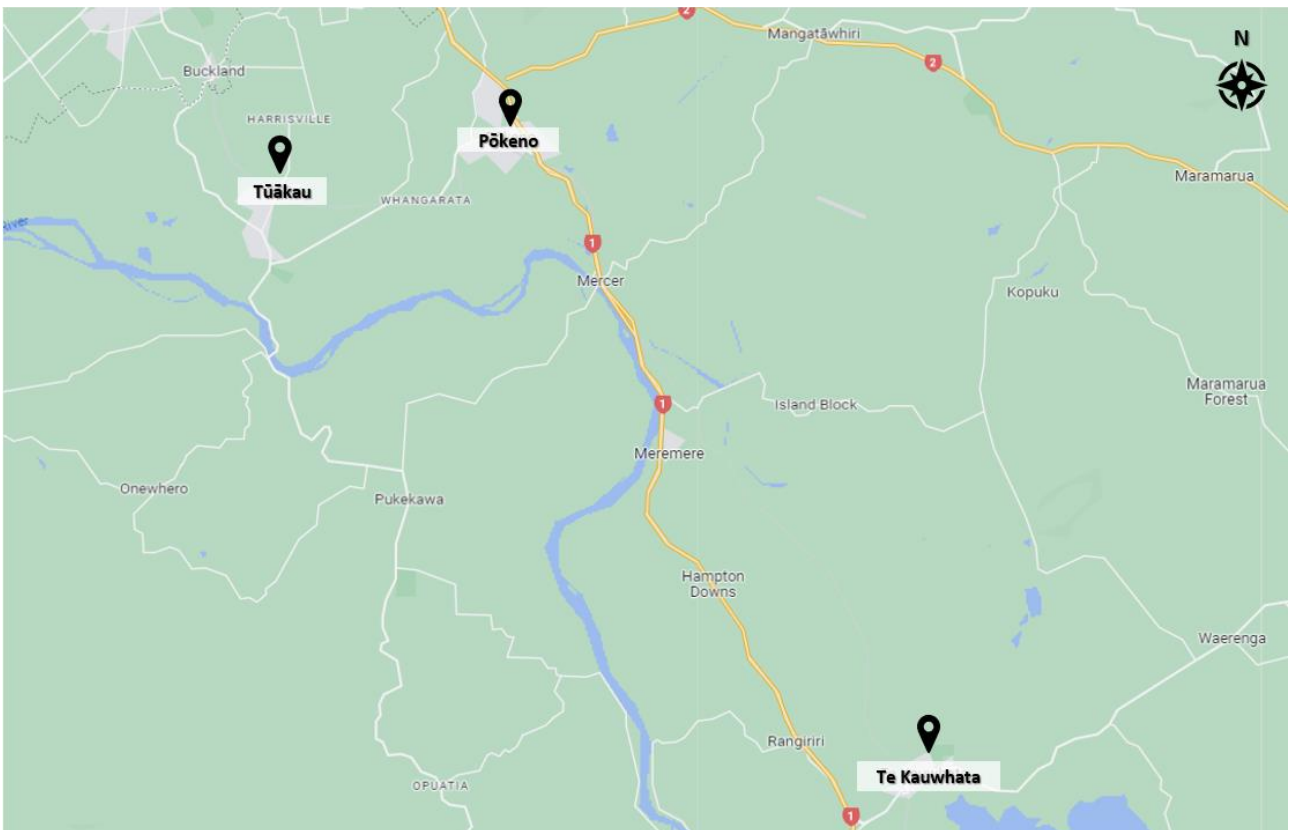


Figure 1-4. Location Plan (Te Kauwhata)

Improvements suggested by stakeholders to the Te Huia service were included in a record level of submissions to WRC's 2021-31 Long Term Plan (LTP), with requests for additional stations in the north Waikato towns making up 16% of all submissions. These stations could provide improved opportunities and choice for travel to Auckland and Hamilton, and could also serve as a 'Park and Ride' option for a wide catchment area encompassing Northern Waikato, the Coromandel Peninsula and South Auckland.

## 1.2 Business Case Requirements

In response to the high level of support for new rail stations, Waikato Regional Council (WRC), in partnership with Waikato District Council (WDC) commissioned an Indicative Business Case (IBC) following Waka Kotahi approval of a Point of Entry to commence the IBC. The scope of the business case is to assess the feasibility and viability of the potential stations and provides a clear recommendation on the preferred station location(s). In particular, the IBC needs to:

- Take into consideration the local aspirations of residents, including Ngāti Tamaoho and Ngāa Muka Development Trust (through its representatives on the Te Kauwhata Community Committee)
- Contribute towards and compliment other local community aspirations
- Take into account relevant studies being led by national and regional agencies, and strategic plans for the South Auckland communities.

## 1.3 Business Case Process

The IBC has been prepared in accordance with Waka Kotahi guidance. The scope of an IBC in the context of the overall business case process is shown overview in Figure 1-5. It should be noted that the Point of Entry for this IBC identified that proceeding to an IBC was the appropriate next stage of the business case process for the investment options being considered, rather than the usual Programme Business Case (PBC) stage.

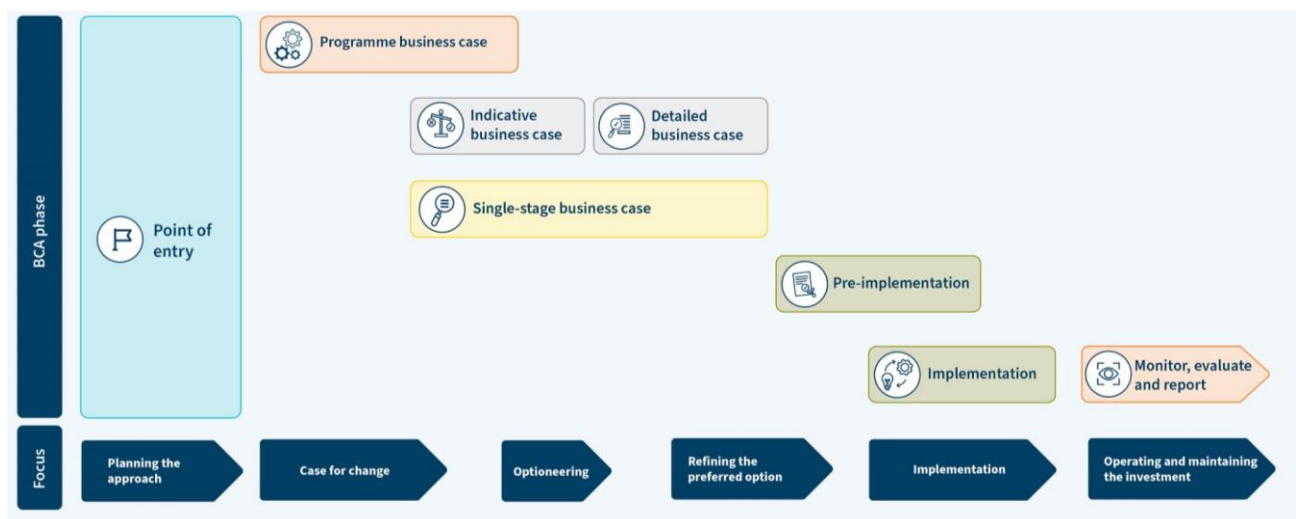


Figure 1-5. Waka Kotahi Business Case Process

The IBC identifies a recommended option to address the case for change for an individual activity. An IBC seeks to provide assurance that the recommended option is the best approach to deliver the desired outcomes and is an effective solution to the problems identified in the strategic case.

A series of workshops have been held with the project partners (WRC, WDC, Waka Kotahi and KiwiRail) at monthly intervals since the business case process commenced in February 2023.

In order to gain a better understanding of stakeholder requirements, a visit to each station location was undertaken on 16 March 2023 with representatives of Ngāti Tamaoho, Local Board members, and a number of District and Regional Councillors.

## **1.4 Business Case Structure**

Following this brief introduction, the IBC is structured in five further sections covering each stage (or case) in the business case process, namely strategic case (section 2), economic case (section 3), financial case (section 4), commercial case (section 5) and management case (section 6).



## 2 Strategic Case

### 2.1 The Waikato Region and District

The Waikato Region of New Zealand covers nearly 24,000 km<sup>2</sup> from the top of the Coromandel Peninsula to the north-eastern slopes of Mt Ruapehu, spanning from the west coast of the North Island through to the east coast of the Coromandel Peninsula and the Kaimai and Mamaku ranges.

Waikato District is situated in the north of Waikato Region, covering the area from the Bombay Hills and Hunua Ranges in the north to the rural communities to the west and east of Hamilton City in the south. It covers urban and rural communities including Ngāruawāhia, Huntly (Rāhui Pōkeka), Te Kauwhata, Raglan (Whāingaroa), Pōkeno and Tūākau. The Waikato District is experiencing significant growth due to its proximity to Auckland and Hamilton, and is classed in the National Policy Statement on Urban Development (NPSUD) 2020 as a Tier 1 high-growth area.

WRC is the local government body for the Region. It works with communities, iwi and industry to sustainably manage our natural resources, enabling a strong economy and a high quality of life for all. It also works in partnership with WDC to provide a healthy environment, strong economy, and liveable, thriving and connected communities.

### 2.2 Land Use Context

#### 2.2.1 Location and Existing Land Use

Tūākau was established in 1840, close to the banks of the Waikato River. Over 6,000 people live there<sup>1</sup>. The town serves to support local farming, and is the residence of many employees of New Zealand Steel at Glenbrook. The town is located approximately 9km from Pukekohe and 8km from Pōkeno. Auckland is approximately 56km to the north by road and Hamilton is approximately 77km to the south.

Pōkeno is the fastest growing town in Waikato District fuelled by the town's proximity to Auckland. Its population is currently around 3,300. The town is located north of the Waikato River, around 3km from the Waikato District and Auckland regional boundary. There are two large dairy factories in the town.

The interchange of State Highway 1 (SH1) and State Highway 2 (SH2) is also located in Pōkeno, a major transport connection linking Auckland, Waikato and the Bay of Plenty region. It is located approximately 67km from Hamilton and 53km from Auckland by road. Pōkeno is approximately 25km north of Te Kauwhata.

Te Kauwhata is a small rural village of approximately 2,500 residents<sup>2</sup>. Te Kauwhata services a large rural area, including Waikaretu, Onewhero, Maramarua, Meremere, Waerenga, Ohinewai, Rangiriri, Naike and Glen Murray. The town is located approximately 2km east of the Waikato Expressway, approximately 78km from Auckland and 49km from Hamilton by road.

#### 2.2.2 Future Growth

Tūākau, Pōkeno and Te Kauwhata are located close to the Auckland, Waikato and the Bay of Plenty region – the regions that account for half of New Zealand's gross domestic product, and is likely to account for more than 70% of New Zealand's population growth over the next 30 years.

<sup>1</sup> 6,594 – Census March 2013

<sup>2</sup> 1,617 – Census 2018

There has been significant growth over the last 20-30 years, in particular at Pōkeno, where the population has increased from 500 in 2005 to almost 3,500 in 2021 (a growth of over 300%), due in part to the town being near the Waikato Expressway.

Around 100,000 people planned for in the Pukekohe-Paerata and Opaheke-Drury Structure Plan areas, and approximately 50,000 people are signalled for the northern Waikato in the Waikato 2070 growth strategy.

Reactivation of the former Tūākau station, which is located in the town centre, is a particular focus for WDC<sup>3</sup>.

Te Kauwhata is expected to grow significantly over the next 50 years in response to employment opportunities in the Northern Waikato and South Auckland. Around 1,650 homes are currently being developed per year by Winto and Kāinga Ora over the next eight years.

The latest WDC projections of growth in the three towns from 2018 to 2065, at five-year intervals from 2025, are summarised in Table 2-1 and shown as a graph in Figure 2-1. These projections are the University of Waikato's 2021 High Projection of population and were supplied to Beca by WRC in May 2023.

Table 2-1. Population Projections

Town	2023	2025	2030	2035	2040	2045	2050	2055	2060	2065
Pōkeno	4,435	5,011	6,265	7,516	7,851	8,183	8,281	8,344	8,440	8,523
Te Kauwhata	3,125	3,421	4,516	5,619	6,806	7,999	8,782	9,564	10,151	10,743
Tūākau	6,192	6,482	6,615	6,733	6,797	6,852	6,872	6,890	6,862	6,839
<b>TOTAL</b>	<b>13,752</b>	<b>14,914</b>	<b>17,396</b>	<b>19,868</b>	<b>21,454</b>	<b>23,034</b>	<b>23,935</b>	<b>24,798</b>	<b>25,453</b>	<b>26,105</b>

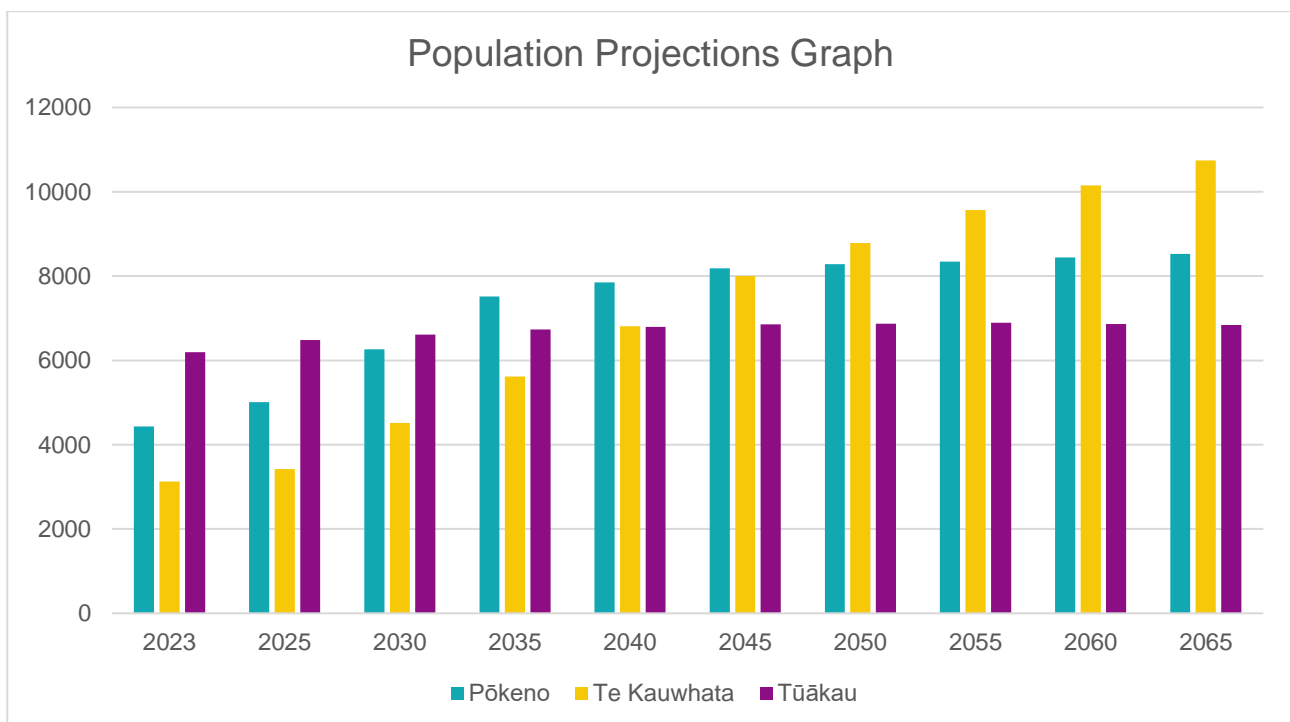


Figure 2-1. Population Projections Graph

<sup>3</sup> A budget allocation was made for this in WDC's 2018 LTP (and the two previous ones)

Employment opportunities in the three towns are not projected to increase by anywhere near the same amount as population. Long distance travel, particularly for commuting, is likely to increase considerably, therefore.

### 2.2.3 Pōkeno Public Realm Concept Plan

The Pōkeno Public Realm Concept Plan (PRCP) was completed in April 2022. The purpose of the plan is to support the rapidly growing residential community of Pōkeno by helping transform its town centre into a vibrant, people-focused community destination.

The PRCP builds a sequential plan that will take the WDC, Mana Whenua and Pōkeno community on a journey to develop a distinct and compact centre, reconnecting the existing residential community with its built and natural environments.

The upgrade of Pōkeno Town Centre and the provision of new community facilities and amenities are priorities identified in the Waikato District Long Term Plan, with funding set aside for a number of key projects within Pōkeno.

A supporting Transport Assessment included an indicative design of a transport hub located adjacent to the main rail line, between Market Street and High Street (currently a 'paper road'), which includes approximately 60 to 70 car parking spaces and four bus stops/layover spaces. This is shown in Figure 2-2.

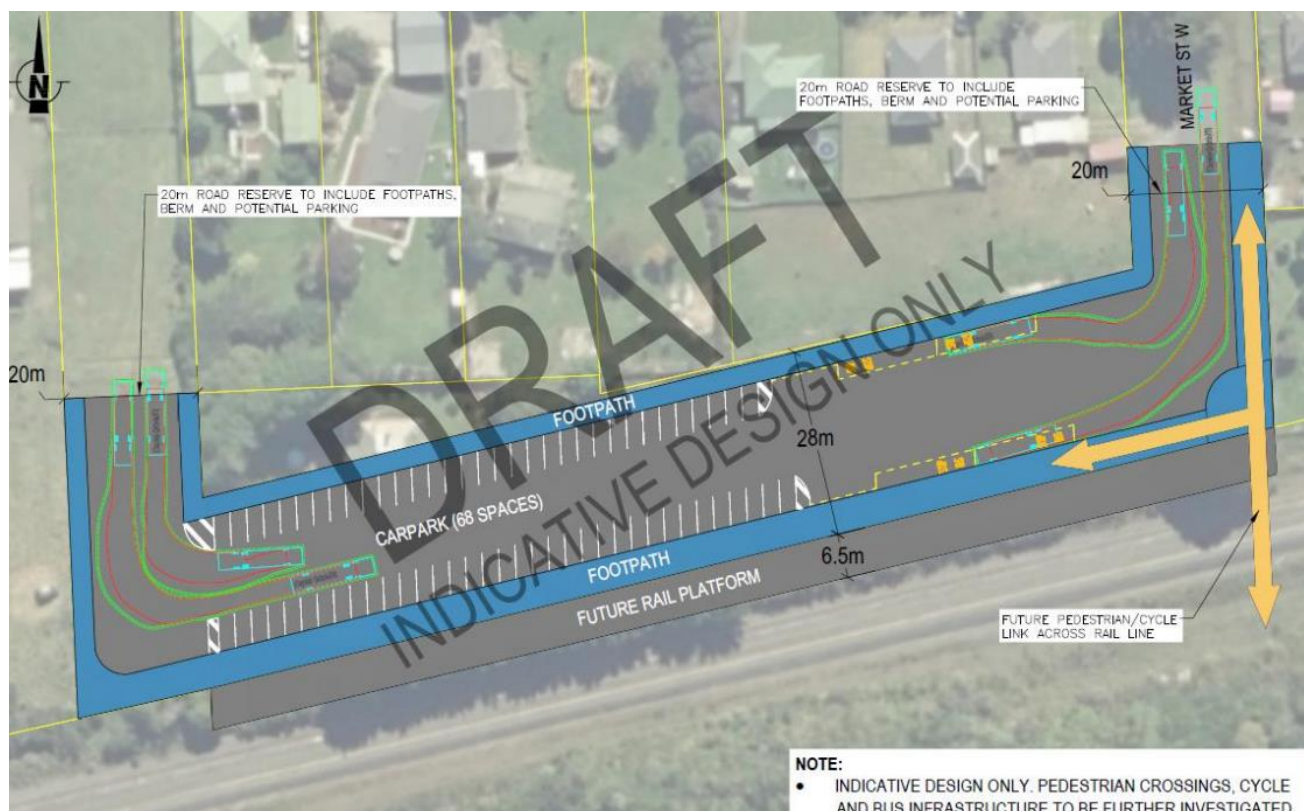


Figure 2-2. Proposed Transport Hub at Pōkeno

## 2.3 Transport Context

### 2.3.1 The Te Huia Service Business Case

A Single Stage Business Case (SSBC) for funding the introduction of the Te Huia service was developed collaboratively by WRC, WDC, Hamilton City Council (HCC), Auckland Council (AC), Auckland Transport (AT), Waka Kotahi and KiwiRail. This was finalised in 2018, and secured funding to operate the train service for a five-year trial period.



The service and its performance have been subject to strong public and media interest since it commenced operating in 2021. Much of the feedback on the quality of the service has been positive feedback, but there was early criticism of the low passenger numbers, long journey times, low service frequency and the (initial) lack of access to Auckland CBD.

In response to this, a number of areas for improvement were identified in 2021 by representatives of WRC, KiwiRail, Waka Kotahi and MOT in the short term to address this criticism. This included extending the service from Papakura to Auckland's CBD's The Strand station, and introducing trains operating between the peak periods, on 24 January 2022 (the Phase 1A and 1B improvements), as summarised in Figure 2-3.

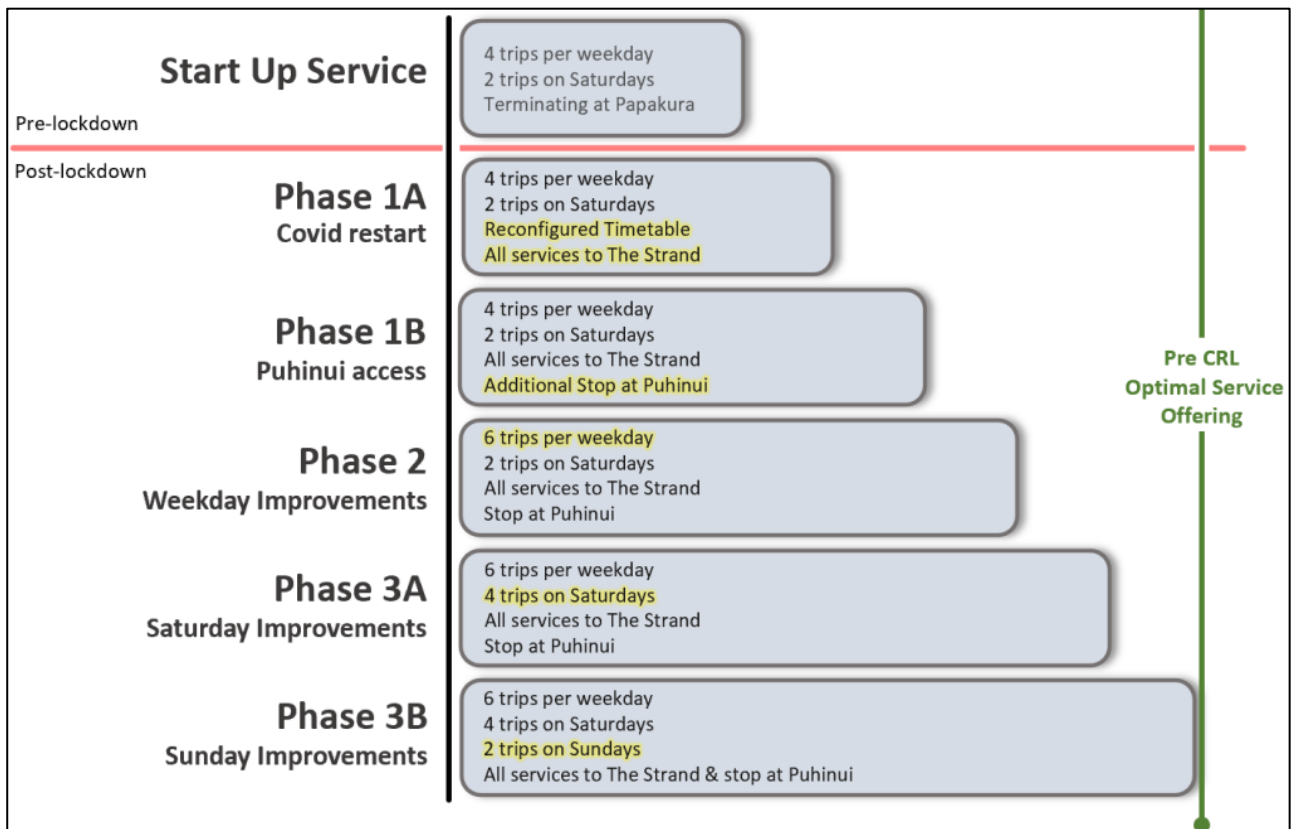


Figure 2-3. Te Huia Train Service Improvements

### 2.3.1.1 Stations Served by Te Huia

The SSBC considered the providing stations at a number of potential locations, including Te Kauwhata, Pokeno and Tuakau. With regard to these locations, based on the key risks, constraints and uncertainties identified at the option long list stage, and the project investment principles, the SSBC concluded that:

- Pōkeno was not applicable for the start-up service as its former station facilities cannot be reactivated
- Tuakau may not be available until after the proposed commencement date for Te Huia, as it has not been used for a significant period and substantial work is required to reactivate the station
- Te Kauwhata would be the easiest of these three stations to reactivate, primarily requiring platform height improvements, but a station at Huntly was chosen in preference.

### 2.3.1.2 Planned Service Level Enhancements

Further improvements planned by WRC involve the introduction of an additional weekday train each way (i.e. Phase 2 in Figure 2-3). This is subject to recently completed safety enabling work receiving regulatory approval, and to the improvements being possible within the constraints of the existing funding envelope.

Implementation of an additional two Saturday services (Phase 3A) and two new Sunday services (Phase 3B) is currently on hold due to their being a large number of engineering works taking place in the Auckland Metro area, as well as funding constraints. A service review is planned to be undertaken in 2023.

An Addendum to the existing SSBC has been prepared by WRC and recommends that Te Huia continues to access the Auckland network and stations after the Auckland City Rail Link (CRL) project opens.

A key issue the Addendum considered was whether timetable paths could be found to enable the train to operate, given the additional Auckland Metro (suburban) train services which are planned to be introduced when CRL opens. The Addendum examined how the potential network capacity constraints could be overcome, as well as considering how the existing rolling stock could be refurbished to enable the trial service to continue operating.

### 2.3.2 State Highway 1 (Auckland Southern Motorway/ Waikato Expressway Improvements)

State Highway 1 (SH 1) is the longest and most significant road in the New Zealand road network, running the length of both main islands.

The Auckland Southern Motorway is the section of SH1 which links central Auckland with the Bombay Hills, just short of the Auckland/Waikato boundary. It is largely a six-lane highway north of Papakura and four lanes south of Papakura. Widening from four to six lanes between Papakura and Drury South is currently underway.

The Waikato Expressway is a four-lane section of SH1 linking the Bombay Hills with Cambridge. It was built in seven sections, including a bypass of Pōkeno which was constructed in 1992-93. The final section of the Expressway (Hamilton city bypass) completed in July 2022.

SH1 is approximately 13km shorter than the Hamilton to Auckland railway line between Hamilton and Auckland Central. This is due to SH1 taking a more direct route than the railway line between Pōkeno, and Drury, bypassing both Tuakau and Pukekohe.

### 2.3.3 Existing Travel Patterns

Existing travel patterns for work and education purposes from the three towns are shown in Figure 2-4, Figure 2-5 and Figure 2-6. This is based on Stats NZ Tatauranga Aotearoa data from the 2018 Census.

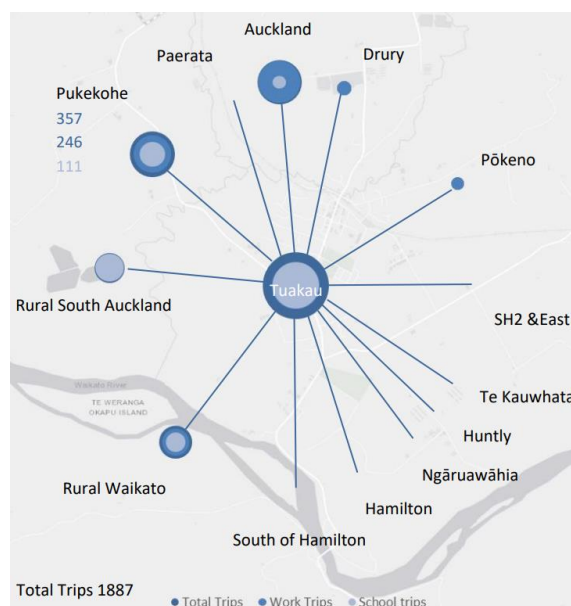


Figure 2-4. Existing Travel Patterns: Tūākau

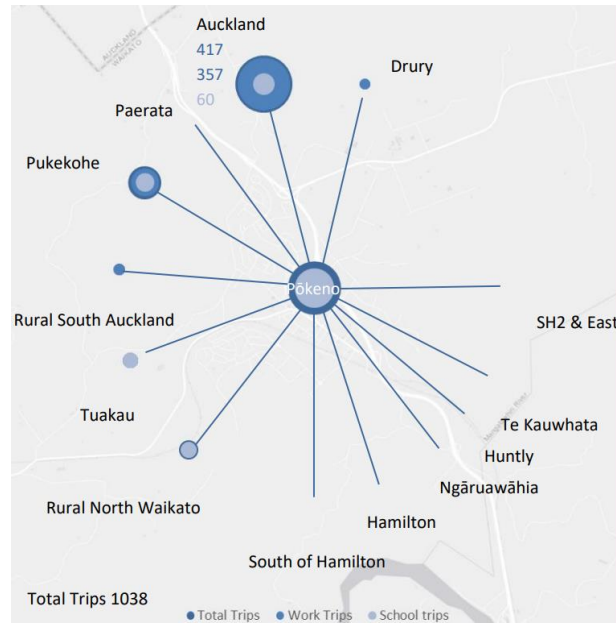


Figure 2-5. Existing Travel Patterns: Pōkeno

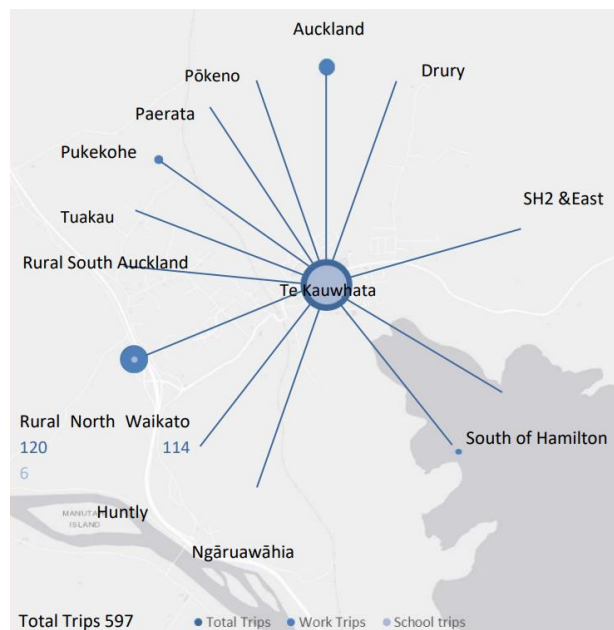


Figure 2-6. Existing Travel Patterns: Te Kauwhata

Key points to note from the travel patterns are:

- The majority of Tūākau's existing commute to school trips are internal
- Trips to employment from Tūākau are generally internal, to Auckland or to Pukekohe
- Pōkeno is less self-sufficient in terms of employment than either Pukekohe or Tūākau
- The majority of existing employment trips from Pōkeno are to jobs in Auckland (including nearby communities such as Pukekohe)
- The majority of trips to school from Pōkeno are internal
- Like Pōkeno, Te Kauwhata's trips to education are generally internal
- Almost all commute to work trips from Te Kauwhata are external and to rural areas rather than to Auckland or Hamilton
- Few trips from any of the three towns are to Huntly.

### 2.3.4 Existing Bus Services

The following bus services currently serve the three towns:

- Hamilton to Te Kauwhata (service 21 providing two buses per day each way on Mondays to Fridays only, one operating for the benefit of people working in Hamilton in the daytime)
- Hamilton to Pukekohe via Pōkeno and Tūākau (service 21 providing one bus per day each way Mondays to Fridays), as shown in Figure 2-7.
- Pōkeno to Pukekohe via Tūākau (service 44 operating approximately hourly Mondays to Fridays and every two hours at weekends), as shown in Figure 2-8.

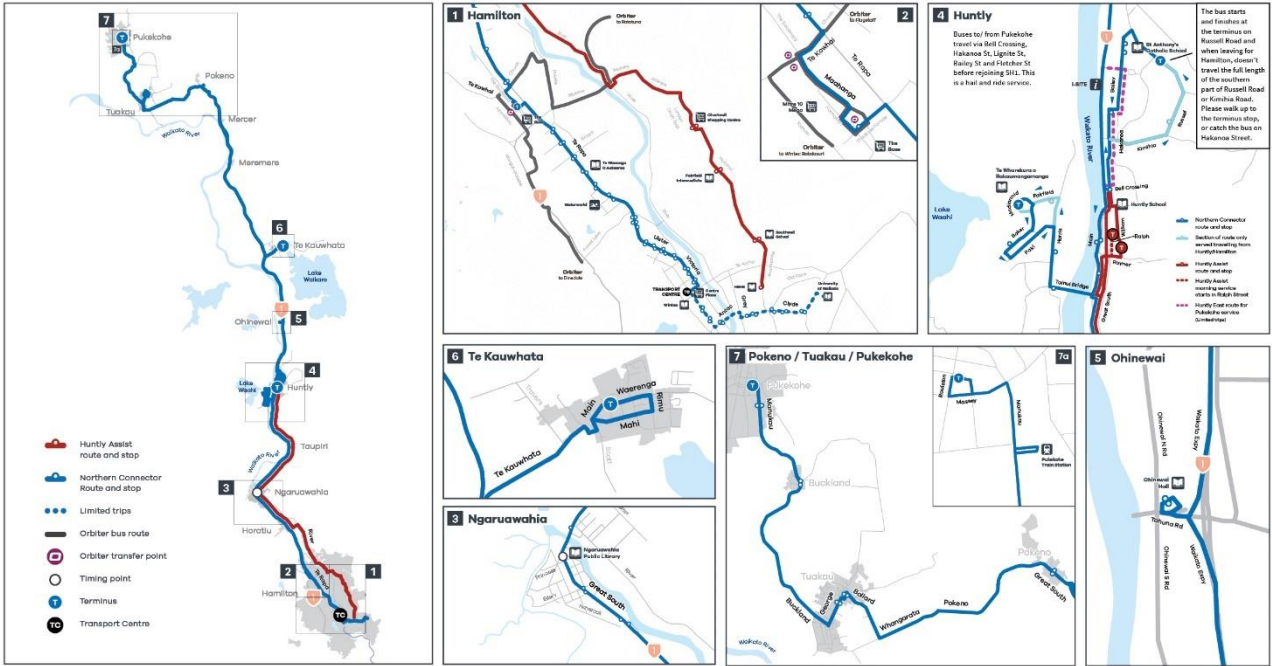


Figure 2-7. Bus Route 21 (Hamilton – Te Kauwhata – Pukekohe)

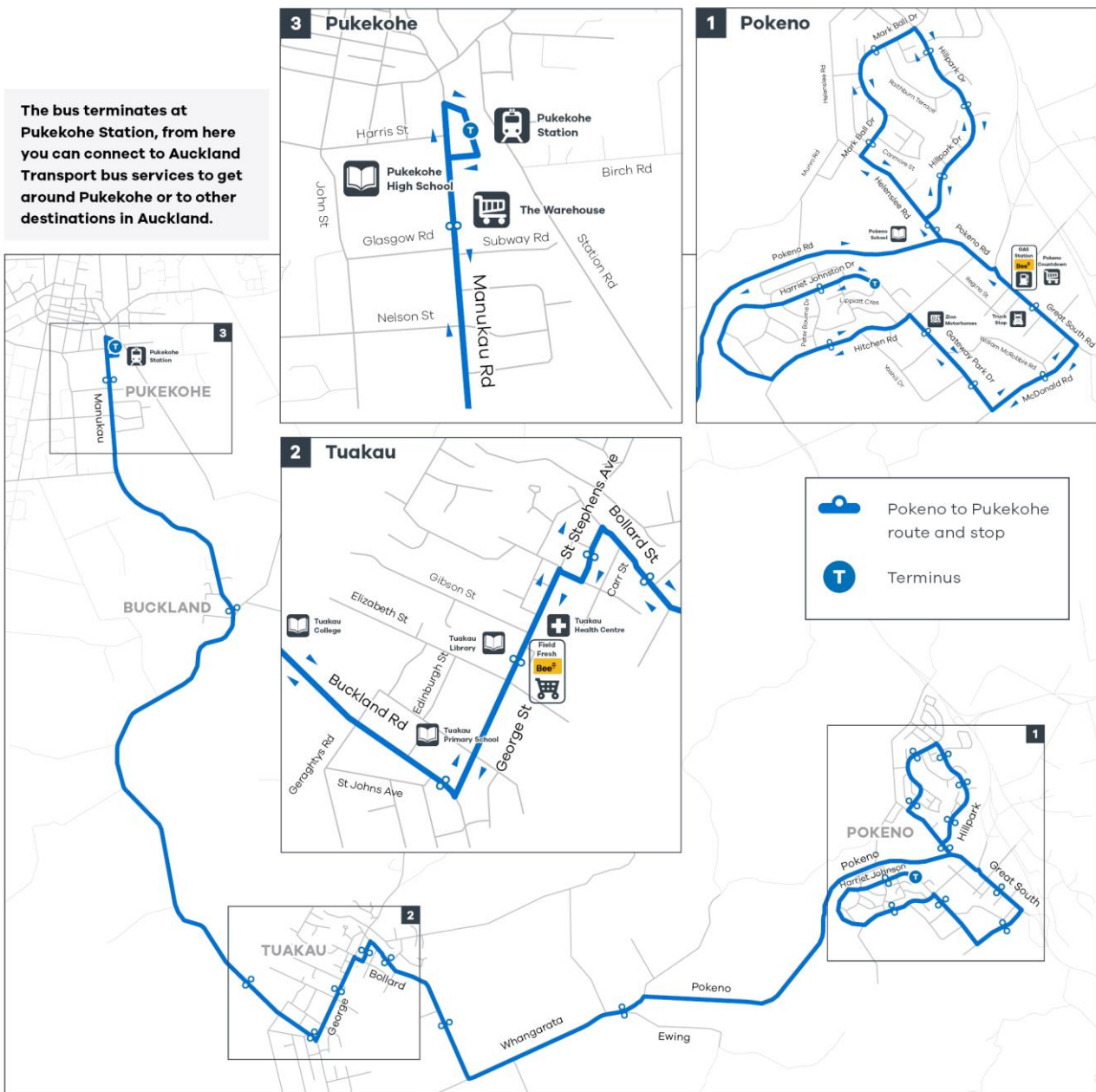


Figure 2-8. Bus Route 21 - Pōkeno to Pukekohe via Tūākau

A proposed trial bus service between Pōkeno and Papakura (seven days a week). This is expected to be contracted for two years, but the contract will permit a one-year extension to occur if required.

In addition, InterCity buses operate two inter-regional bus services between Auckland and Hamilton each way (Mondays to Sundays) that call at Pōkeno. These buses are not timed to provide a service for commuter travel to Auckland or Hamilton.

The bus service between Te Kauwhata and Hamilton is timed to permit commuting to Hamilton in the morning and return travel in the evening.

Prior to the commencement of the rail electrification extension works from Papakura to Pukekohe in August 2022, the first bus from Pōkeno left at 6.10am and, after changing to the train service at Pukekohe (and then to another one at Papakura), would not get you to Auckland’s Britomart station until 8.46am. Currently these buses connect with rail replacement buses at Pukekohe to rail services at Papakura until the end of 2024 when electrification is expected to be complete.



Travel by bus between Te Kauwhata and the main towns to the north, including Pōkeno and Tūākau, is limited therefore to one bus per day during the week. It is not possible to travel from Te Kauwhata to Auckland by public transport if you need to arrive before 9am.

**2.3.5 Implications of Planned Growth on Demand for Public Transport**

On the basis of this information, and forecast travel demand derived from the Auckland Strategic Transport Model (ASM) and the Waikato Regional Transport Model (WRTM), the total number of trips that could be made by public transport in 2051, as predicted in the North Waikato - South Auckland Enhanced Transport Connections Programme Business Case (PBC) undertaken for Waka Kotahi in 2021, is shown in Figures Figure 2-9, Figure 2-10 and Figure 2-11. The figures also show the number and percentage of trips predicted trips from the three towns in the morning peak period.

- Tūākau – Approximately half of the trips in the morning peak period are expected to go to Pukekohe, and the trips toward Pōkeno and Auckland account for 15% each respectively.
- Pōkeno - Trips in the morning peak period are anticipated to account for approximately 30% to get to Auckland, and similar portion is expected to go to Pukekohe.
- Te Kauwhata – Approximately half of the trips are to Hamilton in the morning peak period, and quarter of the trips is expected to be to Huntly.

Sensitivity: General

**Morning peak period trips in 2051 with potential to be by public transport**

	Tuakau	
Drury	94	5%
Paerata	63	4%
Pukekohe	830	48%
Pokeno	262	15%
Auckland	260	15%
Te Kauwhata	24	1%
Huntly	38	2%
Ngaruawahia	10	1%
Hamilton	138	8%
Total trip	1720	100%

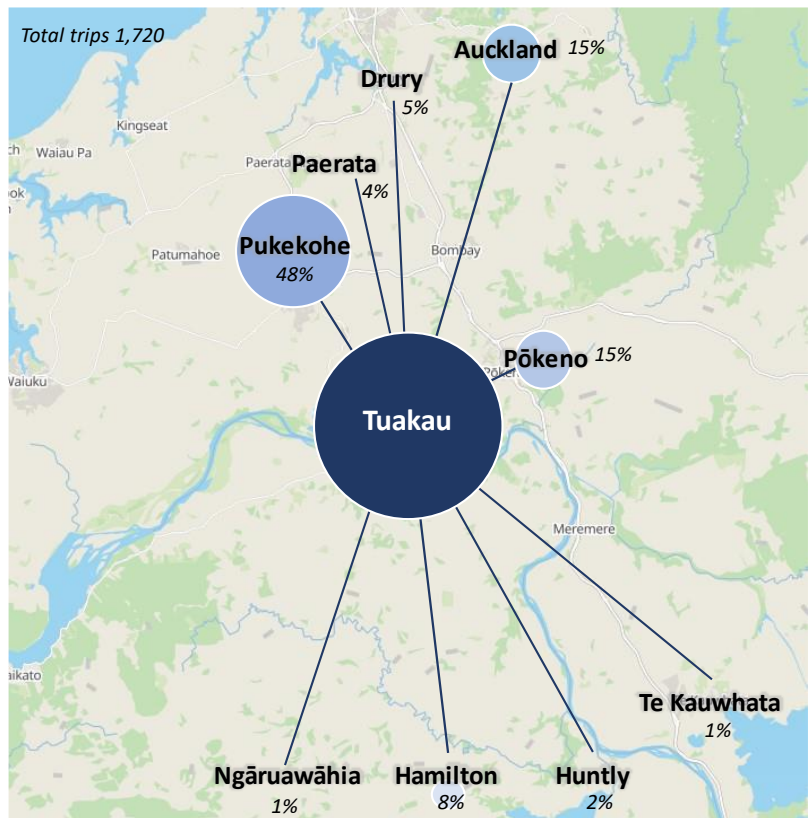


Figure 2-9. Public Transport Trips from Tūākau

Sensitivity: General

**Morning peak period trips in 2051 with potential to be by public transport**

	<i>Pokeno</i>	
Drury	222	10%
Paerata	58	3%
Pukekohe	517	24%
Tuakau	272	13%
Auckland	585	28%
Te Kauwhata	58	3%
Huntly	87	4%
Ngaruawahia	22	1%
Hamilton	295	14%
Total trip	2120	100%

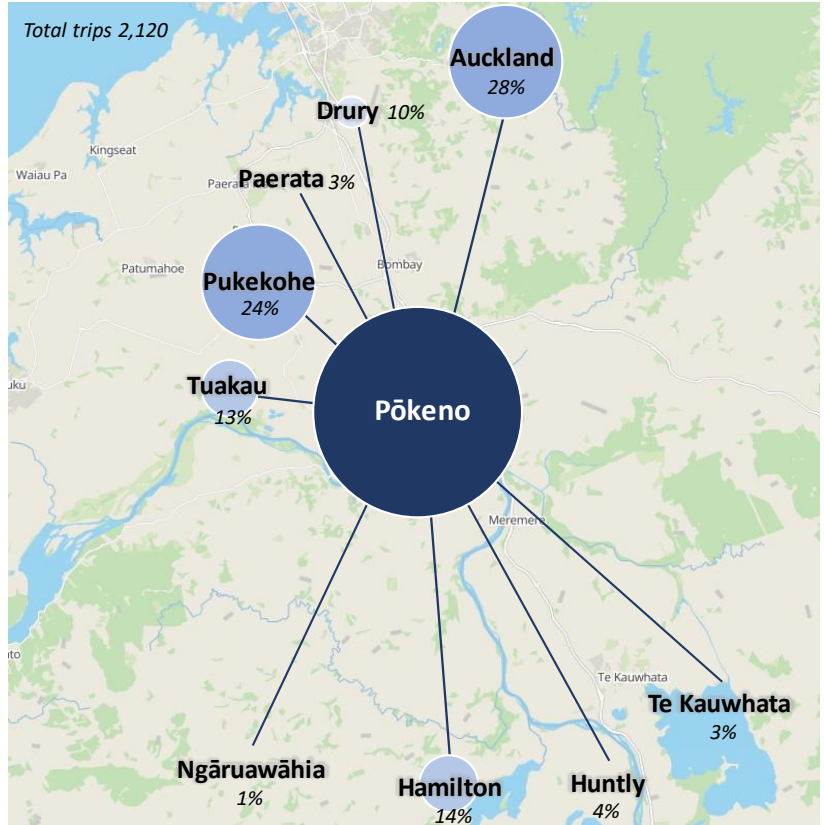


Figure 2-10. Public Transport Trips from Pōkeno

Sensitivity: General

**Morning peak period trips in 2051 with potential to be by public transport**

	<i>Te Kauwhata</i>	
Drury	7	1%
Paerata	2	0%
Pukekohe	15	3%
Tuakau	7	1%
Auckland	37	6%
Pokeno	23	4%
Huntly	140	25%
Ngaruawahia	29	5%
Hamilton	311	54%
Total trip	571	100%



Figure 2-11. Public Transport Trips from Te Kauwhata

## 2.4 Strategic Alignment

The proposed stations in the Upper North Waikato area align well with national, regional, and local strategies, policies and plans, as summarised in Table 2-2. Overall, these highlight the need for multi-modal transport solutions to improve economic integration, supporting housing and employment opportunities, and create vibrant and affordable urban areas in Upper North Waikato and southern Auckland. A common theme is also that public transport is integral to all aspects of WRC and WDC's shared purpose.

Table 2-2. Strategic Alignment

Strategic Alignment	Details
Government Policy Statement 2021 (GPS)	Providing better travel options is a strategic priority for the GPS that directs investments in the rail system to work towards developing stronger interregional connections. New rail stations in the Upper North Waikato area are consistent with this strategic priority.
New Zealand Rail Plan (NZRP) 2021-2031	<p>The Ministry of Transport's NZRP sets out a three-year investment programme and a ten-year investment forecast for the national rail network. It is a non-statutory document guiding investment in New Zealand's rail network through a set framework for planning/investing through the NLTP.</p> <p>The Plan sets out a new investment, planning and funding regime for rail, and indicates a strong intent to develop inter-regional connection in other fast-growing cities. It specifically commits to considering the potential for further strategic investments and service enhancements in the Hamilton to Auckland rail corridor through the National Land Transport Fund (NLTF).</p> <p>The Plan also recognises the network constraints that need to be addressed (invested in) in Auckland to support the continued operation of inter-regional trains, freight and AT Metro passenger services.</p> <p>New rail stations in the Upper North Waikato area could support investment in the Hamilton to Auckland rail corridor.</p>
Rail Network Investment Programme (RNIP) 2021	KiwiRail's prepares the RNIP so that rail projects can be considered alongside road projects within the NLTF. The RNIP has a key focus on investing in metropolitan rail to support productivity and growth in New Zealand's largest cities, including through enhanced regional services, with the Hamilton to Auckland service directly referenced.
Arataki 2021-2031	Arataki is Waka Kotahi's ten-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. It identified that rail links between Hamilton and Auckland is a strategic area of focus for the Upper North Island. Another priority identified is to support delivery of growth initiatives through the Hamilton to Auckland corridor with multi modal transport choices.
Waikato Regional Land Transport Plan (RLTP) 2021-2051	<p>The RLTP identifies there is a strong case to investigate further enhancements of rail in the Hamilton to Auckland corridor. Its priorities include protecting and improving priority strategic corridors (including rail), resolving rail constraints in the Upper North Island, supporting better multi-modal transport options, enhancing passenger rail and planning for expansion in the Hamilton to Auckland corridor.</p> <p>The RLTP notes that Waka Kotahi, WRC and transport partners will progress work support and enhance the Te Huia Hamilton to Auckland passenger rail service and associated improvements, including business case outcomes for additional rail stations.</p>



Waikato Long Term Plan (LTP) 2021-2031	As part of the WRC LTP consultation process, the community were presented with an opportunity to provide feedback on the Te Huia passenger rail service. Although extending the service further into Auckland was the most supported priority theme (and has now been implemented), the development of additional stations in the Waikato area was the second preferred theme. More service frequency during weekdays was the third highest priority theme.
Waikato Regional Public Transport Plan (RPTP) 2022-2032	The RPTP supports making progressive enhancements to the Te Huia service to make it more accessible, reliable and attractive. New rail stations in the Upper North Waikato area could make the Te Huia service more accessible and attractive.
Auckland 2050 Spatial Plan	This Plan, adopted in June 2018, shows how Auckland is expected to grow and change during the next 30 years. It directs investment in new infrastructure and services to work towards improving Auckland's inter-regional connections, identifying that inter-regional rail between Auckland and Hamilton would provide positive economic outcomes and support housing and employment opportunities. New rail stations in the Upper North Waikato area could support investment in the Hamilton to Auckland rail corridor.
Hamilton to Auckland Corridor Plan 2020	The Plan, completed in December 2018 and updated in November 2020, sets the vision, growth management objectives and programme for the corridor. The main objective of the 2020 plan is to improve housing affordability, underpinned by affordable urban land. It is supported by wider objectives of enabling urban intensification in areas that can be supported by rapid transit, improving public transport options and access to employment, education and services, and assisting emission reductions. The Plan recognises the importance of transport connections between North Waikato towns and South Auckland and inter-regional rail over time.
Hamilton-Waikato Metro Spatial Plan (MSP)	The Hamilton-Waikato Metropolitan Plan (Metro Spatial Plan) is being delivered through the Future Proof partnership and is one of the initiatives being delivered as part of the broader Hamilton to Auckland Corridor Plan. The Metro Spatial Plan consider how best plan to for the long-term future to maintain and improve liveability through the way the area grows and how people move around. The plan includes a 100+ year vision and spatial framework and a 30-year plan for delivery. The Hamilton to Auckland rail corridor is a key asset which is firmly part of future integrated transport and spatial planning across the metro area. As such proposals to deliver new train stations and improve access to services along the corridor are well aligned with the overall vision.
Hamilton to Auckland Intercity Connectivity IBC	An interim IBC, completed in 2020, explored how significantly reduced journey times between Hamilton and Auckland (particularly by rail) could unlock the corridor's full growth potential. It identified four possible scenarios for a rapid rail connection between Hamilton and Auckland, including extending electrification of the existing route, and building an entirely new rail line. Cabinet agreed in August 2020 that the IBC would be completed, working with the Ministry for Housing and Urban Development, the Treasury, KiwiRail, Waka Kotahi and Treaty partners in the Corridor. Desired outcomes relevant to this IBC include exploring potential incremental

	<p>improvements to existing infrastructure and services (including considering the relationship of a faster intercity connectivity with Te Huia).</p> <p>Whilst the IBC has not yet been published, the emerging preferred option is understood to propose a staged approach to services and infrastructure improvements. This includes in-line track improvements through curve easing, and electrification extension south of Pukekohe to Hamilton etc.</p>
Auckland Rail PBC	<p>In 2016, AT and KiwiRail jointly developed the Auckland Rail Development Programme (ARDP), which is an indicative 30-year passenger/ freight infrastructure plan for Auckland Rail.</p> <p>In 2022, AT commenced work on a Rail PBC to reconfirm the strategic direction for rail in the region for the next 30 years. This was commissioned in response to the increased emphasis placed on rail in the GPS and the NZRP.</p> <p>The PBC is not yet finalised, but is anticipated to recommended additional capacity in the Auckland Metro area for passenger and freight trains. This could create further opportunities to improve Te Huia's level of service arising from the additional demand new stations (and associated improved services) could generate.</p>
New Zealand Transport Emission Reductions Plan (TERP)	<p>The Government released in May 2022 Aotearoa New Zealand's first TERP. It describes how New Zealand can meet emissions budgets and make progress towards meeting our 2050 target.</p> <p>The ERP has targets to reduce total kilometres travelled (VKT) by the light fleet by 20% by 2035 through improved urban form and providing better travel options, particularly in the largest cities.</p> <p>Mode shift to rail would help achieve this target and would support and encourage a reduction of CO2 to support New Zealand's commitment to the Paris Accord and the United Nations' Sustainable Development Goal on "Climate Action".</p> <p>Any proposal that provides better access to Te Huia should increase the passenger load factor per train and reduce emissions compared with the private car.</p>
Proposed Business Case for Rail Electrification Extensions North Island	<p>In the 2023 budget the Government announced \$10 Million of funding for a business case to be developed to extend electrification south of Pukekohe to Hamilton on the NIMT and onwards to Tauranga as well as closing of the electrification gap on the Lower North Island. The funding will allow planning work to fully understand options, including design work, and costs so that the Government can then make informed investment decisions on the corridor.</p>
Inquiry Into The Future of Inter-regional Passenger Rail In New Zealand	<p>In July 2023 the report of the Parliamentary Transport and Infrastructure Committee Inquiry into the future of inter-regional passenger rail was released. One of the key recommendations was a continued focus on the Auckland to Tauranga corridor which includes the line of the Te Huia rail service. The report referenced the importance in particular of rail connectivity on the Auckland to Hamilton corridor and specifically referenced this IBC for additional rail stations in Waikato to increase patronage on Te Huia.</p>

## 2.5 The Problem/Opportunity to be Addressed by this Business Case

There are a large number of problems and opportunities which this business case could potentially address, many of which are inter-related. The problems and opportunities to be addressed, the benefits of addressing the problem, and a number of Investment Objectives were discussed with representatives of WRC, WDC and KiwiRail at a workshop held on 15 February 2023. These built on the problems and benefits defined in the 2018 Te Huia SSBC and shown in Figure 2-12.

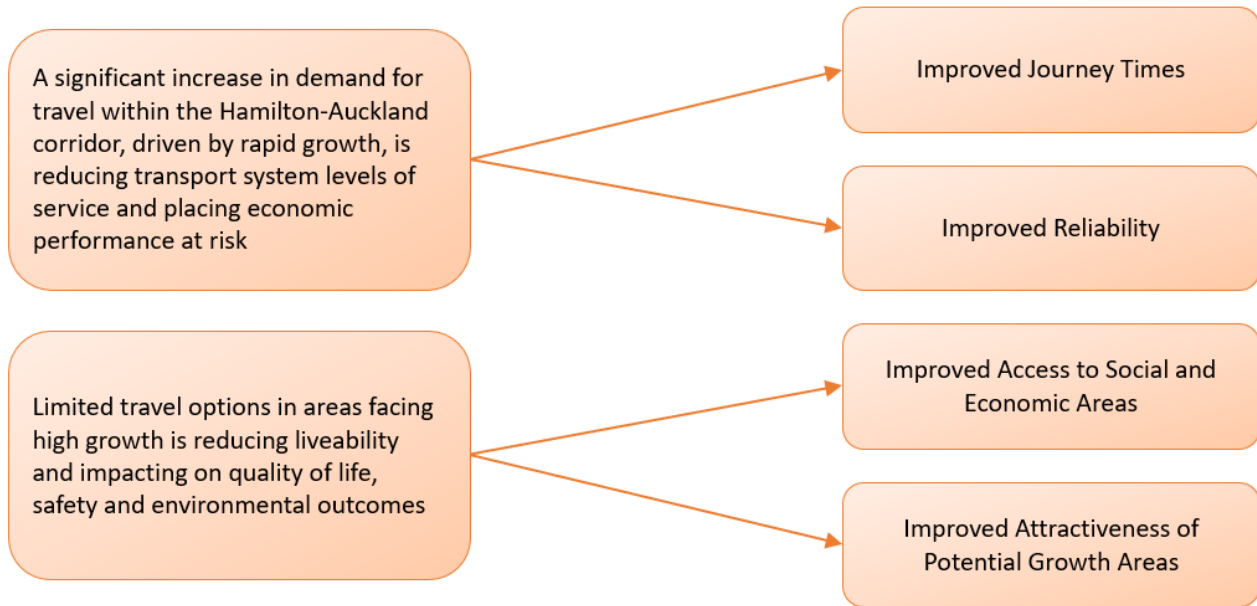


Figure 2-12. 2018 SSBC Problem and Benefit Statements

Following the workshop, the problems were articulated in three high level problem statements, and consideration given to the underlying causes, and the effects and consequences of the problem. Evidence to support the problem statements was also analysed, as appropriate.

The problem statements are summarised in Figure 2-13.

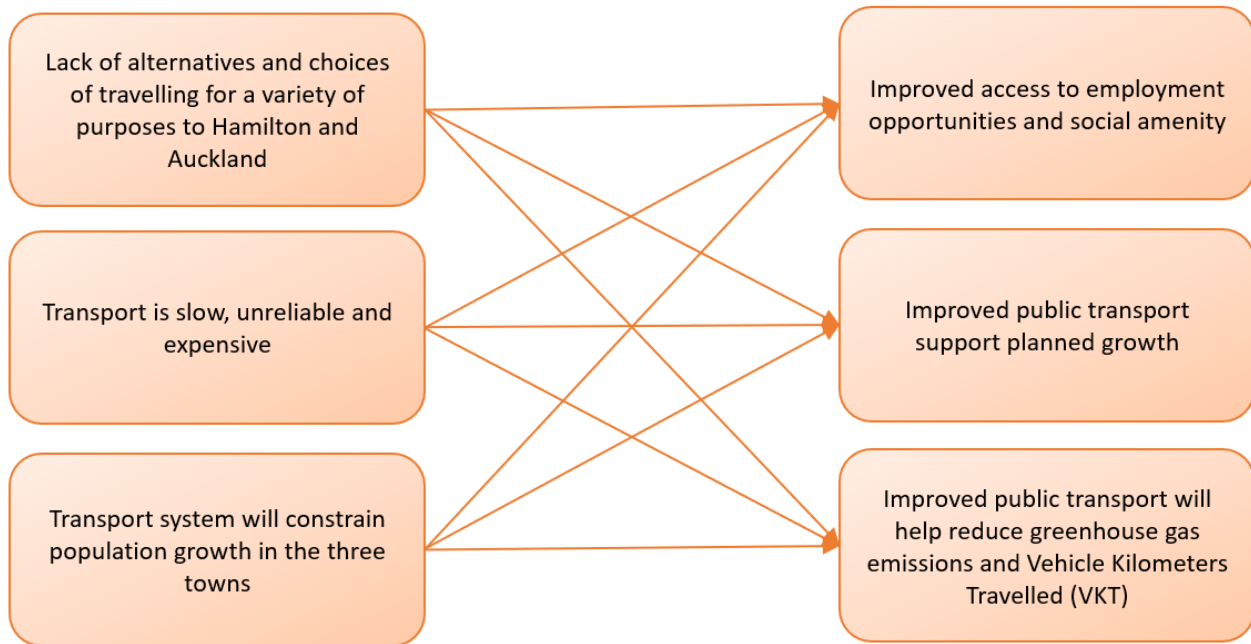


Figure 2-13. IBC Problem and Benefit Statements

### 2.5.1 Problem 1 – Lack of Alternatives and Choices of Travelling for a Variety of Purposes to Auckland and Hamilton

#### 2.5.1.1 Cause

The three towns are currently heavily reliant on the travel by car to access goods and services, and employment/education opportunities in Auckland and Hamilton. This is because public transport in the three towns, particularly Te Kauwhata, is limited to a small number of infrequent bus services. The bus services that do operate from Te Kauwhata mostly operate to/from Hamilton, and the services from Pōkeno and Tūākau mainly serve Pukekohe as opposed to directly to Auckland. No weekend bus routes serve Te Kauwhata.

#### 2.5.1.2 Effect

The effect of the lack of alternatives to car travel is that some members of the community are unable to access key employment and community facilities easily or quickly in the Auckland and Hamilton areas, such as hospitals. Even when community facilities are able to provide transport, e.g. hospitals, their availability to travel at convenient time tends to be very limited.

The lack of alternatives to car travel tends to have adverse safety and environmental outcomes.

#### 2.5.1.3 Consequence

The main consequence of a lack of access to employment, education and social opportunities adversely impacts on liveability and quality of life.

### 2.5.2 Problem 2 – Transport is Slow and Unreliable

#### 2.5.2.1 Cause

The main cause of slow and unreliable travel by road is traffic congestion on State Highway 1 (SH1), particularly at peak times for journeys to and from Auckland. This problem exists despite being subject to significant upgrades to both the Auckland Southern Motorway and Waikato Expressway over the past decade.

Between 2013-2019 traffic volumes on SH1 grew by 34% and 28% at the Bombay and Taupiri sites. This represents a constant rate of traffic change over that period of approximately 5% per annum (Bombay) and 4% per annum (at Taupiri). Annual growth rates on SH1 have outstripped population growth in both the Waikato region (2.3%) and the Auckland region (2.0%) over the same period, indicating that car use is increasing at a greater rate than population growth.

Travel time data collected by Beca from Google data for travel in the peak hour (8-9am and 5-6pm) on a Tuesday, Wednesday or Thursday in May 2023 indicated the average travel time between the three towns and Auckland / Hamilton is very variable, particularly for travel to/from Auckland. Fifteenth, average and 85<sup>th</sup> percentile travel times (in minutes) from travel between the three towns and Auckland/Hamilton is summarised in Table 2-3.

Table 2-3: Car Travel Times (Minutes)

		15 <sup>th</sup> %ile (AM)	Average (AM)	85 <sup>th</sup> %ile (AM)	15 <sup>th</sup> %ile (PM)	Average (PM)	85 <sup>th</sup> %ile (PM)
Tuākau	Tuākau to Auckland	68	73	83	44	59	68
	Auckland to Tuākau	47	49	53	53	63	81
	Tuākau to Hamilton	60	61	63	56	57	58
	Hamilton to Tuākau	57	58	58	59	61	62
Pōkeno	Pōkeno to Auckland	60	65	77	36	53	64
	Auckland to Pōkeno	38	41	44	45	60	71
	Pōkeno to Hamilton	52	53	56	48	49	50
	Hamilton to Pōkeno	48	49	49	51	52	53
Te Kauwhata	Te Kauwhata to Auckland	77	79	90	51	65	75
	Auckland to Te Kauwhata	53	56	60	59	74	86
	Te Kauwhata to Hamilton	39	41	46	37	38	38
	Hamilton to Te Kauwhata	37	37	38	39	40	42

A likely cause of the increasing traffic congestion is both population growth along the Hamilton-Auckland corridor and employment growth in Auckland, South Auckland and Hamilton. Whilst population growth has been relatively similar across the Auckland and Waikato regions since 2010, employment growth has been significantly greater in Auckland.

It is also noted that, whilst train travel is not an option at present, the Te Huia service is reliable, though not particularly competitive with car journey times other than at peak times of the day, as shown in Table 2-4.

Table 2-4: Car and Train Travel Times (15<sup>th</sup> and 85<sup>th</sup> percentile range)

Location	Train to Auckland (The Strand)	Car to Auckland CBD	Train to Hamilton	Car to Hamilton CBD
Tuākau	70-75 minutes	45-110 minutes	75 minutes	57-61 minutes
Pōkeno	80-85 minutes	36-108 minutes	65minutes	49-56 minutes
Te Kauwhata	105-110 minutes	51-116 minutes	40 minutes	37-46 minutes

### 2.5.2.2 Effect

The effect of the problem is that it adversely impacts on access to a wide range of activities (work in particular, but also secondary hospital services and major social activities, such as inter-regional, national and international sports and high end recreational services, which are only available in Auckland.).

### 2.5.2.3 Consequence

The consequence of car travel being slow is that it limits the growth potential of the three towns. It also impacts on the economic and social wellbeing of the communities.

## 2.5.3 Problem 3 – The Transport System Will Constrain Planned Growth

### 2.5.3.1 Cause

A significant increase in demand for travel by road transport from the three towns to Auckland and Hamilton is predicted to arise as a result of the planned growth in the three towns and in the wider Waikato District and Region, as well as the increased economic opportunities in Auckland and Hamilton (which will be far bigger than the increase in the smaller towns).

Future year traffic volumes predicted by the Waikato Regional Transport Model (WRTM) indicate traffic volumes north of Hamilton are expected to double to 40,000 vehicles per day, and at Bombay they are expected to increase by over 50% to over 60,000 vehicles per day.

As indicated earlier, employment opportunities are predicted to be in the wider Auckland region and in Hamilton. Recent projections of employment growth prepared by the Auckland Forecasting Centre (AFC) show that employment opportunities in the Auckland region are forecast to grow by 41% between 2018 and 2051. In the same period, employment opportunities in Hamilton City are projected to grow by 42%, based on recent Waikato Integrated Scenario Explorer (WISE) projections.

### 2.5.3.2 Effect

The projected growth in population in the three towns, coupled with the increase in the number of jobs in the Auckland and Hamilton urban areas, is causing considerable growth in the demand for travel to/from the three towns.

The limited capacity of the road network to accommodate additional demand is likely to result in peak time travel become increasing long and unreliable as congestion on the state highway, particularly north of Pōkeno on Auckland's Southern Motorway (SH1), increases. This is despite the widening of SH1 which is currently taking place between Papkura and Drury.

### 2.5.3.3 Consequence

Without improvements to the transport system, growth in the three towns is at risk. This could impact on the economic performance of the Waikato District and the wider Waikato and Auckland Regions.

## 2.6 The Potential Benefits of Investment

The main benefits of addressing the problems/capitalising the opportunity, are as follows:

- Reduced carbon emissions, greenhouse gas emissions and vehicle kilometres travelled (VKT).
- Improved access to employment opportunities and some social amenities (e.g. shopping, secondary hospitals, high end leisure and recreational activities, etc.)
- Enables planned growth in the three towns
- Improved safety outcomes
- Increased public transport mode share.

The link between the problems and benefits is shown in Figure 2-15.

### 2.6.1 Reduced Carbon Emissions, Greenhouse Gas Emissions and VKT

Te Huia's carbon emissions per train journey of 140 kms to the Strand is estimated by WRC to be 1,165 kg CO<sub>2</sub>e. This is equivalent to roughly 54 people doing the same journey in private vehicles. WRC have estimated that, by carrying 54 passengers per train (assuming all of them drive in their own vehicle), the

carbon footprint of the train is offset. During April 2023, Te Huia carried an average of 89 passenger per train, not only offsetting the carbon footprint of the train but a net negative position during that month. Therefore, any proposal that provides better access to Te Huia should increase the passenger load factor per train and reduce emissions compared with the private car.

Reductions in greenhouse gas emissions and VKT are also expected, and these benefits have been taken into account in the economic evaluation.

### **2.6.2 Improved Access to Employment Opportunities and Social Amenities**

The provision of a rail station(s) is expected to provide improved access to employment opportunities in the Auckland region.

Improved access to social amenities in both the Auckland and Hamilton region are also expected to occur.

Improved access to employment opportunities in Hamilton would arise if improvements are made to the Te Huia service.

### **2.6.3 Enabling Planned Growth**

Whilst the level of train service Te Huia currently provides is not anticipated to have a significant impact on planned growth, the provision of a rail service can form the basis of longer-term improvements to rail links to the Upper North Waikato area.

### **2.6.4 Increased Public Transport Mode Share**

Public transport mode share is expected to increase as a result to improved rail links to the Upper North Waikato area.

## **2.7 Investment Objectives**

Investment objectives have been developed to be demonstrably related to the specific problems and opportunities at hand. These are based on the investment objectives defined in the 2018 SSBC, as shown in Figure 2-14.



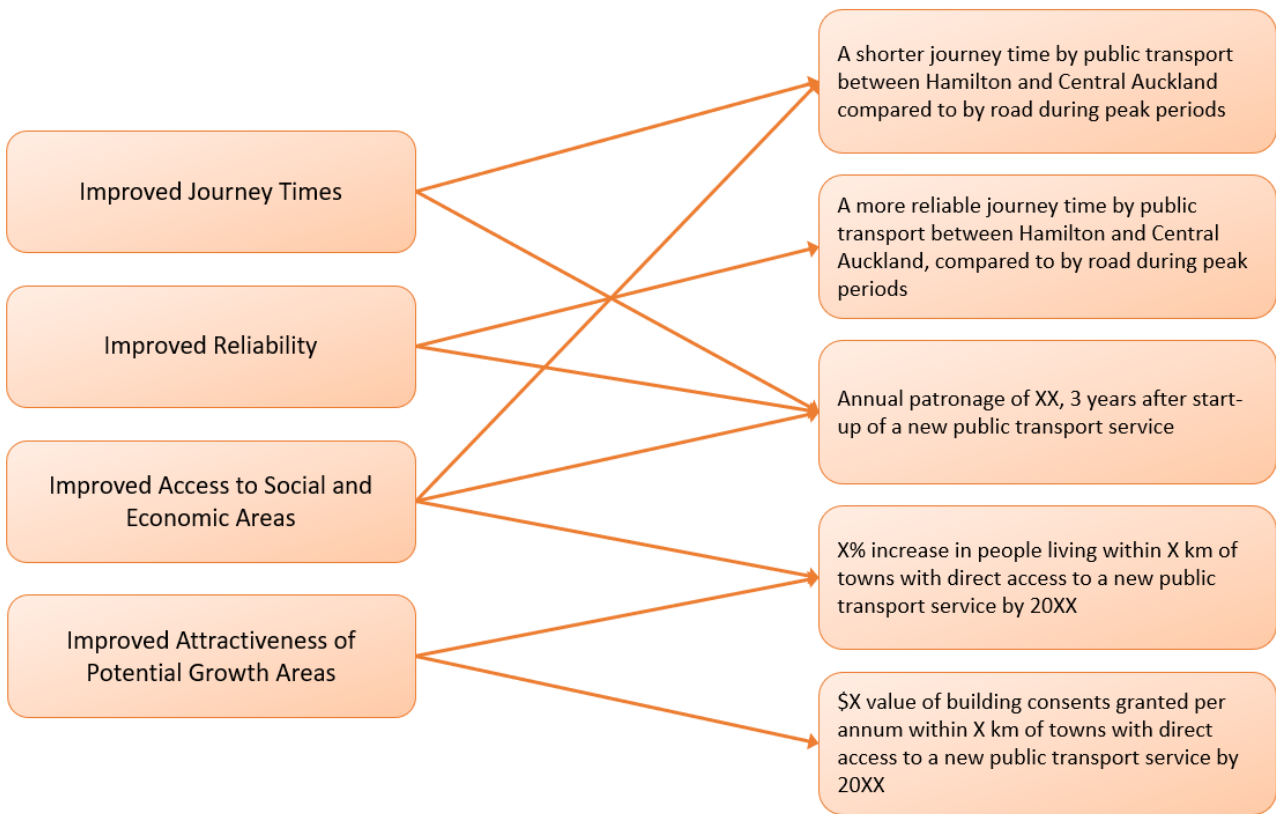


Figure 2-14. 2018 SSBC Investment Objectives

A number of KPIs have been developed to enable the objectives to be quantified. This is summarised in Figure 2-15.

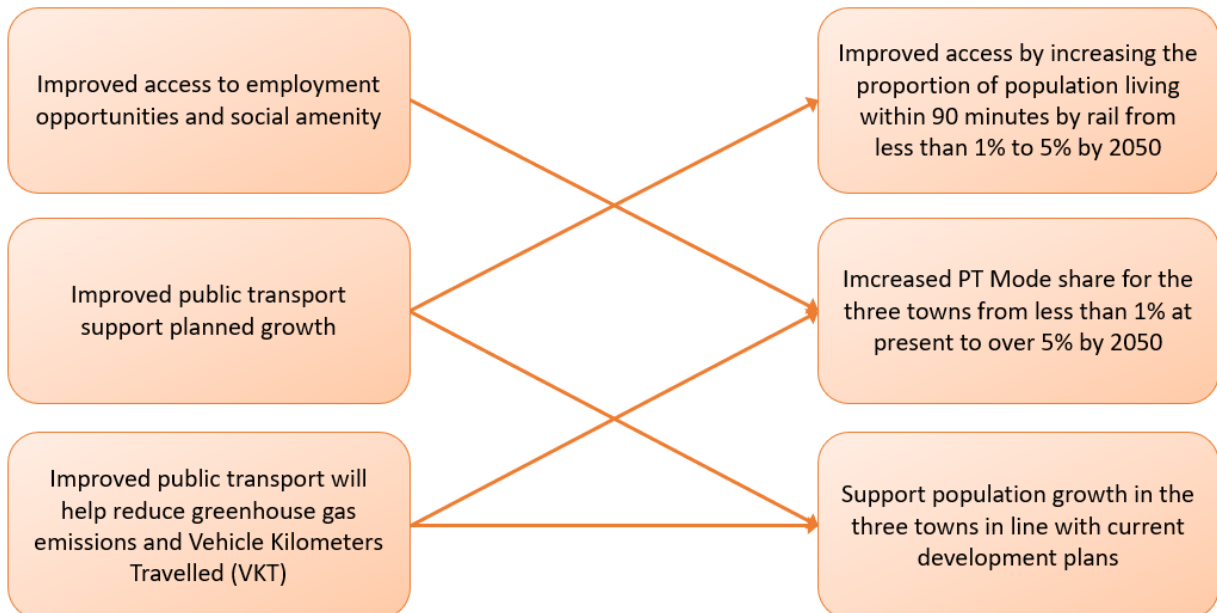


Figure 2-15. IBC Investment Objectives



## 3 Economic Case

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The purpose of the economic case in an IBC is to confirm your answer to the questions:

- What are the options?
- What is the best option to achieve the sought benefits?

### 3.1 Base Case

The assessment of options involves examining different options or courses of action against a counterfactual or baseline: a do-minimum, which may include maintaining the status quo and should account for committed and funded transport activities.

The base case assumed is based on the transport infrastructure and services which currently operate or are likely to exist in the short-medium term. In summary, this is as follows:

- The Te Huia train service is assumed to continue to operate at the current level of service
- The existing local and inter-regional bus network is assumed to continue to operate.
- The trial bus service due to commence operating from Pōkeno to Papakura is assumed to operate.

### 3.2 Assumptions and Risks

In developing and evaluating the options, the following key assumptions and risks should be noted.

#### 3.2.1 Assumptions

- Te Huia will continue to operate beyond the funded five-year trial period
- Train paths can be found to enable Te Huia to continue to serve Auckland's CBD
- There is sufficient track capacity for a rail service to serve the proposed additional stations
- No significant additional OPEX would arise if Te Huia stopped at up to two additional stations.

#### 3.2.2 Risks

- There are likely to be multiple parties and interdependent activities requiring coordination if one or more stations are opened, which leads to the risk of critical path delays with potential cost and reputational issues for all parties.

### 3.3 Initial Options Identified

A number of options were initially identified and these have been grouped into a number of categories, as described below.

#### 3.3.1 Options for New Stations Served by Te Huia

Te Huia could serve one or more of the proposed new stations. The following options were identified for consideration:

- New stations at Tūākau, Pōkeno and Te Kauwhata
- New stations at Tūākau and Pōkeno only
- New stations at Pōkeno and Te Kauwhata only
- New stations at Tūākau and Te Kauwhata only
- New station at Pōkeno only
- New station at Tūākau only
- New station at Te Kauwhata only.

### 3.3.2 Options Dependent on Improvements to Te Huia's Level of Service

Consideration was also given to whether the viability of one or more of the proposed new stations could be enhanced by improvements to the level of service currently provided by Te Huia.

### 3.3.3 Shuttle Bus Options

The provision of shuttle bus links has also been considered as an alternative way of improving public transport services to the three towns. These options were identified in order to help determine whether the provision of an improved bus services is a better alternative to new rail stations. The following potential shuttle bus options were identified for consideration:

- Shuttle bus from Tūākau to Pukekohe
- Shuttle bus from Pōkeno to new Drury stations(s)
- Shuttle bus from Te Kauwhata and Pōkeno to the new Drury stations(s)
- Shuttle bus from Te Kauwhata to Hamilton
- Shuttle bus from Pōkeno and Te Kauwhata to Hamilton
- Shuttle bus from Tūākau, Pōkeno and Te Kauwhata to Hamilton (or between Tūākau, Pōkeno and Te Kauwhata only).

### 3.3.4 Options Requiring the Extension of Auckland Metro Services

The following options exist to extending Auckland Metro services:

- Extend Auckland Metro services to Tūākau and Pōkeno
- Extend Auckland Metro services to Tūākau only.

The option of extending Auckland Metro services to Te Kauwhata was not considered, as it is considered unlikely that Metro services would ever operate beyond Pōkeno.

### 3.3.5 Improvements to Existing Local and Inter-Regional Bus Services

A further option identified was improvements to the existing local bus services between Te Kauwhata and Hamilton and between Pōkeno and Pukekohe via Tūākau.

## 3.4 Initial Screening of Options

### 3.4.1 Use of EAST

Using Waka Kotahi's Early Assessment Sifting Tool (EAST), an initial list of alternatives and options was screened, taking into consideration the above principles. The EAST is designed to quickly rule out options that are non-starters, allowing for a more manageable subsequent multi-criteria analysis (MCA) exercise. Key considerations when undertaking the initial screening of options included:

- Whether the options were implementable in the short term (0-5 years)
- Impact of the additional travel time on existing users of the Te Huia service
- Options which increase the overall amount of financial support needed for Te Huia
- Options which are unlikely to provide a competitive alternative to travel by car.

### 3.4.2 Options Results

The completed EAST analysis template is contained in Appendix A. Based on the initial screening, a long list of options was identified, as follows:

- Serve Pōkeno and Tūākau by Te Huia
- Serve Te Kauwhata and Tūākau by Te Huia
- Serve Te Kauwhata and Pōkeno

- Serve Pōkeno only by Te Huia
- Serve Tūākau only by Te Huia
- Serve Te Kauwhata only by Te Huia
- Shuttle bus from Tūākau to Pukekohe
- Shuttle bus from Pōkeno to new Drury rail station(s).

The following options were rejected in the initial screening process:

- Options which provide more than two new rail stations – This is because the time penalty that would be incurred in serving more than two new stations is likely to have an overall adverse impact on the attractiveness of the Te Huia train service to existing users (a large, and increasing, proportion of which are time sensitive business travel journeys), particularly those travelling to/from Hamilton
- Extending AT Metro services to one or more of the proposed new stations – This is because extending the Metro services is likely to take at least five years to plan and implement due to the need to procure additional rolling stock, as well as the time taken to extend electrification south of Pukekohe. It is noted that the operation of a diesel train shuttle service could be an alternative option to extending electrification, but new diesel trains would likely need to be procured to operate such a service, which is likely to have a similar timescale. An option of a hybrid 25Kv electric train (Similar to the current CAF Fleet) with battery, as proposed by AT before the electrification extension to Pukekohe was approved in 2018, could also be a option, but this could also likely take at least five years to plan and implement
- Options which are dependent on improvements to the level of service currently provided by Te Huia - because the case for enhancing Te Huia's service levels is currently being examined separately by WRC, and because it is unlikely that the provision of new stations would generate sufficient additional patronage to justify enhanced service levels alone.
- Improvements to existing local bus services between Te Kauwhata and Hamilton - because the existing bus service operates at a very low frequency and is very slow in comparison to travel by car for trips to Hamilton
- Improvements to existing local bus services between Pōkeno and Pukekohe - because the existing public transport service (by bus and train) provide a very slow journey time for trips to Auckland in comparison to travel by car.

### 3.5 Long List Evaluation Criteria

The long list options have been assessed against the following additional evaluation criteria to those defined for the initial sifting of options (see Appendix B):

- Performance of the option against the Investment Objectives
- Likely demand and revenues generated (qualitative)
- Operating costs (qualitative)
- Capital cost (qualitative).

#### 3.5.1 Station Design Options

In order to inform the evaluation of options, in particular the capital cost, consentability and constructability of the options, a number of potential options for providing stations at each of the three towns were identified.

These options, together with the design assumptions that form the basis of the options, are described in more detail in the technical note contained in Appendix C. Plans of the station options are also contained in Appendix C.

Each option is summarised in Table 3-1.

Table 3-1: Summary of Station Options

Station(s)	Option	Option Description
Tūākau	1	Island platform at existing station location
	2	Side platforms at existing platform location with realigned tracks
	3	Side platforms to North of existing Station platform
	4	Side platform at existing station location with no track realignment
Pōkeno	1	Side platforms at former station location with new underpass. Park and Ride facilities provided in Council/KiwiRail land
	2	Side platforms to North of former station location with footbridge (using Hirchen Road)..
Te Kauwhata	1	Island platform at existing station location
	2	Side platforms at existing station location with realigned tracks
	3	Side platforms to North of existing Station platform
	4	Side platforms at existing station location with no track realignment

Based on these considerations, preferred options for each location were identified, as explained in the technical note in Appendix C. These are Tūākau (Option 4: side platforms at existing station location with no track realignment), Pōkeno (Option 1: side platforms at former station location) and Te Kauwhata (Option 4: side platforms at existing station location with no track realignment).

Key points to note are:

- Park and Ride facilities were assumed to be required at Pōkeno only, as this is the only station where significant longer distance park and ride demand is expected (i.e. on street parking were assumed to be adequate at Tūākau and at Te Kauwhata, and on-street bus interchange facilities were assumed to be sufficient at Pōkeno – these assumptions were made in order to minimise the cost of providing a new station at each location)
- Grade separated access to the platforms was assumed to be needed at all three stations
- Side platforms were assumed to be provided at all three station locations
- No realignment of the existing track at Tūākau and Te Kauwhata was assumed to be necessary in order to minimise the cost of a new station.

As the lack of Park and Ride facilities at Tūākau and at Te Kauwhata, and the lack of off-street bus interchange facilities at all three stations, could potentially result in some congestion on roads near to the station, a sensitivity test of the implications of providing Park and Ride and bus interchange facilities being deemed necessary at Tūākau and Te Kauwhata on the economic benefits was undertaken however. This is explained later in this section of the IBC.

### 3.5.2 Scoring of Options

The long list options were scored using a Multi Criteria Assessment (MCA) in relation to the outcomes defined in the evaluation criteria.

## 3.6 Long List Evaluation Findings

On the basis of the above assessment, the following options were short-listed based on their overall average score:

- Serve Pōkeno and Tūākau by Te Huia
- Serve Pōkeno only by Te Huia
- Serve Tūākau only by Te Huia

- Serve Te Kauwhata only by Te Huia

The option of a shuttle buses from Tūākau and Pōkeno to Hamilton was rejected because demand for travel to Hamilton is unlikely to be large enough to cover the operating costs of a bus service.

The option of a shuttle bus services from Te Kauwhata to/from the new stations at Drury (or Auckland direct) was rejected because demand for travel to Auckland is unlikely to be large enough to cover the operating costs of a bus service in the short term.

The option of a shuttle bus from Tūākau to Pukekohe was also rejected because a frequent bus service already operates.

The option of a frequent shuttle bus from Pōkeno to Drury was rejected because of the high cost of operation compared to the likely level of demand.

It should be noted that for Te Huia to serve more than one new station without an overall adverse impact on existing users, it would probably be necessary for one or both of the following to occur:

- Te Huia would serve Pukekoe rather than Papakura in future (as the time penalty for serving Pukekohe is likely to be 2-3 minutes less than serving Papakura once the P2P project is completed)
- Te Huia would be able to serve a platforms on the third and fourth main (freight) lines at Puhinui, as opposed to the existing platforms, in the future (this proposal is understood to be recommended in the Auckland Rail PBC which is due to be completed later in 2023).

Options which provide a station at Te Kauwhata in addition to one other location were rejected, as the time penalty for serving Te Kauwhata (in the southbound direction) is anticipated to be significantly greater than serving Pōkeno or Tūākau if a side platform configuration is adopted at the location of the existing side platform).

It should also be noted that the option of serving both stations with alternate services, or removing existing stops from the Te Huia service, is not considered to be practical. This is because it is likely to be confusing to train users if some trains have a different stopping pattern to other trains.

### 3.7 Identification of a Preferred Option

The following additional criteria have been considered in the evaluation of the short-listed options:

- Demand (patronage)
- Revenue
- Capital cost
- Operating costs
- Maintenance cost
- Travel time benefits
- Economic benefit to cost ratio
- Impact on vehicle kilometres travelled (VKT)
- Decongestion benefits
- Consentability
- Constructability
- Potential for developer contributions.

The MCA for the short-listed options is contained in Appendix D. The additional analysis undertaken to inform the MCA is summarised below.

### 3.7.1 Demand (Patronage) Forecasting

Patronage for each of the three station locations has been estimated based on use of the existing Capital Connection service at Shannon, Levin and Otaki stations, on the following basis:

- Boarding data was provided by KiwiRail for the one year period from May 2022 to April 2023
- The population of the Shannon, Levin and Otaki station catchment area was assumed to be approximately 5,900 (based on recent Census data)
- Analysis of boarding demand data for the Capital Connection service indicate that the monthly boardings from the three stations was approximately 9% of the station catchment area
- The monthly boarding demand was calculated for each of the three proposed new stations, based on the projected populations for each station location at ten-year intervals from 2030 to 2060
- The monthly boarding demand was then adjusted to an average weekday on the assumption that there are 20 weekdays per month
- The average weekday boarding demand has been increased by a factor of two to reflect the fact that there are two additional off-peak Te Huia services operating, unlike the Capital Connection service. This expansion factor was derived from observed demand data for peak and off-peak Te Huia services provided by WRC
- The average weekday boarding demand has been increased further by 10% of the to reflect the fact that there are also Saturday Te Huia services operating (this factor was derived from observed demand data for Saturdays and Monday to Friday Te Huia services), unlike the Capital Connection service.
- A further 10% uplift in demand has been assumed for Pōkeno, to reflect potential additional Park and Ride demand from that station.

The resultant 2-way demand forecast (i.e. boardings and alightings) is summarised in Table 3-2. This shows that demand is forecast to be greatest at Tūākau in the short term, but at Pōkeno and Te Kauwhata in the longer term.

It should also be noted that the forecasting assumes demand for each station is independent of each other. In reality, if a station was only constructed at one or two of the three potential locations, a small amount of demand may transfer to another location.

Table 3-2 also contains current (March 2023) demand figures for the existing stations served by Te Huia in the Waikato region, for comparison purposes. It should be noted that the patronage forecast for the new stations is lower than current use of Hamilton Frankton and Hamilton Rotokauri stations, but significantly higher than the current use of Huntly station, particularly in the case of Tūākau and Pōkeno.

Table 3-2: Demand Estimates (2-way trips)

Station(s)	Current	2025	2035	2045	2055	2065
Tūākau	n/a	57	59	60	60	60
Pōkeno	n/a	44	66	71	73	74
Te Kauwhata	n/a	30	49	70	83	94
Tūākau and Pōkeno	n/a	101	125	131	133	134
<b>Hamilton Frankton</b>	<b>125</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>Hamilton Rotokauri</b>	<b>80</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>Huntly</b>	<b>15</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>

### 3.7.2 Revenue Forecasting

Revenue for each station were estimated based on the following assumptions with regard to the one-way fare paid:

- \$9 from Tūākau to Auckland and \$9 from Tūākau to Hamilton

- \$10 from Pōkeno to Auckland (\$8 from Pōkeno to Hamilton)
- \$12 from Te Kauwhata to Auckland (\$6 from Te Kauwhata to Hamilton).

It was assumed that 67% of the passengers pay this fare (a proportion based on current use of the Te Huia service), but sensitivity tested with 100%. By way of context, after the 50% fare discount ended on 1 July 2023, the one-way fare from Huntly to Auckland is \$12 with a Bee Card (\$20 by cash), and the one-way fare from Huntly to Hamilton or Rotokauri is \$4 with a Bee Card (\$6 cash).

In estimating fares revenues, the following distribution of trips is assumed, based on the projected future distribution of trips

- 60% of trips from Te Kauwhata are to/from Hamilton, and 40% to/from Auckland
- 80% of trips from Pōkeno are to/from Auckland, and 20% to/from Hamilton
- 90% of trips from Tūākau are to/from Auckland, and 10% to/from Hamilton.

The revenue forecast is summarised in Table 3-3.

Table 3-3: Annual Revenue Forecasts (\$)

Station(s)	2025	2035	2045	2055	2065
Tūākau	94,000	97,000	99,000	100,000	100,000
Pōkeno	77,000	116,000	126,000	129,000	132,000
Te Kauwhata	46,000	76,000	108,000	129,000	145,000
Tūākau and Pōkeno	170,000	213,000	225,000	229,000	232,000

### 3.7.3 Station Capital Costs

Capital costs for the proposed stations was estimated in accordance with Waka Kotahi's cost estimation manual (SM014) dated March 2023. In preparing this estimate, Beca has adopted risk based estimating principles to provide estimates with a level of confidence. The purpose of risk-based estimating is to account for varying factors that influence the final cost outcome of any project (e.g. lack of scope definition, uncertainty, complexity/difficulty, external market factors, etc). The following estimates have been prepared:

- The Expected Estimate (P50) is the likely/expected final cost (i.e. 50% level of confidence that the final out-turn cost will not exceed this value)
- The Project Estimate (P95 - also referred to as the 95th Percentile Estimate) is the upper-bound, pessimistic assessment (i.e. 95% level of confidence that the final outturn cost will not exceed this value).

These estimates are summarised in Appendix E for each station option, and in Table 3-4 for the preferred station option.

Table 3-4: Capital Cost Estimates (2023 Prices. Millions)

Station	Option	P50 Estimate (\$)	P95 Estimate (\$)
Tūākau	4	5.1	6.4
Pōkeno	1	7.4	9.2
Te Kauwhata	4	5.9	7.4

### 3.7.4 Station Operating Costs

The annual maintenance cost for the stations is assumed to be approximately \$100,000. This is roughly 25% of the operating cost calculated for new stations between Papakura and Pukekohe (e.g. Drury station).



### 3.7.5 Economic Evaluation

An economic evaluation of the short-listed options was undertaken in accordance with Waka Kotahi's Monetised Costs and Benefits Manual (MBCM) Version 1.6. The following main benefits were estimated:

- Public Transport Benefits (Travel Time and Reliability)
- Public Transport User Experience Benefits
- Decongestion Benefits from Public Transport
- Active Mode Benefits (Health and Safety)
- CO2 Emission Benefits.

#### 3.7.5.1 Public Transport

##### *Travel Time Benefits*

The following assumptions have been made for the estimation of the Public Transport Benefits:

- Travel time savings have only been calculated for trips made in the peak direction of travel. This is a conservative assumption that there will be no travel time savings benefit in the off peak direction. It was assumed that 70% of the total patronage will be in the peak direction.
- The travel time savings is assumed based on the average car/bus travel time in the peak direction.
- Based on the Te Huia patronage data, the Saturday daily demand is similar to the average weekday daily demand however, it was assumed that the Saturday benefits will be 50% of the weekday benefits.
- Public Transport reliability benefits are assumed to be 30% of Public Transport user benefits.

A simple method of calculating the Public Transport travel time benefits was applied, which included:

- The travel time improvement was assumed based on the existing car/bus travel time
- Public Transport travel time savings only occur for journeys to/from Auckland rather than from Hamilton
- The distribution of trips assumed is as explained earlier in this section
- For simplicity it is assumed that for Pōkeno and Tuakau all trips obtain the same travel time saving as will be obtained for the journey towards Auckland.

Table 3-5 summarises the travel time for each mode and assumed (target) travel time savings.

Table 3-5: Travel Time by Mode Assumed (minutes)

Proposed Station	Train	Bus	Car	Calculated Travel Time Saving	Assumed Travel Time Saving	Comment
Tūākau	72.5	85	n/a	15%	15%	Tuakau being closer to Auckland, the travel time saving for the journey towards Auckland is expected to give the main PT benefits
Pōkeno	82.5	90	92.5	11%	11%	Pokeno being closer to Auckland, the travel time saving for the journey towards Auckland is expected to give the main PT benefits
Te Kauwhata	107.5	120	n/a	12%	2%	Te Kauwhata station is expected to have major proportion of trips to/from Hamilton and hence only 2% of travel time saving is assumed



The Public Transport demand is considered based on the methodology explained earlier. It is considered that the implementation of the new rail stations or the operation of the shuttle bus will generate this demand and there is no exiting demand. The Public Transport Benefits is the function of demand and the travel time savings.

#### *Public Transport Reliability Benefits*

Based on experience from other Public Transport improvement projects, the Public Transport reliability benefits were assessed as 30% of the Public Transport user benefits.

#### *Public Transport User Experience Benefits*

Another component of Public Transport travel time benefits is included due to the shift of passengers from bus to rail. As per the MBCM, Table 32, two minutes of in vehicle travel time benefits is expected due to presence of CCTV cameras at the stations. The Public Transport user experience benefits is calculated in the same methodology as the aforementioned Public Transport benefits, but with a two minute travel time saving.

#### *Decongestion Benefits Obtained from Public Transport Users*

Decongestion benefits due to new public transport trips have been calculated based on the methodology defined in MBCM V1.6 (Table 41). This specifies that 72.5% of the passenger-km travelled can be assumed to divert to Public Transport from car vehicle trips.

The reduction in car VKT is valued at \$1.495 per km for new Public Transport trips (50% of \$ 2.99 per km to make allowance for lower decongestion outside the peak periods). This based on the urban area being Auckland-type, since the majority of these trips will be to/from Auckland. It is considered that the decongestion benefit will be mainly within the Auckland region, say from East Tamaki to the CBD (i.e. ignoring any benefit occurring south of East Tamaki).

Decongestion benefits are assumed to arise for peak direction of travel only.

#### 3.7.5.2 Active Mode Benefits

It was assumed that there will be active mode station access trips comprising of 10% cyclists travelling at an average of 1 km for station access and 10% pedestrian walking 0.5 km at an average to access the stations.

The number of cyclists and pedestrians is assumed 10% of the daily Public Transport demand.

#### 3.7.5.3 CO2 Benefits

It is expected to have VKT reduction due to the mode shift from cars to rail. The VKT reduction is calculated on the Public Transport diversion rate as discussed earlier. This is then multiplied with the CO2 rates from VEPM for an average speed of 50 kmph and converted to CO2 benefits by multiplying with rates from MBCM, Table 11.

#### 3.7.5.4 Other Assumptions

The following other assumptions were made:

- The weekday annualization factor was assumed to be 245
- The weekend annualization factor was assumed to be 60
- Base Date of 1 July 2022
- Time Zero of 1 July 2023
- Construction start date is Year 2024 with a duration of two years
- Discount rate 4% applied to all annual benefits and costs
- Analysis period 40 years.

### 3.7.6 Summary of Economic Benefits

A summary of each benefit's estimated value over the 40-year assessment period is provided in Table 3-6.

Table 3-6: Economic Benefits Summary

Element	Station at Pōkeno	Station at Te Kauwhata	Station at Tūākau	Stations at Pōkeno and Tūākau
PT Benefits, PV \$m	8.2	5.9	7.1	15.4
Active Mode Benefits, Present Value (PV) \$m	0.3	0.2	0.2	0.5
CO2 Benefits, PV \$m	0.1	0.1	0.1	0.2
<b>Total Benefits, PV \$m</b>	<b>8.6</b>	<b>6.2</b>	<b>7.4</b>	<b>16.1</b>
Capital Costs (PV \$m) P50	6.8	5.5	4.7	11.6
O&M, PV \$m	1.4	1.4	1.4	2.7
<b>Total Costs, PV \$m</b>	<b>8.2</b>	<b>6.8</b>	<b>6.1</b>	<b>14.3</b>
<b>National BCR</b>	<b>1.1</b>	<b>0.9</b>	<b>1.2</b>	<b>1.1</b>
Fare Revenue	2.0	1.6	1.7	3.7
<b>Government BCR (incl. Fare Revenue)</b>	<b>1.3</b>	<b>1.1</b>	<b>1.5</b>	<b>1.4</b>

### 3.7.7 Economic Evaluation Sensitivity Testing

The following sensitivity tests were undertaken. The results of sensitivity testing are summarised in Table 3-7 (for the National BCR) and 3-8 (for the Government BCR).

Table 3-7: Summary of Sensitivity Test for the National BCR

Test	Station at Pōkeno	Station at Te Kauwhata	Station at Tūākau	Stations at Pōkeno and Tūākau
Base	1.1	0.9	1.2	1.1
Discount Rate increased from 4% to 6%	0.8	0.7	1.0	0.9
Discount Rate reduced from 4% to 3%	1.2	1.1	1.4	1.3
Daily PT passengers 50% lower than base case	0.5	0.5	0.6	0.6
Daily PT passengers 50% higher than base case	1.6	1.4	1.8	1.7
Cost being 25% higher than the P50 cost	0.9	0.8	1.0	0.9
Cost being 25% lower than the P50 cost	1.3	1.1	1.5	1.4

Table 3-8: Summary of Sensitivity Test for the Government BCR

Test	Station at Pōkeno	Station at Te Kauwhata	Station at Tūākau	Stations at Pōkeno and Tūākau
Base	1.3	1.1	1.5	1.4
Discount Rate increased from 4% to 6%	1.0	0.8	1.2	1.1
Discount Rate reduced from 4% to 3%	1.5	1.3	1.7	1.6
Daily PT passengers 50% lower than base case	0.6	0.6	0.8	0.7
Daily PT passengers 50% higher than base case	1.9	1.7	2.3	2.1
Cost being 25% higher than the P50 cost	1.1	0.9	1.3	1.2
Cost being 25% lower than the P50 cost	1.6	1.4	1.9	1.7
Passengers paying fare – 100%	1.4	1.2	1.6	1.5

Note: All Benefits and Net Costs are Present Value totals

From this sensitivity analysis, the BCR range for the options are summarised in Table 3-9.

Table 3-9: Summary of BCR Range

BCR Range	Station at Pōkeno	Station at Te Kauwhata	Station at Tūākau	Stations at Pōkeno and Tūākau
National BCR, Without Fare	0.5-1.6	0.5-1.4	0.6-1.9	0.6-1.7
Government BCR, With Fare	0.6-1.9	0.6-1.7	0.8-2.3	0.7-2.1

### 3.7.8 Additional Sensitivity Test on Station Costs

The following additional sensitivity tests on station costs has been undertaken, as summarised in Table 3-9:

- Assuming a Park and Ride facility/bus interchange is needed at Tūākau (on privately owned land), costing around \$2million
- Assuming a Park and Ride facility/bus interchange is needed at Te Kauwhata (on privately owned land), costing around \$2million
- Assuming a bus interchange is needed at Pōkeno (to be provided on Council owned land), costing around \$0.5million.

Table 3-10: Results of Additional Station Costs Sensitivity Tests on National BCR

Station Cost Sensitivity Test	Station at Pōkeno	Station at Te Kauwhata	Station at Tūākau	Stations at Pōkeno and Tūākau
Base Evaluation (National BCR)	1.1	0.9	1.2	1.1
Park and Ride facility/bus interchange at Tūākau	n/a	n/a	0.9	1.0
Park and Ride facility/bus interchange at Te Kauwhata	n/a	0.7	n/a	n/a
Bus Interchange at Pōkeno	1.0	-	-	1.1
Park and Ride facility/bus interchange at Tūākau & Bus Interchange at Pokeno	n/a	n/a	n/a	1.0

This sensitivity test indicates that the BCR would drop to one if additional Park and Ride facilities and bus interchange facilities are provided at Tūākau, or if bus interchange facilities are provided at Pōkeno.

### 3.8 The Recommended Option

The recommended option which emerged from the option short listing is that a station is provided at Tūākau.

There does however appear to be a good case for also providing a station at Pōkeno. However for this station to be provided, it would probably be necessary for one or both of the following to occur:

- Te Huia would serve Pukekohe rather than Papakura
- Te Huia would be able to serve platforms on the planned/proposed third and fourth main (freight) lines at Puhinui.

Without these time savings, the BCR for more than one new station is unlikely to be strong enough to support additional stations until Hamilton is served by faster rail services, as envisaged in the recent (draft) IBC for Inter-city connectivity undertaken by the Ministry of Transport.

The cost of providing new platforms at Puhinui, or the impact of switching a Te Huia service calling at Pukekohe instead of Papakura has not been taken into account in the economic evaluation.

It is recommended that the costs and benefits of serving more than one station is examine in further detail in a DBC.

It is noted that this recommendation has been influenced mostly by the results of the economic evaluation (BCR), and the likely availability of funding for new stations. The BCR is primarily influenced by the projected capital costs and projected demand/revenues, particularly in the initial ten years the station could serve demand.

It is also recognised that Tūākau is already linked to the rail network by a reasonably quick and frequent bus service. However, the current population and cost projections do favour a station at this location ahead of one being provided at Pōkeno based on a range of cost and demand/revenue assumptions.

It is also recommended that the demand forecasts are refined further in a DBC, to consider Park and Ride demand (such as from Te Kauwhata) at Tūākau and Pōkeno in more detail, and to consider the implications of this on the scale of Park and Ride facilities assumed to be required at Tūākau and Pōkeno in this IBC.

The DBC should also consider the case for dedicated bus interchange facilities, and wider improvements to the transport network (walking and cycling access), which were not costed for in this IBC.

The economic case for one or both station(s) is likely to improve in the event that additional Te Huia services are able to be introduced in the future, and in particular train services which are timetabled to provide morning peak time travel opportunities towards Hamilton (and vice versa in the evening peak period), as opposed to the current focus on serving commuter trips towards Auckland. This potential could also be examined in more detail in a DBC.

It is also noted that the findings of the business case do not preclude the opening of a station at Te Kauwhata in the medium term, particularly if additional Te Huia services are introduced which provide opportunities for commuter travel to/from Hamilton. In the meantime there may be a case for improving bus links between Te Kauwhata and Hamilton to help build up demand for a future rail service could be explored further.

It is also recommended that the DBC should undertake wider community and mana whenua engagement, including potentially undertaking surveys of the existing communities to support the DBC recommendations.

### 3.9 Assessment Profile

Investment prioritisation is the basis for including an activity or combination of activities in the National Land Transport Programme (NLTP). Depending on the amount of funding available for the activity class the project falls under (in this case, it is likely to be rail network), activities with a priority order above an investment threshold in that activity class are included in the NLTP.

Improvement activities currently are assigned a priority order using each of the three prioritisation factors, according to the matrix summarised in Table 3-11.

Table 3-11: Assessment Profile Matrix

GPS Alignment	Scheduling	Efficiency				
		Very Low (VL) (BCR <1)	Low (L) (BCR 1.0-2.9)	Medium (M) (BCR 3.0-5.9)	High (H) (BCR 6.0-9.9)	Very High (VH) (BCR Over 10)
VH	H	7	2	1	1	1
VH	M	8	3	2	2	1
VH	L	9	4	3	3	2
H	H	9	5	4	4	3
H	M	10	6	5	5	3
M	H	10	7	6	6	4
M	M	10	9	8	6	5
H	L	11	8	8	6	5
M	L	11	10	10	9	8
L	H/M/L	12	12	12	12	12

The project has a high GPS and scheduling alignment.

With a BCR of 1.5, the recommended option is considered to have a priority of five.

It would appear that the investment proposed may be eligible for NLTP funding if it is above the investment threshold for the rail network activity class.

## 4 Outline Financial Case

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The financial case outlines the costs and funding requirements for the preferred station(s). It provides assurance that the preferred station(s) is affordable to the organisation, taking into account all potential funding sources.

### 4.1 Preferred Option Cost

As indicated in the previous section, a cost estimate for the recommended option has been developed at an indicative level. This has been estimated in accordance with the guidance contained in the Waka Kotahi SM014 Cost evaluation manual.

The preferred option of a station at Tūākau is estimated to cost approximately \$5 million (at P50 level). An additional station at Pōkeno is estimated to cost approximately \$7 million (at P50 level).

These estimates exclude any land acquisition, as it would appear that the two stations can be constructed entirely on KiwiRail/WDC owned land. This assumes no Park and Ride or bus interchange facilities are provided at Tūākau, and that no bus interchange facilities are provided at Pōkeno, given the implications of this additional cost would have on the overall economic benefits of opening stations at these locations.

The estimate has been prepared based on a number of simplifications and assumptions. The main risks and uncertainties associated with the cost estimation are as follows:

- No topographical or geotechnical surveys have been undertaken
- Designs are conceptual only
- Blocks of line needed to construct the station need to be longer than assumed
- Contractor capacity to construct the station to the required programme is constrained.

As the project is advanced, capital and operating cost estimates will also be developed in more detail in the DBC. Anticipated cash flows for the investment proposal, including maintenance and operational costs, over its intended life span will be developed in the DBC. At this stage, value engineering will be applied to identify the most cost-effective ways to deliver the identified project outcomes.

### 4.2 Funding Sources and Risks

Currently, funding is not confirmed for a DBC, or for pre-implementation or implementation phases, in the 2023-2027 Regional Land Transport Plan (RLTP).

It is envisaged at this stage that the funding required to undertake a DBC is sought from the 2024-2027 RLTP.

The funding model, funding streams, costs and programme budget will be developed as part of the DBC. A large Crown contribution is likely to be required to fund the Project.

### 4.3 Overall Affordability

The overall affordability of the recommended station(s) will be explored in the DBC. It is noted however that funding may be constrained, particularly if two stations are implemented.

Staging of delivery will affect the overall affordability of the recommended option, and opportunities to stage delivery will be explored in the DBC.

## 5 Outline Commercial Case

The Commercial Case outlines the proposed procurement arrangements for advancing the preferred option. It provides an initial assessment of the most commercially viable approach to procuring the preferred way forward for investment in the recommended option.

The aim is to deliver the investment on a best-value basis, which does not necessarily mean the cheapest. The Procurement Strategy should consider the trade-offs, foundations and requirements for value for money, while taking logical sequencing factors and project dependencies into account.

### 5.1 Commercial Objectives

Initial commercial objectives have been developed to guide overall procurement options for project implementation. These are:

- Value-for-money - The procurement strategy will need to maximise value for money, typically inviting national and/ global suppliers in order to increase competition
- Fit for purpose - The procurement strategy should ensure that the assets and outcomes delivered by the project are fit for purpose
- Innovation and incentive – the procurement strategy should incentivise the introduction of best practice and, where appropriate, innovation in delivering the desired outcomes
- Optimal risk transfer –the procurement strategy will need to allocate risks to the party(s) best placed to manage them
- Accountability – the procurement strategy will need to provide an optimal level of accountability of service providers and contractors.

These objectives should be developed in the DBC as more information is obtained, and can then inform the evaluation criteria used to quantitatively evaluate the shortlist of procurement options.

### 5.2 Procurement Plan

A draft procurement plan will need to be prepared in the DBC stage to provides details of how the procurement agency will approach the market, evaluate bids and decide on the preferred supplier. The purpose of the procurement plan will be to:

- Provide detailed planning for the approach to the market, evaluation of offers and identification of the preferred supplier
- Ensure the best supplier is selected for right reasons and at a price that represents value for money over the life of the contract
- Assign roles and responsibilities in the cross-functional tender team
- Set realistic timelines that ensure that suppliers have sufficient time to develop meaningful responses.

The aim of the procurement plan is to deliver the investment on a best-value basis, keeping in mind that this does not necessarily mean the cheapest. The Procurement Strategy will consider the trade-offs, foundations and requirements for value for money, while taking logical sequencing factors and project dependencies into account

The recommended approach to market is likely to be a one-step closed competitive tender. The reason for this recommendation is that the work required is specialist.

Procurement considerations need to be made within the context of:

- The role of KiwiRail, as New Zealand's only national rail infrastructure provider
- The current investment requirements of Government to procure, operate and maintain rail assets



- The current situation of rail in New Zealand including interoperability of the network, funding arrangements, safety-case, and other legal or regulatory requirements and obligations
- The potentially limited pool of suppliers and the risk of cost escalation.

Procurement of rail stations outside the Auckland and Wellington Metro areas is typically performed by KiwiRail as the national network owner. However, to ensure that all options are considered, KiwiRail is not necessarily assumed to be the procuring body.

The nature of the project is such that variations to scope are likely. Trusted suppliers who have a proven record in being fair in variation claims, and who have the specialist ability to work with KiwiRail to accommodate ongoing operations, are best sourced through invited tender rather than via public open tender.

The approach to the market, evaluation of offers and identification of the preferred supplier is likely to be by selected tender lump sum, with supplier nominated schedule of rates for variations.

### 5.3 Consenting Plan

The provision of stations at Tūākau and Pōkeno are not anticipated to have any major consenting issues.

If private land is needed to implement the stations, consenting requirements may be a factor for programme delivery, timing, and sequencing.

There may need to be the lodgement of a Notice of Requirement under the Resource Management Act. This activity, is likely to comprise a critical path activity in terms of programme. The most likely paths for this to take place would involve lodgement of the Notice of Requirement with WDC.

The proposed station(s) could affect several utilities of significance, including Transpower, Vector and Watercare. Advanced discussion with these organisations and early development of agreements at the DBC stage will help to identify and reduce risk.

All necessary consents will be applied for when the form and location of works have been determined. This will follow engagement and consultation with local communities and preliminary designs have been completed. Final designs would then reflect any consenting requirements.

### 5.4 Property Plan

Whilst it is not anticipated that any properties need to be partially or fully acquired to deliver the recommended station(s), the ability to acquire land is a key risk and likely to be an early activity in the successful and/or timely delivery of the project.

Early negotiation with landowners concurrently with project planning and ahead of formal lodgement of Notices of Requirement.

### 5.5 Required Services

A detailed technical specification of the required services will need to be developed at the DBC stage to establish the basis from which potential tenderers could bid from. At a high-level procurement will be considered across a number of areas of outcome delivery.

### 5.6 Contract Provisions

It is recommended that the professional consultants are contracted to undertake a DBC under the standard IPENZ ACENZ agreement.

Variations to contract will be in writing and signed by both parties. Variations involving an increase in price must only be made within the limit of the financial delegated authority. The strategy for exiting the contract at the end of its term is as per conditions of contract.

The contract procurements and key procurement milestones will be determined at the DBC stage for each procurement required.

## **5.7 Risk to Delivery**

The most significant risk to delivery to the recommended option is likely to be capacity within the rail industry rather than capability.

## **5.8 Potential for Risk Sharing**

An initial assessment of how the associated risks might be apportioned between the organisation and potential providers should be undertaken as part of the DBC. This will enable the optimum balance between risk and return to be identified, as well as which parties are best able and most willing to deal with the key project delivery risks.

## 6 Outline Management Case

The management case assesses whether a proposal is deliverable and demonstrates that an appropriate project management regime is in place for the next phases of the project. It tests the project planning, governance structure, risk management, communications and stakeholder management, benefits realisation and assurance.

### 6.1 Governance

It is envisaged that the next stage of the business case process, and subsequent stages of project delivery, will be managed through existing governance processes, including the Te Huia sub-committee and the RLTP.

Responsibility for ongoing maintenance of the stations and associated infrastructure will also need to be determined.

### 6.2 Risk and Opportunity Management

Given the timeframe and complex urban environment in which the project is situated, effective and timely risk management is a critical component in ensuring the project remains on track.

An initial risk register has been established in accordance with the guidance provided in Waka Kotahi's Z/44 Risk Management Minimum Standard. This is summarised in Table 6-1.

Table 6-1: Key Risks and Mitigations

Risk Cause	Risk Consequence	Risk Owner	Controls	Risk Likelihood	Risk Consequence	Current Risk Level
Funding is unavailable / committed elsewhere	Station cannot be provided	WRC	Provide the strongest investment case possible. Identify benefits / Actively engage with Waka Kotahi	Likely	Major	Critical
Stakeholder opposition/ political backlash	Reputation for agencies involved	WRC/ WDC	Liaison and engagement with politicians and stakeholders	Possible	Moderate	Medium
Te Huia funding is not extended beyond current trial period	Station cannot be served by Te Huia	WRC	Liaison and engagement with Waka Kotahi	Possible	Moderate	Medium
Existing communities are not supportive of a new station	Reputation for agencies involved	WRC/ WDC	Community liaison and engagement	Possible	Moderate	Medium
Further design work identifies unexpected issues affecting cost & deliverability	The viability of the preferred option is undermined	WRC	Contingencies have been built into the cost estimates	Possible	Moderate	Low

The risk register remains a live document for the duration of the project and is compiled from risks remaining live from the IBC phase plus newly identified risks that may affect the successful outcome of this project.

We do not consider that any of these risks should stop the project proceeding to DBC stage. However, ensuring these (and any other identified) risks remain sufficiently mitigated will be a key consideration for the DBC management case.

### 6.3 Next Steps

The Waka Kotahi business case approval process requires a DBC to be undertaken, after this IBC, before any funding can be approved for pre-implementation (detailed design and consenting).

The DBC will need to follow a series of steps as follows

- Preliminary design and optimisation of the emerging preferred option
- More detailed demand forecasting, and identification of the wider effects, of the emerging preferred option
- Quantifying all the costs and benefits of the emerging preferred option
- Detailed development of the financial requirements, the funding, procurement and management plans, and the consenting and property strategies
- Community and mana whenua engagement, including potentially undertaking surveys of the existing communities to support the DBC recommendations
- Consider the need for improvements to other transport assets (not currently costed) in the wider transport network (e.g. walking and cycling routes) to support the new station(s)
- Consider the case for provision of park and ride facilities at Tūākau and bus interchange facilities (not currently costed) at both Tūākau and Pōkeno in the longer term.

The DBC management case will develop a detailed plan for implementing the project. In addition to the potential coordination with other projects, this plan will need to include details regarding consenting, timing, procurement, and construction/delivery.

This plan will also need to address resourcing. We recommend that a project implementation team be established. The DBC will develop the details of what that team should look like.

The following key deliverables will need to be produced in a DBC phase:

- Detailed scoping of the emerging preferred option
- A preliminary design for the emerging preferred option, informed by topographical survey and services/utilities information and geotechnical investigations
- Detailed impacts identified and assessed including any land requirements confirmed
- Detailed impacts on parking, pedestrians and road safety
- Stakeholder engagement and communications plan
- Consenting strategy confirmed, delivery strategy, next steps
- Construction sequencing.

A number of key performance indicators (KPIs) will need to be developed to assess whether the project is achieving the desired benefits.

It is estimated that a DBC phase could take up to approximately 6-9 months, and the cost could be in the order of \$0.4-0.6m.

# A

## Appendix A - EAST

Sensitivity

Alternative or option details	Investment Objective			Practical Feasibility			Scheduling/Programming	Cost	Key Risks and Uncertainties	Climate Change		Impacts on te a o Māori	Environmental and Social Responsibility				Summary of decision made		
	Improved access by increasing the proportion of population living within 90 min by rail from less than 1% to 5% by 2050	Increased PT Mode share for the three towns from less than 1% at present to over 5% by 2050	Support population growth in the three towns in line with current development plans	Technical	Safety and design	Consentability				Mitigation	Adaptation		Identify	Mitigation (Can these be avoided, remedied or mitigated?)	Fatal Flaws	Summary of decision made	Progress or discontinue this alternative/option?		
Option 1 Serve all 3 proposed stations (Tūākau, Pōkeno and Te Kauwhata) by Te Huia	5. High	5. High	5. High	5. Red (difficult/complex)	3.Amber	4.Red/amber	5+ years	High	Te Huia is unlikely to be able to serve more than 1 new station (medium term) without adversely impacting on existing users	Reduce	Maybe	Potential impact – no investigation at this stage	N/A	Yes	N/A	Yes	Inconsistent with the option development principles - see key risks and uncertainties	Discontinue	Discontinue this option
Option 2 Serve only 2 of the 3 proposed stations by Te Huia	4	4	4	3.Amber	3.Amber	4.Red/amber	2-5 years	High	Te Huia is unlikely to be able to serve more than 1 new station (medium term) without adversely impacting on existing users	Reduce	Maybe		N/A	Yes	N/A	No		Progress	Progress this option
Option 3 Serve Pōkeno only by Te Huia	3	3	2	3.Amber	2. Amber/green	3.Amber	2-5 years	Medium		Reduce	Maybe		N/A	Yes	N/A	No		Progress	Progress this option
Option 3A Serve Tūākau only by Te Huia	3	3	2	3.Amber	2. Amber/green	3.Amber	2-5 years	Medium		Reduce	Maybe		N/A	Yes	N/A	No		Progress	Progress this option
Option 3B Serve Te Kauwhata only by Te Huia	3	3	2	3.Amber	2. Amber/green	3.Amber	2-5 years	Medium		Reduce	Maybe		N/A	Yes	N/A	No		Progress	Progress this option
Option 4 Serve Pōkeno only by Te Huia with an enhanced Te Huia Level of Service	3	3	3	3.Amber	2. Amber/green	3.Amber	2-5 years	High	Short term enhancement to Te Huia's level of service are unlikely to be viable as result of serving any new station, but may be viable in the medium/longer term.	Reduce	Maybe		N/A	Yes	N/A	Yes	Inconsistent with the option development principles - see key risks and uncertainties	Discontinue	Discontinue this option
Option 5 Serve Tūākau only by Te Huia with an enhanced Te Huia Level of Service	3	3	3	3.Amber	2. Amber/green	3.Amber	2-5 years	Medium	Short term enhancement to Te Huia's level of service are unlikely to be viable as result of serving any new station, but may be viable in the medium/longer term.	Reduce	Maybe		N/A	Yes	N/A	Yes	Inconsistent with the option development principles - see key risks and uncertainties	Discontinue	Discontinue this option
Option 6 Serve Te Kauwhata only by Te Huia with an enhanced Te Huia Level of Service	3	3	3	3.Amber	2. Amber/green	3.Amber	2-5 years	Medium	Short term enhancement to Te Huia's level of service are unlikely to be viable as result of serving any new station, but may be viable in the medium/longer term.	Reduce	Maybe		N/A	Yes	N/A	Yes	Inconsistent with the option development principles - see key risks and uncertainties	Discontinue	Discontinue this option
Option 7 Serve Tūākau by extending Auckland Metro Services	4	2	2	3.Amber	2. Amber/green	4.Red/amber	5+ years	High	Extending Auckland Metro is unlikely to arise in the next few years.	Reduce	Maybe		N/A	Yes	N/A	Yes	Inconsistent with the option development principles - see key risks and uncertainties	Discontinue	Discontinue this option

Sensitivity: General

Option 8	Serve Tūākau and Pōkeno by extending Auckland Metro Services	5. High	4	3	3. Amber	2. Amber/green	4. Red/amber	5+ years	High	Extending Auckland Metro is unlikely to arise in the next few years.	Reduce	Maybe		N/A	Yes	N/A	Yes	Inconsistent with the option development principles - see key risks and uncertainties	Discontinue	Discontinue this option
Option 9	Improved bus services to 1,2 or 3 stations	2	2	1. Low	1. Green	3. Amber	2. Amber/green	2-5 years	Medium	Improved bus service is unlikely to be a viable alternative to rail for travel between Te Kauwhata-Hamilton and between Pōkeno-Auckland	Reduce	Maybe		N/A	Yes	N/A	No		Progress	Progress this option but between Pōkeno-Drury (Option 9A) and between Tūākau-Pukekohe (Option 9B) only



# B

## Appendix B – Long List Options MCA

Alternative or option details		Investment objective			Practical Feasibility			Scheduling/ programming	Cost		Likely Demand/ Revenue	Competitiveness of Rail versus Car	Competitiveness of Rail versus Feeder Buses	Key risks and un4certainties	Climate change		Impacts on te ao Māori	Environmental and social responsibility			Fatal flaws	VKT & Other impacts	Summary of decision made			
		Improved access by increasing the proportion of population living within 90 min by rail from less than 1% to 5% by 2050	Increased PT Mode share for the three towns from less than 1% at present to over 5% by 2050	Support population growth in the three towns in line with current development plans	Technical	Safety and design	Consentability		Operating Costs	Capital Costs					Mitigation	Adaptation		Identify	Mitigation Can these be avoided, remedied or mitigated?				Summary of decision made	Progress or discontinue this alternative/option?		
6	Serve Pōkeno and Tūākau by Te Huia	3	3	4	3.Amb er	2. Ambe r/gree n	3.Amb er	2-5 years	Moderate	\$5-\$10m	Moderate	Good	N/A	Station cost	Reduce	Maybe	Potential impact- no investigation at this stage	N/A	Yes	N/A	No	N/A	Modes t	Level crossing safety	Progress	Progress this option
Option 2A	Serve Te Kauwhata and Tūākau by Te Huia	3	3	4	3.Amb er	2. Ambe r/gree n	3.Amb er	2-5 years	High	\$5-\$10m	Moderate	Very poor	N/A	Station cost	Reduce	Maybe		N/A	Yes	N/A	Yes	N/A	Modes t	Level crossing safety	Discontinue	Discontinue this option
Option 2B	Serve Te Kauwhata and Pōkeno by Te Huia	3	3	4	3.Amb er	2. Ambe r/gree n	3.Amb er	2-5 years	High	more than \$10m	Moderate	Very poor	N/A	Station cost	Reduce	Maybe		N/A	Yes	N/A	Yes	N/A	Modes t	Level crossing safety	Discontinue	Discontinue this option
Option 3	Serve Pōkeno only by Te Huia	3	3	2	3.Amb er	2. Ambe r/gree n	3.Amb er	2-5 years	Low	\$5-\$10m	Moderate	Good	N/A	Station cost	Reduce	Maybe		N/A	Yes	N/A	No	N/A	Modes t	Level crossing safety	Progress	Progress this option
Option 3A	Serve Tūākau only by Te Huia	3	3	2	3.Amb er	2. Ambe r/gree n	3.Amb er	2-5 years	Low	less than \$5m	Moderate	Good	N/A	Station cost	Reduce	Maybe		N/A	Yes	N/A	No	N/A	Modes t	Level crossing safety	Progress	Progress this option
Option 3B	Serve Te Kauwhata only by Te Huia	3	3	2	3.Amb er	2. Ambe r/gree n	3.Amb er	2-5 years	Low	\$5-\$10m	Moderate	Neutral	N/A	Station cost	Reduce	Maybe		N/A	Yes	N/A	No	N/A	Modes t	Level crossing safety	Progress	Progress this option

Sensitivity: General

| Outline Management Case |

Option 9A	Shuttle bus from Pōkeno to Drury	2	2	1. Low	1. Green	3. Amber	2. Amber/green	2-5 years	Moderate	less than \$5m	Moderate	N/A	Good	Extent of motorway congestion may be an issue longer term	Reduce	Maybe		N/A	Yes	N/A	Yes	N/A	Small	N/A	Discontinue	Discontinue this option
Option 9B	Shuttle bus from Tūākau to Pukekohē	2	2	1. Low	1. Green	3. Amber	2. Amber/green	2-5 years	Moderate	less than \$5m	Low	N/A	Poor	Willingness of people to switch from car to bus	Reduce	Maybe		N/A	Yes	N/A	Yes	N/A	Small	N/A	Discontinue	Discontinue this option

# C

## Appendix C – Station Note

## ***Technical Note: Station Options***

This Technical Note describes the land use and ownership relevant to the station options for each of the three towns where stations are proposed. It outlines the key design considerations, the station options identified for each location, and the estimated costs of each option.

### **1. Land Use and Ownership**

The following section describes the existing land uses, and current land use zoning defined in the current Waikato District Council (WDC) District Plan, for each of the three towns.

#### **1.1. Tūākau**

The former station in Tūākau is an existing island platform located adjacent to the business area towards the south-east side of the town centre, as shown below. The town centre is less than five minutes away by foot from the former station. The business area is privately owned.



The existing land use in the vicinity of the former station comprises a museum located along Liverpool Street, retail businesses and the Waikato District Council on Dominion Road, as shown in Figure 1.

The current land ownership on the western side of Harrisville Road, shown as Business zone and land number 11, is held by NZ Railways Corporation.

The land in the vicinity of the railway line in Tūākau town centre is zoned Business and Residential under the designation. The land for the museum is designated as recreation use on the Liverpool Street.

Waikato District Council is understood to own the church site and also the corner vacant lot shown in Figure 1.

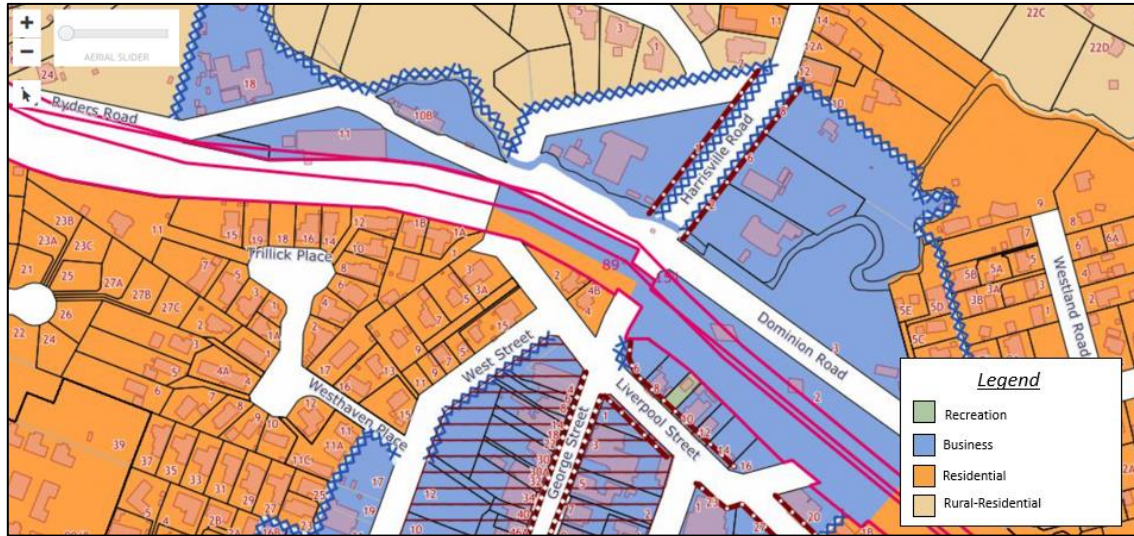


Figure 6-1. Tuakau Land Ownership

## 1.2. Pōkeno

A station was formerly located to the west of Pōkeno town centre, at the location shown in the photograph below. The former station platforms have been demolished.



The current land use in the vicinity of potential sites for a station in Pōkeno comprises retail shops, Countdown, Pōkeno Hall and residential areas. Land use to the south of William McRobbie Road is used for light industrial such as a warehouse and manufacturing. The Hall is publicly owned.

The land in the vicinity of the railway line is zoned Light Industrial, Business and Residential under the current designation. The land plot located to the east-north, known as the Queen's Redoubt Education Centre is specifically zoned as Heritage.





Figure 6-2. Pōkeno Land Ownership

### 1.3. Te Kauwhata

The former railway station is shown in the photograph below. The current land use in the vicinity of potential station sites in Te Kauwhata comprises retail shops, New World, the library, the memorial, and playground. The land use to the west of railway is residential areas. The Te Kauwhata station site has a disused island platform located between a new residential zone in the west and a recreation zone in the east.



The residential areas, retail shops, and supermarket are privately owned under the land use designations of New Residential and Business. The land plots identified as number 12 and 14, located to the south, are specifically zoned for Business purposes, and are owned by the NZ Railways Corporation.

The strip of land along the railway on the east side is also owned by the NZ Railways Corporation.



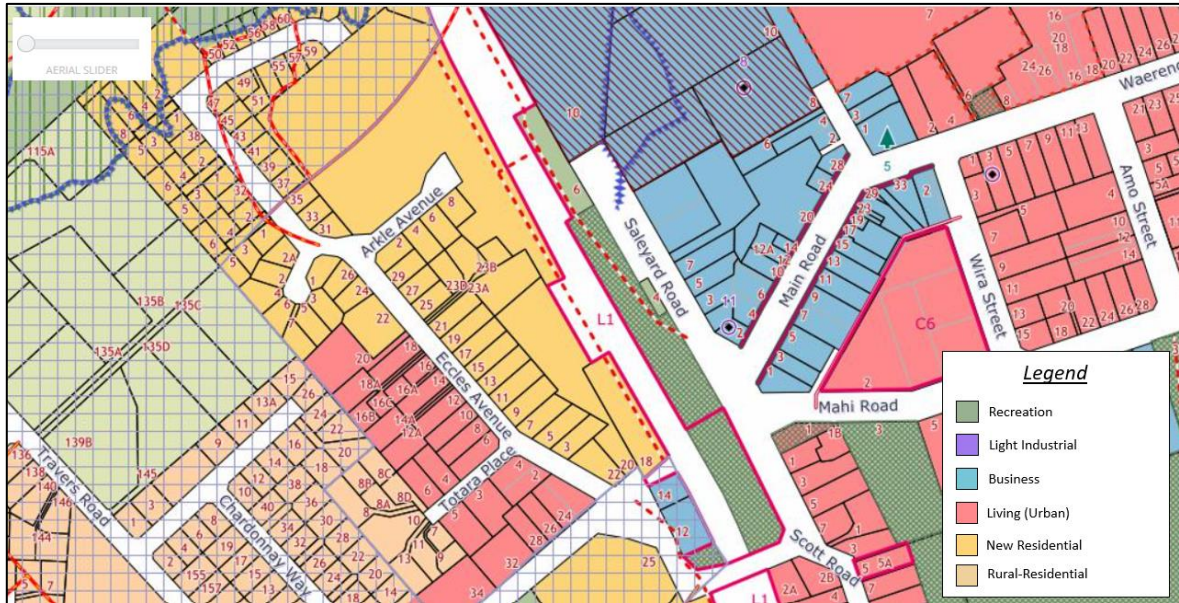


Figure 6-3. Te Kauwhata Land Ownership

## 2. Key Station Design Considerations

Consideration has been given to both island platform and side platform configurations at all three towns.

Based on guidance from KiwiRail on Passenger Platforms (Civil Engineering Standard dated 1 February 2018), all station platforms have been assumed to need to be a minimum of 150m in length. Side platforms have been assumed to need to be a minimum of 3m wide (with a desirable width of 5m), and island platforms have been assumed to need to be a minimum width of 5m (and a desirable width of 10m).

No guidance is given on the length of platforms required, but ATCOP standards indicate the minimum length required is 150m. This is consistent with the platform length at Huntly and The Base.

Station platforms are assumed to need to be 750mm high from the tracks.

The KiwiRail Track Designs Standards (dated 31 December 2022) specifies the inside of the minimum radius on the inside of a curve for a station platform to be located is 600m, and that the minimum radius on the outside of a curve is 1750m.

All stations have been assumed to need grade separated access at both island and side platforms due to the safety reasons. Further work, which is beyond the scope of this IBC, will be required to confirm this requirement.

Park and Ride facilities have only been assumed to be required at Pōkeno. On street parking has been assumed to be adequate at Tūākau and Te Kauwhata.

Bus interchange facilities have assumed to be provided on street at all three station locations.

### 3. Station Options

The following section describes the options identified for new stations at all three towns.

#### 3.1. Tūākau

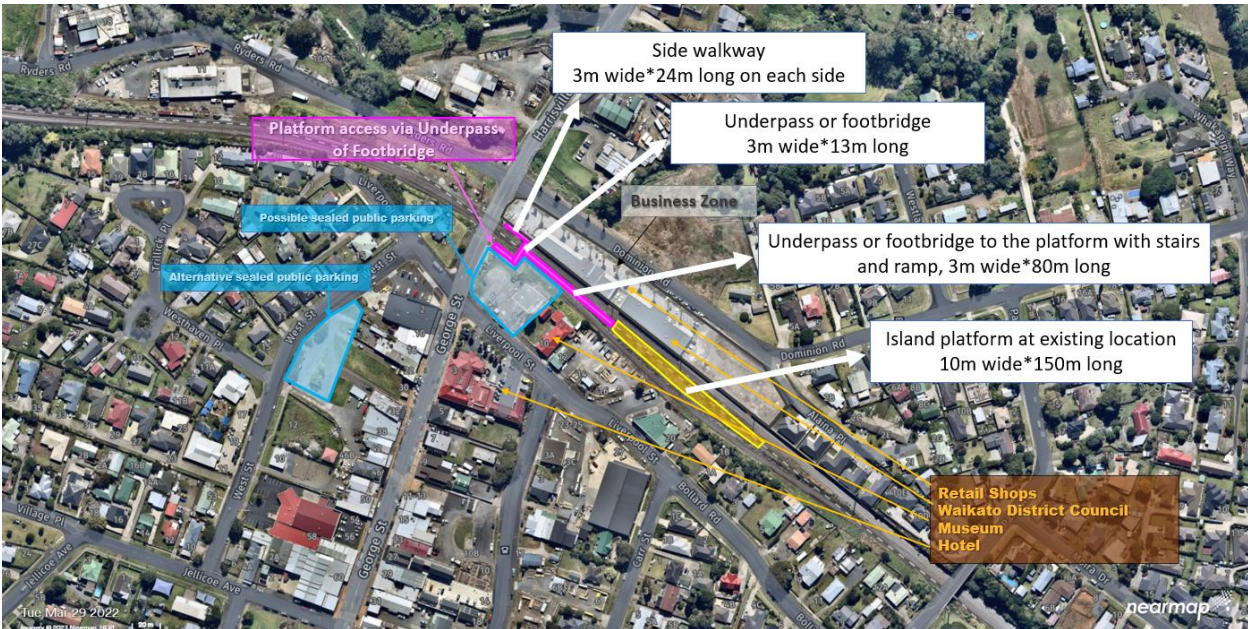
As the existing platform has not been used for a long time, is in poor condition, and is only about 150m above the rails, it would be required to be replaced.

The provision of off-street car parking and bus layover spaces would likely require land purchase and consents. As there is significant on street parking in close proximity to the town centre, the provision of off-street car parking spaces is not considered to be essential at this location. Buses can use existing bus stops located close to the station.

Safe access from the existing road crossings is a key consideration at this location.

The following options for a new station have been identified:

#### Option 1 (Island Platform with underpass or footbridge)



An island platform with an access via underpass or footbridge could be provided where the existing island platform is located. The key requirements assumed for costing purposes for this location are summarized in Table 1.

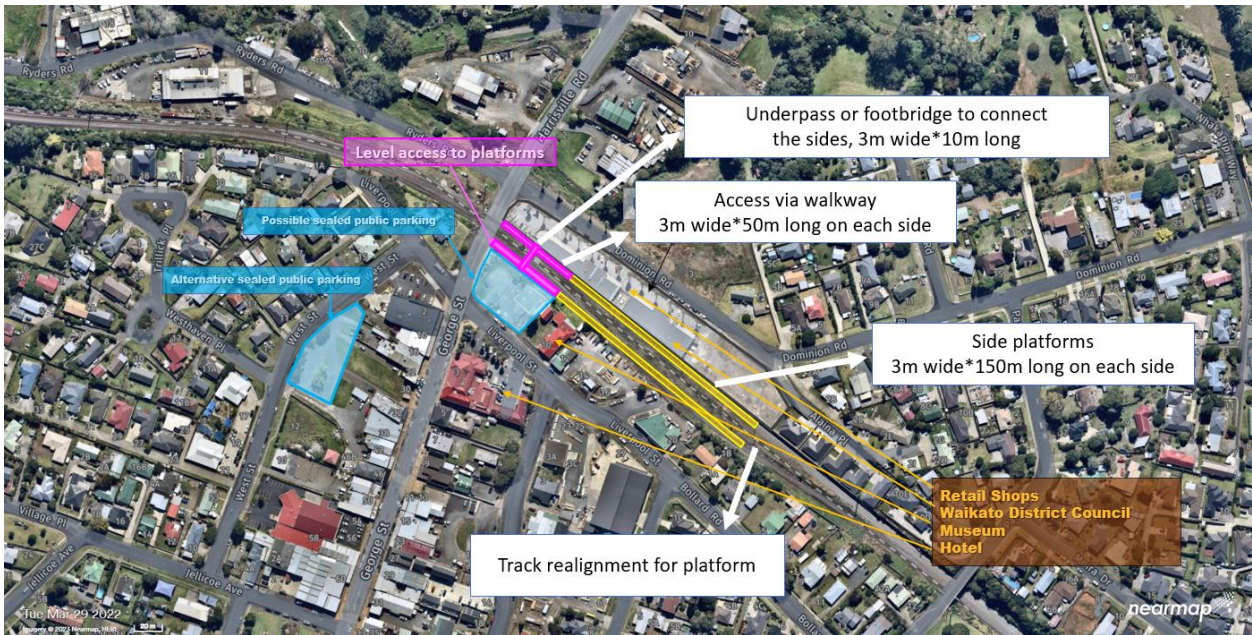
Table 2. Station requirements with dimension – Tūākau Option 1

	Dimension	Quantities
Side walkway	3m * 24m	2
Underpass or footbridge	3m * 13m	1
Underpass or footbridge to the platform with stairs and ramp	3m * 80m	1
Island Platform at existing location	10m*150m	1

There is possible sealed public parking to the south along Liverpool Street and St Stephens Avenue. Sealed parking could also potentially be provided to the west-north near the level crossing.



### Option 2 (Side Platforms with realignment track)



In this option, side platforms are proposed to be provided at the existing station location.

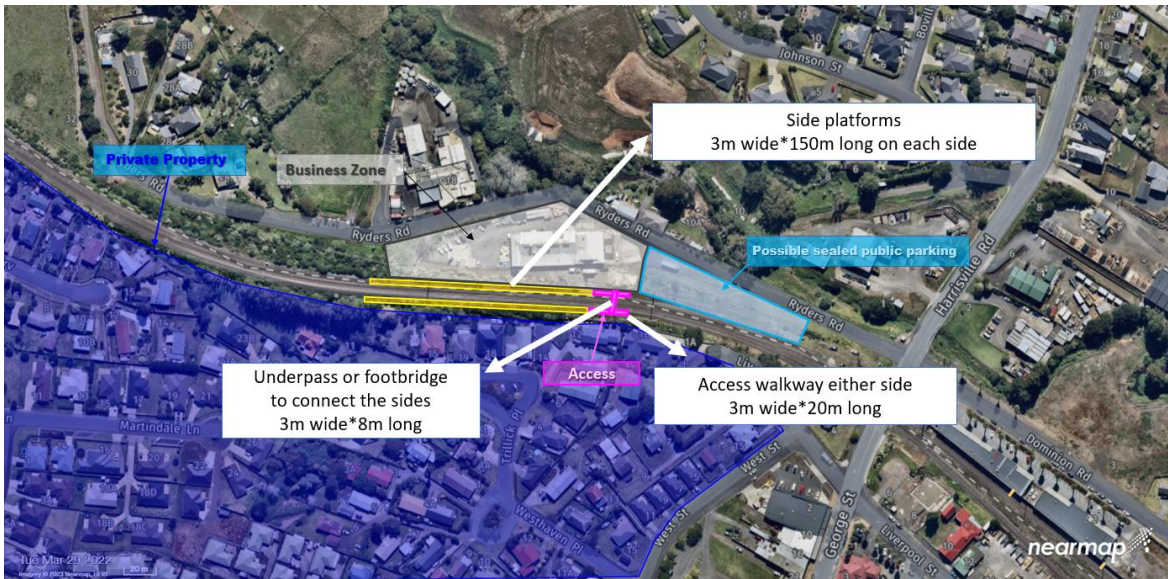
An access to the side platforms is proposed via side walkways, and the underpass or footbridge with stairs and ramp will be placed to connect both sides. The track along the side platform would be slewed in this option. The existing platform would also need to be demolished. The key requirements assumed for costing purposes for this location are summarized in Table 2.

Table 3. Station requirements with dimension - Tūākau Option 2

	<b>Dimension</b>	<b>Quantities</b>
Access via walkway	3m * 50m	2
Underpass or footbridge to connect both sides	3m * 10m	1
Side platforms	3m * 150m	2

Sealed public parking could be provided to the south along Liverpool Street and St Stephens Avenue. Sealed parking could also be provided to the west-north near the level crossing.

### Option 3 (Side platforms to the North of the Existing Station Platform Location)



Side platforms could be provided at a location further west-north, as the location shown in the photograph below.



An access to the side platforms could be provided via side walkways, and the underpass or footbridge with stairs and ramp has been assumed to be needed to be provided to connect both station accesses / platforms.

It may be possible to incorporate the old dairy factory fronting the railway line into the station, though this would add cost, risk and complexity, to this option. A land plot owned by NZ Railways Corporation could also be used for sealed public parking in adjacent to the access if required. Neither of these potential features of this option have been assumed for costing purposes.

The intersection of the access road with Harrisville Road is also a constraint to this option.

The key requirements assumed for costing purposes for this location are summarized in Table 3.

Table 4. Station requirements with dimension - Tūākau Option 3

	Dimension	Quantities
Access via walkway	3m * 20m	2
Underpass or footbridge to connect both sides	3m * 8m	1
Side platforms	3m * 150m	2



### Option 4 (Side platforms with no track realignment)



Side platforms are proposed to be near the existing platform without track realignment. The radius of the track along the proposed platforms is approximately 600m. An access to the side platforms is proposed to be provided via side walkways, and an underpass or footbridge with stairs and ramp can be provided to connect both sides.

The key requirements assumed for costing purposes for this location are summarized in Table 4.

Table 5. Station requirements with dimension - Tūākau Option 4

	<b>Dimension</b>	<b>Quantities</b>
Access via walkway	3m * 20m	2
Underpass or footbridge to connect both sides	3m * 8m	1
Side platforms	3m * 150m	2

A sealed public parking area could be provided to the south along Liverpool Street and St Stephens Avenue if required. Also, the sealed parking could be provided to the west-north near the level crossing.

### 3.2. Pōkeno

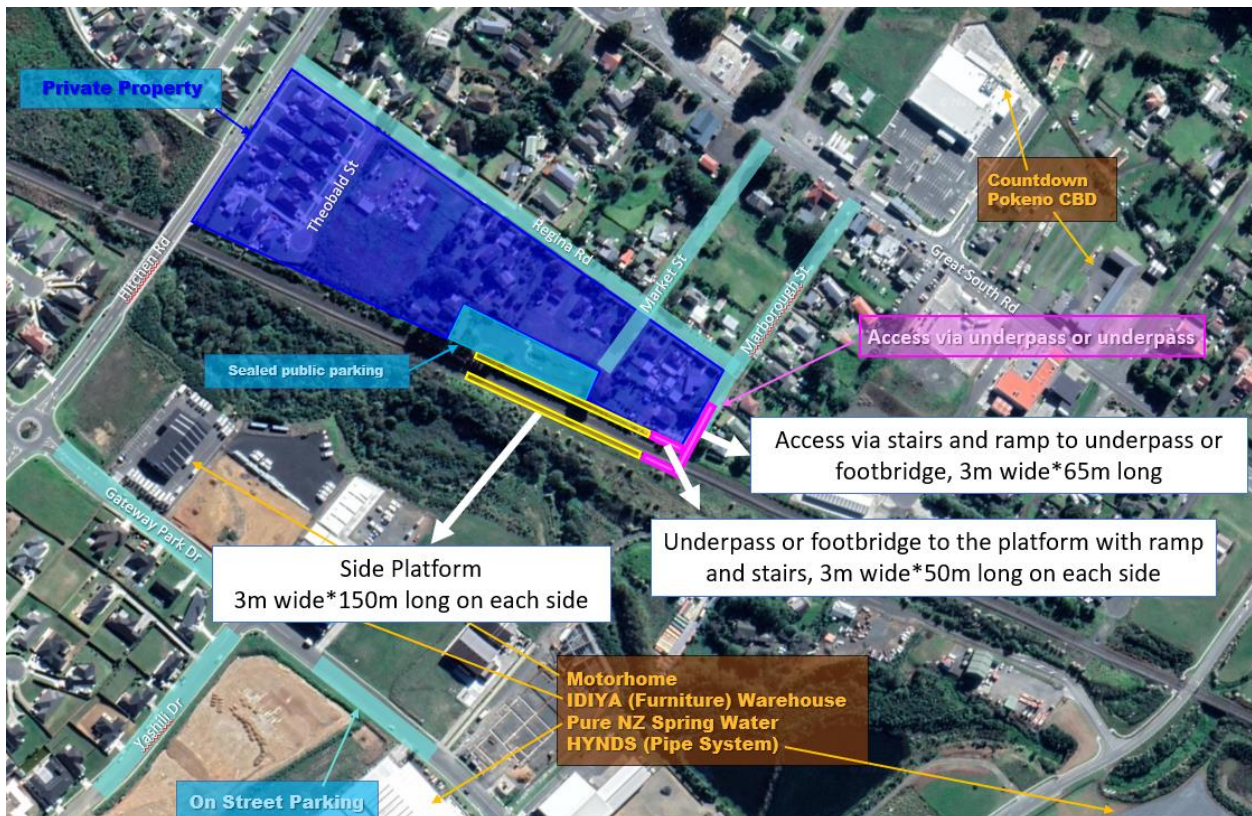
Building side platforms would be more cost-effective than an island platform station in Pōkeno, as they would avoid the cost involved in slewing the tracks.

Whilst there is significant on street parking in close proximity to the town centre, the provision of a car park for Park and Ride users on the east (town centre) side of the railway line is assumed to be required.

Safe access from the town centre for station users is a key consideration at this location.

The following options for a new station have been identified:

#### Option 1 (Side Platforms with Underpass or Footbridge)



The side platforms are located close to Marlborough Street with access via underpass or footbridge. Off-street parking is proposed near the site such as on Regina Road and Marlborough Street.

A sealed public parking area is proposed with this option at the end of Market Street.

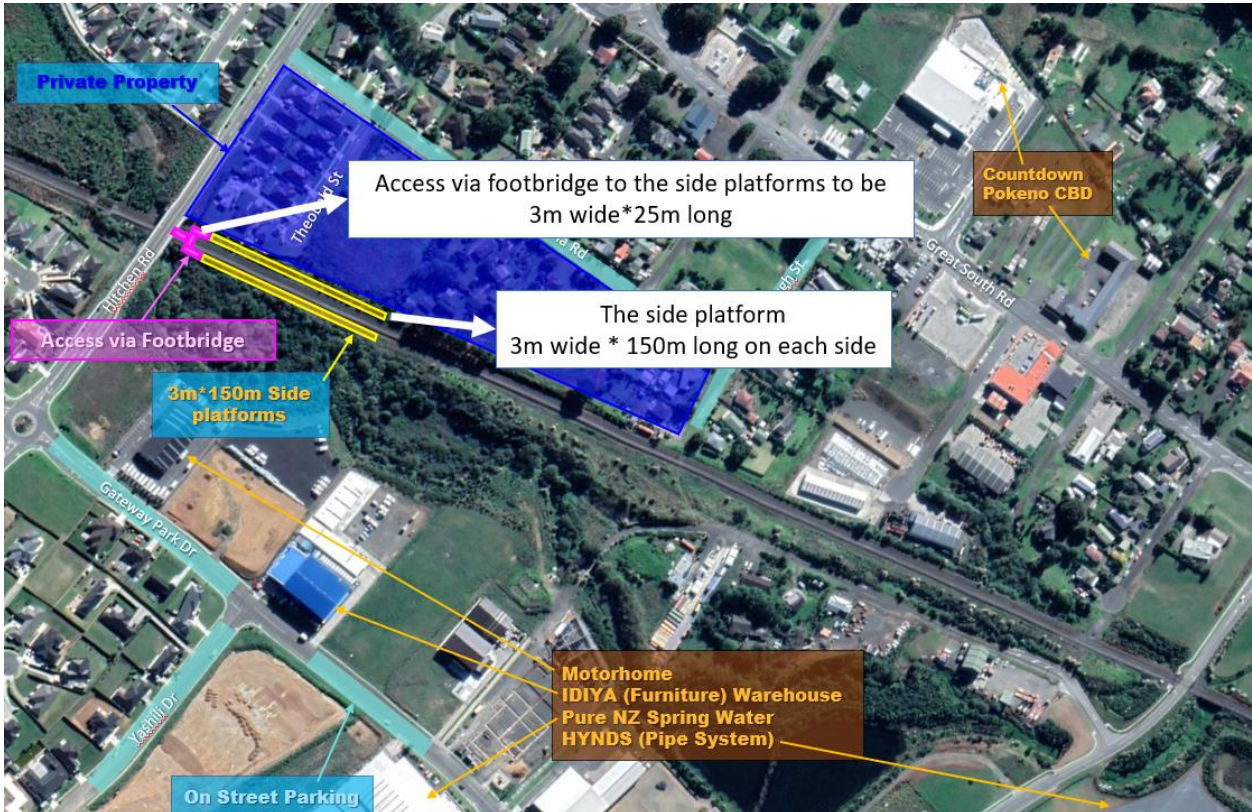
The key requirements assumed for costing purposes for this location are summarized in Table 5.

Table 6. Station requirements with dimension – Pōkeno Option 1

	Dimension	Quantities
Access via walkway	3m * 20m	2
Underpass or footbridge to connect both sides	3m * 8m	1
Side platforms	3m * 150m	2



### Option 2 (Side Platforms with Footbridge)



A side platform (150m long and 4.5m wide) station could be provided with access via footbridge in the vicinity of Theobald Street.

Off-street parking could be provided near the site such as on Regina Road and Marlborough Street, though this would require land/property acquisition.

The key requirements assumed for costing purposes for this location are summarized in Table 6.

Table 7. Station requirements with dimension – Pōkeno Option 2

	<b>Dimension</b>	<b>Quantities</b>
Access via footbridge	3m * 25m	1
Side platforms	3m * 150m	2



### 3.3. Te Kauwhata

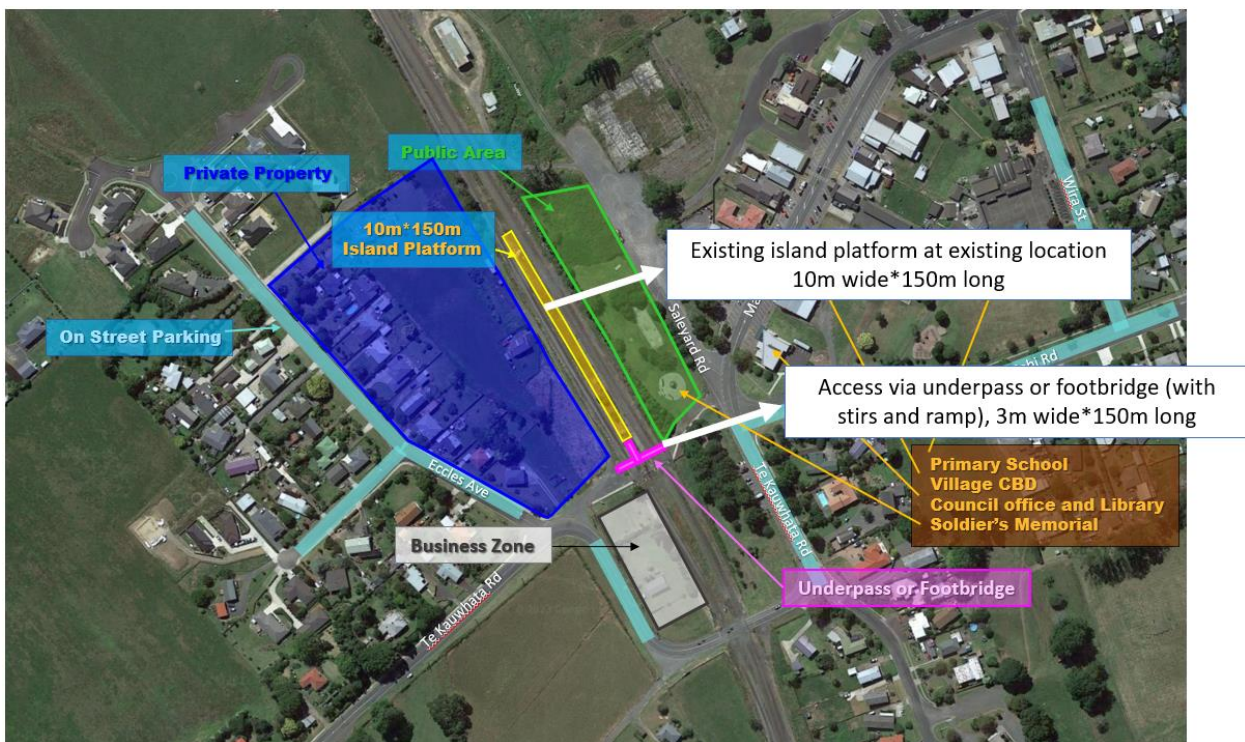
As the existing platform is in poor condition, and only about 150mm above the height of the rails, it is assumed that the existing platform will need to be replaced.

The provision of off-street car parking and bus layover facilities would likely require land purchase and consents. As there is significant on street parking in close proximity to the town centre, the provision of off-street car parking spaces is not considered to be essential at this location. Buses can use existing bus stops located close to the station.

Safe access from the existing pedestrian and road crossings is a key consideration at this location.

The following options for a new station have been identified:

#### Option 1 (Island Platform with Underpass or Footbridge)



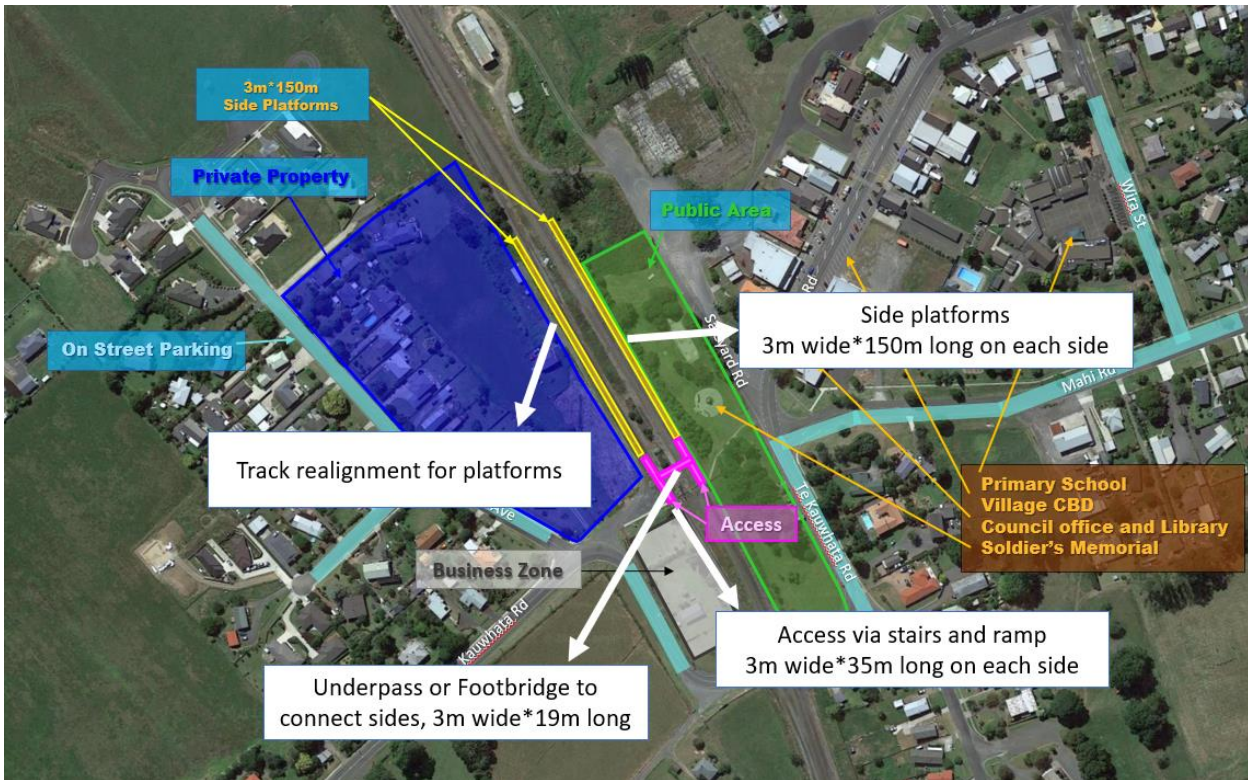
The island platform (150m long and up to 10m wide) is proposed to be in the existing platform with access via underpass or footbridge. The access will be located at the existing level crossing.

The key requirements assumed for costing purposes for this location are summarized in Table 7.

Table 8. Station requirements with dimension – Te Kauwhata Option 1

	Dimension	Quantities
Island platform	10m * 150m	1
Underpass or footbridge	3m * 150m	2

### Option 2 (Side Platforms at the existing station with Realignment of Track)



Side platforms are proposed to be located near to the existing platform. The southbound platform would need to be located on a loop track to avoid changes to the track layout. An access to the side platforms is proposed via side walkways, and the underpass or footbridge with stairs and ramp will be placed to connect both sides. The track along the side platform requires to be slewed in this option.

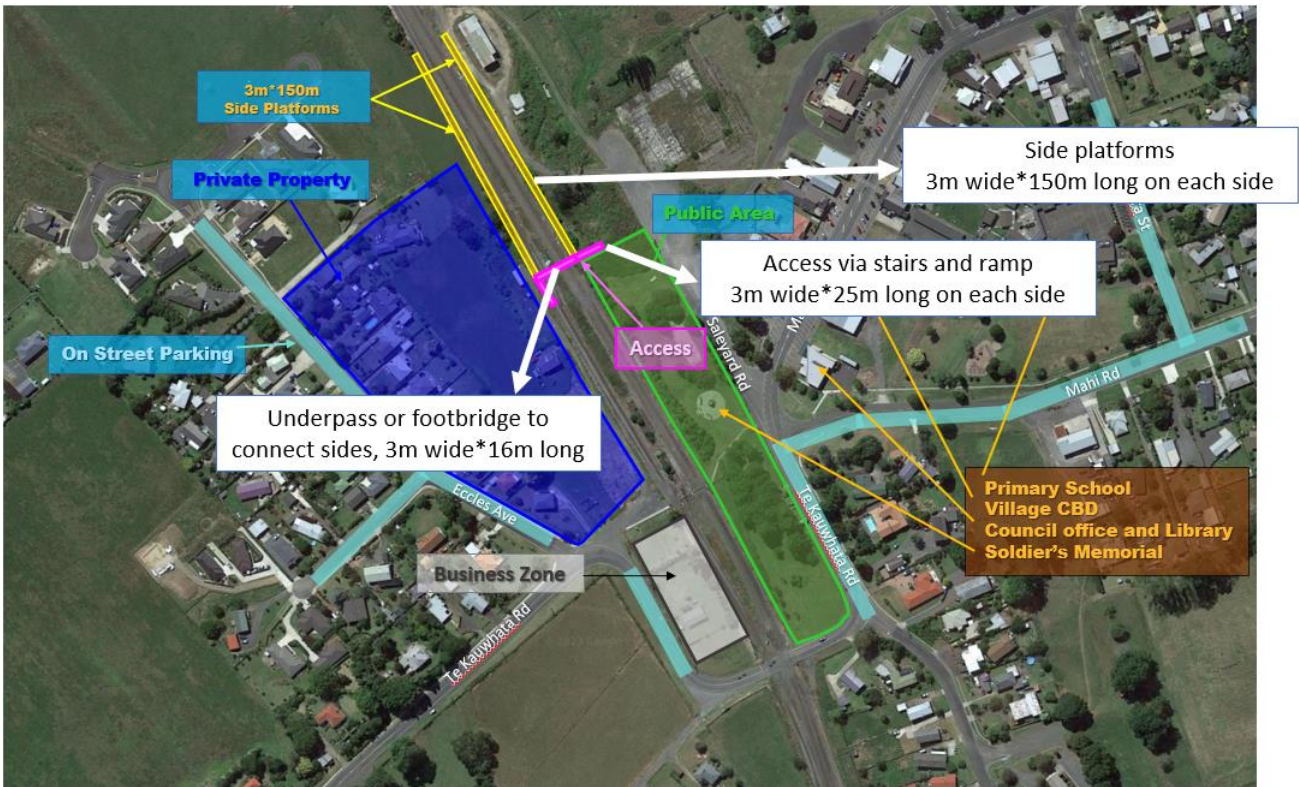
The key requirements assumed for costing purposes for this location are summarized in Table 8.

Table 9. Station requirements with dimension – Te Kauwhata Option 2

	<b>Dimension</b>	<b>Quantities</b>
Side platforms	3m * 150m	2
Underpass or footbridge to connect both sides	3m * 19m	1
Access via stairs and ramp	3m * 35m	2



### Option 3 (Side Platforms to North)



Side platforms could be proposed at a location further to the north, near the Pumpkin shed (see photograph below).



There would be no need to realign the track at this location if the southbound platform is located on the loop line.

An access to the side platforms could be proposed via side walkways, and the underpass or footbridge with stairs and ramp will be placed to connect both sides.

The key requirements assumed for costing purposes for this location are summarized in Table 9.

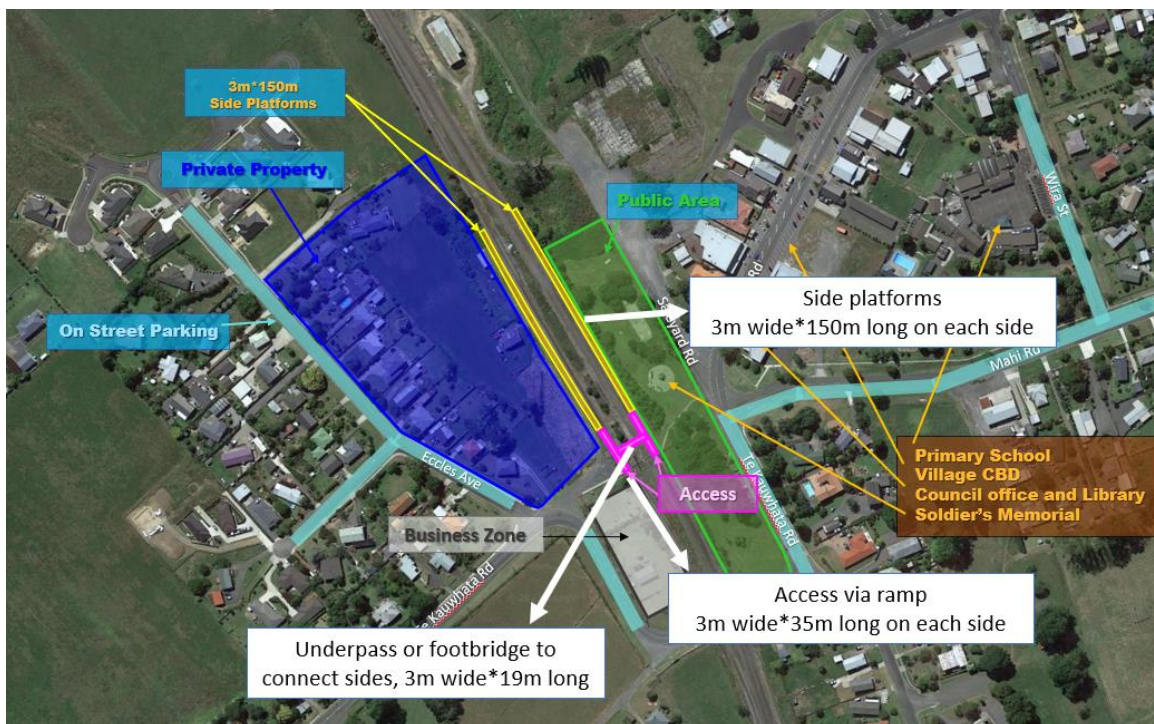


Table 10. Station requirements with dimension – Te Kauwhata Option 3

	<b>Dimension</b>	<b>Quantities</b>
Access via stairs and ramp	3m * 25m	2
Underpass or footbridge to connect both sides	3m * 16m	1
Side platforms	3m * 150m	2

There is a land plot owned by NZ Railways Corporation could potentially be used for sealed public parking in adjacent to the access, if required.

#### Option 4 (Side Platforms with No Track Realignment)



Side platforms are proposed to be located where the existing platform without track realignment (with the southbound platform being located on a loop line). The radius of the track along the proposed platforms is approximately 600m.

An access to the side platforms would be provided via side walkways near the existing level crossing, and the underpass or footbridge with stairs and ramp will be placed to connect both sides.

The key requirements assumed for costing purposes for this location are summarized in Table 10.

Table 11. Station requirements with dimension – Te Kauwhata Option 4

	<b>Dimension</b>	<b>Quantities</b>
Access via walkway	3m * 35m	2
Underpass or footbridge to connect both sides	3m * 19m	1
Side platforms	3m * 150m	2

#### 4. Costs

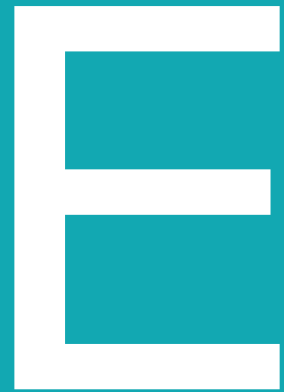
Cost estimates have been prepared for all options, as summarised below.

Station Location	Option	P50 Estimate (\$)	P95 Estimate (\$)
Tūākau	1	8,470,080	10,590,000
	2	5,460,000	6,830,000
	3	4,950,000	6,190,000
	4	5,110,000	6,390,000
Pōkeno	1	7,382,000	9,230,000
	2	4,960,000	6,200,000
Te Kauwhata	1	9,890,000	12,360,000
	2	7,840,000	9,800,000
	3	5,600,000	7,000,000
	4	5,940,000	7,420,000

# D

## Appendix D – Short List MCA

Alternative/ option		Investment Objective			Practical Feasibility			Scheduling/programming	Cost			Demand	Revenue	Competitiveness of Rail versus Car (travel time benefits)	Competitiveness of Rail versus Feeder Buses (travel time benefits)	Decongestion Benefits	BCR	Potential for Developer Contributions	Key risks and uncertainties to consider	Climate change		Impacts on te ao Māori	Environmental and social responsibility			Fatal flaws	WKT & Other impacts to consider at DBC	Summary of decision made		
		Improved access by increasing the proportion of population living within 90 min by rail from less than 1% to 5% by 2050	Increased PT Mode share for the three towns from less than 1% at present to over 5% by 2050	Support population growth in the three towns in line with current development plans	Technical	Safety and design	Consensability		Operating Costs	Capital Costs	Maintenance Costs									Mitigation	Adaptation		Identify	Mitigation Can these be avoided, remedied or mitigated?	Summary of decision made			Progress or discontinue this alternative/ option to DBC?		
Option 6 Serve Pōkeno and Tūāka by Te Huia	3	3	4	3.Amber	2. Amber/green	3.Amber	2-5 years	Low	more than \$10m	Moderate	Mode rate	Mode rate	Go od	N/A	Go od	Neut ral	Neut ral	Station maintenance costs	Red uce	May be	Consid er in DBC	N/A	Y es	N/A	No	N/A	Mod est	Level crossing safety	Progres s	Progress this option to DBC
	3	3	2	3.Amber	2. Amber/green	3.Amber	2-5 years	Low	\$5-\$10m	Moderate	Mode rate	Mode rate	Go od	N/A	Go od	Poor	Neut ral		Red uce	May be	No significant impacts anticipated	N/A	Y es	N/A	Y es	Lo w BCR	Mod est	Level crossing safety	Discont inue	No further consideration in DBC
Option 3A Serve Tūāka only by Te Huia	3	3	2	3.Amber	2. Amber/green	3.Amber	2-5 years	Low	less than \$5m	Moderate	Mode rate	Mode rate	Go od	N/A	Go od	Neut ral	Neut ral	Station maintenance costs	Red uce	May be	Consid er in DBC	N/A	Y es	N/A	No	N/A	Mod est	Level crossing safety	Progres s	Progress this option to DBC (preferred option)
Option 3B Serve Te Kawhata only by Te Huia	3	3	2	3.Amber	2. Amber/green	3.Amber	2-5 years	Low	less than \$5m	Moderate	Mode rate	Mode rate	Ne ut ral	N/A	Go od	Poor	Neut ral		Red uce	May be	No significant impacts anticipated	N/A	Y es	N/A	Y es	Lo w BCR	Mod est	Level crossing safety	Discont inue	No further consideration in DBC

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Appendix E – Option Cost Estimates



## Tuakau Option 1 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato Railways)

Code	Description	Quantity	Unit	Rate	Total
	TUAKAU OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE				10,590,000
	Estimate prepared by: Jason Luo				
	Estimate reviewed by: Apolinario Briones				
	Date of Estimate: May 2023				
	Job No: 3814638				
	<b>Inputs</b>				
	Drawings				
	<b>Scope of Work</b>				
	Demolish existing island platform				
	Construct side walkway				
	Construct underpass under rail track				
	Construct underpass				
	Construct island platform				
	<b>Assumptions</b>				
	P & G - 20%				
	Project Development Phase costs - 2%				
	Pre-Implementation phase costs - 9%				
	Implementation phase fees - 6%				

## Tuakau Option 1 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato Railways)

Code	Description	Quantity	Unit	Rate	Total
	Block of line and uplift protection (KiwiRail) - 10%				
	Contingency - 30%				
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Tuakau Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE					
<b>ENVIRONMENTAL COMPLIANCE</b>					
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
<b>PHYSICAL WORKS</b>					
2	3m wide side walkway	144	m2	150.00	21,600
3	3m wide underpass across rail track	13	m	30,000.00	390,000
4	3m wide underpass	80	m	14,000.00	1,120,000
5	Stair	1	No	10,000.00	10,000
6	Allowance for ramp	1	LS	90,000.00	90,000
7	Demolish existing platform	1,000	m2	500.00	500,000
8	Island platform including bench seating, signage and lighting	1,200	m2	2,000.00	2,400,000
	Sub Total for Physical Works				4,531,600
<b>TRAFFIC MANAGEMENT</b>					
9	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
<b>PRELIMINARY AND GENERAL</b>					
10	Allowance for Preliminary and General	4,601,600	%	0.20	920,320
	Sub Total for Preliminary and General				920,320
11	Rounding	1	LS	-1,919.54	-1,920

## Tuakau Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE (Continued)					
	Total for Physical Works				5,520,000
<b>FEES</b>					
12	Allowance for Project Development Phase costs (2%)	5,520,000	%	0.02	110,400
13	Allowance for Pre-Implementation phase costs (9%)	5,520,000	%	0.09	496,800
14	Allowance for Implementation phase fees (6%)	5,520,000	%	0.06	331,200
15	Allowance for block of line and uplift protection (KiwiRail) (10%)	5,520,000	%	0.01	55,200
	Sub Total for Fees				993,600
<b>CONTINGENCY</b>					
16	Allowance for construction (30%)	5,520,000	%	0.30	1,656,000
17	Allowance for Project Development Phase costs (30%)	110,400	%	0.30	33,120
18	Allowance for Pre-Implementation phase costs (30%)	496,800	%	0.30	149,040
19	Allowance for Implementation phase fees (30%)	331,200	%	0.30	99,360
20	Allowance for block of line and uplift protection (KiwiRail) (30%)	55,200	%	0.30	16,560
21	Rounding	1	LS	2,400.00	2,400
22	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				8,470,080
<b>FUNDING RISK</b>					
23	Allowance for construction (25%)	7,176,000	%	0.25	1,794,000

## Tuakau Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE (Continued)					
24	Allowance for Project Development Phase costs (25%)	143,520	%	0.25	35,880
25	Allowance for Pre-Implementation phase costs (25%)	645,840	%	0.25	161,460
26	Allowance for Implementation phase fees (25%)	430,560	%	0.25	107,640
27	Allowance for block of line and uplift protection (KiwiRail) (25%)	71,760	%	0.25	17,940
28	Rounding	1	LS	3,000.00	3,000
29	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				10,590,000

## Tuakau Option 2 Cost Estimate

Code	Description	Quantity	Unit	Rate	Total
	<p>TUAKAU OPTION 2 - SIDE PLATFORM WITH REALIGNED TRACK COST ESTIMATE</p> <p>Estimate prepared by: Jason Luo</p> <p>Estimate reviewed by: Apolinario Briones</p> <p>Date of Estimate: July 2023</p> <p>Job No: 3814638</p> <p><b>Inputs</b></p> <p>Drawings</p> <p><b>Scope of Work</b></p> <p>Demolish existing side platforms</p> <p>Construct side walkway</p> <p>Construct underpass under rail track</p> <p>Construct side platforms</p> <p>Track realignment</p> <p><b>Assumptions</b></p> <p>P &amp; G - 20%</p> <p>Project Development Phase costs - 2%</p> <p>Pre-Implementation phase costs - 9%</p> <p>Implementation phase fees - 6%</p> <p>Block of line and uplift protection (KiwiRail) - 10%</p> <p>Contingency - 30%</p>				6,830,000

## Tuakau Option 2 Cost Estimate

Code	Description	Quantity	Unit	Rate	Total
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from November 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				



## Tuakau Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 2 - SIDE PLATFORM WITH REALIGNED TRACK COST ESTIMATE					
	<b>ENVIRONMENTAL COMPLIANCE</b>				
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
	<b>PHYSICAL WORKS</b>				
2	3m wide side walkway	300	m2	150.00	45,000
3	3m wide underpass across rail track	10	m	30,000.00	300,000
4	Demolish existing platform	900	m2	500.00	450,000
5	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
6	Track realignment	150	m	1,250.00	187,500
7	Stairs	2	No	10,000.00	20,000
8	Allowance for ramp	1	LS	90,000.00	90,000
	Sub Total for Physical Works				2,892,500
	<b>TRAFFIC MANAGEMENT</b>				
9	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
	<b>PRELIMINARY AND GENERAL</b>				
10	Allowance for Preliminary and General	2,962,500	%	0.20	592,500
	Sub Total for Preliminary and General				592,500
11	Rounding	1	LS	5,000.00	5,000

## Tuakau Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 2 - SIDE PLATFORM WITH REALIGNED TRACK COST ESTIMATE (Continued)					
	Total for Physical Works				3,560,000
<b>FEES</b>					
12	Allowance for Project Development Phase costs (2%)	3,560,000	%	0.02	71,200
13	Allowance for Pre-Implementation phase costs (9%)	3,560,000	%	0.09	320,400
14	Allowance for Implementation phase fees (6%)	3,560,000	%	0.06	213,600
15	Allowance for block of line and uplift protection (KiwiRail) (10%)	3,560,000	%	0.01	35,600
	Sub Total for Fees				640,800
<b>CONTINGENCY</b>					
16	Allowance for construction (30%)	3,560,000	%	0.30	1,068,000
17	Allowance for Project Development Phase costs (30%)	71,200	%	0.30	21,360
18	Allowance for Pre-Implementation phase costs (30%)	320,400	%	0.30	96,120
19	Allowance for Implementation phase fees (30%)	213,600	%	0.30	64,080
20	Allowance for block of line and uplift protection (KiwiRail) (30%)	35,600	%	0.30	10,680
21	Rounding	1	LS	-1,040.00	-1,040
22	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				5,460,000
<b>FUNDING RISK</b>					
23	Allowance for construction (25%)	4,628,000	%	0.25	1,157,000

## Tuakau Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 2 - SIDE PLATFORM WITH REALIGNED TRACK COST ESTIMATE (Continued)					
24	Allowance for Project Development Phase costs (25%)	92,560	%	0.25	23,140
25	Allowance for Pre-Implementation phase costs (25%)	416,520	%	0.25	104,130
26	Allowance for Implementation phase fees (25%)	277,680	%	0.25	69,420
27	Allowance for block of line and uplift protection (KiwiRail) (25%)	46,280	%	0.25	11,570
28	Rounding	1	LS	4,740.00	4,740
29	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				6,830,000

## Tuakau Option 3 Cost Estimate

Code	Description	Quantity	Unit	Rate	Total
	<p>TUAKAU OPTION 3 - SIDE PLATFORM TO NORTH OF EXISTING STATION COST ESTIMATE</p> <p>Estimate prepared by: Jason Luo</p> <p>Estimate reviewed by: Apolinario Briones</p> <p>Date of Estimate: July 2023</p> <p>Job No: 3814638</p> <p><b>Inputs</b></p> <p>Drawings</p> <p><b>Scope of Work</b></p> <p>Demolish existing side platforms</p> <p>Construct side walkway</p> <p>Construct underpass under rail track</p> <p>Construct side platforms</p> <p><b>Assumptions</b></p> <p>P &amp; G - 20%</p> <p>Project Development Phase costs - 2%</p> <p>Pre-Implementation phase costs - 9%</p> <p>Implementation phase fees - 6%</p> <p>Block of line and uplift protection (KiwiRail) - 10%</p> <p>Contingency - 30%</p> <p>Funding Risk - 25%</p>				6,190,000

## Tuakau Option 3 Cost Estimate

Code	Description	Quantity	Unit	Rate	Total
	<b>Exclusions</b> Consenting fees  Land acquisition  GST  Escalation from November 2023  Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Tuakau Option 3 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 3 - SIDE PLATFORM TO NORTH OF EXISTING STATION COST ESTIMATE					
	<b>ENVIRONMENTAL COMPLIANCE</b>				
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
	<b>PHYSICAL WORKS</b>				
2	3m wide side walkway	120	m2	150.00	18,000
3	3m wide underpass across rail track	8	m	30,000.00	240,000
4	Demolish existing platform	900	m2	500.00	450,000
5	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
6	Stairs	2	No	10,000.00	20,000
7	Allowance for ramp	1	LS	90,000.00	90,000
	Sub Total for Physical Works				2,618,000
	<b>TRAFFIC MANAGEMENT</b>				
8	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
	<b>PRELIMINARY AND GENERAL</b>				
9	Allowance for Preliminary and General	2,688,000	%	0.20	537,600
	Sub Total for Preliminary and General				537,600
10	Rounding	1	LS	4,400.00	4,400
	Total for Physical Works				3,230,000



## Tuakau Option 3 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 3 - SIDE PLATFORM TO NORTH OF EXISTING STATION COST ESTIMATE (Continued)					
<b>FEES</b>					
11	Allowance for Project Development Phase costs (2%)	3,230,000	%	0.02	64,600
12	Allowance for Pre-Implementation phase costs (9%)	3,230,000	%	0.09	290,700
13	Allowance for Implementation phase fees (6%)	3,230,000	%	0.06	193,800
14	Allowance for block of line and uplift protection (KiwiRail) (10%)	3,230,000	%	0.01	32,300
	Sub Total for Fees				581,400
<b>CONTINGENCY</b>					
15	Allowance for construction (30%)	3,230,000	%	0.30	969,000
16	Allowance for Project Development Phase costs (30%)	64,600	%	0.30	19,380
17	Allowance for Pre-Implementation phase costs (30%)	290,700	%	0.30	87,210
18	Allowance for Implementation phase fees (30%)	193,800	%	0.30	58,140
19	Allowance for block of line and uplift protection (KiwiRail) (30%)	32,300	%	0.30	9,690
20	Rounding	1	LS	-4,820.00	-4,820
21	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				4,950,000
<b>FUNDING RISK</b>					
22	Allowance for construction (25%)	4,199,000	%	0.25	1,049,750
23	Allowance for Project Development Phase costs (25%)	83,980	%	0.25	20,995

## Tuakau Option 3 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 3 - SIDE PLATFORM TO NORTH OF EXISTING STATION COST ESTIMATE (Continued)					
24	Allowance for Pre-Implementation phase costs (25%)	377,910	%	0.25	94,478
25	Allowance for Implementation phase fees (25%)	251,940	%	0.25	62,985
26	Allowance for block of line and uplift protection (KiwiRail) (25%)	41,990	%	0.25	10,498
27	Rounding	1	LS	1,295.00	1,295
28	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				6,190,000

## Tuakau Option 4 Cost Estimate

Code	Description	Quantity	Unit	Rate	Total
	<p>TUAKAU OPTION 4 - SIDE PLATFORM WITH NO TRACK REALIGNMENT COST ESTIMATE</p> <p>Estimate prepared by: Jason Luo</p> <p>Estimate reviewed by: Apolinario Briones</p> <p>Date of Estimate: July 2023</p> <p>Job No: 3814638</p> <p><b>Inputs</b></p> <p>Drawings</p> <p><b>Scope of Work</b></p> <p>Demolish existing side platforms</p> <p>Construct side walkway</p> <p>Construct underpass under rail track</p> <p>Construct side platforms</p> <p><b>Assumptions</b></p> <p>P &amp; G - 20%</p> <p>Project Development Phase costs - 2%</p> <p>Pre-Implementation phase costs - 9%</p> <p>Implementation phase fees - 6%</p> <p>Block of line and uplift protection (KiwiRail) - 10%</p> <p>Contingency - 30%</p> <p>Funding Risk - 25%</p>				6,390,000

## Tuakau Option 4 Cost Estimate

Code	Description	Quantity	Unit	Rate	Total
	<p><b>Exclusions</b></p> <p>Consenting fees</p> <p>Land acquisition</p> <p>GST</p> <p>Escalation from November 2023</p> <p>Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.</p>				

## Tuakau Option 4 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 4 - SIDE PLATFORM WITH NO TRACK REALIGNMENT COST ESTIMATE					
	<b>ENVIRONMENTAL COMPLIANCE</b>				
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
	<b>PHYSICAL WORKS</b>				
2	3m wide side walkway	300	m2	150.00	45,000
3	3m wide underpass across rail track	10	m	30,000.00	300,000
4	Demolish existing platform	900	m2	500.00	450,000
5	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
6	Stairs	2	No	10,000.00	20,000
7	Allowance for ramp	1	LS	90,000.00	90,000
	Sub Total for Physical Works				2,705,000
	<b>TRAFFIC MANAGEMENT</b>				
8	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
	<b>PRELIMINARY AND GENERAL</b>				
9	Allowance for Preliminary and General	2,775,000	%	0.20	555,000
	Sub Total for Preliminary and General				555,000
10	Rounding	1	LS		0
	Total for Physical Works				3,330,000

## Tuakau Option 4 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 4 - SIDE PLATFORM WITH NO TRACK REALIGNMENT COST ESTIMATE (Continued)					
<b>FEES</b>					
11	Allowance for Project Development Phase costs (2%)	3,330,000	%	0.02	66,600
12	Allowance for Pre-Implementation phase costs (9%)	3,330,000	%	0.09	299,700
13	Allowance for Implementation phase fees (6%)	3,330,000	%	0.06	199,800
14	Allowance for block of line and uplift protection (KiwiRail) (10%)	3,330,000	%	0.01	33,300
	Sub Total for Fees				599,400
<b>CONTINGENCY</b>					
15	Allowance for construction (30%)	3,330,000	%	0.30	999,000
16	Allowance for Project Development Phase costs (30%)	66,600	%	0.30	19,980
17	Allowance for Pre-Implementation phase costs (30%)	299,700	%	0.30	89,910
18	Allowance for Implementation phase fees (30%)	199,800	%	0.30	59,940
19	Allowance for block of line and uplift protection (KiwiRail) (30%)	33,300	%	0.30	9,990
20	Rounding	1	LS	1,780.00	1,780
21	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				5,110,000
<b>FUNDING RISK</b>					
22	Allowance for construction (25%)	4,329,000	%	0.25	1,082,250
23	Allowance for Project Development Phase costs (25%)	86,580	%	0.25	21,645



## Tuakau Option 4 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TUAKAU OPTION 4 - SIDE PLATFORM WITH NO TRACK REALIGNMENT COST ESTIMATE (Continued)					
24	Allowance for Pre-Implementation phase costs (25%)	389,610	%	0.25	97,403
25	Allowance for Implementation phase fees (25%)	259,740	%	0.25	64,935
26	Allowance for block of line and uplift protection (KiwiRail) (25%)	43,290	%	0.25	10,823
27	Rounding	1	LS	2,945.00	2,945
28	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				6,390,000

## Pokeno Option 1 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato Railways)

Code	Description	Quantity	Unit	Rate	Total
	<p>POKENO OPTION 1 - SIDE PLATFORM WITH UNDERPASS COST ESTIMATE</p> <p>Estimate prepared by: Jason Luo</p> <p>Estimate reviewed by: Apolinario Briones</p> <p>Date of Estimate: May 2023</p> <p>Job No: 3814638</p> <p><b>Inputs</b></p> <p>Drawings</p> <p><b>Scope of Work</b></p> <p>Construct ramp and stairs</p> <p>Construct underpass under rail track</p> <p>Construct underpass</p> <p>Construct side platform</p> <p>Construct carpark</p> <p><b>Assumptions</b></p> <p>P &amp; G - 20%</p> <p>Project Development Phase costs - 2%</p> <p>Pre-Implementation phase costs - 9%</p> <p>Implementation phase fees - 6%</p>				9,230,000

## Pokeno Option 1 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato Railways)

Code	Description	Quantity	Unit	Rate	Total
	Block of line and uplift protection (KiwiRail) - 10%				
	Contingency - 30%				
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Pokeno Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
POKENO OPTION 1 - SIDE PLATFORM WITH UNDERPASS COST ESTIMATE					
<b>ENVIRONMENTAL COMPLIANCE</b>					
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
<b>PHYSICAL WORKS</b>					
2	3m wide underpass across rail track	8	m	30,000.00	240,000
3	3m wide underpass	100	m	14,000.00	1,400,000
4	Stairs	2	No	10,000.00	20,000
5	3m wide ramp	171	m2	1,500.00	256,500
6	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
7	Carpark	1,500	m2	150.00	225,000
	Sub Total for Physical Works				3,941,500
<b>TRAFFIC MANAGEMENT</b>					
8	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
<b>PRELIMINARY AND GENERAL</b>					
9	Allowance for Preliminary and General	4,011,500	%	0.20	802,300
	Sub Total for Preliminary and General				802,300
10	Rounding	1	LS	-3,799.42	-3,799
	Total for Physical Works				4,810,000

## Pokeno Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
POKENO OPTION 1 - SIDE PLATFORM WITH UNDERPASS COST ESTIMATE (Continued)					
<b>FEES</b>					
11	Allowance for Project Development Phase costs (2%)	4,810,000	%	0.02	96,200
12	Allowance for Pre-Implementation phase costs (9%)	4,810,000	%	0.09	432,900
13	Allowance for Implementation phase fees (6%)	4,810,000	%	0.06	288,600
14	Allowance for block of line and uplift protection (KiwiRail) (10%)	4,810,000	%	0.01	48,100
	Sub Total for Fees				865,800
<b>CONTINGENCY</b>					
15	Allowance for construction (30%)	4,810,000	%	0.30	1,443,000
16	Allowance for Project Development Phase costs (30%)	96,200	%	0.30	28,860
17	Allowance for Pre-Implementation phase costs (30%)	432,900	%	0.30	129,870
18	Allowance for Implementation phase fees (30%)	288,600	%	0.30	86,580
19	Allowance for block of line and uplift protection (KiwiRail) (30%)	48,100	%	0.30	14,430
20	Rounding	1	LS	3,460.00	3,460
21	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				7,382,000
<b>FUNDING RISK</b>					
22	Allowance for construction (25%)	6,253,000	%	0.25	1,563,250
23	Allowance for Project Development Phase costs (25%)	125,060	%	0.25	31,265

## Pokeno Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
POKENO OPTION 1 - SIDE PLATFORM WITH UNDERPASS COST ESTIMATE (Continued)					
24	Allowance for Pre-Implementation phase costs (25%)	562,770	%	0.25	140,692
25	Allowance for Implementation phase fees (25%)	375,180	%	0.25	93,795
26	Allowance for block of line and uplift protection (KiwiRail) (25%)	62,530	%	0.25	15,632
27	Rounding	1	LS	3,365.00	3,365
28	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				9,230,000



## Pokeno Option 2 Cost Estimate

<b>Project:</b> Station Plans	<b>Details:</b>
<b>Building:</b> Station Plans (Upper North Waikato Railways)	

Code	Description	Quantity	Unit	Rate	Total
	<p>POKENO OPTION 2 - SIDE PLATFORM WITH FOOTBRIDGE COST ESTIMATE</p> <p>Estimate prepared by: Jason Luo</p> <p>Estimate reviewed by: Apolinario Briones</p> <p>Date of Estimate: May 2023</p> <p>Job No: 3814638</p> <p><b>Inputs</b></p> <p>Drawings</p> <p><b>Scope of Work</b></p> <p>Construct footbridge</p> <p>Construct side platforms</p> <p>Construct carpark</p> <p><b>Assumptions</b></p> <p>P &amp; G - 20%</p> <p>Project Development Phase costs - 2%</p> <p>Pre-Implementation phase costs - 9%</p> <p>Implementation phase fees - 6%</p> <p>Block of line and uplift protection (KiwiRail) - 10%</p> <p>Contingency - 30%</p>				6,200,000

## Pokeno Option 2 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato  
Railways)

Code	Description	Quantity	Unit	Rate	Total
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Pokeno Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
POKENO OPTION 2 - SIDE PLATFORM WITH FOOTBRIDGE COST ESTIMATE					
<b>ENVIRONMENTAL COMPLIANCE</b>					
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
<b>PHYSICAL WORKS</b>					
2	3m wide footbridge	75	m2	8,000.00	600,000
3	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
4	Carpark	1,500	m2	150.00	225,000
	Sub Total for Physical Works				2,625,000
<b>TRAFFIC MANAGEMENT</b>					
5	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
<b>PRELIMINARY AND GENERAL</b>					
6	Allowance for Preliminary and General	2,695,000	%	0.20	539,000
	Sub Total for Preliminary and General				539,000
7	Rounding	1	LS	-4,000.00	-4,000
	Total for Physical Works				3,230,000
<b>FEES</b>					
8	Allowance for Project Development Phase costs (2%)	3,230,000	%	0.02	64,600
9	Allowance for Pre-Implementation phase costs (9%)	3,230,000	%	0.09	290,700
10	Allowance for Implementation phase fees (6%)	3,230,000	%	0.06	193,800

## Pokeno Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
POKENO OPTION 2 - SIDE PLATFORM WITH FOOTBRIDGE COST ESTIMATE (Continued)					
11	Allowance for block of line and uplift protection (KiwiRail) (10%)	3,230,000	%	0.01	32,300
	Sub Total for Fees				581,400
<b>CONTINGENCY</b>					
12	Allowance for construction (30%)	3,230,000	%	0.30	969,000
13	Allowance for Project Development Phase costs (30%)	64,600	%	0.30	19,380
14	Allowance for Pre-Implementation phase costs (30%)	290,700	%	0.30	87,210
15	Allowance for Implementation phase fees (30%)	193,800	%	0.30	58,140
16	Allowance for block of line and uplift protection (KiwiRail) (30%)	32,300	%	0.30	9,690
17	Rounding	1	LS	5,180.00	5,180
18	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				4,960,000
<b>FUNDING RISK</b>					
19	Allowance for construction (25%)	4,199,000	%	0.25	1,049,750
20	Allowance for Project Development Phase costs (25%)	83,980	%	0.25	20,995
21	Allowance for Pre-Implementation phase costs (25%)	377,910	%	0.25	94,478
22	Allowance for Implementation phase fees (25%)	251,940	%	0.25	62,985
23	Allowance for block of line and uplift protection (KiwiRail) (25%)	41,990	%	0.25	10,498

Pokeno Option 2 Cost Estimate



<b>Project:</b> Station Plans	<b>Details:</b>
<b>Building:</b> Station Plans (Upper North Waikato Railways)	

Code	Description	Quantity	Unit	Rate	Total
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POKENO OPTION 2 - SIDE PLATFORM WITH FOOTBRIDGE  
 COST ESTIMATE  
 (Continued)

24	Rounding	1	LS	1,295.00	1,295
25	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				6,200,000

## Te Kauwhata Option 1 Cost Estimate

<b>Project:</b> Station Plans	<b>Details:</b>
<b>Building:</b> Station Plans (Upper North Waikato Railways)	

Code	Description	Quantity	Unit	Rate	Total
	TE KAUWHATA OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE				12,360,000
	Estimate prepared by: Jason Luo				
	Estimate reviewed by: Apolinario Briones				
	Date of Estimate: May 2023				
	Job No: 3814638				
	<b>Inputs</b>				
	Drawings				
	<b>Scope of Work</b>				
	Demolish existing island platform				
	Construct underpass under rail track				
	Construct underpass				
	Construct island platform				
	<b>Assumptions</b>				
	P & G - 20%				
	Project Development Phase costs - 2%				
	Pre-Implementation phase costs - 9%				
	Implementation phase fees - 6%				
	Block of line and uplift protection (KiwiRail) - 10%				

## Te Kauwhata Option 1 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato  
Railways)

Code	Description	Quantity	Unit	Rate	Total
	Contingency - 30%				
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				



## Te Kauwhata Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE					
<b>ENVIRONMENTAL COMPLIANCE</b>					
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
<b>PHYSICAL WORKS</b>					
2	3m wide underpass across rail track	13	m	30,000.00	390,000
3	3m wide underpass	137	m	14,000.00	1,917,999
4	Stair	1	No	10,000.00	10,000
5	Allowance for ramp	1	LS	90,000.00	90,000
6	Demolish existing platform	1,000	m2	500.00	500,000
7	Island platform including bench seating, signage and lighting	1,200	m2	2,000.00	2,400,000
	Sub Total for Physical Works				5,307,999
<b>TRAFFIC MANAGEMENT</b>					
8	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
<b>PRELIMINARY AND GENERAL</b>					
9	Allowance for Preliminary and General	5,377,999	%	0.20	1,075,600
	Sub Total for Preliminary and General				1,075,600
10	Rounding	1	LS	-3,599.20	-3,599
	Total for Physical Works				6,450,000

## Te Kauwhata Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE (Continued)					
<b>FEES</b>					
11	Allowance for Project Development Phase costs (2%)	6,450,000	%	0.02	129,000
12	Allowance for Pre-Implementation phase costs (9%)	6,450,000	%	0.09	580,500
13	Allowance for Implementation phase fees (6%)	6,450,000	%	0.06	387,000
14	Allowance for block of line and uplift protection (KiwiRail) (10%)	6,450,000	%	0.01	64,500
	Sub Total for Fees				1,161,000
<b>CONTINGENCY</b>					
15	Allowance for construction (30%)	6,450,000	%	0.30	1,935,000
16	Allowance for Project Development Phase costs (30%)	129,000	%	0.30	38,700
17	Allowance for Pre-Implementation phase costs (30%)	580,500	%	0.30	174,150
18	Allowance for Implementation phase fees (30%)	387,000	%	0.30	116,100
19	Allowance for block of line and uplift protection (KiwiRail) (30%)	64,500	%	0.30	19,350
20	Rounding	1	LS	-4,300.00	-4,300
21	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				9,890,000
<b>FUNDING RISK</b>					
22	Allowance for construction (25%)	8,385,000	%	0.25	2,096,250
23	Allowance for Project Development Phase costs (25%)	167,700	%	0.25	41,925

## Te Kauwhata Option 1 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 1 - ISLAND PLATFORM WITH UNDERPASS COST ESTIMATE (Continued)					
24	Allowance for Pre-Implementation phase costs (25%)	754,650	%	0.25	188,663
25	Allowance for Implementation phase fees (25%)	503,100	%	0.25	125,775
26	Allowance for block of line and uplift protection (KiwiRail) (25%)	83,850	%	0.25	20,963
27	Rounding	1	LS	-3,575.00	-3,575
28	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				12,360,000

## Te Kauwhata Option 2 Cost Estimate

<b>Project:</b> Station Plans <b>Building:</b> Station Plans (Upper North Waikato Railways)	<b>Details:</b>
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Code	Description	Quantity	Unit	Rate	Total
	TE KAUWHATA OPTION 2 - SIDE PLATFORM AT THE EXISTING STATION WITH REALIGNMENT TRACK COST ESTIMATE  Estimate prepared by: Jason Luo  Estimate reviewed by: Apolinario Briones  Date of Estimate: May 2023  Job No: 3814638  <b>Inputs</b> Drawings  <b>Scope of Work</b> Demolish existing side platforms  Construct underpass under rail track  Construct underpass  Construct ramp and stairs  Construct side platforms  Track realignment  <b>Assumptions</b> P & G - 20%  Project Development Phase costs - 2%  Pre-Implementation phase costs - 9%				9,800,000

## Te Kauwhata Option 2 Cost Estimate

<b>Project:</b> Station Plans <b>Building:</b> Station Plans (Upper North Waikato Railways)	<b>Details:</b>
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Code	Description	Quantity	Unit	Rate	Total
	Implementation phase fees - 6%				
	Block of line and uplift protection (KiwiRail) - 10%				
	Contingency - 30%				
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Te Kauwhata Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 2 - SIDE PLATFORM AT THE EXISTING STATION WITH REALIGNMENT TRACK COST ESTIMATE					
<b>ENVIRONMENTAL COMPLIANCE</b>					
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
<b>PHYSICAL WORKS</b>					
2	3m wide underpass across rail track	19	m	30,000.00	570,000
3	3m wide underpass	70	m	14,000.00	980,000
4	Stairs	2	No	10,000.00	20,000
5	Allowance for ramp	1	LS	180,000.00	180,000
6	Demolish existing platform	900	m2	500.00	450,000
7	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
8	Track realignment	150	m	1,250.00	187,500
	Sub Total for Physical Works				4,187,500
<b>TRAFFIC MANAGEMENT</b>					
9	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
<b>PRELIMINARY AND GENERAL</b>					
10	Allowance for Preliminary and General	4,257,500	%	0.20	851,500
	Sub Total for Preliminary and General				851,500
11	Rounding	1	LS	1,000.00	1,000

## Te Kauwhata Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 2 - SIDE PLATFORM AT THE EXISTING STATION WITH REALIGNMENT TRACK COST ESTIMATE (Continued)					
	Total for Physical Works				5,110,000
<b>FEES</b>					
12	Allowance for Project Development Phase costs (2%)	5,110,000	%	0.02	102,200
13	Allowance for Pre-Implementation phase costs (9%)	5,110,000	%	0.09	459,900
14	Allowance for Implementation phase fees (6%)	5,110,000	%	0.06	306,600
15	Allowance for block of line and uplift protection (KiwiRail) (10%)	5,110,000	%	0.01	51,100
	Sub Total for Fees				919,800
<b>CONTINGENCY</b>					
16	Allowance for construction (30%)	5,110,000	%	0.30	1,533,000
17	Allowance for Project Development Phase costs (30%)	102,200	%	0.30	30,660
18	Allowance for Pre-Implementation phase costs (30%)	459,900	%	0.30	137,970
19	Allowance for Implementation phase fees (30%)	306,600	%	0.30	91,980
20	Allowance for block of line and uplift protection (KiwiRail) (30%)	51,100	%	0.30	15,330
21	Rounding	1	LS	1,261.00	1,261
22	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				7,840,000
<b>FUNDING RISK</b>					



## Te Kauwhata Option 2 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 2 - SIDE PLATFORM AT THE EXISTING STATION WITH REALIGNMENT TRACK COST ESTIMATE (Continued)					
23	Allowance for construction (25%)	6,642,999	%	0.25	1,660,750
24	Allowance for Project Development Phase costs (25%)	132,860	%	0.25	33,215
25	Allowance for Pre-Implementation phase costs (25%)	597,870	%	0.25	149,467
26	Allowance for Implementation phase fees (25%)	398,580	%	0.25	99,645
27	Allowance for block of line and uplift protection (KiwiRail) (25%)	66,430	%	0.25	16,607
28	Rounding	1	LS	315.00	315
29	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				9,800,000

## Te Kauwhata Option 3 Cost Estimate

<b>Project:</b> Station Plans	<b>Details:</b>
<b>Building:</b> Station Plans (Upper North Waikato Railways)	

Code	Description	Quantity	Unit	Rate	Total
	TE KAUWHATA OPTION 3 - SIDE PLATFORMS TO NORTH OF EXISTING STATION COST ESTIMATE				7,000,000
	Estimate prepared by: Jason Luo				
	Estimate reviewed by: Apolinario Briones				
	Date of Estimate: May 2023				
	Job No: 3814638				
	<b>Inputs</b>				
	Drawings				
	<b>Scope of Work</b>				
	Demolish existing side platforms				
	Construct underpass under rail track				
	Construct stairs and ramp				
	Construct side platforms				
	<b>Assumptions</b>				
	P & G - 20%				
	Project Development Phase costs - 2%				
	Pre-Implementation phase costs - 9%				
	Implementation phase fees - 6%				
	Block of line and uplift protection (KiwiRail) - 10%				

## Te Kauwhata Option 3 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato Railways)

Code	Description	Quantity	Unit	Rate	Total
	Contingency - 30%				
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Te Kauwhata Option 3 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 3 - SIDE PLATFORMS TO NORTH OF EXISTING STATION COST ESTIMATE					
	<b>ENVIRONMENTAL COMPLIANCE</b>				
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
	<b>PHYSICAL WORKS</b>				
2	3m wide underpass across rail track	16	m	30,000.00	480,000
3	Stairs	2	No	10,000.00	20,000
4	Ramp	150	m2	1,500.00	225,000
5	Demolish existing platform	900	m2	500.00	450,000
6	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
	Sub Total for Physical Works				2,975,000
	<b>TRAFFIC MANAGEMENT</b>				
7	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
	<b>PRELIMINARY AND GENERAL</b>				
8	Allowance for Preliminary and General	3,045,000	%	0.20	609,000
	Sub Total for Preliminary and General				609,000
9	Rounding	1	LS	-4,000.00	-4,000
	Total for Physical Works				3,650,000
	<b>FEES</b>				
10	Allowance for Project Development Phase costs (2%)	3,650,000	%	0.02	73,000

## Te Kauwhata Option 3 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 3 - SIDE PLATFORMS TO NORTH OF EXISTING STATION COST ESTIMATE (Continued)					
11	Allowance for Pre-Implementation phase costs (9%)	3,650,000	%	0.09	328,500
12	Allowance for Implementation phase fees (6%)	3,650,000	%	0.06	219,000
13	Allowance for block of line and uplift protection (KiwiRail) (10%)	3,650,000	%	0.01	36,500
	Sub Total for Fees				657,000
<b>CONTINGENCY</b>					
14	Allowance for construction (30%)	3,650,000	%	0.30	1,095,000
15	Allowance for Project Development Phase costs (30%)	73,000	%	0.30	21,900
16	Allowance for Pre-Implementation phase costs (30%)	328,500	%	0.30	98,550
17	Allowance for Implementation phase fees (30%)	219,000	%	0.30	65,700
18	Allowance for block of line and uplift protection (KiwiRail) (30%)	36,500	%	0.30	10,950
19	Rounding	1	LS	900.00	900
20	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				5,600,000
<b>FUNDING RISK</b>					
21	Allowance for construction (25%)	4,745,000	%	0.25	1,186,250
22	Allowance for Project Development Phase costs (25%)	94,900	%	0.25	23,725
23	Allowance for Pre-Implementation phase costs (25%)	427,050	%	0.25	106,763

## Te Kauwhata Option 3 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 3 - SIDE PLATFORMS TO NORTH OF EXISTING STATION COST ESTIMATE (Continued)					
24	Allowance for Implementation phase fees (25%)	284,700	%	0.25	71,175
25	Allowance for block of line and uplift protection (KiwiRail) (25%)	47,450	%	0.25	11,863
26	Rounding	1	LS	225.00	225
27	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				7,000,000

## Te Kauwhata Option 4 Cost Estimate

<b>Project:</b> Station Plans <b>Building:</b> Station Plans (Upper North Waikato Railways)	<b>Details:</b>
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Code	Description	Quantity	Unit	Rate	Total
	TE KAUWHATA OPTION 4 - SIDE PLATFORMS WITH NO TRACK REALIGNMENT COST ESTIMATE  Estimate prepared by: Jason Luo  Estimate reviewed by: Apolinario Briones  Date of Estimate: May 2023  Job No: 3814638  <b>Inputs</b> Drawings  <b>Scope of Work</b> Demolish existing side platforms  Construct underpass under rail track  Construct stairs and ramp  Construct side platforms  <b>Assumptions</b> P & G - 20%  Project Development Phase costs - 2%  Pre-Implementation phase costs - 9%  Implementation phase fees - 6%  Block of line and uplift protection (KiwiRail) - 10%				7,420,000



## Te Kauwhata Option 4 Cost Estimate

**Project:** Station Plans**Details:****Building:** Station Plans (Upper North Waikato Railways)

Code	Description	Quantity	Unit	Rate	Total
	Contingency - 30%				
	Funding Risk - 25%				
	<b>Exclusions</b>				
	Consenting fees				
	Land acquisition				
	GST				
	Escalation from September 2023				
	Impacts of extraordinary global events (such as the COVID-19 outbreak) within estimate.				

## Te Kauwhata Option 4 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 4 - SIDE PLATFORMS WITH NO TRACK REALIGNMENT COST ESTIMATE					
	<b>ENVIRONMENTAL COMPLIANCE</b>				
1	Allowance for Environmental Compliance	1	LS	20,000.00	20,000
	Sub Total for Environmental Compliance				20,000
	<b>PHYSICAL WORKS</b>				
2	3m wide underpass across rail track	19	m	30,000.00	570,000
3	Stairs	2	No	10,000.00	20,000
4	Ramp	210	m2	1,500.00	315,000
5	Demolish existing platform	900	m2	500.00	450,000
6	Side platform including bench seating, signage and lighting	900	m2	2,000.00	1,800,000
	Sub Total for Physical Works				3,155,000
	<b>TRAFFIC MANAGEMENT</b>				
7	Allowance for Traffic Management	1	LS	50,000.00	50,000
	Sub Total for Traffic Management				50,000
	<b>PRELIMINARY AND GENERAL</b>				
8	Allowance for Preliminary and General	3,225,000	%	0.20	645,000
	Sub Total for Preliminary and General				645,000
9	Rounding	1	LS		0
	Total for Physical Works				3,870,000
	<b>FEES</b>				
10	Allowance for Project Development Phase costs (2%)	3,870,000	%	0.02	77,400

## Te Kauwhata Option 4 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 4 - SIDE PLATFORMS WITH NO TRACK REALIGNMENT COST ESTIMATE (Continued)					
11	Allowance for Pre-Implementation phase costs (9%)	3,870,000	%	0.09	348,300
12	Allowance for Implementation phase fees (6%)	3,870,000	%	0.06	232,200
13	Allowance for block of line and uplift protection (KiwiRail) (10%)	3,870,000	%	0.01	38,700
	Sub Total for Fees				696,600
<b>CONTINGENCY</b>					
14	Allowance for construction (30%)	3,870,000	%	0.30	1,161,000
15	Allowance for Project Development Phase costs (30%)	77,400	%	0.30	23,220
16	Allowance for Pre-Implementation phase costs (30%)	348,300	%	0.30	104,490
17	Allowance for Implementation phase fees (30%)	232,200	%	0.30	69,660
18	Allowance for block of line and uplift protection (KiwiRail) (30%)	38,700	%	0.30	11,610
19	Rounding	1	LS	3,420.00	3,420
20	Sub Total for Contingency				
	TOTAL EXPECTED ESTIMATE (P50)				5,940,000
<b>FUNDING RISK</b>					
21	Allowance for construction (25%)	5,031,000	%	0.25	1,257,750
22	Allowance for Project Development Phase costs (25%)	100,620	%	0.25	25,155
23	Allowance for Pre-Implementation phase costs (25%)	452,790	%	0.25	113,198

## Te Kauwhata Option 4 Cost Estimate

**Project:** Station Plans  
**Building:** Station Plans (Upper North Waikato Railways)

**Details:**

Code	Description	Quantity	Unit	Rate	Total
TE KAUWHATA OPTION 4 - SIDE PLATFORMS WITH NO TRACK REALIGNMENT COST ESTIMATE (Continued)					
24	Allowance for Implementation phase fees (25%)	301,860	%	0.25	75,465
25	Allowance for block of line and uplift protection (KiwiRail) (25%)	50,310	%	0.25	12,578
26	Rounding	1	LS	-4,145.00	-4,145
27	Sub Total for Funding Risk				
	95TH PERCENTILE COST ESTIMATE				7,420,000

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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Budget amendments for projects funded by the Infrastructure Acceleration Fund, Ngaaruawaahia</b>
Date:	16 August 2023
Report Author:	Kelly Nicolson, Infrastructure Development Manager
Authorised by:	Roger MacCulloch, General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

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To provide a background summary on the Council approved Infrastructure Acceleration Fund from Kāinga Ora that will help fund a portion of the infrastructure in the residentially zoned Galbraith Street Catchment in Northern Ngaaruawaahia. The background summary is largely for the benefit of the new Councillors.

#### **AND**

To seek approval from the Committee to use the Ngaaruawaahia Structure Plan Reserve to fund the local share portion of the Galbraith Street Catchment Enabling Infrastructure Projects stipulated in the funding agreement between Kāinga Ora and the Waikato District Council, based on revised estimates.

#### **AND**

To seek approval from the Committee to make the necessary budget adjustments, to align the Roding and Waters projects with updated project estimates and to correct project funding, to reflect the Kāinga Ora contribution and increased local share funding from the Ngaaruawaahia Structure Plan Reserve.

## **2. Executive summary**

### **Whakaraapopototanga matua**

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Council entered into an Infrastructure Funding Agreement (IAF) with Kāinga Ora on 11 October 2022, in which Council has agreed to deliver roading and 3 waters infrastructure which will enable development of over 200 houses in the residentially zoned Galbraith Street Catchment in North Ngaaruawaahia.

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The total cost of the enabling infrastructure projects included in the IAF is approximately \$10.796M. The funding of these projects will come from the Kāinga Ora grant of \$5.32M, the Waka Kotahi subsidy of \$992,365 and local share funding of \$4.484M proposed to be from the Ngaaruawahia Structure Plan Reserve.

Council has committed to the construction milestones set out in the funding agreement. Although Kāinga Ora has agreed to fund up to the capped amount, the funding agreement framework only allows for quarterly claims, which will be based on what has been spent on the infrastructure projects during that period. The local share funding source can be used to cover monthly invoice claims from civil contractors, and the overall shortfall between external funding and the total cost of the infrastructure projects. The shortfall will be recovered from growth (through Development Contributions (DCs) and/or Development Agreements (DAs)) at the direction of Council in October 2022.

Staff require access to a budget to enable the initiation of the infrastructure projects agreed to in the IAF. Council's Finance Team has identified the Ngaaruawaahia Structure Plan Fund as the most appropriate fund for the enabling infrastructure projects.

The recommendations in this report are largely a formality. Council approval is required to enable the Finance Team to establish budget codes and make the required budget adjustments to allow the enabling infrastructure projects to be delivered. This matter was not addressed in the 7 October 2022 resolutions due to the staff recommendation being that Next Construction Limited (the IAF funding applicant) deliver the infrastructure projects.

### 3. Staff recommendations Tuutohu-aa-kaimahi

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**That the Infrastructure Committee recommends that Council:**

- a. **receives the report titled "Budget Amendments for projects funded by the Infrastructure Acceleration Fund, Ngaaruawaahia" dated 16 August 2023;**
  - b. **approves the following budget adjustments:**
    - i. **Replace the local share funding of \$953,449 in the subsidised Roding project with external funding from Kainga Ora (IAF).**
    - ii. **Establish an unsubsidised Roding gross budget of \$6,223,139 due to the increased Roding budget requirement. This is to be funded by \$2,896,171 from Kainga Ora (IAF) and local share funding of \$3,326,968 from the Ngaaruawaahia Structure Plan Reserve.**
    - iii. **Establish a Stormwater, Wastewater and Water gross budget of \$2,627,206. This is to be funded by \$1,470,380 from Kainga Ora (IAF) and local share funding of \$1,156,826 from the Ngaaruawaahia Structure Plan Reserve.**
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## 4. Background

### Koorero whaimaarama

In June 2021, the Government announced the Infrastructure Acceleration Fund (IAF) initiative as part of the broader Housing Acceleration Fund. The IAF is administered by Kāinga Ora (KO) and is awarded in the form of a non-repayable grant to provide for infrastructure necessary to enable residential housing developments.

Next Construction Limited, Swordfish Projects Limited, 61 Old Taupiri Limited and 26 Jackson Limited are development companies with landholdings in the residentially zoned (but un-serviced) Galbraith Street Catchment on the northern side of Ngaaruawaahia. The four companies are administered by Next Construction Limited and will henceforth be referred to as Next Construction.

Next Construction successfully applied for the IAF in 2022 to support the delivery of critical roading and 3 waters infrastructure within the catchment necessary to both enable their proposed housing developments and development on other land. Next Construction included cost estimates for all infrastructure projects in their application. Council provided technical input and a supporting letter. Although Next Construction applied for the fund, it became apparent during the negotiation phase that KO would only enter into the funding agreement with the Council.

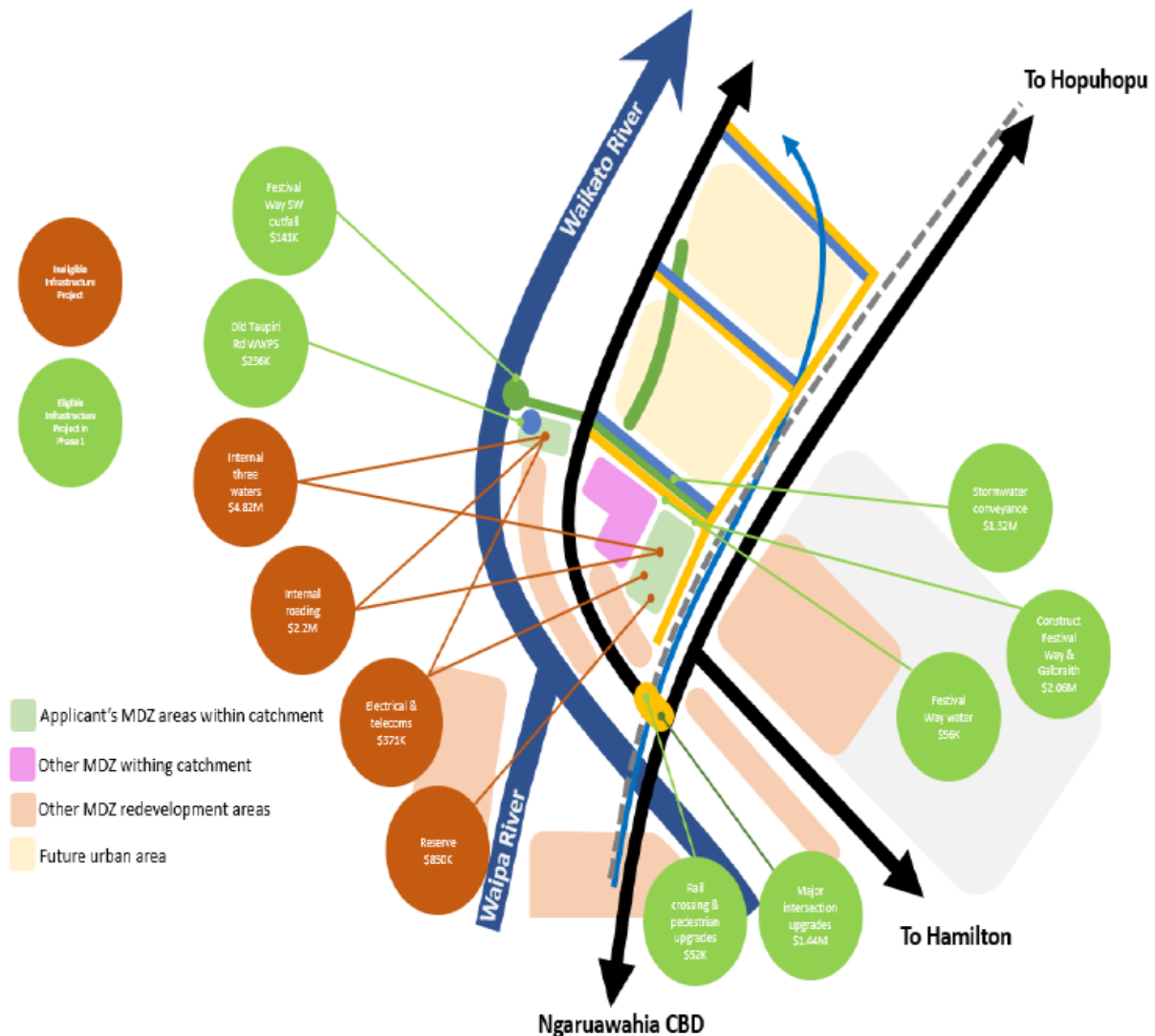
As part of the application process, KO engaged Beca Consultants to review the cost estimates provided in Next Construction's application. Beca estimated the development of all enabling infrastructure projects to be \$10,324,976M. This has since been revised by Council to \$10,796,160M, and includes a total gross roading budget of \$8,168,953 and a total gross waters budget of \$2,627,206. KO agreed to fund the construction of the required roading and 3 waters infrastructure up to the capped sum of \$5.3M (\$3,849,620 for roading projects and \$1,470,380 for 3 waters projects). Waka Kotahi has agreed to a \$992,365 subsidy for the construction of Festival Way. The remaining costs need to be covered by local share funding of up to \$4,483,794.

As the recipient of the fund, Waikato District Council is obligated to oversee the delivery of the infrastructure. Receipt of IAF funding is contingent on the completion of the infrastructure projects by the milestone dates set out in the funding agreement and illustrated in the table below.

Council Infrastructure	Completion Date
Festival Way stormwater for catchment;	31 March 2024
Festival Way stormwater outfall;	31 March 2024
Festival Way water mains;	31 March 2024
Festival Way and Calbraith Street construction;	30 December 2024
Rail crossing pedestrian improvements;	31 March 2024
Old Taupiri Road / Great South Road intersection.	31 December 2024



The approximate location of the enabling infrastructure projects listed in the table above are shown in the image below.



Next Construction had originally been prepared to construct most of the infrastructure and have the costs reimbursed by Council via the IAF. However, at the Council meeting held on 7 September 2022 (Refer to the minutes for the public excluded section of the Council Meeting held on 7 September 2022 (WDC2209/04)), Councillors agreed to enter into the funding agreement on the basis that Council engage the lead contractors and be responsible for the delivery of the infrastructure projects.

The ultimate purpose of the IAF is to unlock housing development by helping to fund critical infrastructure. Housing outcomes for the Galbraith Street Catchment are specified in the Housing Outcomes Agreement (HOA) between KO and the Council, which is attached to, and forms part of the IAF.

This agreement anticipates that the enabling infrastructure projects will unlock 200 houses within the catchment between 2022 and 2029. Next Construction has an obligation to deliver 108 of the 200 houses (66%) within the catchment in line with the development milestone dates specified in the agreement. Of the 108 houses, Next Construction has agreed to deliver a minimum of 21 low-cost houses ('low cost' is based on the first home price cap for the region). Council has an obligation to use its reasonable endeavours to ensure the housing outcomes are met.

Next Construction is already underway with Stage 1 of their subdivision and housing developments. Resource consent was issued on 24 May 2023 for first 15 new house lots at 11 Galbraith Street, including a road and 2 drainage reserves to vest. The Engineering Plan Approval was issued on 20 June 2022 and the developer anticipates applying for the Section 224C certificate later this year.

Council staff have initiated the tender process for the construction of stormwater network infrastructure within the Galbraith Street Catchment and the construction of Festival Way. This infrastructure is crucial for the next stage of subdivision and housing development as the next stage will rely on access from Festival Way.

Staff require access to a budget to enable the initiation of the infrastructure projects agreed to in the IAF. Development Contributions from the Ngaaruawaahia Structure Plan area are held the Ngaaruawaahia Structure Plan Reserve Fund and used to fund growth projects in Ngaaruawaahia.

Council's Finance Team has identified this fund as the most appropriate fund for the enabling infrastructure projects within the Galbraith Street Catchment. Staff will promote the inclusion of these projects into the 2024 Development Contributions Policy.

## **5. DISCUSSION AND ANALYSIS**

### **TAATARITANGA ME NGAA TOHUTOHU**

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#### **5.1 Discussion**

The cost of the development of all enabling infrastructure projects has been estimated at \$10,796,160M, including a total gross roading budget of \$8,168,953 and a total gross waters budget of \$2,627,206. KO agreed to fund the construction of the required roading and 3 waters infrastructure up to the capped sum of \$5.3M (\$3,849,620 for roading projects and \$1,470,380 for 3 waters projects).

The total required local share funding is \$4,483,794 (\$3,326,968 for Roading projects and \$1,156,826 for 3 waters projects). Local share funding from the Ngaaruawaahia Structure Plan Reserve of \$381,379 has already been approved in the LTP for Festival Way. The additional local share funding requirement for roading projects is \$1,992,140 and for 3 waters projects is \$1,156,826. The budget breakdown is in the table below (refer to the full breakdown in attachment 1).

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<b>FESTIVAL WAY</b>				
<b>Team/Project</b>	<b>% Split</b>	<b>Approved Budget</b>	<b>Budget Adjustment</b>	<b>Revised Budget</b>
TOTAL ROADING GROSS BUDGET		1,945,814	6,223,139	8,168,953
TOTAL LOCAL SHARE FUNDING		-953,449	-2,373,519	-3,326,968
TOTAL EXTERNAL FUNDING (NZTA & KO)		-992,365	-3,849,620	-4,841,985
TOTAL WATERS GROSS BUDGET		0	2,627,206	2,627,206
TOTAL LOCAL SHARE FUNDING		-0	-1,156,826	-1,156,826
TOTAL EXTERNAL FUNDING (KO)		0	-1,470,380	-1,470,380
<b>TOTAL GROSS BUDGET FOR FESTIVAL WAY</b>		1,945,814	8,850,346	10,796,160
<b>TOTAL LOCAL SHARE FUNDING</b>	<b>42%</b>	<b>-953,449</b>	<b>-3,530,345</b>	<b>-4,483,794</b>
<b>TOTAL NZTA SUBSIDY</b>	<b>9%</b>	<b>-992,365</b>	<b>0</b>	<b>-992,365</b>
<b>TOTAL IAF (KAINGA ORA)</b>	<b>49%</b>	<b>0</b>	<b>-5,320,000</b>	<b>-5,320,000</b>

## 5.2 Options

### Ngaa koowhiringa

The recommendation in this report provides only one option; which is to approve funding through the Ngaaruawaahia Structure Plan Reserve and to approve the required budget adjustments to fund the local share of the roading and 3 waters infrastructure projects.

Council has already resolved to deliver the infrastructure in the Committee meeting on 7 October 2022 by the milestone dates set out in the IAF. This report is only seeking access to a reserve budget to ensure the milestones can be achieved.

## 5.3 Financial considerations

### Whaiwhakaaro puutea

Under the IAF Agreement, Council is liable for the portion of the budget not funded by Kainga Ora or Waka Kotahi, and any project cost overruns. These costs need to be covered by local share funding. Council intends to recover the local share funding through Development Contributions through the 2024 policy. In the meantime, contributions will be captured through Development Agreements, including with Next Construction and future developments that will also benefit from the infrastructure.

The breakdown of required local share funding and confirmed external funding is set out in Attachment 1.

## 5.4 Legal considerations

### Whaiwhakaaro-aa-ture

There are no legal considerations in relation to the recommendations of this report.

## 5.5 Strategy and policy considerations

### Whaiwhakaaro whakamaaherehere kaupapa here

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

The IAF supports the outcomes sought by the District Plan. The pending development agreement between Council and Next Construction will reflect the principles in the Council's Development Contribution Policy. Access to the IAF is contingent on achieving the milestones set out in the agreement.

The recommendations discussed in this report will enable Council to fulfil the agreed milestones in the IAF Agreement and retain access to the \$5.23M grant.

## **5.6 Maaori and cultural considerations**

### **Whaiwhakaaro Maaori me oona tikanga**

There are no Maaori and cultural considerations in relation to the recommendations in the report. However, Next Construction did undertake consultation with Mana Whenua through its advisor Julian Williams of Te Huia Natural Resources prior to the application for the IAF. Mana Whenua supported the IAF process at that time and will continue to be kept informed throughout all stages of the development. Council is now working with R Simon Consultant to ensure mana whenua input into design and construction.

## **5.7 Climate response and resilience considerations**

### **Whaiwhakaaro-aa-taiao**

The decisions sought by, and matters covered in, this report are consistent with the Council's [Climate Response and Resilience Policy](#) and [Climate Action Plan](#). The development of all infrastructure will be undertaken in accordance with the Regional Infrastructure Technical Specifications and best practice.

## **5.8 Risks**

### **Tuuraru**

If Council fails to deliver the enabling infrastructure projects as agreed to in the IAF, Kainga Ora will retract the \$5.23M fund. The local share funding will be recovered through development contributions and/or development agreements.

The IAF agreement includes an obligation on Council to deliver the enabling infrastructure within the agreed timeframes. Access to the Ngaaruawaahia Structure Plan Reserve budget will cover the monthly contractor invoices between the quarterly claims to Kainga Ora. Access to the budget will help to mitigate the risk of not meeting agreed milestones and potentially losing the \$5.2M IAF grant. The pending development agreement with Next Construction will also help to mitigate any financial risk to Council by ensuring Next Construction pay their fair share towards the enabling infrastructure projects.

## **6. Significance and engagement assessment**

### **Aromatawai paahekoheko**

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### **6.1 Significance**

#### **Te Hiranga**

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

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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

Public engagement is not required in relation to the issues discussed in this report.

## 7. Next steps Ahu whakamua

If the recommendations in this report are approved, the finance team will make the approved budget adjustments.

## 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 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> ).	Not applicable
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 significance
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 – Galbraith Street Catchment Budget Adjustments

GALBRAITH STREET CATCHMENT BUDGET ADJUSTMENTS						
Team/Project	% Split	Account Number	New Account Number	Approved Budget	Budget Adjustment	Revised Budget
<b>ROADING - Subsidised</b>						
Festival Way & Galbraith Street Construction		7NR-71028-C-0-1499-0122	107647-7380-0000-00-25407	1,469,135	0	1,469,135
Rail Crossing Pedestrian Improvements		7NR-71028-C-0-1499-0122	107647-7380-0000-00-25407	37,375	0	37,375
Festival Way stormwater for catchment		7NR-71028-C-0-1499-0122	107647-7380-0000-00-25407	397,041	0	397,041
Festival Way Outfall		7NR-71028-C-0-1499-0122	107647-7380-0000-00-25407	42,262	0	42,262
<b>Total Subsidised Roding Budget</b>				<b>1,945,814</b>	<b>0</b>	<b>1,945,814</b>
<b>Funded by:</b>						
NZTA Subsidy (51%)		7NR-71028-C-0-0000-3301	107648-7380-0000-00-18000	-992,365	0	-992,365
Infrastructure Acceleration Funding (Kainga Ora) <i>New external funding stream replacing local share</i>		7NR-71028-C-0-0000-3406	107648-7380-0000-00-19099	0	-953,449	-953,449
Pokeno Structure Plan Reserve		7NR-70005-C-0-0000-9713	103026-7380-0000-00-97130	-95,345	95,345	0
Ngaruawahia Structure Plan Reserve		7NR-70005-C-0-0000-9710	103026-7380-0000-00-97100	-381,379	381,379	0
Horotiu Structure Plan Reserve		7NR-70005-C-0-0000-9697	103026-7380-0000-00-96970	-190,690	190,690	0
Raglan Structure Plan Reserve		7NR-70005-C-0-0000-9696	103026-7380-0000-00-96960	-190,690	190,690	0
Tuakau Structure Plan Reserve		7NR-70005-C-0-0000-9716	103026-7380-0000-00-97160	-95,345	95,345	0
<b>ROADING - Unsubsidised</b>						
Festival Way & Galbraith Street Construction		7UW-71028-C-0-1499-0122	107341-7510-0000-00-25407	0	2,087,869	2,087,869
Rail Crossing Pedestrian Improvements		7UW-71028-C-0-1499-0122	107341-7510-0000-00-25407	0	173,839	173,839
Festival Way stormwater for catchment		7UW-71028-C-0-1499-0122	107341-7510-0000-00-25407	0	533,591	533,591
Old Taupiri Road/Great South Road Intersection		7UW-70187-C-0-1499-0123	107343-7510-0000-00-25407	0	3,427,840	3,427,840
<b>Total Unsubsidised Roding Budget</b>				<b>0</b>	<b>6,223,139</b>	<b>6,223,139</b>
<b>Funded by:</b>						
Infrastructure Acceleration Funding (Kainga Ora)		7UW-71028-C-0-0000-3406 7UW-70187-C-0-0000-3406	107344-7510-0000-00-19099	0	-2,896,171	-2,896,171
Ngaruawahia Structure Plan Reserve		7UW-71028-C-0-0000-9710 7UW-70187-C-0-0000-9710	107344-7510-0000-00-97100	0	-3,326,968	-3,326,968
<b>TOTAL ROADING GROSS BUDGET</b>				<b>1,945,814</b>	<b>6,223,139</b>	<b>8,168,953</b>
<b>TOTAL LOCAL SHARE FUNDING</b>				<b>-953,449</b>	<b>-2,373,519</b>	<b>-3,326,968</b>
<b>TOTAL EXTERNAL FUNDING (NZTA &amp; KO)</b>				<b>-992,365</b>	<b>-3,849,620</b>	<b>-4,841,985</b>

<b>WATERS</b>						
Festival Way stormwater for catchment		1SW-11250-C-6-1499-0123	107616-1700-0000-00-25407	0	2,171,477	2,171,477
Festival Way Outfall		1SW-11250-C-6-1499-0223	107618-1700-0000-00-25407	0	68,025	68,025
Old Taupiri Road wastewater pump station		1WW-12122-C-6-1499-0123	107620-1810-0000-00-25407	0	236,045	236,045
Festival Way water mains		1WA-11250-C-6-1499-0123	107622-1910-0000-00-25407	0	151,659	151,659
<b>Total Waters Budget</b>				<b>0</b>	<b>2,627,206</b>	<b>2,627,206</b>
<b>Funded by:</b>						
Infrastructure Acceleration Funding (Kainga Ora)		1SW-11250-C-6-0000-3406 1WW-12122-C-6-0000-3406 1WA-11250-C-6-0000-3406	107617-1700-0000-00-19099 107619-1700-0000-00-19099 107621-1810-0000-00-19099 107623-1910-0000-00-19099	0	-1,470,380	-1,470,380
Ngaruawahia Structure Plan Reserve		1SW-11250-C-6-0000-9710 1WW-12122-C-6-0000-9710 1WA-11250-C-6-0000-9710	107617-1700-0000-00-97100 107619-1700-0000-00-97100 107621-1810-0000-00-97100 107623-1910-0000-00-97100	0	-1,156,826	-1,156,826
<b>TOTAL WATERS GROSS BUDGET</b>				<b>0</b>	<b>2,627,206</b>	<b>2,627,206</b>
<b>TOTAL LOCAL SHARE FUNDING</b>				<b>-0</b>	<b>-1,156,826</b>	<b>-1,156,826</b>
<b>TOTAL EXTERNAL FUNDING (KO)</b>				<b>0</b>	<b>-1,470,380</b>	<b>-1,470,380</b>
<b>TOTAL GROSS BUDGET FOR FESTIVAL WAY</b>				<b>1,945,814</b>	<b>8,850,346</b>	<b>10,796,160</b>
<b>TOTAL LOCAL SHARE FUNDING</b>	<b>42%</b>			<b>-953,449</b>	<b>-3,530,345</b>	<b>-4,483,794</b>
<b>TOTAL NZTA SUBSIDY</b>	<b>9%</b>			<b>-992,365</b>	<b>0</b>	<b>-992,365</b>
<b>TOTAL IAF (KAINGA ORA)</b>	<b>49%</b>			<b>0</b>	<b>-5,320,000</b>	<b>-5,320,000</b>



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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Sunset Beach Toilet Facility</b>
Date:	16 August 2023
Report Author:	Mel Tarawhiti, Community Connections Manager
Authorised by:	Anthony Averill, Deputy General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

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To provide an update on the Sunset Beach Toilet project, provide a new recommendation.

AND

Rescind part of October 2021 resolution INF2110/04 that refers to the Ngarunui Beach toilet being relocated to Sunset Beach.

AND

Recommend not to relocate the Ngarunui Beach Toilets to Sunset Beach and refurbish the existing toilet facility.

## **2. Executive summary**

### **Whakaraapopotanga matua**

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In October 2021, the Infrastructure Committee received a report with respect of the erosion at Ngarunui Beach and a proposal to relocate the Ngarunui Beach, Raglan toilets to Sunset Beach, Port Waikato.

It was resolved (INF2110/04) that the Ngarunui Beach toilets would be removed from Ngarunui and relocated to Sunset Beach, Port Waikato.

Since the October 2021 Infrastructure Committee meeting, Port Waikato area has suffered due to severe weather events Auckland Anniversary and Cyclone Gabrielle during 2023. During both events Port Waikato experienced high inundation and further erosion at Sunset Beach. This erosion has occurred at a higher intensity than was expected in 2021.

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This has resulted in a need to reconsider the proposed Toilet relocation, along with a need to consider the feedback from mana whenua with regard to the original proposal to discharge filtered wastewater to land, near a waterway.

This report proposes that part of resolution INF2110/004 – B that proposes the relocation from Ngarunui Beach to Sunset Beach, Port Waikato be rescinded, and a further resolution to refurbish the existing toilet facility at Sunset Beach be recommended for approval.

This proposal will provide a cost saving, improved environmental outcomes and will release the Ngarunui Beach toilet to be used at another, yet to be determined location.

### 3. Staff recommendations Tuutohu-aa-kaimahi

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**That the Infrastructure Committee:**

**a. rescinds (b) of resolution INF2110/04:**

***b) proposed removal of the Public Toilet Building from Ngarunui Beach to Sunset Beach, Port Waikato, using the District Wide Toilets budget (1TO10000-CO-0000-0000) for the re-siting works, which is estimated to be approximately \$40,000 excluding GST;***

**b. approves:**

- i. refurbishing the existing toilet facility at Sunset Beach and replace the AES dispersal field a with contained wastewater system; and**
- ii. the expected cost of the refurbished toilet and contained wastewater system is \$191,000 to be funded from codes 101006-1430-0000-00-25514 and 102701-1430-0000-00-25514; and**

**c. notes that a further report will be presented regarding a new proposed location for the former Ngarunui Beach Toilet.**

### 4. Background Koorero whaimaarama

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In October 2021 the Infrastructure Committee approved the relocation of the Ngarunui Beach Toilet in Raglan to Sunset Beach at Port Waikato. This toilet needed to be removed from Ngarunui Beach due to costal erosion.

Sunset Beach was identified as a location for the Ngarunui Beach toilets due to coastal aesthetics and was thought to be consistent with the intent of the co-funding through the Tourism Infrastructure Fund (TIF), which funded this toilet.

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The concept design for Sunset Beach recommended the Ngarunui Beach toilet block be placed alongside the existing Sunset Beach toilets. The existing toilets were then to be turned into changing rooms and then the Ngarunui Beach toilet block would become the main toilets.

The design included a new Advanced Enviro-Septic (AES) dispersal field located at the Sunset Beach public reserve opposite the existing toilet block. The AES dispersal field design filtrates and disperses the filtered wastewater into land, however there is a risk this water could then find its way to water sources. The Community were previously consulted and approved the design, however after staff further consulted with local mana whenua there were concerns around the protection of the land and waterways from the AES dispersal wastewater system.

Due to delays to the project delivery, including staff changes, severe weather events causing inundation, and increased erosion activity at Sunset Beach it provided staff with an opportunity to review the proposal for the Sunset Beach facilities.

With increased climate activity resulting in coastal erosion and flooding, staff have been able to reassess options for this toilet facilities in light of a potential need for managed retreat in the future. After collaborative discussions with several staff across the business, staff believe the best option is to deliver a cost-effective toilet facility utilising the existing toilets that are made of robust materials and are fit for purpose.

It is proposed that the AES wastewater dispersal system be changed to a contained wastewater system to eliminate the risk of wastewater absorption into the land or waterways especially during weather events. The proposed contained system can be relocated in the future if triggers are activated as part of managed retreat.

The revised proposal for toilets at Sunset Beach is expected to cost some \$191,000 and be some \$40,000 cheaper the option to relocate the Ngarunui Toilet with a contained wastewater system.

The revised proposal also enables more Council owned land to be available for potential improvements to the carparking layout in this location.

Staff will do further work to assess a revised location for the former Ngarunui Beach toilets which remains in storage. There are a number of sites in the district that need new toilets and a decision on this will be sought in another report to the Committee.

A community meeting was held in the Community Centre at Sunset Beach on Saturday 5 August 2023. During the meeting current projects were raised with the community and staff discussed the new recommendation of refurbishing the existing toilets. Two options were provided to the community.

Option 1: Refurbish existing Sunset Beach toilets with contained waste systems and  
Option 2: Remove existing Sunset Beach toilets, replace with relocatable Ngarunui Beach toilet block, and add contained waste systems.

The community voted in favour of Option 1.

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## 5. Discussion and analysis

### Taataritanga me ngaa tohutohu

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#### 5.1 Options

##### Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Council to consider.

**Option 1** – Continue to relocate the Ngarunui Beach toilet block to Sunset Beach which included an AES dispersal field at the reserve opposite the existing Sunset Beach toilets which local mana whenua were not happy to support. Do not remove the existing toilet block and add the Ngarunui Beach toilets next to the existing toilet block which will take up Council owned land preventing any potential carparking to be added as part of the Resource Consent requirements to have 17 carparks for the Sunset Beach Community Facility.

**Option 2** – is to approve the recommended resolution to refurbish the existing Sunset Beach toilets which is cost effective, saving up to \$40,000. Allowing space for a contained waste systems, potential carparks required due to further erosion at the Sunset Beach carpark, and to provide more time to plan for managed retreat of Council assets.

Option 2 is the recommended option, as this will prioritise community concern around erosion at Sunset Beach, planning in preparation of managed retreat and preserving the reserve opposite the Sunset Beach toilets and waterway.

#### 5.2 Financial considerations

##### Whaiwhakaaro puutea

The existing renewal budget will be used to fund the refurbishment of the Sunset Beach toilet facility. There will be cost savings in progressing the preferred option and refurbishing existing Sunset Beach toilets, in lieu of relocating the Ngarunui Beach toilet block. Current funds available for the Sunset Beach toilets are \$167,758 from funding source: 101006-1430-0000-00-25514 and \$23,000 from 102701-1430-0000-00-25514.

#### 5.3 Legal considerations

##### Whaiwhakaaro-aa-ture

Staff confirm that the proposal to refurbish the toilets complies with the Council's legal requirements.

#### 5.4 Strategy and policy considerations

##### Whaiwhakaaro whakamaaherehere kaupapa here

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

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## 5.5 Maaori and cultural considerations

### Whaiwhakaaro Maaori me oona tikanga

Council staff have engaged with mana whenua on the original proposal and their feedback has been considered and a revised proposal of having a contained wastewater system is now recommended.

## 5.6 Climate response and resilience considerations

### Whaiwhakaaro-aa-taiao

The decisions sought by, and matters covered in, this report are consistent with the Council's [Climate Response and Resilience Policy](#) and [Climate Action Plan](#).

The revised proposal reduces Council expenditure in light of a possible managed retreat in the future.

## 5.7 Risks

### Tuuraru

Climate Change poses a risk to Council assets located at Sunset Beach. Staff are working collectively to plan for these risks and identify other locations to relocate these assets as part of the managed retreat.

## 6. Significance and engagement assessment

### Aromatawai paahekoheko

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### 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

#### Next steps

#### Ahu whakamua

Community engagement was held as part of a Port Waikato community meeting on Saturday 5 August 2023. Community voting was held by way of two options,

- 1) Refurbish existing Sunset Beach toilets and
- 2) Remove existing Sunset Beach toilets and replace with relocating Ngarunui Beach toilet block.

The community voted in favour of 1) Refurbish existing Sunset Beach toilets.

Engagement will continue with mana whenua and the wider community with regard to the project.

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## 7. 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 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> ).	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 0</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

## 8. Attachments Ngaa taapirihanga

Attachment 1: Report 19 October 2021, pg 27-29

Attachment 2: Site Plan

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	Roger MacCulloch General Manager Service Delivery
<b>Date</b>	19 October 2021
<b>Prepared by</b>	Reuben Rink Project Delivery Team Leader
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	INF2021; ECM # 3269392
<b>Report Title</b>	Erosion at Ngarunui Beach affecting Surf Life Saving Tower and Public Toilet

## I. EXECUTIVE SUMMARY

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The purpose of this report is to update the Infrastructure Committee on erosion at Ngarunui Beach which is affecting the Public Toilet, and the implementation of coastal retreat in this situation.

The works involved include:

- Demolition and removal of the Raglan Surf Lifesaving Club (RSLSC) Tower (the top part of the tower relocated and gifted to Pohikena Marae, and the concrete base demolished). These works are now complete.
- Relocation of the Toilets from Ngarunui Beach to Sunset Beach, Port Waikato.
- Provision of smaller, temporary relocatable toilets on Ngarunui Beach for use this summer to be the future replacement of these toilets.

## 2. RECOMMENDATION

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**THAT** Waikato District Council approve the use of the Disaster Relief Fund reserve fund (IPG-16030-E0-1491-0122) for the removal and transportation of the Raglan Surf Lifesaving Club (RSLSC) Tower and Public Toilet Complex from Ngarunui Beach, including reinstatement works. The estimated value for these works is \$60,000 excluding GST.

**AND THAT** Waikato District Council approve the proposed removal of the Public Toilet Building from Ngarunui Beach to Sunset Beach, Port Waikato, using the District Wide Toilets budget (ITO-10000-C0-0000-0000) for the re-siting works, which is estimated to be approximately \$40,000 excluding GST;



**AND THAT** The funds set aside in the **District Wide Toilets budget (ITO-10000-C0-0000-0000)** to construct a toilet at **Sunset Beach**, be reallocated to the development of a new toilet block at **Ngarunui Beach**, to replace the one being removed / relocated.

### **3. BACKGROUND**

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The Coastal Marine Area of the West Coast is a dynamic environment where sand erosion and deposition occurs cyclically over many years. This year erosion at Ngarunui Beach has been more pronounced than usual and has eroded the foundations of the Raglan Surf Lifesaving Club (RSLSC) Tower.

This led to the removal of the surf tower in late September and the need to remove the public toilet, which is planned to occur in October / November. These works are being undertaken by Jack Thorburn Builders Ltd who has been engaged under direct appointment for emergency works.

Once the toilet block has been removed from the site, it can either be stored until it can be re-installed in future or moved to a new location for immediate use. Staff have considered these options and believe that the storage of the toilet block for an unknown period of time may result in its deterioration from lack of use and maintenance and may put the structure at risk of damage from vandalism.

Consequently the relocation of the toilets to a new site for immediate use is preferred and will maximise return on the recent investment put into the facility. It is also noted that the toilet block has a beach theme, including outside showers and surfboard rack, which is consistent with that required at Sunset Beach.

As the toilets were co-funded by the Tourism Infrastructure Fund (TIF), staff are liaising with the Ministry of Business, Innovation and Employment (MBIE). Any variation on the original TIF agreement would need to be conditional on a new toilet block being re-established at Ngarunui Beach in the future. The reallocation of funding for the Sunset Beach toilet block to a new facility at Ngarunui Beach would allow this condition to be met, and an upgraded toilet block at Sunset Beach is also complementary to the recent investment from MBIE in the adjacent Sunset Beach Community Hub.

### **4. CONSIDERATION**

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#### **4.1 FINANCIAL**

There is sufficient moneys within the Disaster Relief Fund (IPG-16030-E0-1491-0122) to cover the proposed removal and relocation of buildings from the Ngarunui Beach.

The District Wide Toilets budget (ITO-10000-C0-0000-0000) will be utilised for the construction cost to re-site the Ngarunui Beach Toilets at Sunset Beach, Port Waikato, once transported to the site. Remaining funds that would otherwise have been used to construct a new toilet at Sunset Beach, will be set aside for when new toilets can be constructed at Ngarunui Beach.

#### **4.2 LEGAL**

There are no legal implications of this request.

### 4.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The New Zealand Coastal Policy Statement (NZCPS) encourages locating infrastructure outside of coastal hazard areas, managed retreat, and natural defences as alternatives for hard protection structures.

In 2015 Council adopted a Toilet Strategy. The proposed work programme aligns with the current toilet strategy, which details all toilet renewal work (replacement) and new toilet builds (new toilets) in the work programme and indicates their order of priority.

### 4.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Planned	In Progress	Complete	
		✓	Internal
		✓	Community Boards/Community Committees
		✓	Waikato-Tainui/Local iwi
		✓	Raglan Surf Lifesaving Club Committee
		✓	Economic Development Advisory Group (EDAG).
	✓		MBIE – Tourism Infrastructure Funds given for Ngarunui Beach Toilet construction in 2018

## 5. CONCLUSION

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Due to enhanced coastal erosion at Ngarunui Beach over the past few months, emergency works have been undertaken to remove the surf tower and are still required to remove the public toilet block. This report recommends the use of the Disaster Relief Fund reserve to cover the costs of removing the Raglan Surf Lifesaving Club (RSLSC) Tower from the beach, and the removal and relocation of the Public Toilet building from Ngarunui Beach to Sunset Beach. It is also recommended that the costs associated with re-siting the toilets at Sunset Beach be funded from the District Wide Toilets budget, along with the costs of establishing a new toilet block at Ngarunui Beach.

## 6. ATTACHMENTS

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N/A

## SITE PLAN – SUNSET BEACH

Indicative Artist Impression of Existing Refurbished Toilet at Sunset Beach



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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Motorsport Event – Use of Waikato District Roding Network</b>
Date:	16 August 2023
Report Author:	Jobanjeet Singh, Roding Corridor Engineer
Authorised by:	Roger MacCulloch, General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

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To inform the Infrastructure Committee of the application received from Targa NZ for the use of Waikato District Council's roding network to conduct a motorsport event requiring a road closure.

#### **AND**

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

## **2. Executive summary**

### **Whakaraapopototanga matua**

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On 26<sup>th</sup> May 2023 Targa NZ applied for a Temporary Road Closure to hold a Motorsport Event.

The Targa Rally is scheduled to take place on Tuesday 24 October 2023 from

SS2: Highway 22 from Hetherington Road to Ohautira Road (9:20am to 1:20pm)

SS3: Waingaro Road from Rotowaro Road to Te Puroa Road (9:50am to 2:20pm)

on sealed roads. The roads proposed to be closed for the rally are:

- Sections of Highway 22.

A detour, following Hetherington Road, Waikokowai Road, Rotowaro Road, and Waingaro Road will be in place at the time.

- Sections of Waingaro Road

A detour, following Rotowaro Road, Riverview Road, and Hakarimata Road will be in place at the time.

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For the proposed period of closure, the road would be manned at intersections by clearly identifiable marshals equipped with radio communication and access will be provided in the event of an emergency.

### 3. Staff recommendations Tuutohu-aa-kaimahi

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**That the Infrastructure Committee:**

- a. approves the application to close the sections of Highway 22 and Waingaro Road for the Targa Rally on Tuesday 24 October 2023 from 9.20am to 2.20pm.**

### 4. Background Koorero whaimaarama

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On 26<sup>th</sup> May 2023 Targa NZ applied for Temporary Road Closure to hold a Motorsport Event. The Targa rally requires the temporary closure of a sections of Highway 22 and Waingaro Road.

The Rally is scheduled to take place on Tuesday 24<sup>th</sup> October 2023 on a sealed road.

A detour route has been specified as shown in Attached Traffic Management Plan.

1. SS2 detour route (via Hetherington Rd, Waikokowai Road, Rotowaro Road, and Waingaro Road)
2. SS3 detour route (via Rotowaro Rd, Riverview Rd, and Hakarimata Rd)

The proposed road closure for the Rally was publicly notified by WDC on 27<sup>th</sup> June 2023, including a notice on WDC's website. Any person wishing to object to or support the proposal was required to lodge their feedback to [communications@waidc.govt.nz](mailto:communications@waidc.govt.nz) by 5pm 18<sup>th</sup> July 2023 or in writing to: Proposed Ruapuke Road Temporary Closure, Waikato District Council, Private Bag 544, Ngaruawahia, 3742.

3 responses were received, 1 in support and 2 in opposition.

### 5. Discussion and analysis Taataritanga me ngaa tohutohu

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In accordance with the WDC Motor Sport Event Policy, Targa NZ applied for the Road Closure on 26 May 2023. Since then, they have supplied a fully compliant Traffic Management Plan with maps of the roads affected, a copy of their insurance policy, evidence of resident consultation, and are in the process of providing a bond of \$1,000 (maximum amount specified in the policy for a sealed road event).

A copy of their event Safety Plan has also been provided for our review.

Following Council approval, Waikato District Alliance will organise a pre-rally drive over inspection with video capture of Highway 22 and Waingaro Road and arrange for a post-rally drive over noting any subsequent damage done to the road due to the rally.

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## 5.1 Options

### Ngaa koowhiringa

There are two options available to the Infrastructure Committee:

Option 1: Decline the application to close Waingaro Road and Highway 22. This will result in the rally being unable to progress.

Option 2: Approve the closure of Waingaro Road and Highway 22.

## 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

#### Legislative Framework

Section 342 Local Government Act 1974

Section 342 of the Local Government Act 1974 (LGA 74) allows WDC to close any road on a temporary basis in accordance with the requirements in Schedule 10 of the LGA 74 (Schedule 10).

Clause 11(e) of Schedule 10 stipulates that WDC may, subject to conditions it thinks fit (including the imposition of a reasonable bond) and after consultation with the Police and NZTA close any road or part of road for a period or periods not exceeding in the aggregate 31 days in any year for any race or other sporting event, provided that no road may be closed for any race or other sporting event if that closure would, in the opinion of the council be likely to impede traffic unreasonably.

Clause 11A of Schedule 10 requires WDC to give public notice of its intention to consider closing any road or part of a road under clause 11(e) and to give public notice of any decision to close any road under that provision.

Clause 12 of Schedule 10 provides that the powers conferred on WDC by clause 11(except 11(e) can be made by the Chairman or any officer authorised by the Council.

#### Application of section 342 LGA 1974

WDC requires the temporary closure of the Roads for the Rally to be subject to adherence to the WDC Road Closure for Motor Sport Events Policy (which includes the requirement for a bond)

The Targa NZ Rally is for one day 24<sup>th</sup> October 2023, within the last year WDC has approved temporary road closures for other rallies totalling days so the temporary closure of the road for the Rally will not exceed aggregate of 31 days in any year.

The proposed road closure for the Rally was publicly notified by WDC via its website on 27 June 2023.

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#### 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

According to the policy in the event of this application being declined, the organisers have a right of appeal, for which a sub-committee needs to be formed rapidly to address their appeal.

## 6. Significance and engagement assessment Aromatawai paahekoheko

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### 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

Consultation with the community has been carried out as required by the process to manage applications for motorsport events in our district.

A public notice was placed on the Waikato District Council website advising the community that Council had received an application to use sections of Highway 22 and Waingaro Road for a rally event. A social media post was also put up with the same advice.

The public was given an opportunity to provide feedback on the proposal to close sections of Highway 22 and Waingaro Road on Tuesday 24 October from 9.20am to 2.20pm.

During the feedback period, Council received just **3** responses. Of those responses, **one was in** support of the proposed closure and **two were** in opposition.

Reasons for support included:

- Good for business and community
-



Reasons for opposition included:

- High level of disruption to business on a week day
- Roads are major transport links in the district
- Noise pollution
- Contributes to deterioration of roads

Responses are attached to this report.

Highest level of engagement	Inform ✓	Consult ✓	Involve <input type="checkbox"/>	Collaborate <input type="checkbox"/>	Empower <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>	<p>A public notice was placed on the Waikato District Council website advising the community that Council had received an application to use sections of Highway 22 and Waingaro Road for a rally event. A social media post was also put up with the same advice.</p> <p>The public was given an opportunity to provide feedback on the proposal to close sections of Highway 22 and Waingaro Road on Tuesday 24 October from 9.20am to 2.20pm.</p>				

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

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	✓	Internal
<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"/>	✓	Affected Communities
<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

If this application is approved, the WDC Corridor Manager will notify the Targa NZ and work with them to complete all processes required for the approval and subsequent running of the event.



These include:

- Review and approval of the Temporary Traffic Management Plan.
- Receipt and approval of all relevant documentation
- Issuing of the Event Permit
- Inspection of the network prior to the event.
- Further engagement with affected parties where required.
- Post event inspection to identify any damage needing repair

## 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/ Community Board'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> ).	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 5.4</i> )	Confirmed
The report and recommendations are consistent with Council's plans and policies ( <i>Section 0</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 – Application for Road Closure

Attachment 2 – Public Responses

Attachment 3 – Temporary traffic management plan



District Office  
15 Galileo Street  
Private Bag 544  
Ngaruawahia 3742

Telephone (all hours) 07 824 8633  
Call Free 0800 492 452  
Fax 07 824 8091

Huntly Area Office 142 Main Street 0800 492 452  
Raglan Area Office 7 Bow Street 07 825 811  
Tuakau Area Office 2 Dominion Road 0800 492 452

Email: info@waikato.govt.nz  
www.waikatodistrict.govt.nz

## 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	KEITH WILLIAMS				
Organisation	CLUB TARCA INC				
Address	UNIT 8, 70 HAMPTON DOWNS ROAD, WAIKATO 3722 P.O. BOX 499, DRUMY 2247				
Phone	09 298 8322				
Mobile	021 476 384				
Email	OFFICE@WRG.CO.NZ				
Road Closure Details					
Event Name	TARCA NZ 2023				
Roads or road sections to be closed <small>List all roads proposed to be closed</small>	Proposed closure period Eg Tuesday 2 <sup>nd</sup> February 2012 from 10am to 2pm				
AS ATTACHED	AS ATTACHED				
Traffic Management Plan					
Name of STMS	Contact Telephone Number for entire period of Road Closure				
TBA	TBA				
I confirm that I have read and understand the WDC Motorsport Events Policy and certify that these will be met					
Signed: <i>Keith Williams</i>	Date: 26-5-2023				
For WDC Use Only					
Date Application Received	Advertising Dates 1 <sup>st</sup> 2 <sup>nd</sup>	TMP Supplied	Bond Received	Insurances Sighted	Notification
Previous events held on this/these roads:					
<b>RECEIVED</b>					
Waikato District Council 26 May 2023					

## **Attachment 2 – Public Responses to Targe Rally Application**

### OPPOSE PROPOSED ROAD CLOSURES

1.

To whom this may concern,

Yesterday I got a flyer in the mail about a proposed road closure of Highway 22 on Tuesday 24 of October.

I am strongly opposed to this for the following reasons.

1. Highway 22 is the main road in and out of the district with no alternatives, so closure of this road will inconvenience and negatively impact the whole community.

It will delay the response of emergency services and prohibit the day to day activities of the residents.

2. I can only assume that this event comes with a large degree of noise pollution for the people living on this road.

3. Increased deterioration of the road , WDC is not known for the upkeep of roads in rural area's, so we don't need extra and unnecessary traffic on these roads.

4. This event will attract spectators, and in the past they have often displayed antisocial and sometimes dangerous driving behaviour.

5. And lastly it doesn't seem to fit with the governments position on the reduction of emissions, to just let some people create pollution for their hobby.

I feel that by allowing this the council is sending the wrong message.

I hope you will take my concerns seriously and act accordingly.

Regards,

John Vermey

2.

Hi

I strongly object to the closure of waingarō road for the rally in October as this would affect my transport business.

Andrew Charlesworth

Waingarō road ngaruawahia rd1

Affordable Motorcycle Movers.

### SUPPORT PROPOSED ROAD CLOSURES

Fully support, as good for the area, businesses and community.

Regards,

Andrew

### TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

<b>Organisations /TMP reference</b>	<b>TMP reference:</b> TMNZ-HOF-230163	<b>Contractor (Working space):</b> Club Targa Inc.	<b>Principal (Client):</b> Club Targa Inc.				
		<b>Contractor (TTM):</b> Traffic Management NZ	<b>RCA:</b> Waikato District Council				
<b>Location details and road characteristics</b>	<b>Road names and suburb</b>		<b>House no./RPs (from and to)</b>		<b>Road level</b>	<b>Permanent Speed</b>	
	<b>SS2 – HIGHWAY 22</b>						
	Highway 22, Pepepe/Waikato		RP 39.700 to RP 62.200		L1	100km/h	
	Waimai Valley Road, Waikato		210m from Highway 22		LVLRL	100km/h	
	Jacobs Road, Waikato		210m from Highway 22		LVLRL	100km/h	
	Otorohaea Trig Road, Waikato		210m from Highway 22		LV	100km/h	
	Te Akau Road, Waikato		210m from Highway 22		LV	100km/h	
	Ohautira Road, Waikato		RP 16.980 to RP 17.256		LV	100km/h	
	Waingaro Road, Waikato		RP 23.600 to RP 23.857		Level 1	100km/h	
	<b>SS3 – WAINGARO ROAD</b>						
	Waingaro Road, Glen Massey/Waikato/Ngāruawāhia		RP 16.395 to RP 9.135 RP 8.700 to RP 2.385		L1	50/100km/h	
	Rotorwaro Road, Waikato		RP 17.625 to RP 17.860		L1	100km/h	
	Te Puroia Road, Ngāruawāhia		RP 0.000 to RP 0.250		LV	100km/h	
	Owen Drive, Glen Massey		Entire Length		LVLRL	50km/h	
	Wilton Collieries Road, Glen Massey		60m from Waingaro Road		LV	50km/h	
	Elgood Road, Glen Massey		210m from Waingaro Road		LVLRL	100km/h	
<b>Traffic details (main route)</b>	<b>AADT</b> Under 1000		<b>Peak flows</b> 0700-0900 and 1500-1800 Monday to Friday				
<b>Description of work activity</b>							
This TMP is for Leg 1 of the Targa NZ 2023 event. Rally will be on closed roads, time trial with Motorsport compliant competition vehicles. These leave the start line in 30-60 second intervals.							
<b>Planned work programme</b>							
<b>Unattended Start date (Pre-event Signage)</b>	10/10/2023	<b>Time</b>	24 hours	<b>End date</b>	24/10/2023	<b>Time</b>	24 hours
<b>Start date</b>	24/10/2023	<b>Time</b>	0600	<b>End date</b>	24/10/2023	<b>Time</b>	1600
<b>Consider significant stages, for example:</b>	<ul style="list-style-type: none"> <li>road closures</li> <li>detours</li> <li>no activity periods.</li> </ul> <p>Timing teams arrive 30 minutes before road closure and prepare setup for road closure under guidance from the STMS.</p> <p>Block marshals arrive 30 minutes before road closure. Then at road closure time, they secure the START/FINISH and all side roads. STMS travels the stage after road closure time to check or amend the road closure setups.</p> <p>Non-activity periods are used for escorting residents to and from properties.</p> <p><b>Site Safety Protocol:</b></p> <ul style="list-style-type: none"> <li>Rally marshals to tape the track route, all the gates, and the driveways.</li> <li>Road closure notification will be delivered by the organizers to residents in the vicinity well in advance.</li> </ul>						

	<ul style="list-style-type: none"> <li>Resident gates and driveways taped by the organizers to reinforce the closure.</li> <li>000 safety car, 00 safety car, 0 safety car with sirens and beacons to ensure the track is clear before releasing the rally cars.</li> </ul> <p><b>Stage Name:</b> SS2 – HIGHWAY 22</p> <p><b>Road Closure:</b> 9:20am – 1:50pm   Saturday 24<sup>th</sup> October 2023</p> <p><b>Race Start Traffic Management Diagram:</b> TMNZ-HOF-230163-1.1</p> <p><b>Race Finish Traffic Management Diagram:</b> TMNZ-HOF-230163-1.2</p> <p><b>Side Roads Traffic Management Diagram:</b> TMNZ-HOF-230163-1.3</p> <p><b>Detour Route:</b> TMNZ-HOF-230163-1.4</p> <p><b>Detour Signage Along Route:</b> TMNZ-HOF-230163-1.5</p> <p><b>Stage Name:</b> SS3 – WAINGARO ROAD</p> <p><b>Road Closure:</b> 9:55am – 2:25pm   Saturday 24<sup>th</sup> October 2023</p> <p><b>Race Start Traffic Management Diagram:</b> TMNZ-HOF-230163-2.1</p> <p><b>Race Finish Traffic Management Diagram:</b> TMNZ-HOF-230163-2.2</p> <p><b>Side Roads Traffic Management Diagram:</b> TMNZ-HOF-230163-2.3, 2.4 and 2.5</p> <p><b>Pre-event signage</b></p> <ul style="list-style-type: none"> <li>Installed 14 days prior to event taking place. Must be undertaken by event contractor. <ul style="list-style-type: none"> <li>Refer to signage schedule at the end of this document.</li> </ul> </li> </ul> <p><b>Set up and removal of the road closures:</b></p> <ul style="list-style-type: none"> <li>L1 Mobile Operation used for set-up and removal of sites. <ul style="list-style-type: none"> <li>Refer to TMNZ-HOF-230163-3 and 4</li> </ul> </li> </ul> <p><b>Notes</b></p> <ul style="list-style-type: none"> <li>Marshals in place during attended closure to monitor and guide participants and general traffic.</li> </ul>				
<b>Alternative dates if activity delayed</b>	No alternate dates				
<b>Road aspects affected</b> ( <i>delete either Yes or No to show which aspects are affected</i> )					
<b>Pedestrians affected?</b>	No	<b>Property access affected?</b>	No	<b>Traffic lanes affected?</b>	Yes
<b>Cyclists affected?</b>	No	<b>Restricted parking affected?</b>	No	<b>Delays or queuing likely?</b>	Yes
<b>Proposed traffic management methods</b>					
<b>Installation</b> ( <i>includes parking of plant and materials storage</i> )	<p><b>Once on site prior to the installation of the TTM, the STMS is to:</b></p> <ul style="list-style-type: none"> <li>Check all vehicles have correct signage and flashing beacons. They also need to have continuous and appropriate communication with the STMS and each other on an agreed channel at all times.</li> </ul> <p><b>Installation Process:</b> <b>Site will be installed under a mobile operation with appropriate work vehicles and crew. TTM equipment will be unloaded from:</b></p> <ul style="list-style-type: none"> <li>The non-traffic side of a stationary work vehicle. <b>Refer to TMNZ-HOF-230163-3.</b></li> </ul> <p><b>TTM equipment is installed either:</b></p> <ul style="list-style-type: none"> <li>To the non-traffic side of a work vehicle. <b>Refer to TMNZ-HOF-230163-3.</b> OR</li> <li>From behind the work vehicle at 10m in front of the shadow vehicle. <b>Refer to TMNZ-HOF-230163-4</b> OR</li> <li>From the rear deck of the work vehicle with a shadow vehicle in place. Use this set up for the road closure cones. <b>Refer to TMNZ-HOF-230163-4.</b> When working from the rear deck the crew must be harnessed. No crew to be on the deck of work vehicle when turning around at loop points.</li> </ul>				

	<p><b>Order of installation:</b></p> <p>Signs installed on the left-hand side of the road. Signs should be erected by travelling around the road network in a clockwise direction setting up each side road as they are passed. All turns in and out of side roads will be to the left which is to make turning easy and provide better safety.</p> <ul style="list-style-type: none"> <li>• The first sign erected for the site must be the advance warning sign.</li> <li>• The remaining signs are placed in order from the left as per the approved TMP.</li> <li>• The vehicle then makes a loop to make the next run. This process will continue until the sign network is complete.</li> <li>• Delineation devices must be placed once all signs have been installed.</li> </ul> <p>Once TTM is installed, a drive-through check of the site will be made by the STMS in all directions including all side roads.</p> <p>On completion of the drive through check and the above is confirmed, the STMS then must give the okay for the event crew to enter the site for the site safety (toolbox) briefing.</p> <p><b>Once on site, prior to the event commencing, the STMS will conduct the toolbox briefing using this approved TMP to explain:</b></p> <ul style="list-style-type: none"> <li>• <b>Identified hazards</b> – Identify public safety and site safety hazards and how they will be addressed and place on the hazard document for 'toolbox' briefing.</li> <li>• <b>The TTM requirements for the site</b> – STMS to check the TMP is appropriate to the site. Where the TMP is not suitable, halt proceedings until the necessary actions have been taken.</li> <li>• <b>Safety zone requirements and limits</b> – Where they are located. No plant, equipment or work vehicles within safety zones. These safety zones must be kept clear.</li> </ul> <p><b>On completion of site set up and toolbox briefing:</b></p> <ul style="list-style-type: none"> <li>• Once the STMS can confirm the site is safe, legal and complies with the TMP, they must give the okay for the event crew to carry out the rally.</li> <li>• Competition/Official Vehicles are staged within the road closure area. All stages have a minimum of 120 minutes for staging from the road closure point.</li> </ul>
<b>Attended (day)</b>	<p>Road closure and side road treatments, as per TMNZ-HOF-230163-1, 2 and 3.</p> <p>The site will be attended during the day by a Level 1 / CAT B STMS.</p> <p>During road closure times all stages are attended by Block Marshals and Officials.</p> <p>The STMS checks the stage setup prior to competition commencement. STMS will be within 30 minutes of stages.</p> <p>All staff on the site shall be briefed on the traffic management requirements before starting any work on site.</p> <p>A site safety / tailgate meeting is to be held at the start of each day and all hazards, the control measure implemented to control the hazards are to be noted on the Hazard ID form. The Hazard ID form must be signed by all staff and sub-contractors on the site.</p>
<b>Attended (night)</b>	Event is during the day only
<b>Unattended (day)</b>	Pre-event signage will be left unattended.
<b>Unattended (night)</b>	Pre-event signage will be left unattended.
<b>Detour route</b>	<p>Detours in place.</p> <p><b>SS2:</b> Head southeast on Highway 22, straight onto Hetherington Road, right onto Waikokowai Road, left onto Waikokowai Road, right onto Rotowaro Road, right onto Waingaro Road where detour ends. Opposite for detour from other end of closure. <b>See TMNZ-HOF-230163-1.4</b></p> <p><b>SS3:</b> East onto Waingaro Road, left onto Hakarimata Road, left onto Porritt Avenue, left onto Rotowaro Road where detour ends. Opposite for detour from other end of closure. <b>See TMNZ-HOF-230163-2.6</b></p> <p>Does detour route go into another RCA's roading network? No</p> <p>If Yes, has confirmation of acceptance been requested from that RCA? N/A</p> <p><b>Note:</b> Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>

<b>Removal</b>	<p><b>Removal of the site will be done under a mobile closure with TTM equipment taken from:</b></p> <ul style="list-style-type: none"> <li>• The non-traffic side of a stationary work vehicle. <b>Refer to TMNZ-HOF-230163-3.</b></li> </ul> <p><b>TTM equipment is removed either:</b></p> <ul style="list-style-type: none"> <li>• To the non-traffic side of a work vehicle. <b>Refer to TMNZ-HOF-230163-3.</b> OR</li> <li>• From behind the work vehicle at 10m in front of the shadow vehicle. <b>Refer to TMNZ-HOF-230163-4</b> OR</li> <li>• From the rear deck of the work vehicle with a shadow vehicle in place. Use this set up for the road closure cones. <b>Refer to TMNZ-HOF-230163-4.</b> When working from the rear deck the crew must be harnessed. No crew to be on the deck of work vehicle when turning around at loop points.</li> </ul>
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	<p><b>Removal Procedure</b></p> <ul style="list-style-type: none"> <li>• Removal of the site will commence as soon as the client has finished with their event.</li> <li>• The removal of TTM measures must be in order of delineation devices, direction and protection signs, and then finally advanced warning signs.</li> <li>• The last signs removed from the site <b>must</b> be the advanced warning signs.</li> <li>• The STMS will carry out the final check and sign off before leaving the site.</li> </ul>
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**Proposed TSLs** (see *TSL decision matrix for guidance*)

	<b>TSL details as required</b> Approval of Temporary Speed Limits (TSL) are in terms of Section 7 of Land Transport Rule: Setting of Speed Limits 2022 (List speed, length and location)	<b>Times</b> (From and to)	<b>Dates</b> (Start and finish)	<b>Diagram ref. no.s</b> (Layout drawings or traffic management diagrams)
<b>Attended day/night</b>	TSL's not required	N/A	N/A	N/A
<b>Unattended day/night</b>	TSL's not required	N/A	N/A	N/A
<b>TSL duration</b>	Will the TSL be required for longer than 12 months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>			No

**Positive traffic management measures**

No TSL's – not required

**Contingency plans**

<p><b>Generic contingencies for:</b></p> <ul style="list-style-type: none"> <li>• major incidents</li> <li>• incidents</li> <li>• pre-planned detours.</li> </ul>	<p><b>Major Incident</b></p> <p>A major incident is described as:</p> <ul style="list-style-type: none"> <li>• Fatality or notifiable injury - real or potential</li> <li>• Significant property damage, or</li> <li>• Emergency services (police, fire, etc) require access or control of the site.</li> </ul>	<p><b>Actions</b></p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> <li>• stop all activity and traffic movement</li> <li>• secure the site to prevent (further) injury or damage</li> <li>• contact the appropriate emergency authorities</li> <li>• render first aid if competent and able to do so</li> <li>• notify the RCA representative and / or the engineer</li> <li>• under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so</li> <li>• re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so</li> <li>• Comply with any obligation to notify WorkSafe.</li> </ul>
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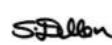


<b>Other contingencies to be identified by the applicant</b> <i>(i.e. steel plates to quickly cover excavations)</i>	<p><b>Incident</b></p> <p>An incident is described as:</p> <ul style="list-style-type: none"> <li>excessive delays - real or potential</li> <li>minor or non-inquiry accident that has the potential to affect traffic flow</li> <li>structural failure of the road.</li> </ul>	<p><b>Actions</b></p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> <li>stop all activity and traffic movement if required</li> <li>secure the site to prevent the prospect of injury or further damage</li> <li>notify the RCA representative and / or the engineer</li> <li>STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so</li> <li>re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.</li> </ul>
	<p><b>Detour</b></p> <p>If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for:</p> <ul style="list-style-type: none"> <li>excessive delays when using an alternating flow design for TTM</li> <li>redirecting one direction of flow and / or</li> <li>total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.</li> </ul> <p>The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> <li>pre approval from the RCA's whose roads will be used or affected by the detour route</li> <li>ensure that TTM equipment for the detour signs etc are on site and pre-installed.</li> </ul>	<p><b>Actions</b></p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> <li>Notify the RCA and / or the engineer when the detour is to be established</li> <li>Drive through the detour in both directions to check that it is stable and safe</li> <li>Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared</li> <li>Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.</li> </ul>
	<p><b>Note also the requirements for no interference at an accident scene:</b></p> <p>In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to:</p> <ul style="list-style-type: none"> <li>save a life of, prevent harm to or relieve the suffering of any person, or</li> <li>make the site safe or to minimise the risk of a further accident; or</li> <li>maintain the access of the general public to an essential service or utility, or</li> <li>prevent serious damage to or serious loss of property, or</li> <li>follow the direction of a constable acting in his or her duties or act with the permission of an inspector.</li> </ul>	
<p><b>Weather</b></p>	<p>The STMS will suspend or re-evaluate the methodology of the works if weather conditions e.g., rain, fog etc., will adversely affect safety, i.e., If CSD (3 x PSL or 75m for LV/ L1 Roads that are not State Highways less than 55km/h) is not achieved during site set-up, or sign visibility not achieved after site set up. Work can recommence only after the all clear has been given by the STMS.</p>	
<p><b>Event running late due to unforeseen circumstances.</b></p>	<p>Planned event will occur within the hours listed on the TMP (refer to Planned Work Programme on Page 1), however, should any unforeseen circumstances occur that impact on the time the crews finish their planned event, the STMS will contact the TMC as soon as possible.</p> <p>This is to notify the TMC of the issues and the requirement to complete the job outside of the time that has been applied for in this TMP.</p>	
<p><b>Passage of emergency vehicles</b></p>	<p>The STMS must allow passage of emergency service vehicles.</p>	



Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	N/A
	N/A			
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	N/A
	N/A			
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	Yes	Has approval been granted?	Yes
	Roads closed for the URG event to take place. Council approval required			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	N/A
	N/A			
Authorisation to use portable traffic signals	Make, model and description/number	Not required		
	NZTA compliant?	N/A		
EED				
Is an EED applicable?	No	EED attached?	N/A	
Delay calculations/trial plan to determine potential extent of delays				
Delays expected due to road closures. 43km detour and 32km detour.				
Public notification plan				
First Letter drop and/or door knock must take place prior to the event to all residents on affected road closures as early as possible. Once TMP is approved, the second letter drop is delivered and pre-event signage in place 2 weeks prior to the event. Resident gates and driveways taped to reinforce the closure. Notification undertaken by the event organiser.				
Public notification plan attached?	No			
On-site monitoring plan				
Attended (day and/or night)	Level 1 / CAT B qualified STMS to undertake 2-hourly checks. Block Marshals, Stage Commander and Timing Teams to all be constantly aware of TTM measures and must be monitoring and in communication with the STMS so any TTM changes can be remedied by the STMS			
Unattended (day and/or night)	STMS to check Pre-Warning Signage at least once in a 48 hour period.			
Method for recording daily site TTM activity (eg CoPTTM on-site record)				
STMS to complete on-site record forms attached to TMP.				
Site safety measures				
All Block Marshals/Officials are required to attend training prior to event start. All CoPTTM approved high-visibility vests and closed footwear to be worn at all times. Safety warning cars traverse the stage at 10-minute intervals, 1 hour prior to competition cars to confirm safety measures are in place and spectators are in safe positions. All official vehicles are fitted with Fleetlink radios with direct contact with Targa Base and all other officials and the clerk. All vehicles (competitors and officials) are fitted with a GPS tracking device for “real time” tracking and accident notification. High Visibility Clothing at CoPTTM standards, and Hard Hats, Long Sleeves, Long Pants, Safety Footwear, Safety Glasses and Cut Resistant Gloves as per TTM contractor policies. All vehicles to have flashing beacons & sirens. STMS to wear a yellow high visibility vest compliant with CoPTTM specifications. All other work personnel wear orange/blue reflective overalls.				

Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?			N/A
	Statement from temporary safety barrier installation designer attached			N/A		
<b>Other information</b>						
All TMP changes are to be recorded and the TMC informed prior to any significant modifications to TTM measures, modifications that are not included in the approved TMP. All other changes are to be noted on the TMP and TMC to be advised as soon as possible.						
<b>Site specific layout diagrams</b>						
<b>Number</b>	<b>Title</b>					
TMNZ-HOF-230163-1.1	Road Closure – Race Start					
TMNZ-HOF-230163-1.2	Road Closure – Race Finish					
TMNZ-HOF-230163-1.3	Side Road Treatment					
TMNZ-HOF-230163-1.4	Road Closure - Detour Route					
TMNZ-HOF-230163-1.5	Road Closure - Detour Route Intersections					
TMNZ-HOF-230163-2.1	Road Closure – Race Start					
TMNZ-HOF-230163-2.2	Road Closure – Race Finish					
TMNZ-HOF-230163-2.3	Side Road Treatment					
TMNZ-HOF-230163-2.4	Side Road Treatment					
TMNZ-HOF-230163-2.5	Side Road Treatment					
TMNZ-HOF-230163-3	Mobile Operation Personnel on the shoulder					
TMNZ-HOF-230163-4	Mobile Operation Personnel on the road					
<b>Contact details</b>						
	<b>Name</b>	<b>24/7 contact number</b>	<b>CoPTTM ID</b>	<b>Qualification</b>	<b>Expiry date</b>	
<b>Principal</b>	Club Targa Inc. – Victoria Edwards	021 525 643	-----	-----	-----	
<b>TMC</b>	Waikato District Council – Kevin Briggs	027 548 4812	61798	STMS (AB) - NP R	30/03/2025	
<b>Engineers' representative</b>	Not required	-----	-----	-----	-----	
<b>Contractor</b>	Club Targa Inc. – Victoria Edwards	021 525 643	-----	-----	-----	
<b>TTM Contractor</b>	Traffic Management NZ – Robert Dallas	07 849 5800	-----	-----	-----	
<b>STMS</b>	<b>STMS details must be shown and recorded in Daily onsite record.</b>	-----	-----	-----	-----	
	Alix Andrews	0211206907	116173	STMS L2/3 P	12/02/2024	
	Daniel Fowles	0275561961	143312	CAT (AB) P	17/12/2024	
	Graham Andrews	0277021010	15562	STMS (AB) P	07/07/2025	
	Karina Haira	0211409614	121325	STMS (ABC) P	05/09/2025	
	Sheri Pitman	0220142196	51810	STMS (ABC) P	05/09/2025	
	Stephen Morgan	0273091745	90504	STMS L2/3 P	12/04/2024	
	Terry Bright	021970319	62149	STMS L1 R	30/10/2023	
	Tony Henry	0274919511	32564	STMS (AB) P	05/09/2025	
<b>TC</b>	Not required	-----	-----	-----	-----	
<b>Others as required</b>	Not required	-----	-----	-----	-----	

TMP preparation						
<b>Preparation</b>	Sabina Dillon	02/08/2023		99097	STMS (ABC) -NP TTM Planner	31/01/2026 99/99/9999
	<i>Name (STMS qualified)</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
<b>This TMP meets CoPTTM requirements</b>				<b>Number of diagrams attached</b>		<b>13</b>
<b>TMP returned for correction (if required)</b>						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Engineer/TMC to complete following section when approval or acceptance required						
<b>Temporary safety barrier system</b>	<b>The attached temporary road safety barrier design has been independently reviewed as being fit for purpose</b>				Not required	
<b>TMP Approved</b>						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
<b>Acceptance by TMC (only required if TMP approved by engineer)</b>						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Qualifier for engineer or TMC approval						
<p>Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.</p> <p>This TMP is approved on the following basis:</p> <ol style="list-style-type: none"> <li>1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.</li> <li>2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.</li> <li>3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.</li> <li>4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.</li> </ol>						
Notification to TMC prior to occupying worksite/Notification completed						
<b>Type of notification to TMC required</b>	Notification is to be made on the Daily/Weekly work Activity Report Spreadsheet via email to <a href="mailto:tmc@waikatoalliance.co.nz">tmc@waikatoalliance.co.nz</a> before 8am on each day of work		<b>Notification completed</b>	Date		
				Time		

TMP or generic plan reference	
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<b>ON-SITE RECORD</b> On-site record must be retained with TMP for 12 months.	Today's date	
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<b>Location details</b>	Road names(s):	House number/RPs:	Suburb:
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**Working space**

<b>Person responsible for working space</b>	Name	Signature
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Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below

**TTM**

<b>STMS in charge of TTM</b>	Name	TTM ID Number	Warrant expiry date	Signature	Time
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<b>Worksite handover accepted by replacement STMS</b>	Name	ID Number	Warrant expiry date	Signature	Time
Tick to confirm handover briefing completed					

**Delegation**

<b>Worksite control accepted by TC/STMS-NP</b>	Name	ID Number	Warrant expiry date	Signature	Time
Tick to confirm briefing completed					

**Temporary speed limit**

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				

TMP or generic plan reference

**Worksite monitoring**

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear?							
<i>Add others as required</i>							
<b>Time inspection completed:</b>							
<b>Signature:</b>							
<b>Comments:</b>							
<b>Time</b>	<b>Adjustment made and reason for change</b>						

TMP or generic plan reference	
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Checking process for generic TMPs					
<i>This form, or a similar company record, must be completed prior to set up of a worksite where a generic TMP is used.</i>					
Location details					
Road name(s)		House number/RP(s)		Suburb	
Road name(s)		House number/RP(s)			
Generic TMP reference no.		TMD no(s).		<b>Note:</b> The checking process must include all the TMDs to be used	
Category	Points to consider	Y	N	Comment/Mitigation	
<b>Road level</b>	Is this at the correct road level?				
<b>Shape</b>	Are the following catered for in the generic TMP? <ul style="list-style-type: none"> <li>Intersections</li> <li>Vertical Curves (hills)</li> <li>Horizontal Curves (corners)</li> <li>Sufficient advance warning</li> </ul>				
<b>Direction and protection</b>	Check that there is: <ul style="list-style-type: none"> <li>sufficient length to place the planned direction and protection</li> <li>sufficient road width to place the planned direction and protection ie minimum lane width is 2.75m</li> <li>adequate sight distance on both sides</li> <li>sufficient room to accommodate required positive traffic control</li> </ul>				
<b>Proposed speed restrictions</b>	Is a TSL required? Refer to the TSL decision matrix in CoPTTM (section E Appendix B)				
<b>Plant and equipment</b>	Will your plant and equipment fit within the designated working space?				
<b>Personal safety</b>	Are all workers able to carry out their work within the designated working space? If not are they covered by the rules for inspections?				
<b>Layout diagrams</b>	Is diagram(s) detailed in the generic TMP? Does the diagram(s) match the written section of the TMP?				
<b>RCA notification</b>	Has the RCA been notified?				
Completed by:					
<b>STMS/TC in charge of worksite</b> <small>(All names to be entered before site set-up)</small>	Name	Signature	Date	Qualification	ID number
	Name	Signature	Date	Qualification	ID number



## C2.5 Combined level LV and level 1 worksite layout distances

Permanent speed limit or RCA-designated operating speed (km/h)	≤50	60	70	80	90	100			
<b>Traffic signs</b>									
A	Sign visibility distance (m)	50	60	70	80	90	100		
B	Warning distance (m)	50 or 30*	80	105	120	135	150		
C	Sign spacing (m)	25 or 15*	40	50	60	70	75		
<b>Safety zones</b>									
D	Longitudinal (m)+	10 or 5*	15	30	45	55	60		
E	Lateral (m)+	1	1	1	1	1	1		
	Lateral behind barrier installation	As specified by the Installation Designer							
<b>Tapers</b>									
G	Taper length (m)#	30	50	70	80	90	100		
G	LV roads taper length (m)#	25	30	35	40	45	50		
K	Distance between tapers (m)	40	50	70	80	90	100		
<b>Delineation devices</b>									
	Cone spacing in taper (m)	2.5	2.5	5	5	5	5		
	Cone spacing: Working space (m)##	5	5	10	10	10	10		
<p>* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.</p> <p>* On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used.</p> <p># 1. On non-state highways with speeds 50km/h or less, a <b>10m taper</b> (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).</p> <p>2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a <b>10m shoulder taper</b> is permitted (with at least 5 cones at no greater than 2.5m centres).</p> <p>3. A <b>taper of 30m</b> (with cones at 2.5m centres) <b>must</b> be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.</p> <p>## LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20).</p>									
<b>Lane widths (based on permanent speed or TSL if applied)</b>									
	Speed (km/h)	30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

### LV/low-risk roads (less than 250vpd - less than 20 vehicles per hour)

When on the shoulder:

- If CSD **not** available: Advance warning sign and base to be installed with sign visibility distance and warning distance in place
- If CSD available: Advance warning sign may be attached to the rear of a work vehicle which has an amber flashing beacon(s) and is visible to approaching road users from the rear.

When the activity encroaches onto a live lane consider alternating flow controls.


If the above requirements cannot be achieved, the operation must be modified to comply with the appropriate level LV or level 1 requirements.

Example of signage schedule:


### Signage Schedule

Static signs to be erected 7-14 days prior to the event, at the START and FINISH of the route and all intersections between.


**Standard**  
600mm x 450mm




**Large**  
900mm x 600mm



**Extra Large**  
600 x 1200mm





Removal of all static signs after each stage is completed.



### Spectator Safety Pamphlet



- Heed the safety tape.
- Expect the unexpected.
- Listen for approaching cars.
- Remain alert.
- Keep dogs on leads.
- Leave yourself room to move away quickly.
- Try to stay behind something solid.
- Keep children under supervision.
- DO AS THE MARSHALS ASK.**
- Assist the marshals to run a safe stage

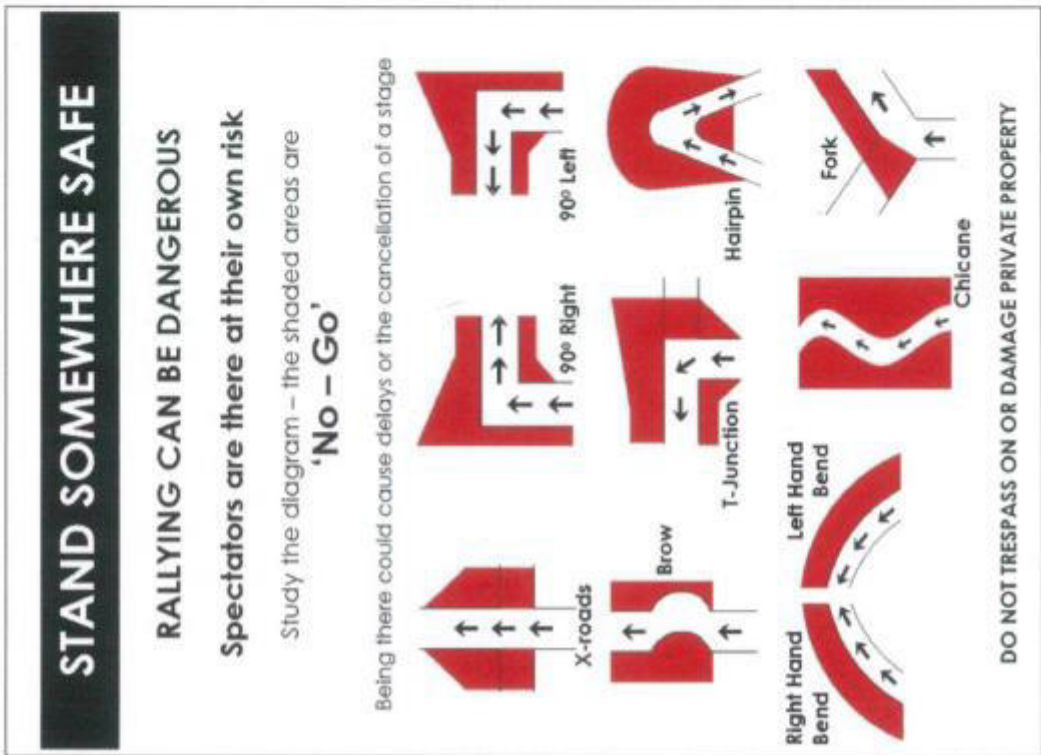
### NEVER

- Stand on the road.
- Endanger the drivers or your safety.
- Stand or sit on walls, fences, or stock piles.
- Stand in prohibited areas.
- Sit close to the edge of the road.
- Block escape routes.
- Remove signs or arrows.
- Be the one to stop the stage.

**IN THE EVENT OF AN EMERGENCY PLEASE PHONE**

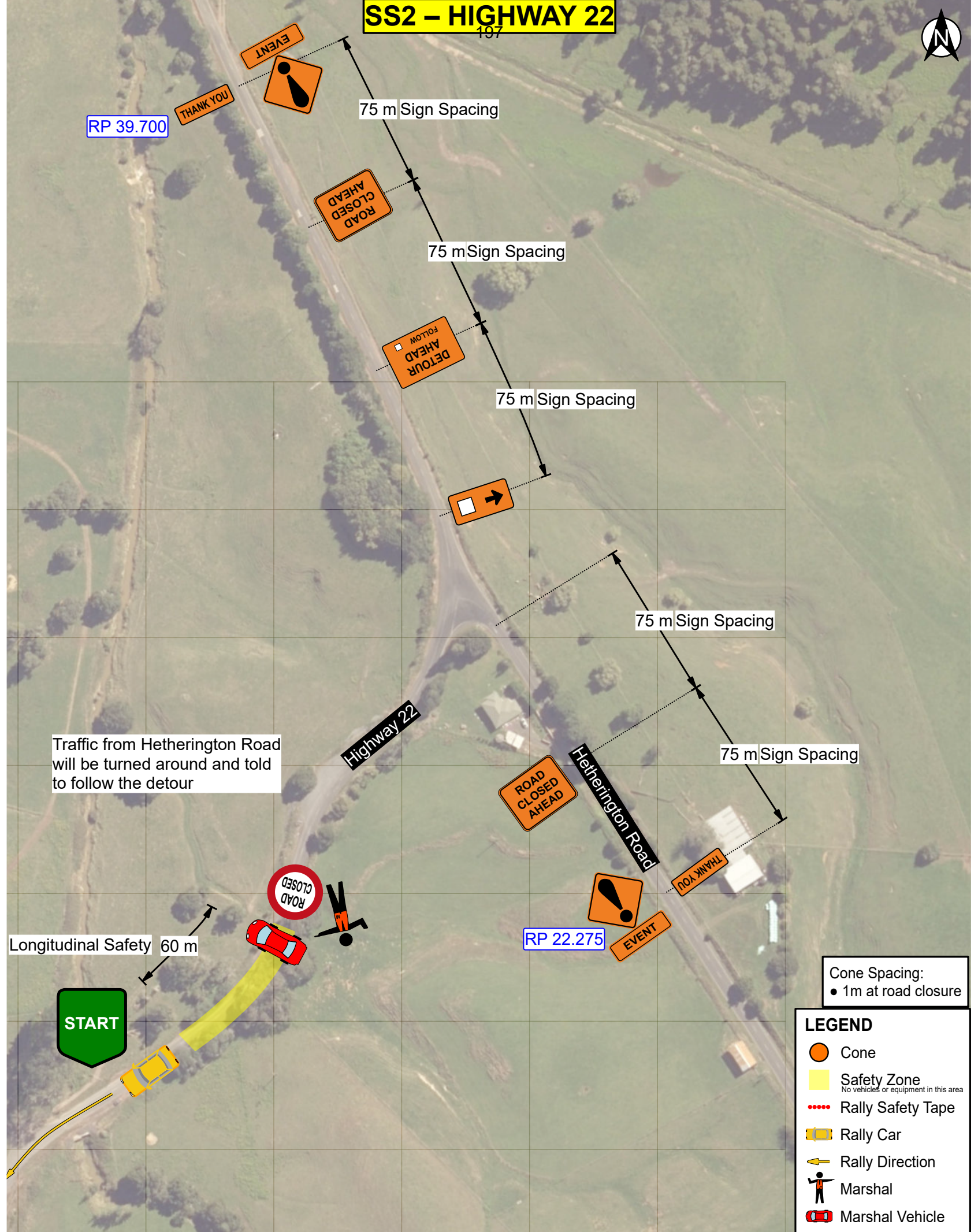
**0800 827 427**

WARNING TO THE PUBLIC – Motorsport can be dangerous. It is a condition of admission that all persons having any connection with the promoter, and/or organisation and/or conduct of the meeting, including the owners of the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.





# SS2 – HIGHWAY 22



Cone Spacing:  
• 1m at road closure

**LEGEND**

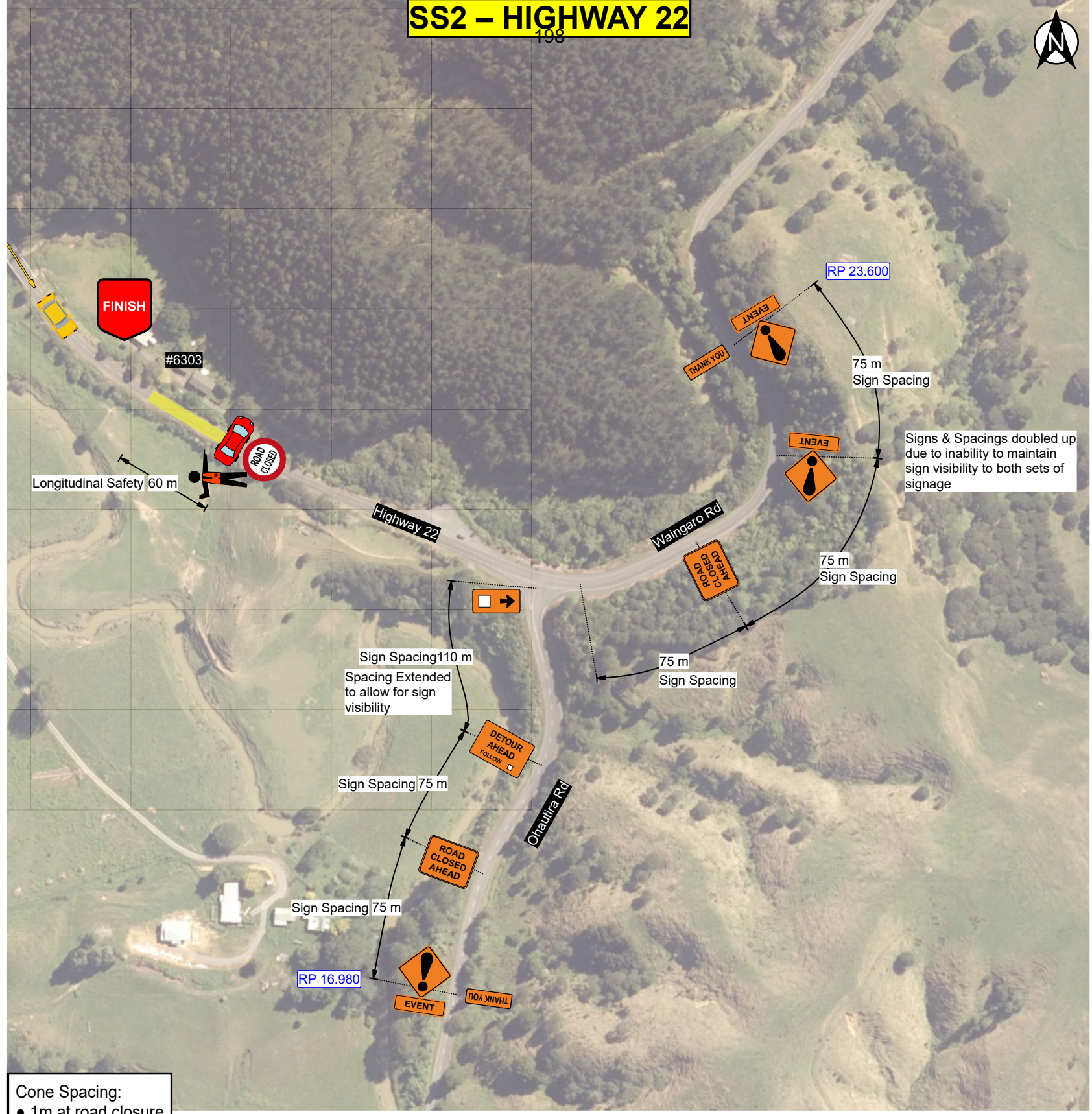
- Cone
- Safety Zone  
No vehicles or equipment in this area
- Rally Safety Tape
- Rally Car
- Rally Direction
- Marshal
- Marshal Vehicle

Situation: Highway 22, Pepepe/Waikato	Drawing No: TMNZ-HOF-230163-1.1	Revision: A
Drawing Title: Road Closure - Race Start	Checked:	Drawing By: Sabina Dillon
	Date: July 2023	
	TMC Approval:	





# SS2 – HIGHWAY 22



Cone Spacing:  
 • 1m at road closure

**LEGEND**

- Cone
- Safety Zone  
No vehicles or equipment in this area
- Rally Safety Tape
- Rally Car
- Rally Direction
- Marshal
- Marshal Vehicle

Situation: Highway 22, Pepepe/Waikato	Drawing No: TMNZ-HOF-230163-1.2	Revision: A
Drawing Title: Road Closure - Race Finish	Checked:	Drawing By: Joshua Smith
	Date: July 2023	
	TMC Approval:	

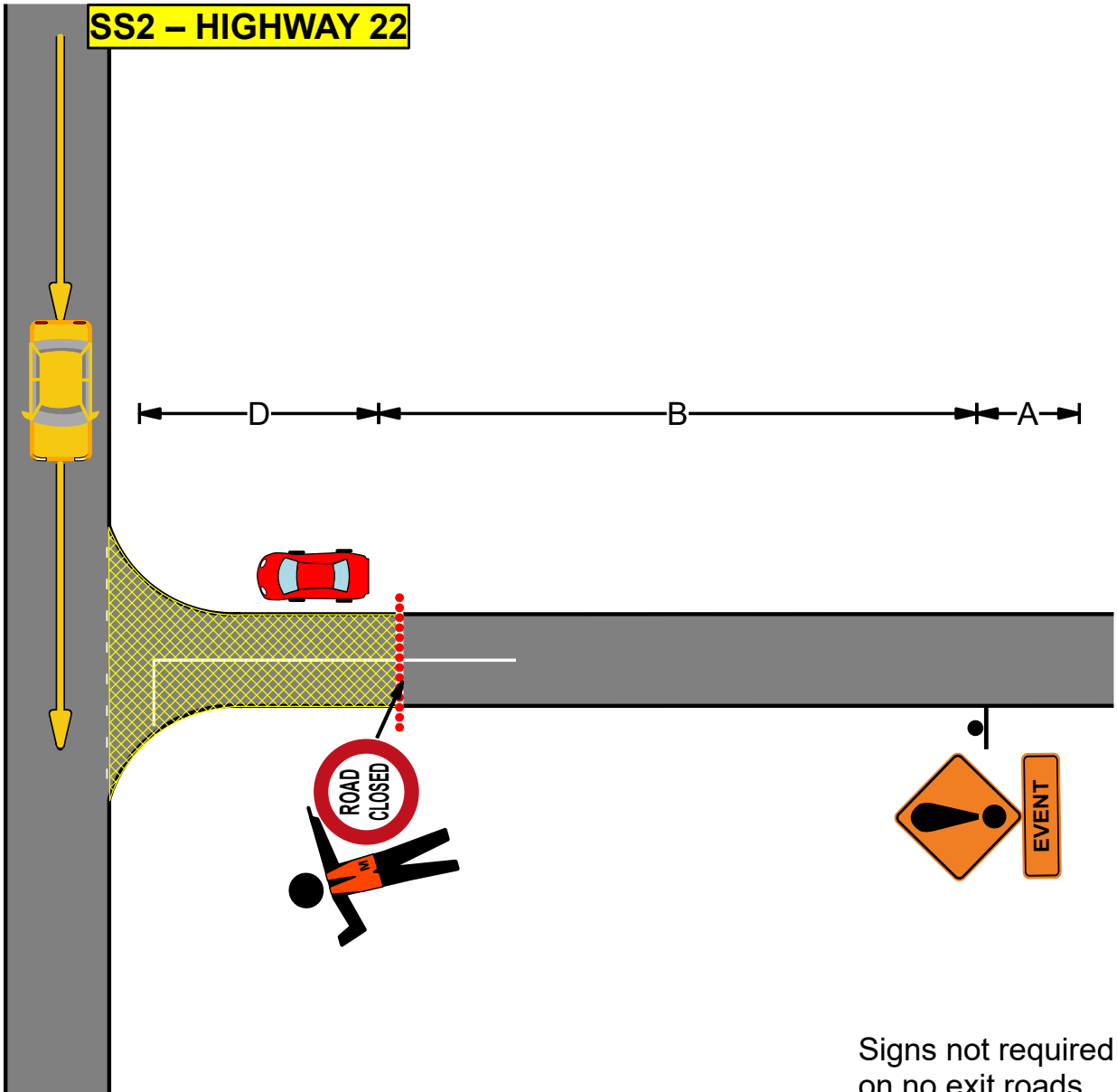


**SS2 – HIGHWAY 22**


**LEGEND**

-  Cone
-  Safety Zone  
No vehicles or equipment in this area
-  Rally Safety Tape
-  Rally Car
-  Rally Direction
-  Marshal
-  Marshal Vehicle

Roads	Marshals
Waimai Valley Road	1
Jacobs Road (no exit)	1
Otorohaeta Trig Road	1
Te Akau Road	1



Signs not required on no exit roads

Situation: Various	Drawing No: TMNZ-HOF-230163-1.3	Revision: A	TMC Approval:
	Drawing Title: Side Road Treatment	Drawing By: Sabina Dillon	
<b>Traffic Management NZ</b>		Checked:	
		Date: July 2023	





# SS2 – HIGHWAY 22

## Detour Route for Traffic Heading South on Highway 22

43 min (43.2 km)



via Hetherington Rd and Rotowaro Rd  
37 min without traffic

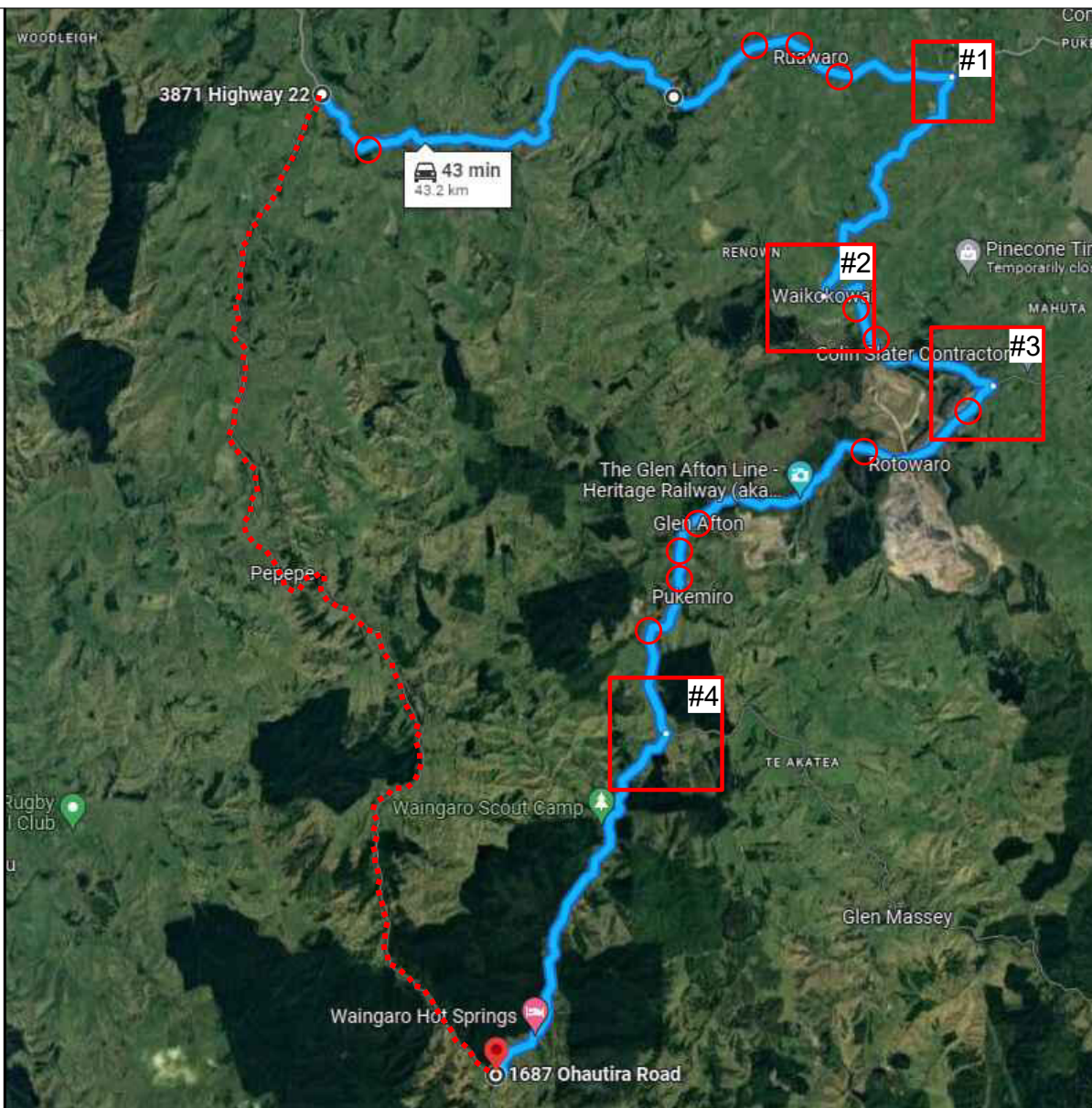
### 3871 Highway 22

Ruawaro 3772

- ↑ Head southeast on Hwy 22 toward Hetherington Rd  
11 m
- ↑ Continue straight onto Hetherington Rd (signs for Huntly/Ruawaro)  
14.7 km
- ↪ Turn right onto Waikokowai Rd (signs for Renown/Rotowaro)  
5.5 km
- ↶ Turn left to stay on Waikokowai Rd  
4.2 km
- ↪ Turn right onto Rotowaro Rd (signs for Glen Afton/Waingaro Springs/Bush Tramway/Pukemiro)  
11.1 km
- ↪ Turn right onto Waingaro Rd (signs for Raglan/Waingaro Hot Springs/Brooklands Estate)  
7.7 km

### 1687 Ohautira Road

Waingaro 3793



## Detour Route for Traffic Heading North on Ohautira Road

43 min (43.3 km)



via Rotowaro Rd and Hetherington Rd  
38 min without traffic

### 1687 Ohautira Road

Waingaro 3793

- ↑ Head east on Waingaro Rd toward Waingaro Saleyard Rd  
7.7 km
- ↶ Turn left onto Rotowaro Rd (signs for Huntly/Vintage Railway)  
11.1 km
- ↶ Turn left onto Waikokowai Rd (signs for Renown/Conference Centre)  
4.2 km
- ↪ Turn right to stay on Waikokowai Rd  
5.5 km
- ↶ Turn left onto Hetherington Rd (signs for Ruawaro)  
14.7 km
- ↑ Continue onto Hwy 22 (signs for Pukekohe/Glen Murray)  
63 m

### 3871 Highway 22

Ruawaro 3772

○ Various Side Road intersections signage, Refer to TMNZ-HOF-230163-1.5 #X Intersections where detour route doesn't have right of way, Refer to TMNZ-HOF-230163-1.6

Drawing No:  
TMNZ-HOF-230163-1.4

**Traffic Management NZ**  
Whangarei Auckland Hamilton Rotarua Tairāpapa Wellington Christchurch

Situation:  
Highway 22, Pepepe/Waikato

Drawing Title:  
Road Closure - Detour Route

Revision: A

Drawing By: Joshua Smith

Checked:

Date: August 2023

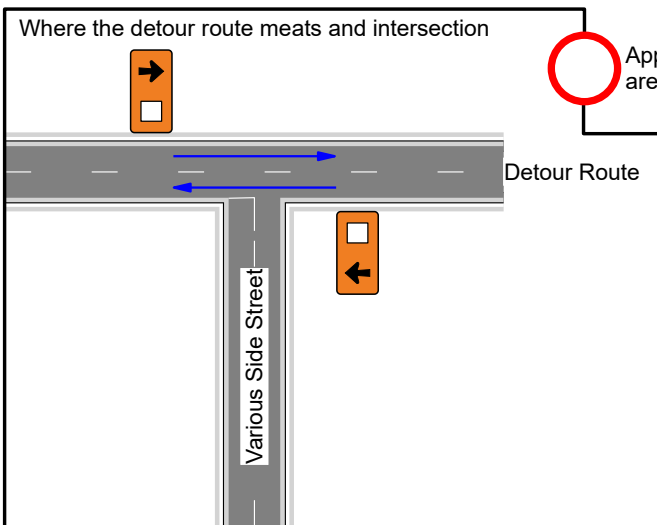
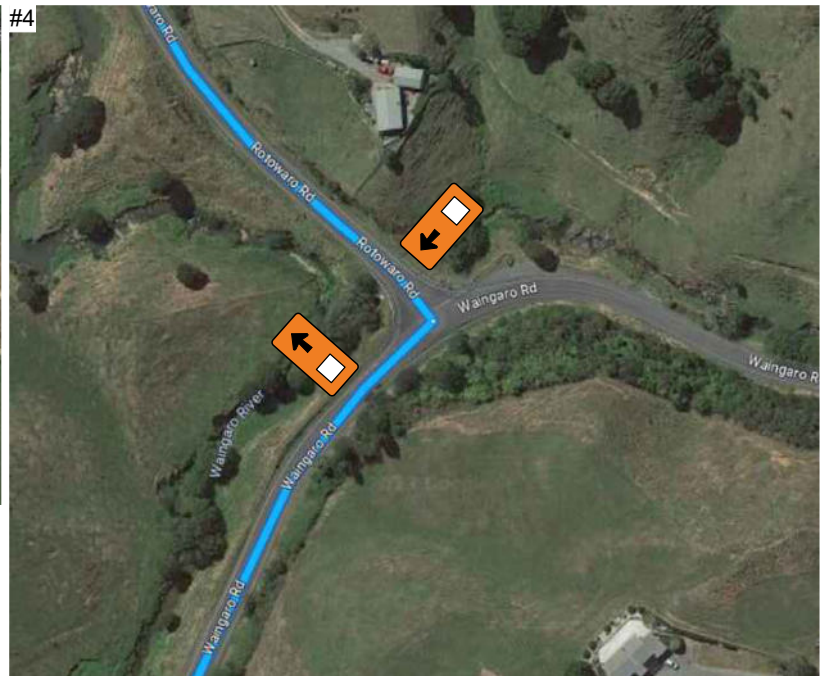
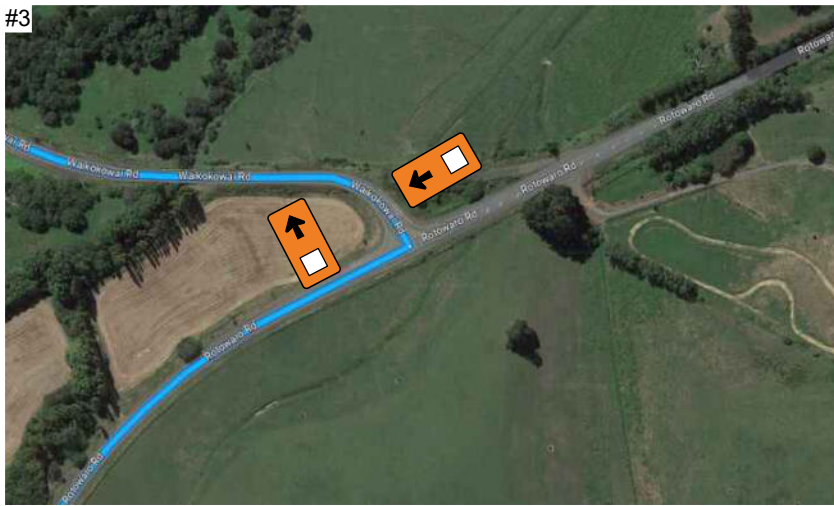
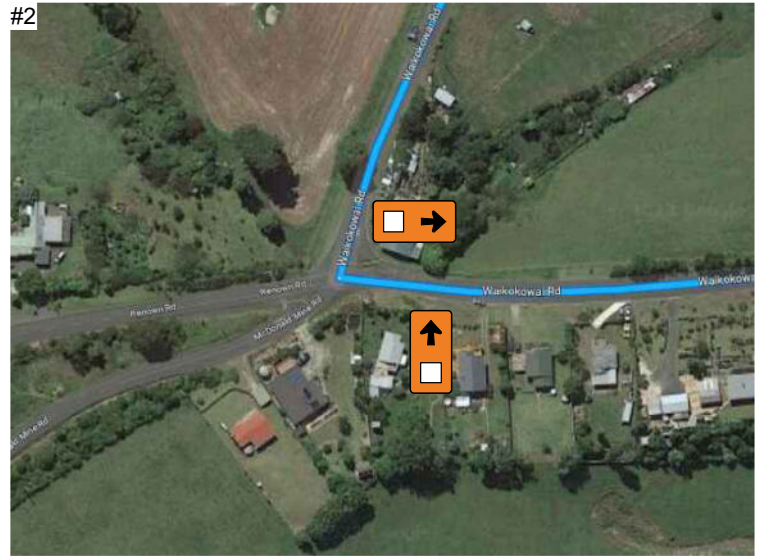
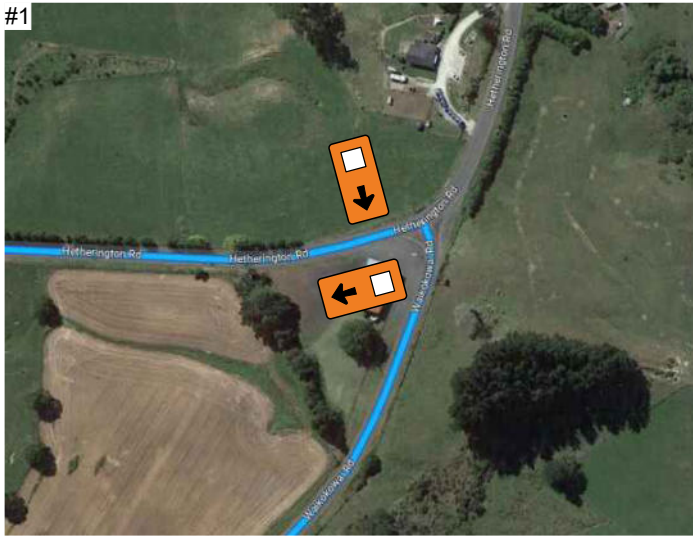
TMC Approval:





# SS2 – HIGHWAY 22

201



Approximate areas this is required are marked as red circles

Situation:  
Highway 22, Pepepe/Waikato

Drawing No:  
TMNZ-HOF-230163-1.5

Revision: A  
Drawing By: Joshua Smith

Drawing Title:  
Road Closure - Detour Route Intersections

Checked:  
Date: August 2023

TMC Approval:

**Traffic Management NZ**





# SS3 – WAINGARO ROAD



Cone Spacing:  
• 1m at road closure

- LEGEND**
- Cone
  - Safety Zone  
No vehicles or equipment in this area
  - Rally Safety Tape
  - Rally Car
  - Rally Direction
  - Marshal
  - Marshal Vehicle

Situation:  
Waingaro Road, Waikato

**Traffic Management NZ**

Drawing No:  
TMNZ-HOF-230163-2.1

Drawing Title:  
Road Closure - Race Start

Revision: A

Drawing By: Sabina Dillon

Checked:

Date: August 2023

TMC Approval:



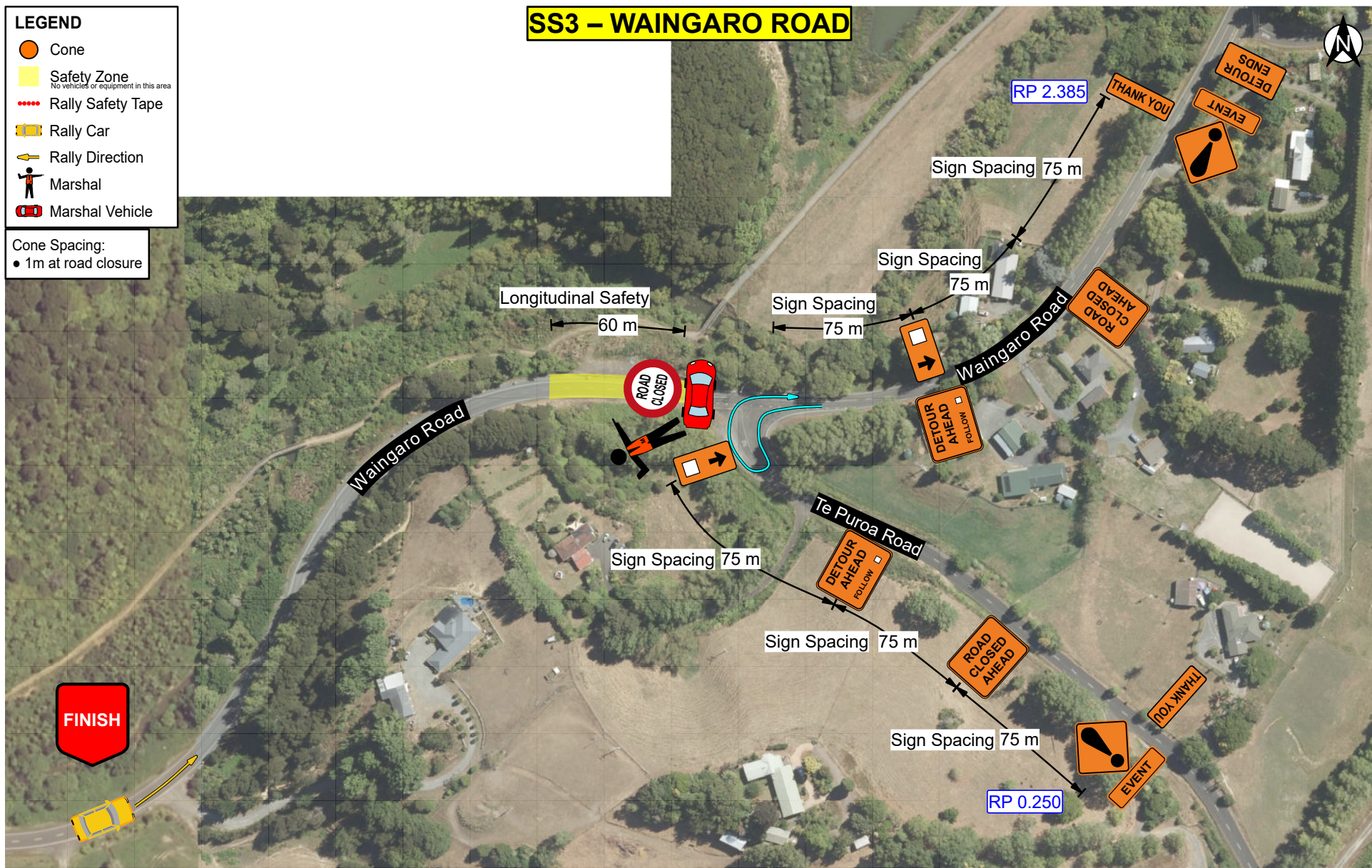


### SS3 – WAINGARO ROAD

**LEGEND**

-  Cone
-  Safety Zone  
No vehicles or equipment in this area
-  Rally Safety Tape
-  Rally Car
-  Rally Direction
-  Marshal
-  Marshal Vehicle

Cone Spacing:  
• 1m at road closure



Situation:  
Waingaro Road, Ngāruawāhia

Drawing No:  
TMNZ-HOF-230163-2.2

Revision: A  
Drawing By: Sabina Dillon

TMC Approval:

**Traffic Management NZ**

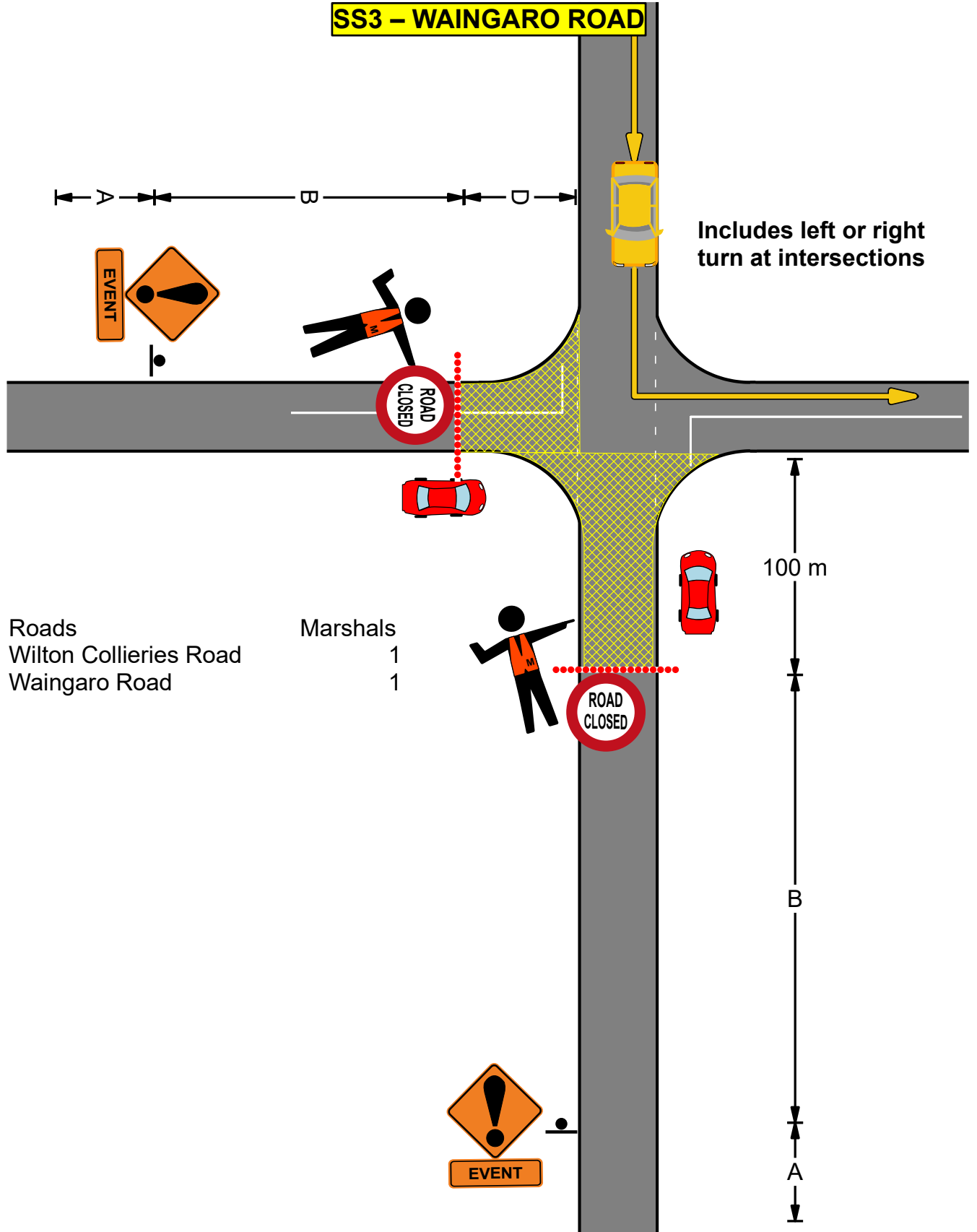
Drawing Title:  
Road Closure - Race Finish

Checked:  
Date: August 2023





**SS3 – WAINGARO ROAD**



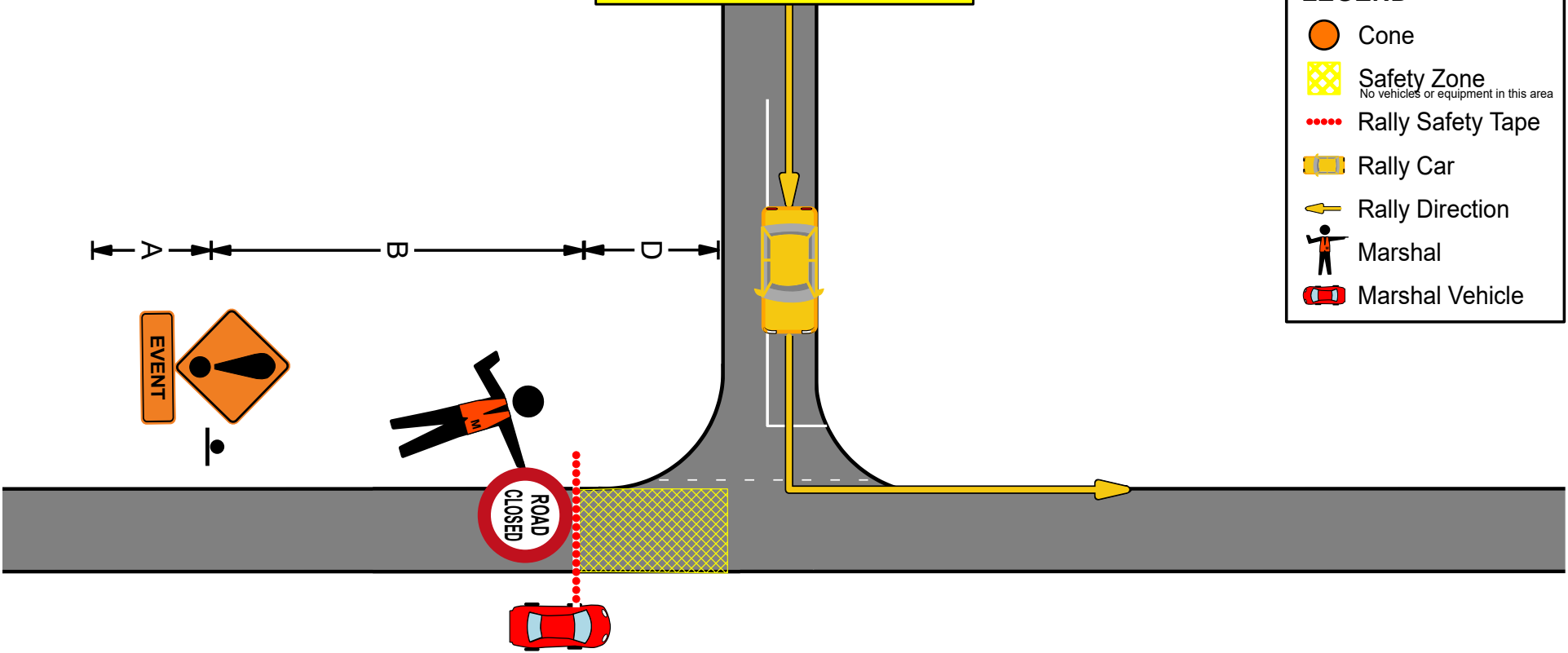
Situation: Various	Drawing No: TMNZ-HOF-230163-2.3	Revision: A Drawing By: Sabina Dillon
Drawing Title: Side Road Treatment	Checked:	Date: July 2023
<b>Traffic Management NZ</b>		TMC Approval:



**SS3 – WAINGARO ROAD**


**LEGEND**

-  Cone
-  Safety Zone  
No vehicles or equipment in this area
-  Rally Safety Tape
-  Rally Car
-  Rally Direction
-  Marshal
-  Marshal Vehicle



Roads  
Owen Drive

Marshals  
1

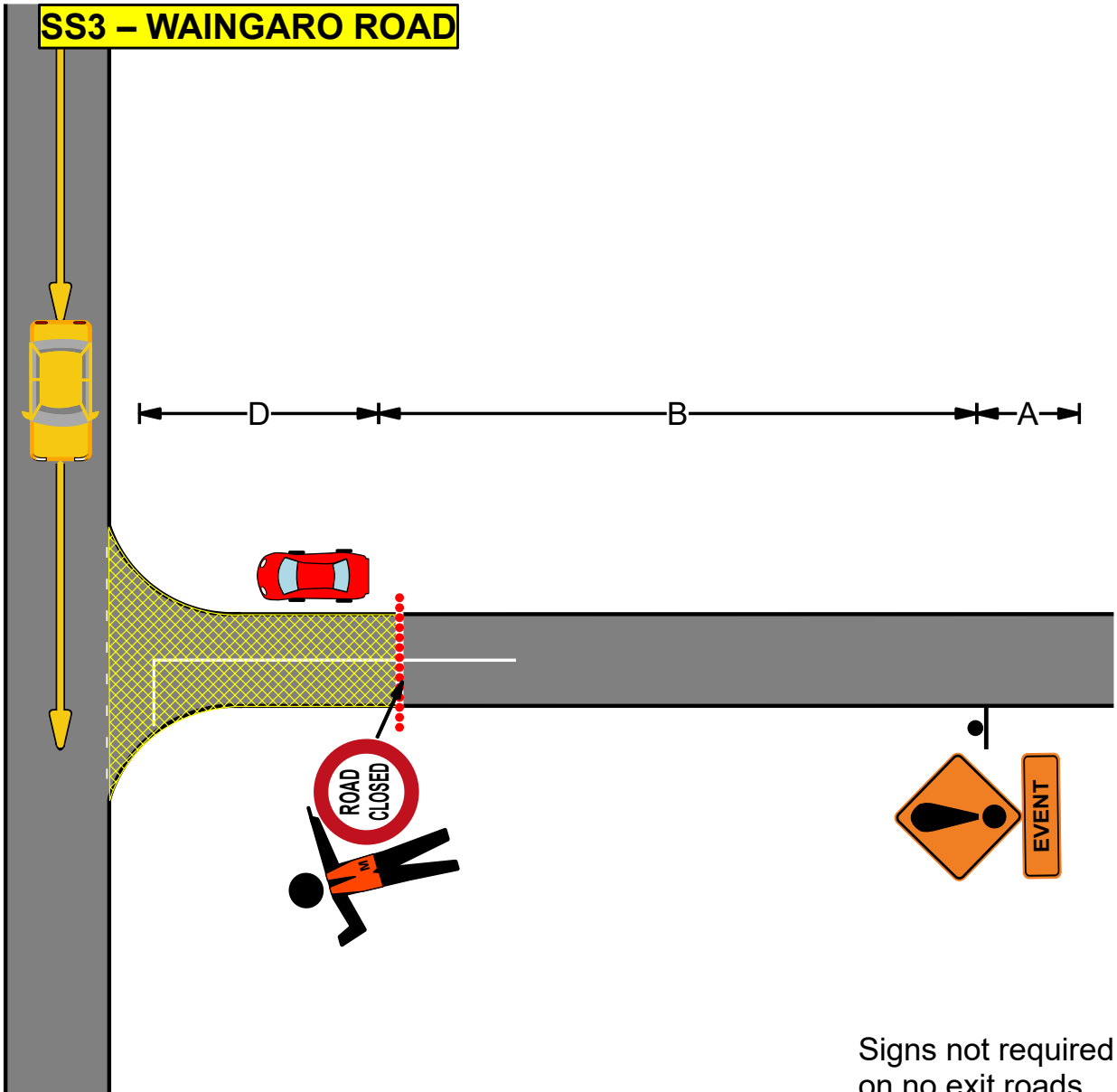
Situation: Various	Drawing No: TMNZ-HOF-230163-2.4	Revision: A	TMC Approval:
	Drawing Title: Side Road Treatment	Drawing By: Sabina Dillon	
<b>Traffic Management NZ</b>		Checked:	
		Date: July 2023	

**LEGEND**


-  Cone
-  Safety Zone  
No vehicles or equipment in this area
-  Rally Safety Tape
-  Rally Car
-  Rally Direction
-  Marshal
-  Marshal Vehicle

Roads  
Elgood Road (no exit)

Marshals  
1



Signs not required on no exit roads

Situation: Various	Drawing No: TMNZ-HOF-230163-2.5	Revision: A	TMC Approval:
	Drawing Title: Side Road Treatment	Drawing By: Sabina Dillon	
<b>Traffic Management NZ</b>		Checked:	
		Date: July 2023	

# SS3 – WAINGARO ROAD



28 min (32.2 km)

via Hakarimata Rd  
28 min without traffic



**238 Waingaro Road**  
Ngāruawāhia 3793

↑ Head east on Waingaro Rd toward Clark Rd

2.1 km

↶ Turn left onto Hakarimata Rd

10.0 km

↗ Hakarimata Rd turns slightly right and becomes Riverview Rd

2.8 km

13 min (14.9 km)

**96-92 Te Araroa Trail**  
Huntly 3700

↑ Head north on Riverview Rd toward Porritt Ave

21 m

↶ Turn left onto Porritt Ave

500 m

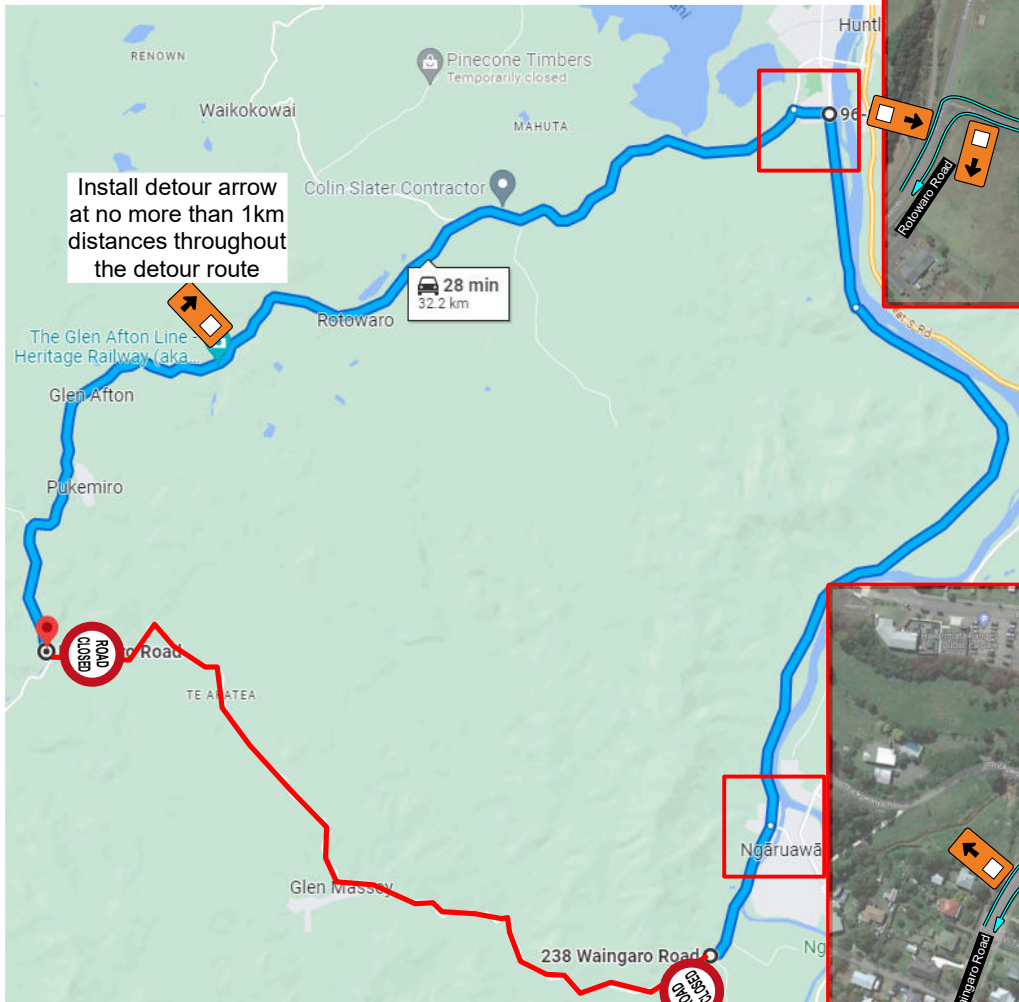
↶ Turn left onto Rotowaro Rd

📍 Destination will be on the left

16.7 km

15 min (17.3 km)

**Rotowaro Road**  
Pukemiro 3794



Install detour arrow at no more than 1km distances throughout the detour route





Situation:  
Waingaro Road, Waikato  
**Traffic Management NZ**

Drawing No:  
TMNZ-HOF-230163-2.6  
Drawing Title:  
Road Closure - Detour Route

Revision: A  
Drawing By: Sabina Dillon  
Checked:  
Date: August 2023

TMC Approval:



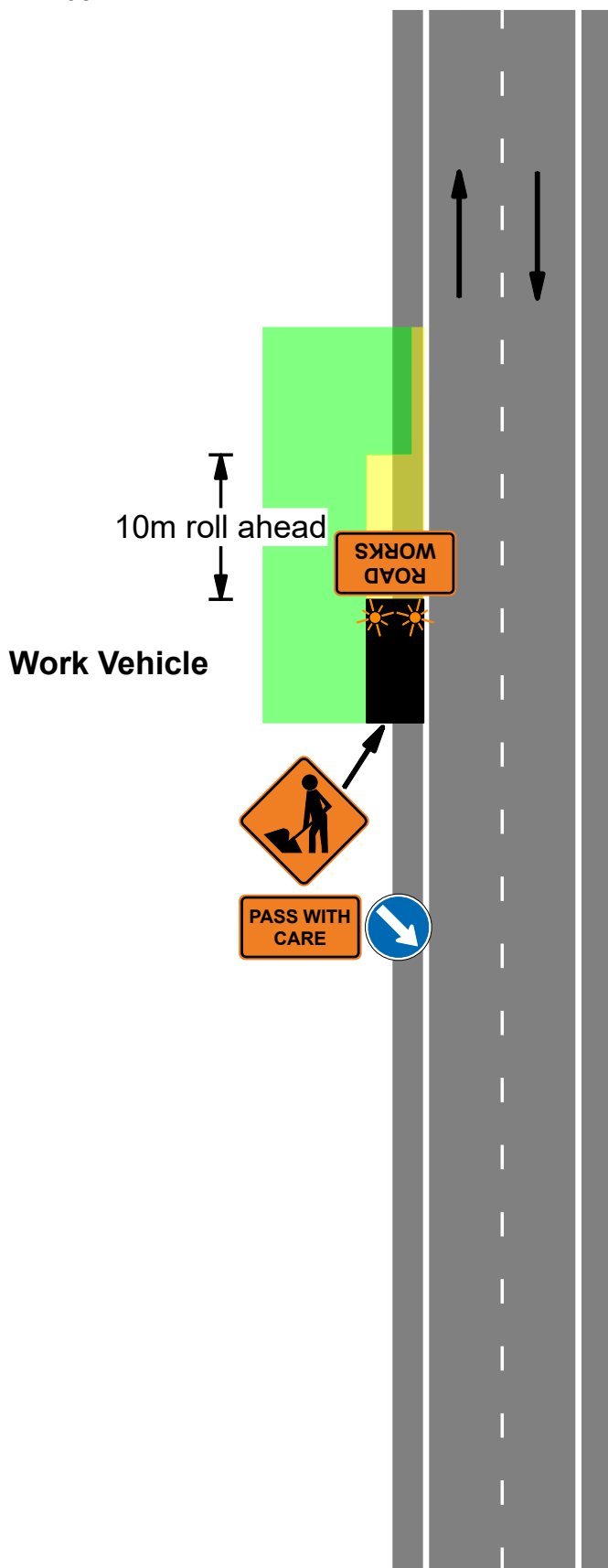
LEGEND	
	Work Area
	No-go Zone

Mobile Operation layout using work vehicle.  
 May not stay in location for more than 5 minutes

Vehicle must avoid unnecessary delays to traffic (eg. pull over when 10 or more vehicles are delayed)

Vehicle to have amber flashing lights in operation whilst entering and leaving the sites TM and whilst it is being installed or removed

All personnel handling TTM equipment must take it from or place onto the non-traffic side of the work vehicle without getting onto the deck of the work vehicle. TTM must be installed or removed either 10m in front of the work vehicle or TTM may be installed at any location on the non-traffic side of the work vehicle, free from the live lanes.



Situation: Various	Drawing No: TMNZ-HOF-230163-3	Revision: A
Drawing Title: Mobile Operation - Personnel on the shoulder	Checked:	Drawing By: Sabina Dillon
	Date: July 2023	
<b>Traffic Management NZ</b>		TMC Approval:



**LEGEND**

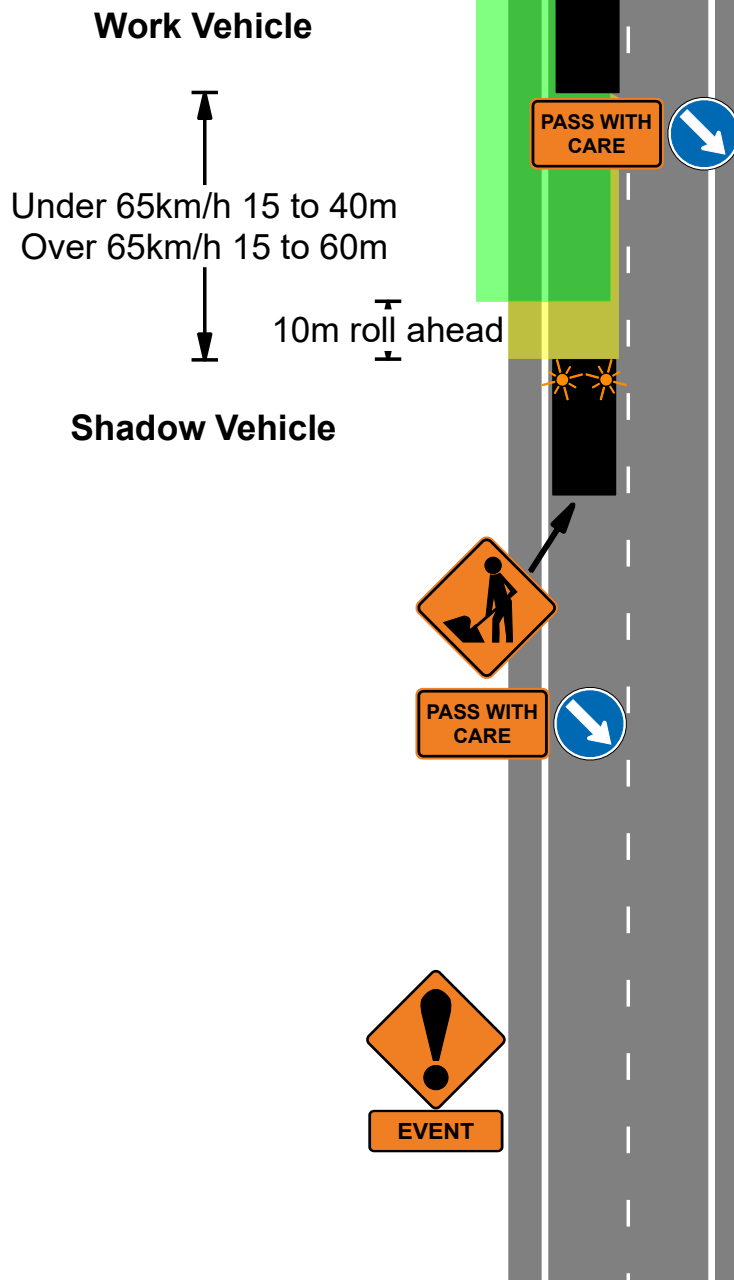
- Work Area
- No-go Zone

Mobile Operation layout using Level 1 Shadow Vehicle and a work vehicle. May not stay in location for more than 5 minutes

Vehicles must avoid unnecessary delays to traffic (eg. pull over when 10 or more vehicles are delayed)

All vehicles to have amber flashing lights in operation whilst they are entering and leaving the sites TM and whilst it is being installed or removed

Shadow is mandatory for working on the rear of the work vehicle



Situation: Various	Drawing No: TMNZ-HOF-230163-4	Revision: A	
Drawing Title: Mobile Operation - Personnel on the road		Drawing By: Sabina Dillon	
		Checked:	
		Date: July 2023	
<b>Traffic Management NZ</b>			TMC Approval:



---

<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Proposed Road Names for Subdivision SUB0283/22 at 54 Washer Road, Horotiu</b>
Date:	16 August 2023
Report Author:	Jobanjeet Singh, Roading Corridor Engineer
Authorised by:	Megan May, Transport Manager

## **1. Purpose of the report**

### **Te Take moo te puurongo**

---

To seek approval from the Infrastructure Committee on the Proposed Road Name for Subdivision 0283/22 at 54 Washer Road, Horotiu.

## **2. Executive summary**

### **Whakaraapopototanga matua**

---

This report requests that the Infrastructure Committee approve the attached proposed road name for this subdivision at 54 Washer Road, Horotiu. The name Paataka Lane has been proposed by the developer outside the pre-approved list, is supported by the local hapuu Nga Uri o Tamainupo ki Whaingaroa Trust and by Council's Roading team.

At the meeting on 1 August 2023 the Ngaaruawahia Community Board recommended that the Infrastructure Committee approve the preferred name Paataka Lane.

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

## **3. Staff recommendations**

### **Tuutohu-aa-kaimahi**

---

**That the Infrastructure Committee:**

- a. approves the following proposed road name submitted by the developer for SUB 0283/22 at 54 Washer Road, Horotiu.**
    - **Road 1 – Paataka Lane**
-

## 4. Background

### Koorero whaimaarama

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SUB 0283/22 is a residential development on, more or less, 5146m<sup>2</sup> at 54 Washer Road, Horotiu. The development is consented to create new lots situated on the Washer Road, Horotiu.

While a pre-approved list of names exists for the Ngaaruawahia Community Board (attached), the developer is permitted to go outside of this list and propose different names. This is contemplated in the Road Naming Policy under section 1.2 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 Roding Asset Team.*

As required by the Road Naming Policy, the Developer has consulted with local hapuu Nga Uri o Tamainupo ki Whaingaroa Trust who chose this name. A Paataka is a traditional food store house.

Staff have reviewed the name and considered that there is no similar sounding name within their District which would otherwise cause confusion. Staff note the only similar names are Pataka Lane in Waipapa, Pataka Road in Taupo and Pataka Way in Mt Roskill, Auckland which is outside the LINZ addressing standards required distance. The names have been checked against Google mapping and NZ Post.

## 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
Paataka Lane	A Paataka is a traditional food store house.	1. Pataka Road – over 100 km away. 2. Pataka Way – over 100 km away. 3. Pataka Lane – over 100 km away.	nil	Approved by Roding team

---

## **5.1 Options**

### **Ngaa koowhiringa**

Staff have assessed that there are two reasonable and viable options for the Infrastructure Committee to consider:

**Option 1:** Approve the requested road name.

**Option 2:** Require the developer to use names only from the approved list.

Staff recommend **Option 1**, approving the road name application as the ability to use alternative names is contemplated by the policy, and the name has been put forward with local hapuu support.

## **5.2 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.

## **5.3 Legal considerations**

### **Whaiwhakaaro-aa-ture**

Staff confirm that the staff recommendation 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.

## **5.5 Maaori and cultural considerations**

### **Whaiwhakaaro Maaori me oona tikanga**

Local hapuu have been included in the correspondence to the necessary community committee members advising of the road name application.

## **5.6 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.

## **5.7 Risks**

### **Tuuraru**

The decisions and matters of this report are assessed as of low risk, in accordance with the Council's Risk assessment and risk appetite.

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## 6. Significance and engagement assessment

### Aromatawai paahekoheko

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#### 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

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>	Consultation has occurred via the developer's engagement with local hapuu Nga Uri o Tamainupo ki Whaingaroa Trust. Council staff have also engaged with neighbouring councils to determine any conflict of names.				

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 checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Waikato-Tainui/Local hapuu Nga Uri o Tamainupo ki Whaingaroa Trust.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other (Please Specify)

## 7. Next steps

### Ahu whakamua

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If the preferred name is approved, the Developer will utilise this. If not, an alternative option will be used.

---

## 8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

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

The report fits with Council's role and Infrastructure Committee 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 Maori ( <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

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Attachment 1 – Development Road Map

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Schedule of Proposed Easements in Gross			
Purpose	Shown	Burdened Land	Grantee
Right to convey electricity	A	Lot 100	WEL Networks
Right to convey telecommunications	A	Lot 100	Chorus New Zealand
Right to convey gas	A	Lot 100	FirstGas Ltd

Memorandum of Easements in Gross			
Purpose	Shown	Burdened Land	Grantee
Right to convey water	A	Lot 100	Waikato District Council
Right to drain sewage	A,E,F&G	Lots 100, 6 & 7	Waikato District Council

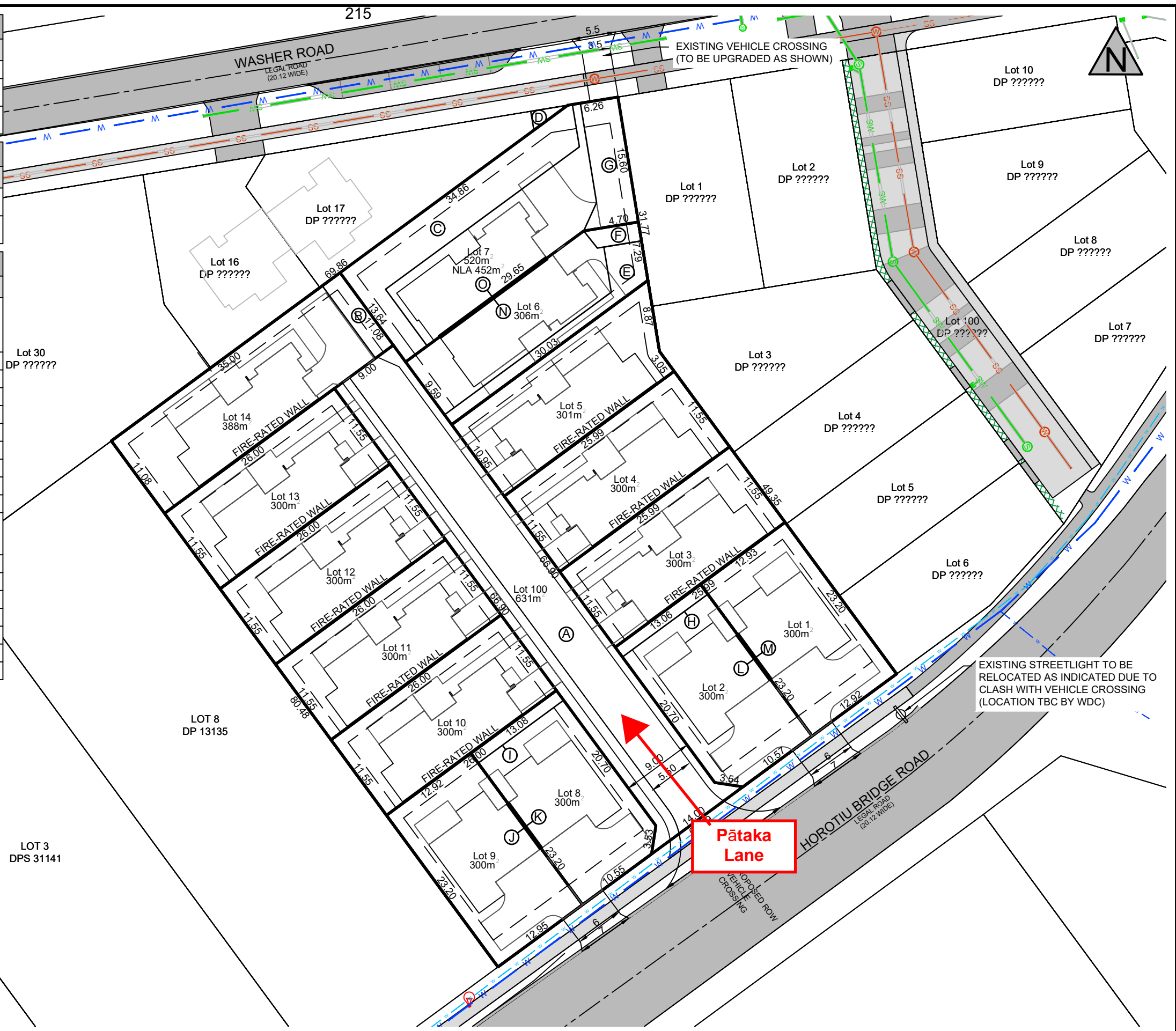
Memorandum of Easements			
Purpose	Shown	Burdened Land	Benefited Land
Right of way; right to convey electricity, telecommunications, gas & water; right to drain water and sewage	A	Lot 100	Lots 3-5 & 10-14
Right to drain water (overland flow)	B	Lot 14	Lot 100
Right to drain water (overland flow)	C	Lot 7	Lots 14 & 100
Right to drain water (overland flow)	D	Lot 17 DP ??????	Lots 7, 14 & 100
Right to drain water (overland flow)	E, F & G	Lots 6 & 7	Lot 5
Right to drain water & sewage	H	Lot 2	Lot 1
Right to drain water & sewage	I	Lot 8	Lot 9
Right to drain water & sewage	A	Lot 100	Lots 1, 2, 8 & 9
Right to drain sewage	E & F	Lot 6	Lot 100
Right to drain sewage	G	Lot 7	Lots 6 & 100
Right of way; right to convey electricity, telecommunications, gas & water; right to drain water	G	Lot 7	Lot 6
Right of way	F	Lot 6	Lot 7
Party Wall	J	Lot 9	Lot 8
	K	Lot 8	Lot 9
	L	Lot 2	Lot 1
	M	Lot 1	Lot 2
	N	Lot 6	Lot 7
	O	Lot 7	Lot 6

**Amalgamation Conditions**

Lot 100 (Legal Access) is to be held as eight undivided one-eighth shares by the owners of Lots 3-5 & 10-14 hereon, and individual Records of Title are to be issued in accordance therewith. See LINZ Request: \_\_\_\_\_ (RMA Sec 220(1)(b)(iv))

- Notes**
- All boundary dimensions and areas are subject to final survey and approval from Waikato District Council
  - Legal Description: Lot 1 - DP 332345
  - Total area: 5146m<sup>2</sup>
  - Average net site area: 318m<sup>2</sup>
  - Zone: New Residential
  - Underlying services and topographic information sourced from topographic survey undertaken by Blue Wallace Surveyors and data supplied from Utility Location Services Ltd.
  - This plan to be read in conjunction with architectural plans prepared by Byrne Enright

Size	A3	Scale	1:500	Date	MAY 2022		
No.	Amendment	Init.	Date	Designed	MTT	27/04/22	
A	For Discussion	MTT	27/04/22	Drawn	MTT	27/04/22	
B				Checked			
C				Approved			



**PROPOSED SCHEME PLAN**  
**SUBDIVISION OF LOT 1 DP 332345**  
 54 WASHER ROAD - HOROTIU  
 Prepared for: DA SILVA BUILDERS LTD.



**Blue Wallace Surveyors Ltd.**  
 25 Harwood Street, P O Box 38,  
 Hamilton Central, HAMILTON.  
 Phone (07) 839 7799, Fax (07) 839 4455

Datum:	Circuit: Mt Eden 2000
	Height: Moturiki Datum 1953
Resource Consent Number:	.....
BW Ref.	Stg. Purp. Dwg. # Revision:
21324-01-PL-101	A

S:\2021\21324\1. PLANNING\1. SCHEME PLANS\21324-00-PL-100-D-27-04-22.DWG



---

<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Proposed Road Name for private road under Land use consent number LUC 0423/20</b>
Date:	16 August 2023
Report Author:	Jobanjeet Singh, Roading Corridor Engineer
Authorised by:	Roger MacCulloch, General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

---

To seek a recommendation from the Infrastructure Committee on the Proposed Road Name for a Private Road under LUC 0423/20 at 117 Wainui Road, Raglan.

## **2. Executive summary**

### **Whakaraapopototanga matua**

---

This report requests that the Infrastructure Committee approves a preferred road name for the private road at 117 Wainui Road, Raglan. The developer has consulted with local hapuu, Rakaunui 1B Trust, who together have proposed three road name options. The preferred name by both local hapuu and developer is Te ara o Rihitoto. The other two options they have included are Rihitoto Road and Rihitoto Way.

At the meeting on 26 July 2023 the Raglan Community Board recommended the Infrastructure Committee approve the preferred name as Te Ara o Rihitoto.

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

## **3. Staff recommendations**

### **Tuutohu-aa-kaimahi**

---

**That the Infrastructure Committee:**

**a. approves the following proposed road name submitted by the developer for LUC 0423/20 at 117 Wainui Road, Raglan:**

- **Option 1: Road 1 (Proposed Road A) – Te ara o Rihitoto**

## 4. Background

### Koorero whaimaarama

---

LUC 0423/20, the development, comprises of 21 dwellings and a meeting house, kitchen and ablution block from a private access.

Depending on the outcome of the consideration of a similar request on this agenda, there are no further names on the pre-approved list of names, for the Raglan Community Board; therefore, the developer is permitted to go outside of this list and propose different names. This is contemplated in the Road Naming Policy under section 1.2 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.*

Through the developer's consultation with the local hapuu, Rakaunui 1B Trust, three road names were proposed and agreed upon by both parties as they relate to the history and acknowledge the Wai (waters) surrounding and running below and through the whenua (land).

Staff have reviewed the names and considered they do not duplicate, sound too similar, or is a duplicated street type (e.g., street, road, avenue, boulevard, junction, crescent, etc) which may otherwise cause travel uncertainties in the Waikato District. The names have been checked against Google mapping and NZ Post.

## 5. Discussion and analysis

### Taataritanga me ngaa tohutohu

---

There will be a workshop with the Community Board and Local Hapuu to build a new pre-approved Road Naming list in the next few months. This list is to provide recommended historical, social, cultural, and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues.

The Road Naming Policy allows for the developer to propose names not on the list. The developer has consulted with local hapuu group who have together agreed on the three proposed Road names.

There are no exclusions of any suffix applicable to these name options as per the Road Naming Policy.

The preferred name by both local hapuu and developer is Te ara o Rihitoto.

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
Te ara o Rihitoto	Rihitoto is developer's grandmother name, and has Rakaunui 1B Trust's ancestral connection (tupuna) to the land (whenua) and subdivision (papakainga)	nil	nil	Approved by roading team
Rihitoto road	Rihitoto is developer's grandmother name, and has Rakaunui 1B Trust's ancestral connection (tupuna) to the land (whenua) and subdivision (papakainga)	nil	nil	Approved by roading team
Rihitoto way	Rihitoto is developer's grandmother name, and has Rakaunui 1B Trust's ancestral connection (tupuna) to the land (whenua) and subdivision (papakainga)	nil	nil	Approved by roading team

## 5.1 Options

### Ngaa koowhiringa

Staff have assessed that there are three reasonable and viable options for the Infrastructure Committee to consider:

**Option 1:** Approve the requested road name Option 1 (Te ara o Rihitoto ) as proposed by the local hapuu and developer.

**Option 2:** Approve road name Option 2 (Rihitoto Way) as proposed by the local hapuu and developer.

**Option 3:** Approve road name Option 3 (Rihitoto road) as proposed by the local hapuu and developer.

Staff **recommend Te ara o Rihitoto** as it is the preferred name of both the developer and the hapuu.

## **5.2 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.

## **5.3 Legal considerations**

### **Whaiwhakaaro-aa-ture**

Staff confirm that the staff recommendation 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.

## **5.5 Maaori and cultural considerations**

### **Whaiwhakaaro Maaori me oona tikanga**

Local hapuu Rakaunui 1B trust have been included in the correspondence to the necessary community Board members advising of the road name application.

## **5.6 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.

## **5.7 Risks**

### **Tuuraru**

The decisions and matters of this report are assessed as of low risk, in accordance with the Council's Risk assessment and risk appetite.

## **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

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	✓	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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"/>	✓	Local hapuu: Rakaunui 1B trust
<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

If the preferred name is approved, the Developer will utilise this. If not, an alternative option will be used.

## 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 Pokeno Community Committee 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 Map





**RESOURCE CONSENT**

No: LUC0423/20

Approved By: Karleen Thomson

Date: 5 August 2020

**NOT FOR CONSTRUCTION**

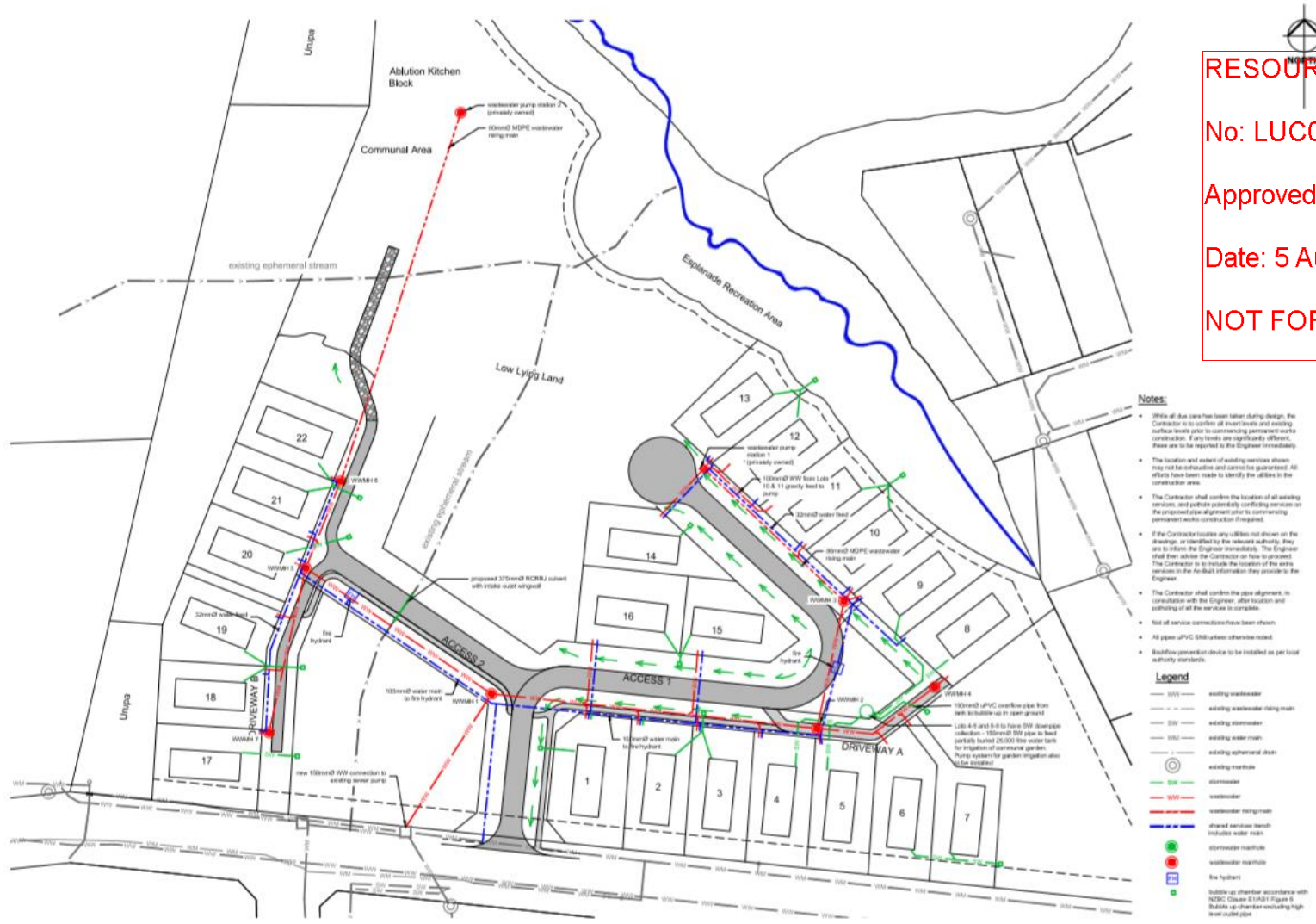
**Notes:**

- Levels in terms of mean sea level (MSL) shown.
- While all due care has been taken during design, the Contractor is to confirm all level levels and existing surface levels prior to commencing permanent works construction. If any levels are significantly different, these are to be reported to the Engineer immediately.
- The location and extent of existing services shown may not be accurate and location guaranteed. All efforts have been made to identify the utilities in the construction area.
- The Contractor shall confirm the location of all existing services, and address potentially conflicting services on the proposed open alignment prior to commencing permanent works construction if required.
- If the Contractor locates any utilities not shown on the drawings, or identified by the relevant authority, they are to inform the Engineer immediately. The Engineer shall then advise the Contractor on how to proceed. The Contractor is to include the location of the utility services in the As-Built information they provide to the Engineer.

**Legend**

- catchpit
- stormwater mainline
- wastewater mainline
- existing manhole
- wastewater pump station
- asphalt pavement
- concrete footpath or vehicle apron
- metal road surfacing
- road drain

Client <b>RAKAUNUI 1B TRUST</b>	Contractor 	<b>PROPOSED SITE PLAN</b> for the <b>RAKAUNUI No. 1B BLOCK</b> 111 WAINUI ROAD, RAGLAN	Date: TMB Scale: 1:500 Sheet: 2 of 2 Drawn: ME Checked: ME Approved: ME Project No: 19-0534 Drawing No: 002	Sheet No: 2 of 2
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**RESOURCE CONSENT**  
**No: LUC0423/20**  
**Approved By: Karleen Thomson**  
**Date: 5 August 2020**  
**NOT FOR CONSTRUCTION**

- Notes:**
- While all the same have been taken during design, the Contractor is to confirm all levels and existing surface levels prior to commencing permanent works construction. If any levels are significantly different, these are to be reported to the Engineer immediately.
  - The location and extent of existing services shown here are for information and cannot be guaranteed. All efforts have been made to identify the utilities in the construction area.
  - The Contractor shall confirm the location of all existing services, and address any conflicting services on the proposed pipe alignment prior to commencing permanent works construction (if required).
  - If the Contractor locates any utilities not shown on the drawings, or identified by the relevant authority, they are to inform the Engineer immediately. The Engineer shall then advise the Contractor on how to proceed. The Contractor is to include the location of the utility services in the As-Built information they provide to the Engineer.
  - The Contractor shall confirm the pipe alignment in consultation with the Engineer, after location and piling of all the services is complete.
  - All of service connections have been shown.
  - All pipes uPVC S80 unless otherwise noted.
  - Backflow prevention device to be installed as per local authority standards.
- Legend**
- 100mm existing wastewater
  - 150mm existing wastewater (rising main)
  - 200mm existing stormwater
  - 150mm existing water main
  - existing ephemeral drain
  - existing manhole
  - stormwater
  - wastewater
  - wastewater rising main
  - shaded service bands include water main
  - stormwater manhole
  - wastewater manhole
  - fire hydrant
  - utility as shown accordance with NZSC Clause 6.14.1 Figure 6
  - Bubble up-chamber including high level outlet pipe

Client <b>RAKAUNUI 1B TRUST</b>	Contractor <b>BCD GROUP</b>	Project <b>PROPOSED SITE SERVICES PLAN</b>	Address <b>RAKAUNUI No. 1B BLOCK</b>	Address <b>113 WAIKAI ROAD, RAKAUNUI</b>	Client Ref <b>19-0534</b>	Project Ref <b>003</b>	Sheet No <b>2</b>	Scale <b>1:500</b>	Date <b>01/01/2020</b>
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All dimensions to be verified in site before starting any deep excavations or construction work.

All rights reserved. No liability for errors or omissions.





**RESOURCE CONSENT**  
 No: LUC0423/20  
 Approved By: Karleen Thomson  
 Date: 5 August 2020  
**NOT FOR CONSTRUCTION**

Surface Analysis: Elevation Ranges

Number	Color	Minimum Elevation (m)	Maximum Elevation (m)	3D Area (sq. m)	Volume (cu. m)
1	Red	-0,000	-1,200	1,7	0,0
2	Red	-1,200	-1,500	96,2	13,9
3	Red	-1,500	-0,500	140,1	140,2
4	Red	-0,000	0,500	209,5	881,2
5	Green	0,000	0,500	114,5	411,8
6	Green	0,000	1,000	395,8	73,3
7	Green	1,000	1,400	24,0	1,7

Name	3D Area	Out	In	Total
COMBINED ACCESS	8480 sq.m	1402 Cu. M	779 Cu. M	603 Cu. M (OUT)

**Notes**

- earthwork volumes calculated between existing surface and proposed surface of pavements including buffer to existing ground as shown on typical sections (drawings)
- no bulking factor has been applied

Client <b>RAKAUNUI 1B TRUST</b>	Contractor		<b>CUT FILL PLAN</b> RAKAUNUI No. 1B BLOCK 112 WAINUI ROAD, RANGIATA	Drawn: TMW Designer: NE Date: 1/2021 Scale: AS 1:1 19-0534 005 1
<small>All dimensions to face unless otherwise stated. All elevations in meters unless otherwise stated.</small>			<small>© 2021 BCD GROUP. All rights reserved. No part of this document may be reproduced without the prior written permission of BCD Group.</small>	

---

<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Proposed Road Name for Subdivision SUB 0173/18.06 at Rangitahi Peninsula</b>
Date:	16 August 2023
Report Author:	Jobanjeet Singh, Roding Corridor Engineer
Authorised by:	Roger MacCulloch, General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

---

To seek a recommendation from the Infrastructure Committee on the Proposed Road Names for Subdivision 0173/18.06 Rangitahi Road, Raglan.

## **2. Executive summary**

### **Whakaraapopotanga matua**

---

This report requests that the Infrastructure Committee approves the preferred road names for the subdivision at Rangitahi Peninsula, Raglan. The developer has consulted with local Tainui Hapu who together have agreed the road names. The preferred name by both local hapuu and developer are Toka tuu Street and Rerekahu Street (This has been approved earlier as Rerekahu Lane, RCB 2021; GOV1308; ECM # 3142840).

At the meeting on 26 July 2023 the Raglan Community Board recommended that the Infrastructure Committee approves the preferred names as Toka tuu Street and Rerekahu Street.

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

## **3. Staff recommendations**

### **Tuutohu-aa-kaimahi**

---

**That the Infrastructure Committee:**

- a. rescinds a portion of Resolution INF2107/04 referring to Rerekahu Lane; and**

**b. in accordance with the road naming policy approve the following road names:**

- **Road 1 (Proposed Road E1) – Toka tuu Street**
- **Road 2 (Proposed Road H1) - Rerekahu Street**

## **4. Background**

### **Koorero whaimaarama**

---

SUB 0173/18.06 are developments at Rangitahi Road, Raglan.

There are no current names on Raglan Community Board pre-approved road naming list therefore, the developer is permitted to go outside of this list and propose different names. This is contemplated in the Road Naming Policy under section 1.2 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.*

Through the developer’s consultation with the local hapuu Tainui, new road names were proposed. This was presented to the Raglan Community Board on 26 July 2023 and a recommendation was made that the Infrastructure Committee approves the preferred names.

Staff have reviewed the name and considered they do not duplicate, sound too similar, or is a duplicated street type (e.g., street, road, avenue, boulevard, junction, crescent, etc) which may otherwise cause travel uncertainties in the Waikato District. The names have been checked against Google mapping and NZ Post.

## **5. Discussion and analysis**

### **Taataritanga me ngaa tohutohu**

---

There will be a workshop with the Community Board and Local Hapuu to build a new pre-approved Road Naming list in the next few months. This list is to provide recommended historical, social, cultural, and geographic themed names, background to the name choice, an indication of any potential duplication or sound similarity issues.

The Road Naming Policy allows for the developer to propose names not on the list. The developer has consulted with local hapuu Tainui who have together agreed on the proposed road names.

There are no exclusions of any suffix applicable to these name options as per the Road Naming Policy.

The preferred names by both local hapuu and developer are Toka tuu street and Rerekahu street.

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
Toka tuu Street	References the Kohatu near that area. Symbolic of strength and history of 'unmovable'	NIL	nil	Approved by Roading team
Rerekahu Street	Native Hawk found in the area	NIL	Road name approved as Rerekahu Lane earlier in June 2021 for Joal lot 719 Lots- 208-215	Approved by Roading team

## 5.1 Options

### Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Community Board to consider:

**Option 1:** Approve the requested road names (Toka tuu Street and Rerekahu Street) as proposed by the local hapuu and developer.

**Option 2:** Don't approve road names as proposed by the local hapuu and developer.

Staff **recommend Option 1** as they are the preferred names of both the developer and the hapuu.

## 5.2 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.

## 5.3 Legal considerations

### Whaiwhakaaro-aa-ture

Staff confirm that the staff recommendation 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.

## 5.5 Maaori and cultural considerations

### Whaiwhakaaro Maaori me oona tikanga

Local hapuu Tainui have been included in the correspondence to the necessary community committee members advising of the road name application.

## 5.6 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.

## 5.7 Risks

### Tuuraru

The decisions and matters of this report are assessed as of low risk, in accordance with the Council's Risk assessment and risk appetite.

## 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

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"/>



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"/>	✓	Local hapuu: Tainui
<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

If the preferred name is approved, the Developer will utilise this. If not, an alternative option will be used.

## 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 Infrastructure Committee 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 (*Section 5.1*). Confirmed

Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (*Section 6.1*). 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
--	-----------

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## 9. Attachments

### Ngaa taapirihanga

---

Attachment 1 – Development Map

- LEGEND:**
- ARCHEOLOGICAL AREA
  - COMPREHENSIVE RESIDENTIAL DEVELOPMENT
  - MIXED USE (INCLUDES RANGITAHU COMMERCIAL ACTIVITY, COMMUNITY ACTIVITY AND/OR COMPREHENSIVE RESIDENTIAL DEVELOPMENT)
  - RECREATION RESERVE TO VEST
  - AREAS SUBJECT TO CONSENT NOTICE
  - ZERO LOT SETBACK
  - LOT SETBACKS

TABLE 1: MEMORANDUM OF EASEMENTS			
PURPOSE	SHOWN	SERVIENT TENANT	GRANTEE
Right of way	A	Lot 900 hereon	Waikato District Council
Right of way	B	Lot 902 hereon	Waikato District Council

STAGE D1 AND D4 AREAS C, D, E, F, ARE SUBJECT TO A CONSENT NOTICE. (NO BUILDING OR SUBDIVISION ON THESE AREAS)



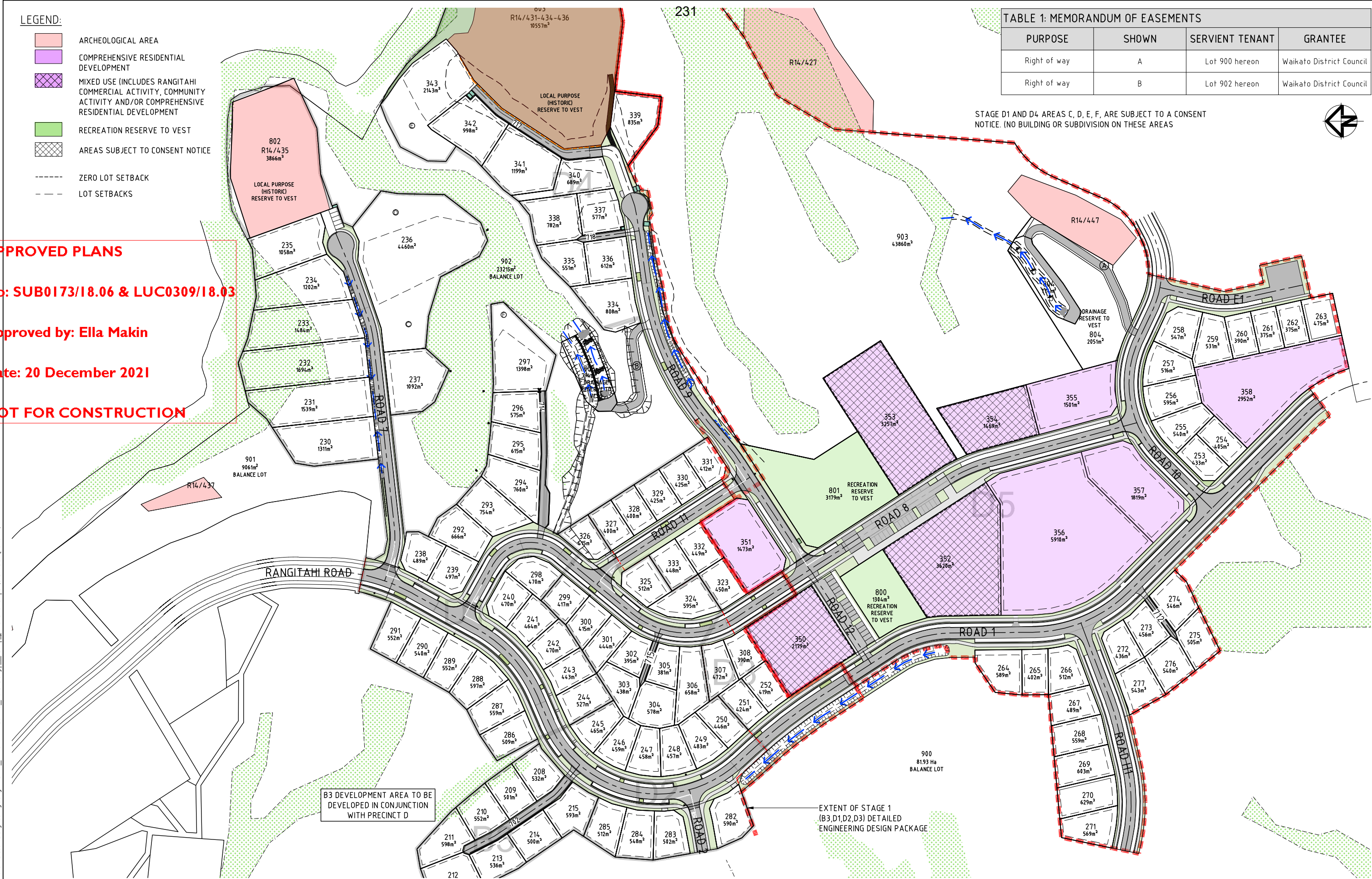
APPROVED PLANS

No: SUB0173/18.06 & LUC0309/18.03

Approved by: Ella Makin

Date: 20 December 2021

NOT FOR CONSTRUCTION

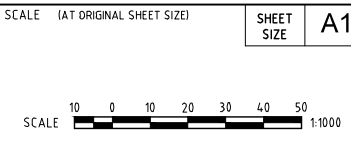


B3 DEVELOPMENT AREA TO BE DEVELOPED IN CONJUNCTION WITH PRECINCT D

EXTENT OF STAGE 1 (B3,D1,D2,D3) DETAILED ENGINEERING DESIGN PACKAGE

This drawing is confidential and shall only be used for the purposes of this project.

No	BY	DATE	DESCRIPTION	APPD
E	AD	08/10/2021	DS UPDATES	
D	AD	01/06/2021	BOUNDARY UPDATES	
C	DM	21/08/2020	MG SOL. BALANCE LOTS BOUNDARY UPDATE	
B	DM	22/07/2020	HISTORIC RESERVE UPDATE	
A	DM	24/07/2020	ORIGINAL ISSUE	



NOTES

DESIGNED	HV	CHECKED	
DRAWN	DM	CHECKED	
APPROVED	HV	DATE	02/02/20

**wainui** environmental

PO Box 32245, Raglan 3225, NZ  
 p: 07 825 8336 e: office@wainuienvironmental.co.nz  
 www.wainuienvironmental.co.nz

CLIENT *Rangitahi*  
Raglan, NZ

PROJECT RANGITAHU PRECINCT D RAGLAN

PRECINCT D SCHEME PLAN	Status RESOURCE CONSENT	DRAWING NUMBER WE1741-08-200	Rev. E
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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Capital Project Delivery Portfolio Update</b>
Date:	16 August 2023
Report Author:	Kirsty Wellington, Enterprise Project Management Office Manager Patrick Edwards, Infrastructure Portfolio Manager
Authorised by:	Roger MacCulloch, General Manager Service Delivery

## **1. Purpose of the report**

### **Te Take moo te puurongo**

---

To inform the Infrastructure Committee of delivery progress against the Capital Projects of Waikato District Council (WDC) and advise of actions taken to improve delivery of this work.

This report also provides an overview of all projects programmed for delivery within the 2022/23 financial year and projects that are proposed to be carried forward for delivery in the 2023/24 financial year.

## **2. Executive summary**

### **Whakaraapopotanga matua**

---

The delivery of our capital projects continues at pace as we head towards the upcoming construction season. Our ongoing focus remains on design and procurement as well as planning our workload to ensure the 23/24 construction season is maximised in terms of delivery. A highlight of the year is that we have invested approximately \$20m more in community assets in the past 12 months than we did in the preceding year.

The team continues to grow in terms of confidence and capability, and all are building strong relationships with the business owners, and the key stakeholders for the projects. We have recruited 10 new staff since the EPMO's inception and have also fostered longer term relationships with a number of trusted contractors to help us manage the peaks of workload.

Actual Capital spend as of 30 June 2023 is \$75.6m including Waters, EPMO is responsible for \$42.5m of this spend.

The May Infrastructure Council report presented the forecast year end position at \$51.7m spend. The year end result was not as forecast at the end of May, the \$9m deficit is broken down by project and programme, as documented below.

---



### 3. Staff recommendations Tuutohu-aa-kaimahi

---

**That the Infrastructure Committee receives the Capital Project Delivery report.**

### 4. Discussion and analysis Taataritanga me ngaa tohutohu

---

The EPMO is now well established, bedded in and working efficiently and at pace with great engagement with the wider Council team as well as mana whenua and our communities. The timeline below shows some key milestones from initial establishment with regards resourcing of the team;

EPMO structure is put in place      1<sup>st</sup> November 2022

EPMO manager and key roles filled 30<sup>th</sup> November 2022

Recruitment process for new hires Completed April 2023 with 10 new starters employed across 4 teams

Onboarding and project allocation All projects allocated to a PM by 1<sup>st</sup> May 2023

Full EPMO Projects delivery      All projects underway 30<sup>th</sup> May 2023

Capital projects delivery workshops      New process implemented from February

External support in place      Contractors engaged to deal with peak workload by 30<sup>th</sup> April 2023

Our procurement process is also going from strength to strength and enabling a much smoother, faster and more efficient process to engage design and other specialist support, as well as for the physical delivery of projects with a simple and comprehensive 2 page approach developed for every project (not already in flight). These are then reviewed and agreed during a Capex Delivery workshop for project team which includes Business owner, zero harm, legal, contract management and engagement as well as the procurement teams. These workshops create the planned approach for project delivery end to end delivery of projects.

The EPMO support team continues to work on refining and upgrading the CAMMS tool to ensure its fitness for purpose and that it becomes the single source of truth for all WDC projects. As part of this work, the projects, programmes, and portfolios have been fully populated to reflect actual current state of the capex portfolio. In addition, the reporting suite is being developed to include project status reports, portfolio reports, reports for general wards, Maaori wards and towns. Improvements to the wider WDC systems and solutions continue to enable the EPMO to refine our processes and build capability across the team with a particular focus on financial forecasting, contract management, engagement and communications.

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As part of the above work, ongoing website development has been greatly enhanced to include project updates, overviews and photos to communicate and showcase projects. These are available to all with no special link or software required and pull information directly from our CAMMS tool.

We also have a series of new EPMO pages which show project delivery information, guidance and visibility across the organisation.

Finally, we are developing a time sheeting system to better capture and record time against projects and allow for internal resource costs to be appropriately allocated to projects. This will provide data for the full cost to WDC to deliver projects and inform budgets for better forecasting against future LTP projects.

## Financial Overview

### 2022/23 Work Programme Delivery Update

There are currently 95 projects displaying as underway in CAMMS (WDC Project Management tool). Details of in-flight projects within the Capital Delivery portfolio are displayed below.

We are continuing to update our reporting including district wide programmes or projects delivered via our Alliance partner.

Actual spend, as of 30 June 2023 is \$42,548,602 as detailed below.

	<b>Total Budget 22/23</b>	<b>Actual spend (as at 30 June 2023)</b>
<b>COMCONN (Community Connections)</b>	\$40,298,599	\$14,529,263
<b>CONPART (Roading)</b>	\$55,548,268	\$ 25,077,694
<b>STRATPROP (Strategic Property)</b>	\$8,778,198	\$ 2,544,826
<b>SWASTE (Solid Waste)</b>	\$4,044,430	\$ 396,819
<b>Total (Excl Waters)</b>	<b>\$108,669,495</b>	<b>\$42,548,602</b>



A full breakdown of forecast and actual spend per portfolio is given below, along with comment on why the forecast spend was not achieved.

	<b>Total Budget 22/23</b>	<b>Actual spend (as at 31 May 2023)</b>	<b>Actual spend (as at 30 June 2023)</b>	<b>Forecast spend to 30 June 2023</b>
<b>COMCONN (Community Connections)</b>	\$40,298,599	\$13,333,329	\$14,529,263	\$16,892,683
<b>CONPART (Roading)</b>	\$55,548,268	\$20,329,317	\$ 25,077,694	\$29,833,000
<b>STRATPROP (Strategic Property)</b>	\$8,778,198	\$363,357	\$ 2,544,826	\$4,558,429
<b>SWASTE (Solid Waste)</b>	\$4,044,430	\$355,987	\$ 396,819	\$451,000
<b>Total (Excl Waters)</b>	<b>\$108,669,495</b>	<b>\$34,381,990</b>	<b>\$42,548,602</b>	<b>\$51,735,112</b>

#### **Roading:**

Harrisville bridge detailed design is in progress, \$2M forecast was not moved to actual year of delivery 2023/2024 (physical work will be delivered over 2 construction seasons).

Pokeno Catchment Plan completion delay impacted the delivery of the Pokeno Bridge to Munro and Pokeno Road resilience projects (\$2M), these have both been pushed into 2023/2024 construction season.

Delay in land acquisition has impacted Helenslee Road project (\$500k).

#### **Community Connections:**

Community Connections project forecasting included Munro sports park phase 2 (\$400k), developer agreement project (\$400k), 7 projects \$50k - \$130k that were not planned to be delivered 2022/2023 financial year. A workstream within the EPMD improvement programme includes moving away from our dependency on financial spreadsheets to the use of our finance ERP tool (TechOne). The use of TechOne will also mean we have one source of truth and remove the reliance on uncontrolled off-system spreadsheets (updates to forecasts change throughout the month with no visibility of these changes), We will continue to build our project financials forecasting capability.

### Strategic Property:

Ngaruawahia Library was forecast to settle in June however this did not happen as planned, the actuals (\$1.2M) will be included in 2023/2024 financial year. \$500k forecast for Tregoweth Lane Huntly was not removed from the spreadsheet, this was part of the original budget for the property purchase.

### 2023/24 Work Programme (carry forwards not confirmed)

The below table represents high level budgets for the upcoming financial year, please note that carry forwards are not yet confirmed through the end financial year process.

<b>Groups</b>	<b>2023/24 Annual Plan \$M</b>	<b>Carry Forwards \$M</b>	<b>Total Budget \$M</b>
<b>Community Connections</b>	15.1	25.8	40.9
<b>Strategic Property</b>	2.6	6.2	8.8
<b>Solid Waste</b>	0.3	3.6	3.9
<b>Roading</b>	30.1	30.5	60.6
<b>Total (Service Delivery)</b>	<b>48.1</b>	<b>66.1</b>	<b>114.2</b>

A more detailed breakdown of budget against projects will be presented through the next infrastructure committee report.

## Risk & Assurance

### Overall risk profile

The next infrastructure report will include an overview of the risk profile against the project delivery strategic risk. This information will provide information and assurance that mitigations are in place or being worked towards that will ensure project delivery sits within risk appetite.

However, the below information gives some indication of progress towards creating a project delivery system that falls within council's risk appetite.

Given effort and resource applied to the planning, procurement and market analysis, it has been assessed that council has a high probability of success in the delivery of projects for the 2023/24 financial year.

The 95 projects in the Capital projects portfolio fall into the following phases of implementation;

28 projects are currently in delivery phase; contractors are engaged and physically delivering the projects.

There are 43 projects which are currently in the planning and design phase, 29 of which already have contractors engaged.

We anticipate a further 9 projects (mainly roading) will have a contractor engaged for the delivery of physical works within the next 3 months.

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Three (3) further projects are currently working through the procurement process and three (3) projects are community connections projects which are awaiting contractor engagement. However, we anticipate having a delivery contractor engaged for these by the end of the year (December 2023).

Twenty-two (22) projects are in the initiate phase: these projects are currently having feasibility studies, concept planning, and/or engagement plans being prepared, of which most are planned for delivery in the current financial year.

There are three (3) projects listed which are multi-year projects (Tuakau Dog Pound, Resource Recovery Centre, Pokeno Hub).

Whilst this represents a risk, the risk is relatively minor as these projects are being closely managed and there is confidence the work being done gives a high chance of success for delivery by end of financial year.

Risk around procurement has been somewhat alleviated due to the decrease in civil works elsewhere and the increased interest from local contractors in providing services to WDC.

Another key risk is related to weather- another year like this and we may struggle to deliver our full project programme. However, current forecasting is for a long dry summer which will provide suitable conditions for project delivery.

Progress for all the above will be closely monitored and reported on in each monthly infrastructure report.

### **PSB Review Recommendations progress update**

We have worked through a number of the recommendations from the PSB review and, given that this was provided 12 months ago, it is now timely to review and report on the various recommendations. See below for a combined table showing actions against each recommendation.

<b>Reference</b>	<b>Recommendation</b>	<b>Action taken / Current status</b>
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.	Updated Capex delivery process has been implemented with a formalised version of SOP being currently developed

Reference	Recommendation	Action taken / Current status
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'	ELT and P&C teams fully backing the EPMO and its delivery strategy
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.	EPMO restructure has led to a number of people leaving the organisation and a number of new starters. The team is now fully resourced for the planned workload
2.2.1	Alongside 1.3.1, determine the overall point of accountability for portfolio management of CAPEX delivery.	EPMO portfolio manager is in place. PM's have clear responsibility for all project activities and report direct to the business owners (budget holders)
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.	EPMO activities widely communicated at various forums including monthly PGG with ELT
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.	PM's being directly responsible for project delivery has resulted in much more effective communications with business owners/ budget holders

Reference	Recommendation	Action taken / Current status
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.	EPMO structure introduced in October 2022 with PM's given clear responsibility and accountability to deliver against 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.	Project Control Group meetings being held for all projects. Greatly increased communications within project teams
3.1.1	Continue to optimise Camms to support user adoption of the tool as internal systems are upgraded (i.e., finance transformation project).	CAMMS is being upgraded to enable this but is being used as the single source of truth for project information
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.	Various hold points are integrated into project programmes to ensure compliance with standards and alignment with scope
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.	Spreadsheets are still used for financial management of projects but activities and communications are all now run through CAMMS

## Capital Projects Portfolio

PORTOLIO SUMMARY as at 27/07/23

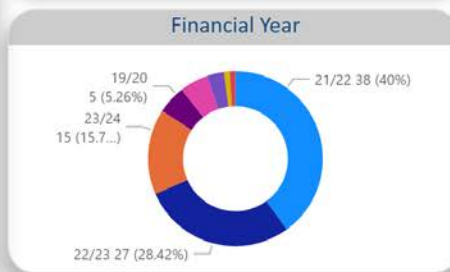
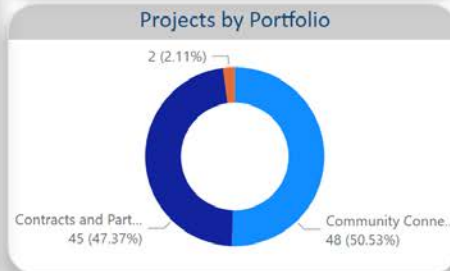
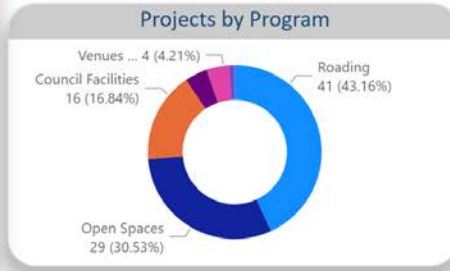
Project Category: All | Overall Status: All | Town: All | Ward: All | Portfolio: All | Program: All

### Tai Raro Takiwaa Wards

Maori Ward	#
<input type="checkbox"/> Tai Raro Takiwaa	45
<input type="checkbox"/> Awaroa-Maramarua	2
Mangatangi	1
Mangatawhiri	1
<input type="checkbox"/> Huntly	8
Huntly	8
<input type="checkbox"/> Tuakau-Pokeno	27
Pokeno	16
Tuakau	11
<input type="checkbox"/> Western Districts	8
Port Waikato	2
Pukekawa	2
Ruawaro	1
Te Akau	2
Te Kohanga	1
<input type="checkbox"/> TBC	14
<input type="checkbox"/> District	14
District	14
<b>Total</b>	<b>59</b>

### Tai Runga Takiwaa Wards

Maori Ward	#
<input type="checkbox"/> Tai Runga Takiwaa	36
<input type="checkbox"/> Newcastle-Ngaruawahia	16
Horotiu	1
Horsham Downs	2
Ngaruawahia	7
Rotokauri	1
Taupiri	1
Te Kowhai	2
Whatawhata	2
<input type="checkbox"/> Ngaruawahia	1
Ngaruawahia	1
<input type="checkbox"/> Tamahere-Woodlands	7
Gordonton	4
Tamahere	3
<input type="checkbox"/> Waerenga-Whitikahu	5
Meremere	1
Tahuna	1
Te Kauwhata	2
Whitikahu	1
<input type="checkbox"/> Whaingaroa	7
Raglan	7
<b>Total</b>	<b>36</b>



### Maori Wards

Maori Ward	#
Tai Raro Takiwaa	45
Tai Runga Takiwaa	36
TBC	14
<b>Total</b>	<b>95</b>

Total Projects  
**95**

### Projects by Ward and Phase

Ward	CLOSE	DELIVER	INITIATE	PLAN & DESIGN	Total
Awaroa-Maramarua		1	1		2
District		3	4	7	14
Huntly	1	4		3	8
Newcastle-Ngaruawahia	1	3	3	9	16
Ngaruawahia				1	1
Tamahere-Woodlands	1	3	2	1	7
Tuakau-Pokeno		6	10	11	27
Waerenga-Whitikahu	1	2	1	1	5
Western Districts		3		5	8
Whaingaroa		3	1	3	7
<b>Total</b>	<b>4</b>	<b>28</b>	<b>22</b>	<b>41</b>	<b>95</b>

### Projects by Delivery Category and Phase

Delivery Category	CLOSE	DELIVER	INITIATE	PLAN & DESIGN	Total
WDA Managed	1	5	9	14	29
WDC Managed	3	23	13	26	65
<b>Total</b>	<b>4</b>	<b>28</b>	<b>22</b>	<b>41</b>	<b>95</b>



INITIATE as at 27/07/23				Overall Status	Ward	Portfolio	Phase	Projects		
				All	Multiple selections	Multiple selections	INITIATE	22		
Phase	Portfolio	Project Code	Project Name	Town	% Compl	Overall Status	Risk	Issues	Scope & Quality	Schedule
INITIATE	Community Connections	PR-21106	Open Spaces / Neighbourhood Parks / Buckland Road Development, Tuakau	Tuakau	47%	●	▲	▲	▲	●
INITIATE	Community Connections	PR-21107	Open Spaces / Neighbourhood Park / Hukanui	Taupiri	22%	●	▲	●	●	▲
INITIATE	Contracts and Partnering	PR-21112	North Waikato Resource Recovery Centre	District	65%	●	●	●	●	◆
INITIATE	Community Connections	PR-21113	Open Spaces / Destination Park / The Point, Ngaruawahia	Ngaruawahia	0%	●	●	●	●	◆
INITIATE	Community Connections	PR-21185	Woodlands Lighting and Security Upgrade	Gordonton	15%	●	●	●	●	●
INITIATE	Community Connections	PR-21188	District wide CCTV Install	District	26%	●	●	●	▲	▲
INITIATE	Contracts and Partnering	PR-21228	Great south road Pokeno structure plan - new LTP 122 code	Pokeno	55%	▲	▲	▲	●	●
INITIATE	Contracts and Partnering	PR-21233	Harrisville road safety network improvements 2023	Tuakau	71%	●	▲	●	●	●
INITIATE	Contracts and Partnering	PR-21236	Chip sealing 2023	District	0%	●			●	◆
INITIATE	Contracts and Partnering	PR-21238	Area wide pavement rehabilitation 2023	District	0%	●				◆
INITIATE	Contracts and Partnering	PR-21249	Great South Road and Pokeno Road Intersection Upgrade	Pokeno	38%	●	▲	▲	●	▲
INITIATE	Contracts and Partnering	PR-21264	Dean road/great south road intersection upgrade	Pokeno	1%	●	▲	▲	●	◆
INITIATE	Contracts and Partnering	PR-21269	Bankier road safety network improvements	Pokeno	100%	●	●	●	●	●
INITIATE	Contracts and Partnering	PR-21278	Whitikahu road bridge	Whitikahu	74%					●
INITIATE	Contracts and Partnering	PR-21285	Mangatawhiri road minor improvements	Mangatawhiri	10%					◆
INITIATE	Contracts and Partnering	PR-21287	Buckland road minor improvements 2024	Tuakau	38%					●
INITIATE	Contracts and Partnering	PR-21388	Intersection upgrade Munro/Pokeno	Pokeno	27%	●	●	●	●	▲
INITIATE	Community Connections	PR-22010	District Wide Toilets - Te Kowhai	Te Kowhai	42%	●	●	●	●	▲
INITIATE	Community Connections	PR-22075	Open Spaces / Sports and Recreation / Carparks / Raglan Art Centre	Raglan	33%					▲
INITIATE	Community Connections	PR-22158	Woodlands Carpark & Gardeners Compound Upgrade	Gordonton	22%	●	●	●	●	●
INITIATE	Contracts and Partnering	PR-22163	Pokeno/Tuakau Catchment Management Plan	Pokeno	82%	●	●	●	●	●
INITIATE	Community Connections	PR-22197	Pokeno Tennis Court Lighting Upgrade	Pokeno	50%					●
<b>Total</b>										

## PLAN & DESIGN as at 27/07/23

Overall Status

All

Ward

Multiple selections

Portfolio

Multiple selections

Phase

PLAN &amp; DESIGN

Projects

23

Phase	Portfolio	Project Code	Project Name	Town	% Compl	Overall Status	Risk	Issues	Scope & Quality	Schedule
PLAN & DESIGN	Community Connections	PR-1663	Sportsfield Lighting - Paterson Park & Huntly West Sports Complex	Huntly	56%	●	●	●	●	▲
PLAN & DESIGN	Contracts and Partnering	PR-21110	Raglan transfer station Hard Stand of unpaved areas	Raglan	1%					◆
PLAN & DESIGN	Contracts and Partnering	PR-21111	Huntly Resource Recovery Centre	Huntly	31%	▲	▲	▲	▲	◆
PLAN & DESIGN	Community Connections	PR-21116	Council Facilities / Aquatic Centres / Huntly / Boiler replacement	Huntly	10%	●	●	●	●	◆
PLAN & DESIGN	Community Connections	PR-21118	Council Offices / Ngaruawahia / Exterior Cladding	Ngaruawahia	8%	▲	▲	●	●	◆
PLAN & DESIGN	Community Connections	PR-21162	Open Spaces / Lake Kainui / Drainage management	Horsham Downs	64%	●	●	●	●	●
PLAN & DESIGN	Community Connections	PR-21173	District Wide Training Lights	District	32%	●	●	●	●	●
PLAN & DESIGN	Community Connections	PR-21177	Open Spaces / Walkway / Rotokauri walkway	Ngaruawahia	79%	●	●	●	●	●
PLAN & DESIGN	Community Connections	PR-21195	Council Facilities / Hall / Ngaruawahia / Ex Seismic strengthening/Improvements	Ngaruawahia	69%	●	●	●	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21225	Bus shelters 2022	District	50%	▲	●	●	▲	◆
PLAN & DESIGN	Contracts and Partnering	PR-21243	Fullerton road bridge	Rotokauri	57%					●
PLAN & DESIGN	Contracts and Partnering	PR-21260	Bus shelters 2023	District	16%	●				◆
PLAN & DESIGN	Contracts and Partnering	PR-21282	Hakarimata road minor improvements - unsubsidised	Ngaruawahia	72%	◆	●	●	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21363	Speed Limits Bylaw 2021 amendments	District	84%	●	▲	●	●	◆
PLAN & DESIGN	Community Connections	PR-21370	Open Spaces / District Wide Boat Ramp Renewals 2022/Puriri Seawall/ramp	District	47%	●	●	▲	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21380	District wide footpaths - unsubsidised program	District	58%	●	▲	▲	▲	◆
PLAN & DESIGN	Contracts and Partnering	PR-21381	District wide footpaths - unsubsidised program 2022/23	District	10%	●				◆
PLAN & DESIGN	Contracts and Partnering	PR-22007	River Road and Lake Road Roundabout Stage 1 – Preliminary Design	Ngaruawahia	34%	▲	●	●	●	◆
PLAN & DESIGN	Contracts and Partnering	PR-22014	Horotiu Link Road	Horotiu	61%	●	▲	▲	▲	●
PLAN & DESIGN	Community Connections	PR-22041	Council Facilities / Wharf / Raglan / Beacon Project	Raglan	52%	●	●	●	●	●
PLAN & DESIGN	Community Connections	PR-22068	Open Spaces / Sports and Recreation / Carparks / Te Kowhai - Tennis Club Car park	Te Kowhai	26%	●	●	●	●	▲
PLAN & DESIGN	Contracts and Partnering	PR-22130	Ngaruawahia - Festival Way (between Galbraith and Old Taupiri Rd)	Ngaruawahia	0%					◆
<b>Total</b>										

## PLAN & DESIGN continued as at 27/07/23

Overall Status

All

Ward

Multiple selections

Portfolio

Multiple selections

Phase

PLAN &amp; DESIGN

Projects

18

Phase	Portfolio	Project Code	Project Name	Town	%Compl	Overall Status	Risk	Issues	Scope & Quality	Schedule
PLAN & DESIGN	Community Connections	PR-1628	Tuakau aquatic centre	Tuakau	39%	●	●	●	●	▲
PLAN & DESIGN	Community Connections	PR-1669	Sunset Beach Toilet - Port Waikato	Port Waikato	10%	●	●	●	●	◆
PLAN & DESIGN	Community Connections	PR-21187	Council Facilities / Dog Pound / Tuakau / New Build	Tuakau	68%	●	●	●	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21215	Harrisville Road Bridge Replacements	Tuakau	9%	●	●	●	●	◆
PLAN & DESIGN	Contracts and Partnering	PR-21222	Huia road resilience improvements	Tuakau	33%	●	●	●	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21223	Munro road resilience improvements	Pokeno	29%	●	●	●	●	▲
PLAN & DESIGN	Contracts and Partnering	PR-21227	Helenslee road Pokeno structure plan	Pokeno	26%	●				▲
PLAN & DESIGN	Contracts and Partnering	PR-21229	Pokeno rd bridge to Munro road - Pokeno structure plan	Pokeno	21%	●	●	▲	●	▲
PLAN & DESIGN	Contracts and Partnering	PR-21232	Piako road safety network improvements	Gordonton	87%	●	●	●	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21239	Te Akau road 4490 bridge	Te Akau	54%	●	●	●	●	▲
PLAN & DESIGN	Contracts and Partnering	PR-21246	Helenslee road minor improvements	Pokeno	55%	▲	▲	▲	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21257	Pokeno road resilience improvements	Pokeno	39%	▲	▲	◆	●	●
PLAN & DESIGN	Contracts and Partnering	PR-21258	Ford street resilience improvements	Pokeno	73%	●	●	●	▲	●
PLAN & DESIGN	Community Connections	PR-21322	Open Spaces / Sports and Recreation / Opuatia Court Renewal	Pukekawa	77%	●	●	●	●	●
PLAN & DESIGN	Community Connections	PR-21324	Open Spaces / Sports and Recreation / Pukekawa Tennis Court Renewal	Pukekawa	46%	●	●	●	●	▲
PLAN & DESIGN	Community Connections	PR-21329	Open Spaces / Sports and Recreation / Dr John Lightbody Court Renewal	Tuakau	50%	●	●	●	●	▲
PLAN & DESIGN	Contracts and Partnering	PR-22018	Te Akau road 4490 bridge	Te Akau	62%					◆
PLAN & DESIGN	Community Connections	PR-22157	Open Spaces / Walkway / Te Kauwhata Domain walkway	Te Kauwhata	66%	●	●	●	●	●
<b>Total</b>										

## CAPITAL - DELIVER as at 27/07/23

Overall Status

Ward

Portfolio

Phase

Projects

All

Multiple selections

Multiple selections

DELIVER

28

Phase	Portfolio	Project Code	Project Name	Town	% Compl	Overall Status	Risk	Issues	Scope & Quality	Schedule
DELIVER	Community Connections	PR-1236	CF2017 Whatawhata Community Facility	Whatawhata	90%	●	●	●	▲	◆
DELIVER	Community Connections	PR-1358	LTP2019 District Wide Skateparks - Tuakau	Tuakau	100%	●	●	●	●	●
DELIVER	Contracts and Partnering	PR-1480	Horsham Downs Link Road	Horsham Downs	99%	●				◆
DELIVER		PR-1485	Te Awa Cycleway - Hamilton to Cambridge section	Tamahere	100%	●	●	●	●	●
DELIVER	Community Connections	PR-1686	Huntly Historic Rail Station – Building Relocation	Huntly	87%	●	●	●	●	◆
DELIVER	Contracts and Partnering	PR-21103	Huntly transfer station Hard Stand of unpaved areas	Huntly	1%	▲				◆
DELIVER	Community Connections	PR-21114	Open Spaces / Council controlled project in Pokeno / Sports Park / SP-1a	Pokeno	58%	●	●	●	●	●
DELIVER	Community Connections	PR-21117	Open Spaces / Walkway / Tamahere Walkways	Tamahere	0%					◆
DELIVER	Community Connections	PR-21122	Council Facilities / Halls / Tuakau / Refurbishment	Tuakau	66%	●	●	●	●	●
DELIVER	Community Connections	PR-21169	Open Spaces / Sport and Recreation / District Wide Carpark Improvements	District	79%	▲	●	●	●	●
DELIVER	Community Connections	PR-21172	Open Spaces / Capital Renewals Programme / District Wide Renewals	District	53%	●	●	●	●	●
DELIVER	Community Connections	PR-21192	Council Facilities / Wharf / Raglan	Raglan	93%	●	●	●	●	●
DELIVER	Contracts and Partnering	PR-21221	Gordonton road improvements	Gordonton	90%	●	▲	●	●	●
DELIVER	Contracts and Partnering	PR-21247	Mangatangi road minor improvements	Mangatangi	75%	●	●	●	●	◆
DELIVER	Contracts and Partnering	PR-21250	River road minor improvements 2023	Ngaruawahia	97%	●	▲	●	●	◆
DELIVER	Contracts and Partnering	PR-21256	Highway 22 resilience improvements	District	46%	●	●	●	●	◆
DELIVER	Contracts and Partnering	PR-21268	Ridge Road Pokeno road safety network improvements	Pokeno	42%	●	●	●	●	◆
DELIVER	Contracts and Partnering	PR-21279	Tahuna road minor improvements 2024	Tahuna	50%	▲	▲	●	▲	●
DELIVER	Contracts and Partnering	PR-21292	Huntly rail amenities stage1B	Huntly	27%	●	▲	▲	●	◆
DELIVER	Community Connections	PR-21319	Open Spaces / Skate Parks / Meremere Skatepark and Playground Replacement	Meremere	100%	●	●	●	●	●
DELIVER	Community Connections	PR-21327	Open Spaces / Playgrounds / Te Kohanga Playground	Te Kohanga	93%	●	●	●	●	●
DELIVER	Community Connections	PR-21331	Open Spaces / Sports and Recreation / Pokeno Tennis court/Pokeno deck	Pokeno	88%	●	●	●	●	◆
DELIVER	Community Connections	PR-21332	Open Spaces / Sports and Recreation / Huntly Tennis courts	Huntly	92%	●	●	●	●	◆
DELIVER	Community Connections	PR-21337	Open Spaces / Playgrounds / Maraetai Playground	Port Waikato	86%	●	●	●	●	●
DELIVER	Community Connections	PR-21361	Open Spaces / Playgrounds / Ruawaro Tennis Club	Ruawaro	72%	●	●	●	●	●
DELIVER	Community Connections	PR-22051	Open Spaces / Sports and Recreation / Carparks / Tuakau - SCR2 Dr John Lightbody Car park	Tuakau	50%	●	●	●	●	●
DELIVER		PR-22155	Raglan Sports Pavilion (Changing Rooms)	Raglan	34%	●	●	●	●	▲
DELIVER	Community Connections	PR-22182	Venues and Events / Campgrounds / Raglan Holiday Park Papahua	Raglan	10%	●	●	●	●	●
<b>Total</b>										

CAPITAL - CLOSE as at 27/07/23											
Overall Status: All   Ward: Multiple selections   Portfolio: Multiple selections   Phase: CLOSE											
Projects: 4											
Phase	Portfolio	Project Code	Project Name	Town	Forecast Finish	%Compl	Overall Status	Risk	Issues	Scope & Quality	Schedule
CLOSE	Community Connections	PR-1632	Tamahere Multi Use Pavilion/Stage	Tamahere	07-23	99%	●	●	●	●	◆
CLOSE	Community Connections	PR-21191	Venues and Events / Campground / Hakanoa Campground Improvements	Huntly	10-22	100%	●	●	●	●	●
CLOSE	Community Connections	PR-21335	Te Kauwhata Playground	Te Kauwhata	11-23	100%	●	●	●	●	●
CLOSE	Community Connections	PR-22052	Open Spaces / Sports and Recreation / Carparks / Whatawhata Reserve Car Park	Whatawhata	06-23	100%	●	●	●	●	●
<b>Total</b>											

## **5. NEXT STEPS**

### **AHU WHAKAMUA**

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Ongoing close monitoring of the delivery of the infrastructure portfolio to ensure we deliver our programme within the cost constraints and timeframes of our capital projects programme.

Continued support of the EPMO team in terms of admin, comms and Engagement, and other support as required.

We also continue to identify opportunities for further efficiencies and the management of risks and issues for current projects through to completion in full (including capitalisation) and on time.

## **6. ATTACHMENTS**

### **NGAA TAAPIRIHANGA**

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There are no attachments for this report.

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<b>To</b>	<b>Infrastructure Committee</b>
<b>Report title</b>	<b>Exclusion of the Public</b>
Date:	Thursday, 10 August 2023
Report Author:	Robyn Chisholm, Democracy Advisor
Authorised by:	Gaylene Kanawa, Democracy Manager

## **1. Staff recommendations**

### **Tuutohu-aa-kaimahi**

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**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:**

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution</b>
<b>Item PEX 1 Minutes from meeting held on Tuesday, 5 July 202</b>	<b>Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987</b>	<b>Section 48(1)(a)</b>

**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:**

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Item No.	Section	Interest
Item PEX 1 Minutes from meeting held on Tuesday, 5 July 2023		Refer to the previous Public Excluded reason in the agenda for this meeting.

## 2. Attachments

### Ngaa taapirihanga

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There are no attachments for this report.

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