

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 28 FEBRUARY 2017** at **9.00am**.

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

**1. APOLOGIES AND LEAVE OF ABSENCE**

**2. CONFIRMATION OF STATUS OF AGENDA**

*Ms Fiona Devonshire, Sport Waikato representative, will be in attendance from 9am to discuss item 5.1.*

*Ms Megan Jolly, road safety representative, will be in attendance from 9am to discuss item 5.2.*

**3. DISCLOSURES OF INTEREST**

**4. CONFIRMATION OF MINUTES**

Meeting held on Tuesday 22 November 2016 3

**5. REPORTS**

5.1	Sport Waikato Activity Report – October-December 2016	10
5.2	Road Safety Education	20
5.3	Karakariki Road Realignment	23
5.4	Increase to Approved Contract Sum – Contract No 15/075 District Wide Watermain Replacement 15/16	29
5.5	Award of Contracts	33
5.6	Waikaretu Valley Road realignment, stopping and exchange	46
5.7	North Waikato Integrated Programme Business Case – An Overview	52
5.8	Stopping and Disposal of Overwide Unformed Portion of Springhill Road	61
5.9	SUB 0017/17 – Tea Tree Properties Ltd, Primrose Street (unformed road section), Raglan – Grade in excess of 1:8, 12.5%	66
5.10	Hetherington Road realignment, stopping and exchange	78

5.11	Service Delivery Report for February 2017	83
6.	<b><u>EXCLUSION OF THE PUBLIC</u></b>	99

Gj Ion

**CHIEF EXECUTIVE**

Agenda2017\INF\170228 INF OP.dot

---

**Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	24 November 2016
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV1301
<b>Report Title</b>	Confirmation of Minutes

**1. EXECUTIVE SUMMARY**

---

To confirm the minutes of the Infrastructure Committee meeting held on Tuesday 22 November 2016.

**2. RECOMMENDATION**

---

**THAT** the minutes of the meeting of the Infrastructure Committee held on Tuesday 22 November 2016 be confirmed as a true and correct record of that meeting.

**3. ATTACHMENTS**

---

INF minutes 22 November 2016

**MINUTES** for a meeting of the Infrastructure Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 22 NOVEMBER 2016** commencing at **9.00am**.

**Present:**

Cr DW Fulton (Chairperson)  
His Worship the Mayor Mr AM Sanson  
Cr A Bech  
Cr JM Gibb *[from 9.04am]*  
Cr S Henderson  
Cr SD Lynch  
Cr RC McGuire  
Cr FM McNally  
Cr BL Main *[until 10.18am and from 10.23am]*  
Cr EM Patterson  
Cr JD Sedgwick  
Cr LR Thomson

**Attending:**

Mr G Ion (Chief Executive)  
Mr T Harty (General Manager Service Delivery)  
Mrs LM Wainwright (Committee Secretary)  
Mr B MacLeod (Raglan Community Board Chairperson)  
Mr P Simcock (New Zealand Transport Agency)  
Mr J Bevan (Transport Planning Manager, New Zealand Transport Agency)  
Ms P McLean (Regional Manager, New Zealand Transport Agency)  
Mr A Corkill (Parks & Facilities Manager)  
Ms J Remihana (Programme Delivery Manager)  
Mr M Mould (Waters Manager)  
Mr C Clarke (Roding Manager)  
Mr M James (Technical Manager Waikato District Alliance)  
Ms F Devonshire (District Co-ordinator Sport Waikato)  
Ms M Jolly (Road Safety Co-ordinator)  
Members of staff

**APOLOGIES AND LEAVE OF ABSENCE**

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

**THAT** an apology be received from and leave of absence granted to Cr Church and Cr Smith;

**AND THAT** an apology for lateness be received from Cr Gibb.

**CARRIED on the voices**

**INF1611/01**

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Crs Lynch/Henderson)**

**THAT** the agenda for a meeting of the Infrastructure Committee held on Tuesday 22 November 2016 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 6 which shall be considered with the public excluded.

**CARRIED on the voices**

**INF1611/02**

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

**RECEIPT OF MINUTES**

**Resolved: (Crs Sedgwick/Thomson)**

**THAT** the minutes of a meeting of the Infrastructure Committee held on Tuesday 13 September 2016 be received.

**CARRIED on the voices**

**INF1611/03**

**REPORTS**

Waikato Expressway Update: Presentation by New Zealand Transport Agency  
Agenda Item 5.1

Representatives from New Zealand Transport Agency gave a verbal and powerpoint presentation and answered questions of the committee.

**Resolved: (Crs Lynch/Thomson)**

**THAT** the report from the **General Manager Service Delivery** be received.

**CARRIED on the voices**

**INF1611/04**

Cr Gibb entered the meeting at 9.04am during discussion on the above item and was present when voting took place.

Sport Waikato Activity Report – 1 July-30 September 2016

Agenda Item 5.2

The representative from Sport Waikato gave a verbal update and answered questions of the committee.

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

**THAT the report from the General Manager Service Delivery be received.**

**CARRIED on the voices**

**INF1611/05**

Road Safety Education

Agenda Item 5.3

The Road Safety Co-ordinator gave a verbal update and answered questions of the committee.

**Resolved: (Crs Bech/McInally)**

**THAT the report from the General Manager Service Delivery be received.**

**CARRIED on the voices**

**INF1611/06**

Whatawhata Hall Site to be Declared Surplus and Available for Sale by Private Treaty

Agenda Item 5.4

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

**THAT the report from the General Manager Service Delivery be received;**

**AND THAT part Section 20 Suburbs of Whatawhata CFR SA 228/85 be declared surplus to Council requirements and subject to completion of the legislative requirements of the Local Government Act 2002, be made available for sale by private treaty at a price established by valuation, and to be within Council property policy;**

**AND FURTHER THAT the nett proceeds of sale be held in the Property Proceeds Reserve to be put towards the provision of a community facility to serve the Whatawhata Community.**

**CARRIED on the voices**

**INF1611/07**

George Street Reserve - Easement  
Agenda Item 5.5

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

**THAT the report from the General Manager Service Delivery be received;**

**AND THAT Council exercise its delegated authority under s48 of the Reserves Act 1977 to authorise a grant of electricity easement in gross, in favour of Counties Power Limited, over the land legally described as Lot 1 DP 106591 held in NA 81A/437.**

**CARRIED on the voices**

**INF1611/08**

Service Delivery Report for November 2016  
Agenda Item 5.6

The Technical Manager Waikato District Alliance gave a verbal update and answered questions of the committee.

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

**THAT the report from the General Manager Service Delivery be received.**

**CARRIED on the voices**

**INF1611/09**

Cr Main withdrew from the meeting at 10.18am during discussion on the above item and was not present when voting took place.

Waikato District Alliance Contract 14/314 - Mangawara Stream Bridge Design and Construct Variation  
Agenda Item 5.7

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

**THAT the report from the General Manager Service Delivery be received;**

**AND THAT the Infrastructure Committee recommend to Council that the approved contract sum of Contract 14/314 Waikato District Alliance be increased to \$151,925,000 (excl GST);**

**AND FURTHER THAT the Infrastructure Committee agrees to including the pain/gain share facility for this project provided overall costs stay within the financial limits of the project.**

**CARRIED on the voices**

**INF1611/10**

Cr Main re-entered the meeting at 10.23am during discussion on the above item and was present when voting took place.

The meeting adjourned at 10.36am and resumed at 10.58am.

Award of Contract 15/309 – District Wide Wastewater Pump Station Renewals and Bulk Meter Installation  
Agenda Item 5.8

**Resolved: (His Worship the Mayor/Cr Lynch)**

**THAT the report from the General Manager Service Delivery be received.**

**CARRIED on the voices**

**INF1611/11**

Increase to Approved Contract Sum – Contract No 14/481 Agreement to Provide Goods – Outdoor Recreation Signage  
Agenda Item 5.9

**Resolved: (His Worship the Mayor/Cr Sedgwick)**

**THAT the report from the General Manager Service Delivery be received.**

**CARRIED on the voices**

**INF1611/12**

**EXCLUSION OF THE PUBLIC**

Agenda Item 6

**Resolved: (His Worship the Mayor/Cr Lynch)**

**THAT the report of the Chief Executive be received;**

**AND THAT the public be excluded from the meeting to enable the Committee to deliberate and make decisions on the following items of business:**

**Receipt of Minutes dated 13 September 2016**





---

**Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	10 February 2017
<b>Prepared by</b>	Karen Bredesen Business Support Team Leader/PA
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	CDR 0901; Inf 2017 - February
<b>Report Title</b>	Sport Waikato Activity Report – October-December 2016

## **1. EXECUTIVE SUMMARY**

---

Attached is the Sport Waikato Activity Report for the period October to December 2016. In this report the Waikato District Sport Co-ordinator presents a summary of activities undertaken throughout the District with a number of schools and a variety of groups of all ages during that quarter.

## **2. RECOMMENDATION**

---

**THAT the report from the General Manager Service Delivery - be received.**

## **3. ATTACHMENTS**

---

Sport Waikato Activity Report – October-December 2016



## **Sport Waikato Council Reporting**

**Waikato District Council**  
October – December 2016

---

**Fiona Devonshire**  
District Coordinator – Waikato District



# MOVING WAIKATO 2025

A STRATEGY TO GROW PARTICIPATION IN SPORT, RECREATION AND PHYSICAL ACTIVITY

Moving Waikato 2025 is an evidenced based strategy that seeks to build on the positive momentum of existing loyal partnerships and to increase the provision of opportunities for both participation and sporting success for the people of the region.

**ONE VISION**  
 A HEALTHY, VIBRANT, PHYSICALLY ACTIVE & SUCCESSFUL SPORTING REGION



A focus on the provision of opportunities that meet the needs of the people of our region - more adults and more children out there and active

- Women and Girls
- Young People
- Maori
- Rural Communities
- Older People



A focus on quality local delivery of sport, recreation and physical activity experiences – helping communities to help themselves

- Local Sport
- Education
- Recreation & Physical Activity
- Maaori Settings



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

- Insights
- Facilities
- Urban Growth
- Home of High Performance

ACHIEVING SUCCESS THROUGH WORKING TOGETHER

Outcome – Participation and Equity: Reducing barriers and increasing participation in recreation and sport	
KPI	Evidence/ Measurement
<p><b>Coordinate local Kiwisport initiatives for primary and secondary aged children.</b></p>	<ul style="list-style-type: none"> <li>• Application rounds for the Community Partnership Fund (CPF) &amp; Kickstart Funding and Secondary School Initiative Funding rounds closed</li> <li>• Seventeen Secondary School Initiative Funding applications were received across the Waikato Region with all seventeen successful (4 unconditional and 13 with conditions)</li> <li>• Within the Waikato District, Huntly College, Nga Taiatea Wharekura and Raglan Area School were successful with their applications</li> <li>• Sport Waikato have promoted these funding opportunities with local providers and secondary schools and provide support and guidance around the application process</li> </ul>
<p><b>Work with primary schools sport cluster. To increase sport opportunities and participation</b></p>	<ul style="list-style-type: none"> <li>• <b>Touch Module</b> Sport Waikato coordinated both the Huntly and Ngaruawahia schools cluster touch modules. The module ran over five weeks with 15 teams participating in Ngaruawahia and 23 teams in Huntly. Both modules saw an increase in teams participating. The Ngaruawahia module was held at Patterson Park and the Huntly module at Papatakaroa on the Te Whare Oranga grounds in Huntly</li> <li>• <b>Waka Ama</b> Our Sportsforce Waka Ama Development Officer and Project Energize Energizer delivered a Waka Ama Have a Go Day for schools in the northern area of Waikato District at Les Batkin Reserve, Tuakau. The day was very successful with over 105 children experiencing the sport of Waka Ama</li> <li>• <b>Hockey</b> Our Sportsforce Hockey team delivered a professional development session at Taupiri Primary School to five teachers around the fundamental skills of Hockey</li> <li>• <b>Athletics – Huntly Schools Cluster</b> The Huntly Schools cluster held their interschool athletics day at Huntly Primary in November. All schools within the cluster were represented; Ohinewai School Huntly Primary Kimihi School Rakaumangamanga Wharekura St Anthony's School Huntly West School Over 300 children participated in Athletic events on the day</li> </ul>



<p><b>Work with Secondary Schools in the Waikato District to increase sport opportunities and participation.</b></p>	<ul style="list-style-type: none"> <li>• <b>North Waikato Secondary Schools Cluster schools:</b>        Nga Taiatea Wharekura        Huntly College        Ngaruawahia High School        Te Kauwhata College        Raglan Area School        Te Wharekura o Rakaumangamanga</li> <li>• <b>Futsal</b>        Te Kauwhata College hosted this one day event. Huntly College, Ngaruawahia High School and Te Kauwhata entered teams into this event. A great day with fun had by all</li> <li>• <b>Traditional Mau Rakau Maori Weaponary</b>        Our Sportsforce Kaiwhakahaere delivered a number of traditional mau rakau sessions to students at Ngaruawahia High School with average of 25 participants at each session</li> </ul>
<p><b>Involvement in or working with providers to increase participation in local events.</b></p>	<ul style="list-style-type: none"> <li>• Sport Waikato continually support providers of local events. This quarter saw Sport Waikato meet with the organisers of the Huntly Half Marathon which resulted in successfully negotiating a heavily reduced locals entry fee with a view to increase local participation</li> <li>• Sport Waikato continually support providers of local events. This quarter saw Sport Waikato meet with the organisers of the Huntly Half Marathon which resulted in successfully negotiating a heavily reduced locals entry fee with a view to increase local participation</li> <li>• Our Sport Waikato Active &amp; Well Team continued to encourage Green Prescription clients to support the Huntly Pink Walk and the Tri Maori Event in November and the Huntly Half Marathon in March 2018</li> </ul>
<p><b>Support holiday programmes</b></p>	<ul style="list-style-type: none"> <li>• Sport Waikato's Team Energize Energizers continue to support the local holiday programmes in the district namely Tic Tac Toe, Huntly Kids and the Huntly West Holiday programme</li> </ul>

<p><b>Local community recreation projects</b></p>	<ul style="list-style-type: none"> <li>• <b>Mana Wahine Group</b> Sport Waikato provides ongoing support to the Mana Wahine group through provision of the training circuit at the Huntly hub office. Mana Wahine is a women and girls group open to all females that are returning to or starting out with being active. This group was established as a result of the Women and Girls Focus Group held in August</li>   <li>• <b>Meremere – Upright &amp; Active</b> Sport Waikato delivered our Upright &amp; Active class to the community of Meremere over a six week period beginning early November 2016. This class was well supported with an estimated 12 people attending regularly. It was identified in this class that the participants wanted a more intensive session hence the planning of a six week Bootcamp style class began with a view to delivering in early 2017</li>   <li>• <b>Raglan Golf Club – Kids in Golf</b> Waikato Golf, Sport Waikato and Raglan Golf Club collaborated to deliver the Kids in Golf Project in Raglan. Taster sessions were held in the local primary schools, followed by a one day holiday programme where 58 participants attended. Furthermore an afterschool programme was created with 43 students thus generating 43 new junior memberships for the Raglan Golf Club. Five new adult memberships were created through the junior programme as parents joined the club alongside their children.</li> </ul> <p>Moving into 2017, Raglan Golf Club is looking at creating additional junior events and having weekend play available for the junior members.</p> <p>Members are able to use the golf clubs that the club has purchased as a result a successful funding grant from Sport Waikato.</p> <p>The club will continue to work with Waikato Golf to continue to provide opportunities to children in the Raglan area.</p>
---	---

Outcome – Quality of life:	Increasing physical Activity and improving nutrition for health, fun and as a lifelong habit
KPI	Evidence/ Measurement
<p><b>Deliver parent education sessions related to foundation and fundamental skills.</b></p>	<ul style="list-style-type: none"> <li>• Our Under 5 Energize team continue to provide ongoing support to Early Childhood Centre's and Kohanga in our district</li> <li>• Five parental fundamental skill workshops were held with thirteen parents attending</li> </ul>
<p><b>Raise awareness of the importance of fundamental skills through distribution of KiwiBaby, KiwiToddler and KiwiPreschooler manuals</b></p>	<ul style="list-style-type: none"> <li>• As of 1 July 2016 the Kiwi Manuals were converted to e-books</li> <li>• Three online Kiwi manuals were sold via the new ebook system</li> </ul>
<p><b>Promote and support community activity options/groups</b></p>	<ul style="list-style-type: none"> <li>• Our Active &amp; Well team encourage all new Green Prescription clients to check our Sport Waikato webpage for up to date information on local clubs and classes in our Be Active section of our website</li> <li>• <b>Upright &amp; Active Class</b> Our Active &amp; Well team encourages community members to attend this class and promotes it to her clients and when speaking in the community</li> <li>• <b>Aquafit</b> Sport Waikato's Active and Well Coordinator continues to deliver the weekly Aquafit class at the Huntly Aquatic Centre</li> </ul>
<p><b>Healthy lifestyle sessions/workshops/events</b></p>	<ul style="list-style-type: none"> <li>• <b>Under 5 Energize Workshops</b> Our Under 5 Energize team delivered a number of physical activity sessions through workshops, modelling sessions and wananga, overall eleven educators in our district participated. 22 nutrition sessions were delivered through workshops, modelling sessions and interactive displays with 26 educators attending</li> <li>• <b>Under 5 Energize Workshops – Oral Health</b> Nineteen Oral Health Interactive displays and modelling sessions were presented to parents and children with the focus being on healthy oral hygiene</li> <li>• <b>12 Week Challenge</b> Active &amp; Well currently delivers the Green Prescription (GRx) programme to workplaces via email based 12 Week Challenge (12WC) which includes 4 workplace workshops over 3 months.</li> </ul>





**Sport Waikato Council Reporting**  
**Waikato District Council**  
**October – December 2016**

<p><b>Support Green Prescription (GRx) programmes in the community</b></p>	<ul style="list-style-type: none"> <li>• Active &amp; Well delivers the GRx programme in the community through standard, enhanced and 12WC referrals and delivers the Aqua Fit programme</li> <li>• Aqua Fit is a weekly water based session held at Huntly Aquatic Centre. GRx clients receive a discounted rate to attend these sessions delivered by our Active &amp; Well coordinator</li> <li>• Aqua Man clients are now using the Huntly Aquatic Centre in their own time due to the new improved opening hours of the facility</li> </ul>
--	--

<b>Outcome – Community Development: Developing capability to ensure effective delivery of physical activity, recreation and sport</b>	
<b>KPI</b>	<b>Evidence/ Measurement</b>
<p><b>Provide ongoing training to primary school teachers and coaches in understanding and teaching fundamental skills</b></p>	<ul style="list-style-type: none"> <li>• With a focus on Cross Country, Project Energize modelled fitness games that used limited equipment so that teachers can continue to help the students get fit to schools in the North Waikato</li> <li>• Professional Development sessions were delivered to teachers in the Western Waikato schools around football leading into the junior interschool day</li> </ul>
<p><b>Work with primary, intermediate and secondary schools to facilitate development and implementation</b></p>	<ul style="list-style-type: none"> <li>• Sport Waikato continue to provide ongoing support to primary, intermediate and secondary schools through the facilitation of cluster meetings</li> <li>• Planning for 2017 is underway in the secondary schools space with the 2017 calendar set</li> <li>• Ongoing support and guidance provided to the primary school cluster committees</li> </ul>
<p><b>Provide opportunities for secondary school leadership through local Kiwisport initiatives and other community sport events</b></p>	<ul style="list-style-type: none"> <li>• <b>Traditional Maori Games</b> Ongoing traditional mau rakau (maori weaponry games) &amp; kapa haka workshops held at Huntly College and Ngaruawahia High Schools for senior students delivered by our SportsForce Kaiwhakahaere</li> <li>• <b>Touch Referees</b> Ongoing training and development provided to senior students refereeing at the Huntly primary schools miniball module</li> </ul>

<p><b>Provide development or training for officials' administrators and coaches and clubs. Work with agencies to improve provision for sport.</b></p>	<ul style="list-style-type: none"> <li>• <b>Football</b> <ul style="list-style-type: none"> <li>➤ One day Fun Football Holiday programmes held at both Raglan Area School and Tamahere School</li> </ul> </li> <li>• <b>Rugby League</b> <ul style="list-style-type: none"> <li>➤ Support given to the Rugby League fraternity and local clubs around funding, planning, coach development and player camps</li> </ul> </li> <li>• <b>Gymsport</b> <ul style="list-style-type: none"> <li>➤ Assisted Huntly Gymnastics Club with Coach Development assignment enabling coach to attend Gym School in Jan 2018</li> <li>➤ Followed up with Huntly after GFA symposium to discuss what they will implement. - The club is looking at new Team performance class that may go over to Australia to compete.</li> </ul> </li> </ul>
<p><b>Outcome – Information and promotion: Improve coordination and promotion of information of all physical activity recreation and sport opportunities in the district</b></p>	
<p><b>KPI</b></p>	<p><b>Evidence/ Measurement</b></p>
<p><b>Providing community with information on events, development and funding opportunities Effective use of communication including information on website, window displays, local newspapers, information centres and other stakeholders</b></p>	<ul style="list-style-type: none"> <li>• <b>Window Display</b> Our hub office in Huntly continues to be a valuable asset to the community of Huntly with a number of various organisations utilising our window noticeboard</li> <li>• <b>Koru Programme</b> Sport Waikato met with the coordinator of the Koru programme to discuss ways in which we could assist and support in the delivery of this programme. Both our Active &amp; Well Coordinator and Sportsforce Kaiwhakahaere joined with the Koru programme to deliver Traditional Maori games and Nutrition and Well being sessions. These sessions were based at Waahi Whaanui and Te Whare Oranga in Huntly</li> <li>• <b>Online 'Be Active' Database</b> A number of referrals were made to our online 'Be Active' database on our website and proved useful to the users and new people moving into our community</li> </ul>



<b>Outcome – Creating pride in community:</b>	
<b>KPI</b>	<b>Evidence/ Measurement</b>
<b>Through supporting, encouraging and valuing volunteers</b> <b>Recognising volunteers by supporting volunteer recognition through the Sport Maker Initiative</b>	<ul style="list-style-type: none"> <li>• Our local community volunteers continue to be recognised through the Sport Maker initiative</li> <li>• Total of 6 Sport Maker nominations were received during the quarter ending Dec 2016</li> </ul>
<b>Hosting Waikato District Sports Awards to recognise contribution to and excellence in sport</b>	<ul style="list-style-type: none"> <li>• Our 2016 Waikato District Sports Awards Evening was held at Waahi Pa, Huntly on the 16<sup>th</sup> November 2016</li> <li>• A successful night with approx. 200 attendees including 48 nominees</li> <li>• Our guest speaker Terina Te Tamaki attended and delivered an inspiring interview answering questions about her Rio Olympic experience. Terina is a member of the Black Ferns silver medalist team whom competed at the 2016 Rio Olympics</li> </ul>

---

### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	8 February 2017
<b>Prepared by</b>	Megan Jolly Road Safety Co-ordinator
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	INF2017 – 28/02/2017
<b>Report Title</b>	Road Safety Education

## **1. EXECUTIVE SUMMARY**

---

The purpose of this report is to inform the Infrastructure Committee of key 'road safety education' activities and information for the months of November 2016 - January 2017.

## **2. RECOMMENDATION**

---

**THAT** the report from the Service Delivery General Manager be received.

## **3. ATTACHMENTS**

---

Road Safety Education Report

**Consultation/Meetings**

Consultation and key meetings attended by the Road Safety Education Co-ordinator.

<b>Organisations</b>	<b>Comment</b>
<b>Regional Council</b>	Regional Road Safety Forum= looking at the regional road safety strategy
<b>Road Safety Action Plan Meeting (RSAP)</b>	Stakeholder meeting for road safety in the district
<b>NZ Transport Agency</b>	Re proposed restricted licence course
<b>SADD</b>	Update from the national organisation regarding proposed changes to delivery
<b>TRAFFINZ Conference</b>	Attendance
<b>Regional Fatigue Workshop</b>	Meeting with key partners to discuss the increase of driver fatigue related crashes and to look at regional initiatives

**Activities**

- Young driver skills/attitude training courses held x2.
- Motorcycle skills training x2.
- Motorcycle Police/Education stop, Tuakau.
- Health and Safety days for Council staff (x2).
- Driver fatigue stop, Huntly.
  
- Fatigue campaign targeting professional drivers and tourists.
- Liaison between schools, police and engineers.
- Presentation at liquor licence meetings x3.
- Anti-drink/drive programme, Christmas.

**Billboards**

New speed billboards warn motorists to expect different types of road users and hazards.

Cycle billboards follow the same theme.



**New Restricted Licence Course, Huntly**

Council in partnership with the NZ Transport Agency will be setting up a restricted licence programme for young drivers. Historically many young people who get their learners licence fail for various reasons to go on to get their restricted. Reasons can include lack of driving supervisors and suitable vehicles. This programme will target such students and offers mentorship and use of a safe vehicle. The programme will be run as a pilot out of Huntly and

in the first instance will be fully funded by the <sup>22</sup> NZ Transport Agency. If the programme is deemed successful then Council will be asked to contribute to further programmes from 2018 or alternatively find sponsorship. Community support for the proposed pilot has been positive with support from Police, Wintec, and Tainui.

The programme has already been piloted in other areas including the Waitomo District Council who currently fund the programme from their 'Road Safety Promotion' funding.

### Anti- Drink Drive Campaign

- For several years, Council has operated a drink drive campaign over the summer months at Raglan. The campaign has received large support from licenced premises. The campaign continues to evolve. This year the Raglan Hotel suggested an initiative which was picked up and supported by Council. Stickers with a drink drive message replaced the branding labels of breweries.

Customers were therefore 'hit' with the sober driver message at the point of drinking. The stickers have generated much conversation and have been widely praised from both Breweries and Liquor licencing. This initiative was a pilot and may be rolled out to other premises.

- Council currently in conjunction with Police operate an anti -drink drive programme specifically targeting youth at Raglan prior to the New Year. The fire brigade and the surf club have seen value in our approach and are keen to come on board with their own safety messaging. There is potential therefore to expand our programme in a similar manner as the successful 'Safe Summer Coromandel' Coalition. A 'Safe Summer Raglan' concept will be explored over this current year.

### Upcoming Projects

- Young driver training (February, March)
- Review of the Safety Management System (ongoing)
- Truck stop (March)
- SADD Regional Workshop ( March)
- Police/education motorcycle stop (March)
- Restricted licence programme (February)
- CAS training (February)

### **Fatal and Serious Injury Crashes**

#### **2016 local road crashes (Provisional)**

<b>Local Road Crashes</b>	<b>Numbers</b>	<b>Fatalities</b>	<b>Serious Injuries</b>	<b>Comment</b>
Fatal	14	15	9	3 motorbike fatalities 4 no seatbelt worn 1 pedestrian
Serious Injury	33		38	7 motorbike, 1 pedestrian, 3 trucks, 1 cyclist Alcohol/drugs suspected 15

**A data analysis report covering 10 years of local road crashes is currently in draft and will be reported on when finalised.**

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	7 February 2017
<b>Prepared by</b>	Michelle Smart Property Officer
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	Inf 2017 (28 February)
<b>Report Title</b>	Karakariki Road Realignment

## I. EXECUTIVE SUMMARY

---

Portions of formed road encroach onto the adjacent privately owned property situated at 748 Karakariki Road.

Agreement in principle has been reached with the adjacent landowner which proposes an exchange of ownership of small parcels of land to regularise the constructed road alignment.

Two portions of unformed road have been identified as being surplus to roading requirements, which when stopped, may be offered as compensation in exchange for the land which is required for road.

This report proposes an exchange of ownership of small parcels of land to give legal effect to that agreement.

## 2. RECOMMENDATION

---

**THAT the report from the General Manager Service Delivery -Karakariki Road Realignment- be received;**

**AND THAT the Chief Executive be authorised to sign an agreement pursuant to Section 17 of the Public Works Act 1981, to acquire the parcels of land described in the First Schedule hereto, for road;**

**AND FURTHER THAT the portions of unformed Karakariki Road described in the Second Schedule hereto, be declared surplus, stopped and amalgamated with the land of the adjoining owner pursuant to Sections 116 and 117 of the Public Works Act 1981 as compensation in exchange for the land to be acquired for road;**

**AND FURTHER THAT the Mayor and Chief Executive be authorised to execute the consents required pursuant to Part VIII of the Public Works Act 1981, to give effect to the above.**

**First Schedule**

**165sqm shown as Section 1 on Survey Office Plan 477053 and being part Allotment 66B3C3D Waipa Parish.**

**453 sqm shown as Section 2 on Survey Office Plan 477053 and being part Allotment 66B3C3D Waipa Parish.**

**Second Schedule**

**812 sqm shown as Section 3 on Survey Office Plan 477053 being legal road.**

**282 sqm shown as Section 4 on Survey Office Plan 477053 being legal road.**

### **3. BACKGROUND**

---

The property situated at 784 Karakariki Road straddles each side of the formed road. (Refer Attachment 1: Location diagram).

At the northern end of the property, parts of the constructed road encroach onto the adjacent privately owned land, that is to say the road has not been constructed within the boundaries of the legal road corridor.

The situation is further complicated in that the electricity lines have been placed on the same alignment as the formed road.

In 2013, the parties agreed to rectify the anomaly by the Council acquiring two small areas of the owners land, and offering as compensation in exchange two similar areas of surplus unformed legal road.

The exchange would be at nil consideration with the Council meeting the survey and legalisation costs.

A survey has been undertaken. Refer Attachment 2: SO Plan 477053.

In order to give effect to the land exchange, it is proposed that Sections 1 and 2 SO 477053 will vest in Council ownership as road. It is further proposed that the sections of road shown Sections 3 and 4 SO 477053 be declared surplus, and be stopped utilising the provisions of the Public Works Act 1981 and be offered as compensation in exchange for the land to vest as road.

Should the recommendations of this report be approved, the land exchanges can then be formalised and the legalisation processes completed.



## 4. DISCUSSION AND ANALYSIS OF OPTIONS

---

### 4.1 DISCUSSION

The encroachment of the constructed road onto the adjoining private land and the associated placement of the electricity infrastructure have been in existence for some considerable amount of time.

The land exchange recommended by the report is considered the most practical means of regularising the legal road boundaries and the public use of the road.

### 4.2 OPTIONS

There are two options:

**Option 1:** Proceed with the land exchange to regularise the legal anomaly.

This option is recommended.

**Option 2:** Abandon the land exchange.

The parts of the constructed road and electricity infrastructure will be located on privately owned land. The private landowners may at any time exercise their legal rights to request the encroachments be removed, and be relocated back to within the legal road corridor.

This option is not recommended.

## 5. CONSIDERATION

---

### 5.1 FINANCIAL

It is proposed that the land be exchanged at nil consideration. Given the topography and roadside nature of the parcels of land, the exchange is considered to be equitable.

The Council will meet the survey and legalisation costs. The survey costs have already been met from funds provided in the 2015/16 financial year.

### 5.2 LEGAL

Section 17 of the Public Works Act 1981 (“the Act”) provides for land to be acquired for a public work by agreement.

Section 14 of the Act provides that the land so acquired, may be declared road.

Section 116 of the Act provides a process whereby roads may be stopped by declaration.

Section 117 (3) (a) of the Act provides that road, when stopped, may be exchanged for any other land that may be required for road.

### **5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

Council's property policy provides that property may be disposed of at a price established by valuation, unless otherwise resolved by Council.

### **5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

The Significance and Engagement Policy provides at Schedule I a list of Waikato District Council's strategic assets, which identifies that the roading network as a whole is considered to be a strategic asset.

The policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority of the issue, proposal, decision or matter, in terms of the likely impact and consequence for:-

- (a) The district or region
- (b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter;
- (c) The capacity of the local authority to perform its role and the financial and other costs of doing so.

The parties to the agreement are the only persons affected by the land exchange.

## **6. CONCLUSION**

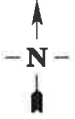
---

The proposed land exchange will create no physical change to the constructed road, and will allow a long standing legal anomaly to be corrected.

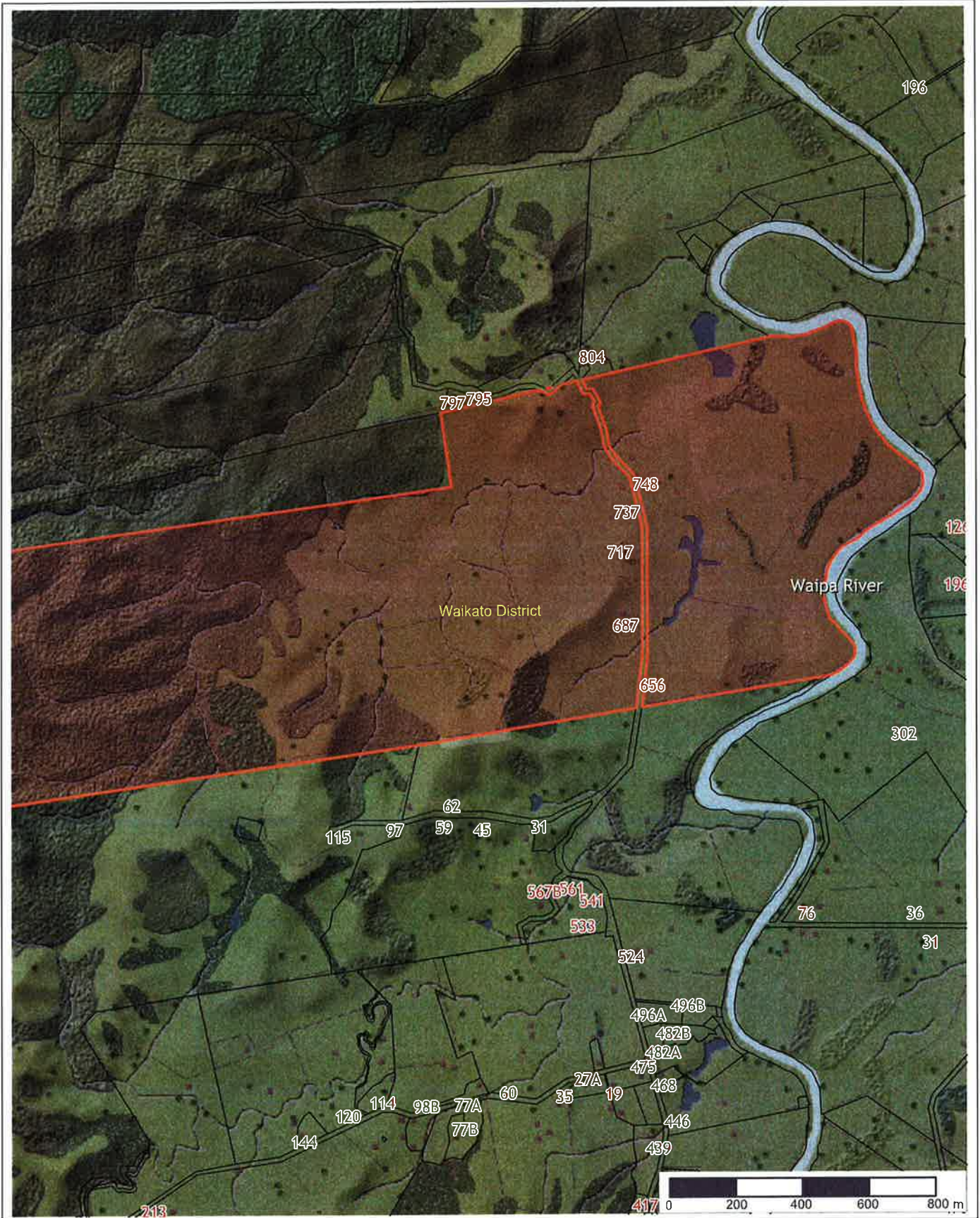
## **7. ATTACHMENTS**

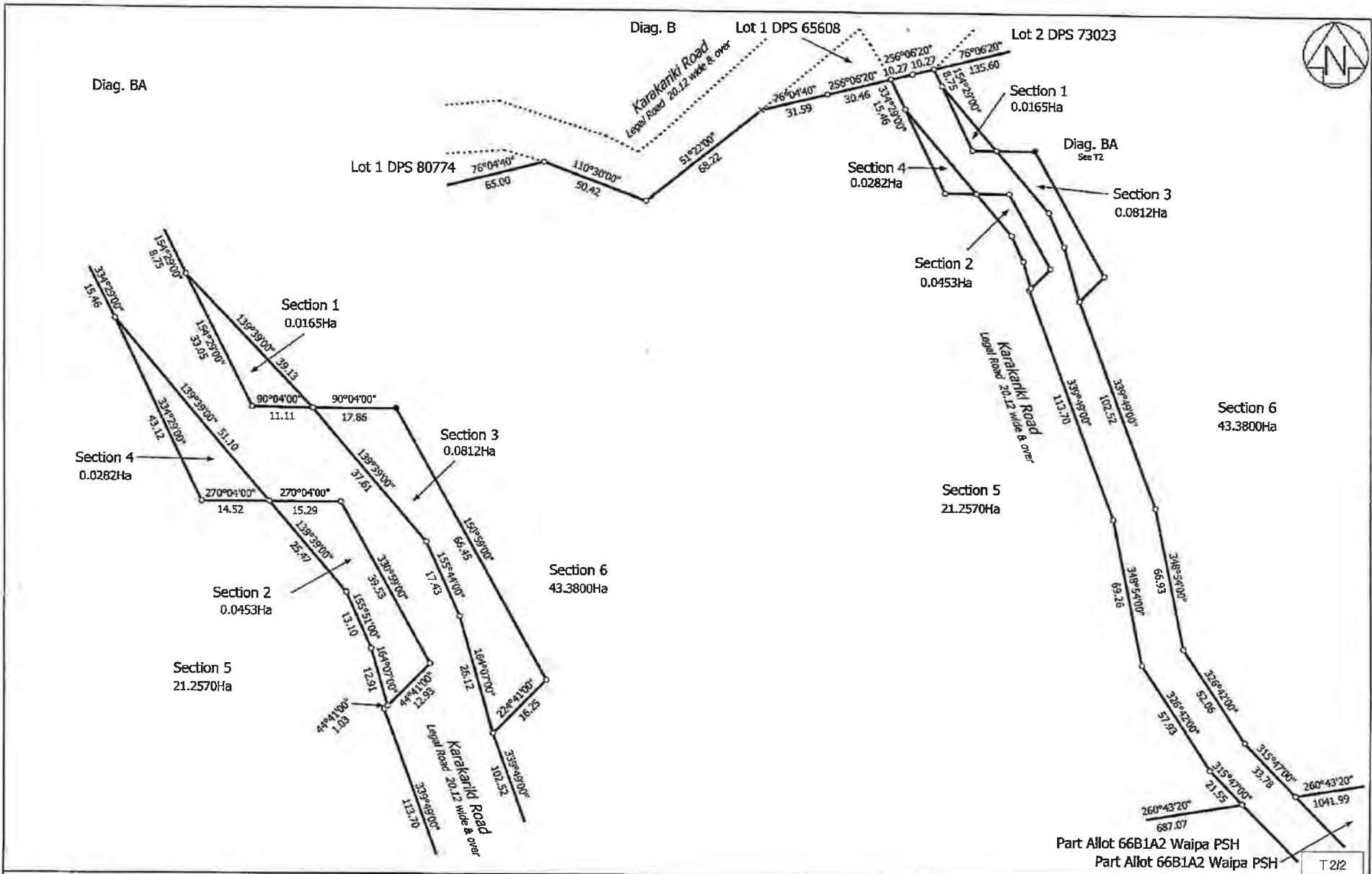
---

- Attachment 1: Location Diagram
- Attachment 2: SO Plan 477053



Waikato District Council does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that WDC shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information





Land District: South Auckland  
 Digitally Generated Plan  
 Generated on: 30/07/2015 08:35am Page 3 of 3

Sections 1 - 6

Surveyor: David Vernon McCracken  
 Firm: McCracken Surveys Ltd

Title Plan  
 SO 477053  
 Approved on: 30/07/2015

T 2/2



---

### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	17 February 2017
<b>Prepared by</b>	Karen Bredesen Business Support Team Leader/PA
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	15/075
<b>Report Title</b>	Increase to Approved Contract Sum – Contract No 15/075 District Wide Watermain Replacement 15/16

## **1. EXECUTIVE SUMMARY**

---

This report is to advise the Infrastructure Committee that Contract No 15/075 District Wide Watermain Replacement 15/16 value has increased from \$992,982 to \$1,515,352. Increased costs incurred are outlined in the attached report.

A copy of the authorised report providing full details is attached for information.

## **2. RECOMMENDATION**

---

**THAT the report from the General Manager Service Delivery -Increase to Approved Contract Sum – Contract No 15/075 District Wide Watermain Replacement 15/16- be received.**

## **3. ATTACHMENTS**

---

Contract No 15/075 District Wide Watermain Replacement 15/16

**MEMORANDUM**

To	Gavin Ion, Chief Executive
From	Tim Harty, General Manager Service Delivery
Subject	Contract No. 15/075      Name: District Wide Watermain Replacement 15/16 Increase to Approved Contract Sum for Additional Works
File	15/075
Date	4 November 2016

**1.0 INTRODUCTION**

Contract No. 15/075 is a measure and value contract for the installation of replacement watermains in Tuakau. The contract was approved in February 2016 and the Approved Contract Sum was set at \$992,982.00.

Approval is sought to increase the approved contract sum to allow additional works to be completed within the current contract. The successful tenderer Allens United Drainage and Earthworks have delivered the current contract to a high quality and met the required Health and Safety standards. By awarding this additional work to Allens United Drainage and Earthworks, Council achieves value for money and expediency as the works will be completed this coming summer.

**2.0 REASONS FOR INCREASED COSTS**

The WDA (Waikato District Alliance) have indicated that they are planning to rehabilitate sections of Whangarata Road, Tuakau this coming construction season. The Water Assets team has identified approximately 3km of watermain extension in the Tuakau Structure Plan, which is due to be installed within the next few years at the same location as the planned road rehabilitation works.

In order to minimise disruption to the area and eliminate re-work, Water Assets would like to install this watermain extension in advance of the planned road works. Water Assets are currently working to identify and prioritise watermain and wastewater extensions/upgrades required due to growth. At this stage there are no other watermains that are higher priority than the Whangarata Road watermain extension.

In order to complete this work in time, there is an opportunity to vary contract 15/075 to include the Whangarata Road Watermain extension. The variation will be based on the same rates as the original contract which was competitively tendered in January 2016. These rates have been recently market tested and are considered good value for money.

By extending the existing contract Council will realise the following benefits:

- The Whangarata Rd watermain extension works start where this contract finished. As such the same contractor will remain accountable for all works (eliminating potential issues with different contractors in conflict over who is responsible for any defects etc).
- A contractor with extensive knowledge and experience of this location (including existing utilities, traffic flow etc).
- Reduced costs for design and tendering.
- Completion of work within the WDA required timeframe.

The additional works to be delivered through this contract are:

- Construction of a 3km watermain extension along Whangarata Road as per the Tuakau Structure Plan.

The total estimated value of the above variations is \$719,400.00.

As a result of this extra work the revised approved contract sum is now estimated to be:

Original Contract Value:	\$992,982.00
Whangarata Rd Watermain Extension (Engineers Estimate)	\$719,400.00
Unspent money in existing contract	- \$197,030.00

**Revised contract sum: \$1,515,352.00**

### 3.0 FUNDING

- 3.1 The existing contract is funded from the District Wide Water Supply Reticulation Renewals, IWA11500.0116 and Tuakau Water Supply Reticulation Extensions, IWA11295.0216. The Whangarata Rd Watermain Extension is to be funded from Tuakau Water Supply Reticulation Extensions, IWA11295.0217.

<i>IWA11295.0217, current budget</i>	\$806,794.00
<b>TOTAL BUDGET</b>	<b><u>\$806,794.00</u></b>

<i>Whangarata Watermain Extension</i>	\$719,400.00
<i>Project Management Costs</i>	\$ 11,000.00
<i>Design Costs</i>	\$ 10,000.00
<b>Estimate to complete project</b>	<b><u>\$740,400.00</u></b>

<b>Estimated remaining funds</b>	<b><u>\$ 66,394.00</u></b>
----------------------------------	----------------------------

### 3.2 Finance Check

The Management Accountant has checked numeric calculations within the report and confirmed that the budget and funding for this contract is available and correct.

**4.0 RECOMMENDATION**

4.1 It is recommended that the Approved Contract Sum for Contract No. 15/075: District Wide Watermain Replacement 15/16 be increased from \$992,982.00 to \$1,515,352.00 to cover the additional works.

4.2 That the works be funded from the Tuakau Water Supply Reticulation Extensions project, IWA11295.0217.

**Recommended:**



**Adam Van Niekerk  
Project Engineer**

**Approved:**



**Jacki Remihana  
Programme Delivery Manager**

**Financial information reviewed by**



**Carol Nutt  
Management Accountant**



**Martin Mould  
Waters Manager**



**Tim Harty  
General Manager**



**Gavin Ion  
Chief Executive**

**Dynes Fulton  
Chairperson Infrastructure Committee**



**A Sanson  
His Worship the Mayor**





---

### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager
<b>Date</b>	16 February 2017
<b>Prepared by</b>	Karen Bredesen Business Support Team Leader/PA
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	Inf 2017 (28 February 2017)
<b>Report Title</b>	Award of Contracts

## **1. EXECUTIVE SUMMARY**

---

This report is to advise the Infrastructure Committee of the results of recently tendered contracts. The attached reports provide full details of the tenders received and the results of the tender evaluation process.

## **2. RECOMMENDATION**

---

**THAT** the report from the **General Manager Service Delivery –Award of Contracts-** be received.

## **3. ATTACHMENTS**

---

Contract No 15-309, District Wide Wastewater Pump Station Renewals and Bulk Meter Installations

Contract No 15-322, District Wide Wastewater Pump Station Renewal and Bulk Meter Installation Electrical Wiring

Contract No 16-057, District Wide Car Park Upgrades

## MEMORANDUM

To	CE Gavin Ion, General Manager Service Deliver Tim Harty, Waters Manager Martin Mould.
From	Richard Clark
Subject	<b>Tender Evaluation : Contract No. 15/309 : Name: District Wide Wastewater Pump Station Renewals and Bulk Meter Installations.</b>
File	15/309
Date	Wednesday, 12 October 2016.

### 1.0 INTRODUCTION

- 1.1 Contract No. 15/309 is a Measure and Value physical works contract for the installation of 27 wastewater pumps, 3 wastewater bulk meters, 18 water bulk meters, as well as the supply and installation of additional materials required to complete the project across the district.
- 1.2 The contract period is 10 weeks, commencing on Monday, 3 October 2016 and terminating on Friday, 9 December 2016.
- 1.3 The scheduled quantities tendered on includes:
- Preliminary & General items,
  - Replacement of existing pumps including some upgrades,
  - Replacement of discharge connections including Stainless Steel (SS) and Ductile Iron (DI) pipework and associated valves, fittings and brackets,
  - Installation of bulk meters,
  - Supply and installation of meter chambers, DI pipework and fittings, and transmitter supports and enclosures, and
  - Supply and install sealed galvanised wetwell lids and DI manhole lids.

The scheduled quantities also include Provisional Sums (PS) for the replacement of Stainless Steel pipework and the supply and installation of additional flow meters to be used in wastewater applications.

As this is a measure and value contract, final payment will be determined by the actual amount of work completed.

- 1.4 Further to the tendered works there has been an increase in the scope of works as requested by the Waters Team. The additional works includes the supply and installation of 31 non return valves, 31 sluice valves, 5 washdown units, and the replacement of 2 accessible valve chambers.

- 1.5 The project has been split into two separate contracts 15/309: District Wide Wastewater Pump Station Renewals and Bulk Meter Installations and 15/322: District Wide Wastewater Pump Station Renewals and Bulk Meter Installation Electrical Works. Contract 15/322 was awarded as a Select Supplier Contract to Mckay Electrical and is to be carried out in conjunction with Contract 15/309.

### 1.6 Project Allocation Budget

The available budget for this project is \$627,699, which comes from the programme in the 2015/2016 and 2016/2017 Annual Plan and is made up as follows:

		Budget	Spend To Date	Remainder
<b>Separable Portion 1 – District Wide WWPS Renewals</b>				
IWW12500.0116	District Wide Wastewater Pump Station Renewals	\$709,000	\$399,073	\$309,927
IWW11500.0215	District Wide Wastewater Reticulation Renewals	\$218,460	\$123,257	\$95,203
Sub Total				\$405,130
<b>Separable Portion 2 – District Wide Bulk Meter Installations</b>				
IWA12630.0116	Water Supply Network LoS Upgrades, Raglan	\$220,500	\$101,731	\$118,769
IWA16400.0117	District Wide Water Loss Programme	\$103,800		\$103,800
Sub Total				\$222,569
<b>Total (“Contract”)</b>				<b>\$627,699</b>

## 2.0 REPORT

### 2.1 Tenders Received

Two tenders were received prior to the advertised closing time of 2:00 pm on Wednesday, 7 September 2016.

### 2.2 Tender Evaluation

- 2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency’s Procurement Manual, using the ‘Price Quality Method’ for physical works as detailed in the tender documents. This procedure recommends that the proposal with the lowest price less supplier quality premium and less any added value premium is the preferred proposal.

A summary of the tenders received and the result of their evaluation is as follows:

Rank	Contractor	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP
1	Waipa Civil Ltd.	\$431,875.00	\$38,788.70	\$393,086.30
2	Sayer Drainage Ltd.	\$474,462.00	\$0.00	\$474,462.00

During the tender evaluation, clarifications of Waipa Civil tender tags were sought (no allowance was made for the supply of materials under item 202.1: Remove Existing And Place

New Discharge Connection which includes replacing all SS and DI pipework and associated valves, fittings and brackets, up to and including the wye junction, as per HCC ITS drawing D5.8 and 5.9). In response Waipa Civil requested a revised rate per unit to allow for the extra materials at an increased rate of \$7,050.00 compared to their original tendered rate of \$4,550.00. Item 202.1 has a quantity of 2 and therefore the total revised value of their tender price is now \$436,875.00.

The Engineer's Estimate for this contract was \$409,300.00

### 2.3 Preferred Tenderer

2.3.1 Following tender evaluation, the preferred tenderer is Waipa Civil Ltd. who has completed similar work in the past to a satisfactory standard.

### 2.4 Financial

#### 2.4.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$766,283 which is made up as follows:

Project Management	\$15,000
Electrical Works (Contract 15/322)	<u>\$203,408</u>
Sub-Total – Non-contract costs	<u>\$218,408</u>
Tendered Sum (Preferred Tender for this contract)	\$436,875
PS for additional Wash Downs included post tender	\$35,000
PS for additional Valve Chambers included post tender	\$16,000
PS for additional NRV's, RSSV's etc. included post tender	<u>\$60,000</u>
Sub-Total – Contract costs	<u>\$547,875</u>
<b>Total Project Cost</b>	<u><b>\$766,283</b></u>

#### 2.4.2 Budget Surplus/Deficit

The total project cost will result in a budget deficit of \$138,584. The project however is split into two separable portions for different infrastructure that costs cannot be shared between them. Below is a table showing the surplus/deficit for the two separable portions.

	Separable Portion 1 (Wastewater)	Separable Portion 2 (Water)	Total
Budget	\$405,130	\$222,569	\$627,699
Forecast	\$377,047	\$389,236	\$766,283
Surplus/(Deficit)	\$28,083	(\$166,667)	(\$138,584)

It is proposed that the surplus of separable portion 1 be transferred to the Districtwide Wastewater Pump Station Renewals (100% replacement reserve funded) project IWW12500.0117.

It is proposed that the deficit of separable portion 2 be met from the Water Supply Reticulation Renewals (100% loan funded) project IWA11500.0117 that is expected to have surplus budget.

### 2.4.3 Credit Check

A credit report on the Company is currently being carried out and will be available on Friday, 30 September 2016.

### 2.4.4 Finance Check

The Management Accountant has checked numeric calculations within the report and confirmed that the budget and funding for this contract is available and correct.

### 2.5 Health & Safety Register

The preferred tenderer was not previously on our Approved Contractors Register but has now been added following receipt of all required documentation and records.

### 2.6 Contract Risk

A risk assessment previously carried out on this project identified the risk as low. These risks have been addressed in the contract document.

### 2.7 Approved Contract Sum

This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. The tender includes a \$35,000 contingency sum and \$29,000 in provisional items. An additional \$111,000 provisional sum is to be added to the contract for the increased scope of works post tender as requested by the Waters Asset Management Unit and Water Services Unit. To cover this the Approved Contract Sum should be set at \$547,875.00.

## 3.0 RECOMMENDATION

3.1 It is recommended that:

3.1.1 Contract No. 15/309 : District Wide WWPS Renewals and Bulk Meter Installations be awarded to Waipa Civil Ltd. at the tendered sum of Four Hundred and Thirty One Thousand, Eight Hundred and Seventy Five Dollars, and Zero Cents (\$431,875.00), excluding GST.

3.1.2 Further to 3.1.1 the approved contract sum be set at Five hundred and Forty Seven Thousand, Eight Hundred and Seventy Five Dollars, and Zero Cents (\$547,875.00), excluding GST, for Contract No. 15/309 : District Wide WWPS Renewals and Bulk Meter Installations.

3.1.3 The surplus of \$28,083 be transferred from District Wide Wastewater Pump Station Renewals IWW12500.0116 to IWW12500.0117.

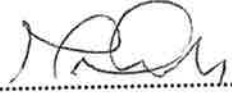
3.1.4 The deficit of \$166,667 be transferred from Water Supply Reticulation Renewals IWA11500.0117 to Water Supply Network LoS Upgrades, Raglan IWA12630.0116.

**Recommended**

  
.....

Richard Clark  
**Contract Engineer/Manager**

**Approved by**

  
.....

Martin Mould  
**Manager Waters**

**Financial information reviewed by**

  
.....

Carole Nutt  
**Management Accountant**

  
.....

Tim Harty  
**General Manager Service Delivery**

  
.....

Gavin Ion  
**Chief Executive**

## MEMORANDUM

To	Service Delivery Tim Harty, Waters Manager Martin Mould.
From	Richard Clark
Subject	<b>Recommendation to appoint Selected Supplier Contract No. 15/322: Name: District Wide Wastewater Pump Station Renewals and Bulk Meter Installation Electrical Works.</b>
File	15/322
Date	Monday, 17 October 2016

### 1.0 INTRODUCTION

- 1.1 Contract No. 15/322 is a Measure and Value Physical Works contract for the construction of electrical and telemetry upgrades required for the replacement of wastewater pumps and the installation bulk water meters.
- 1.2 The Contract was procured direct to McKay Electrical. The request for approval to appoint a selected supplier is attached to this report dated 23 July 2016. Explanation as to the reason for appointing McKay for this contract is included in the attached request form.
- 1.3 The contract period is 10 weeks, commencing on Monday, 7 November 2016 and terminating on Wednesday, 25 January 2016.
- 1.4 The contract deliverables are for the supply and installation of all electrical and telemetry upgrades required as specified within the electrical scope of work provided by Ergo Consulting.
- 1.6 The project has been split into two separate contracts 15/309: District Wide Wastewater Pump Station Renewals and Bulk Meter Installations and 15/322: District Wide Wastewater Pump Station Renewals and Bulk Meter Installation Electrical Works. Contract 15/309 is for the mechanical installation of the wastewater pumps, flow meters, and other associated works which is to be awarded to the preferred tenderer, Waipa Civil, and is to be carried out in conjunction with Contract 15/322.
- 1.7 **Project Allocation Budget**

The available budget for this project is \$627,699, which comes from the programme in the 2015/2016 and 2016/2017 Annual Plan and is made up as follows:

		Budget	Spend To Date	Remainder
<b>Separable Portion 1 – District Wide WWPS Renewals</b>				
IWW12500.0116	District Wide Wastewater Pump Station Renewals	\$709,000	\$399,073	\$309,927
IWW11500.0215	District Wide Wastewater Reticulation Renewals	\$218,460	\$123,257	\$95,203
<b>Sub Total</b>				<b>\$405,130</b>
<b>Separable Portion 2 – District Wide Bulk Meter Installations</b>				
IWA12630.0116	Water Supply Network LoS Upgrades, Raglan	\$220,500	\$101,731	\$118,769
IWA16400.0117	District Wide Water Loss Programme	\$103,800		\$103,800
<b>Sub Total</b>				<b>\$222,569</b>
<b>Total (“Contract”)</b>				<b>\$627,699</b>

## 2.0 REPORT

### 2.1 Recommended Supplier

- 2.1.1 The recommended supplier for this contract is McKay Electrical who has completed similar work in the past to a satisfactory standard.

### 2.2 Financial

#### 2.2.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$766,283 which is made up as follows:

Project Management	\$15,000
Mechanical Works (Contract 15/309)	\$547,875
Sub-Total – Non-contract costs	<u>\$562,875</u>
Priced Sum (Selected Supplier for this contract)	<u>\$203,408</u>
<b>Total Project Cost</b>	<b><u>\$766,283</u></b>

#### 2.2.2 Budget Surplus/Deficit

The total project cost will result in a budget deficit of \$138,584 that has already been addressed in the Tender Evaluation Report 15/309 dated 12 October (copy attached). Below is a table showing the surplus/deficit for the two separable portions.

	Separable Portion 1 (Wastewater)	Separable Portion 2 (Water)	Total
Budget	\$405,130	\$222,569	\$627,699
Forecast	\$377,047	\$389,236	\$766,283
Surplus/(Deficit)	\$28,083	(\$166,667)	(\$138,584)

#### 2.2.3 Credit Check

A Credit check was not required for this contract as McKay recently were awarded a long term contract for district wide SCADA replacements with checks carried out during this tender and no adverse results were found.



**2.3.4 Finance Check**

The Management Accountant has checked numeric calculations within the report and confirmed that the budget and funding for this contract is available and correct.

**2.4 Health & Safety Register**

The recommended supplier has previously been on our Approved Contractors Register however has since expired but will be updated following receipt of all required documentation and records.

**2.5 Contract Risk**

A risk assessment previously carried out on this project identified the risk as low. These risks have been addressed in the contract document.

**2.6 Approved Contract Sum**

2.7.1 This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. The tender includes a \$40,000 contingency sum and \$20,000 in provisional items. To cover this the Approved Contract Sum should be set at \$203,408.

**3.0 RECOMMENDATION**

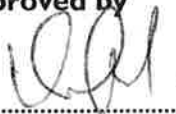
3.1 It is recommended that :

3.1.1 The price submitted by McKay Electrical in the sum of : Two Hundred and Three Thousand, Four Hundred and Eight Dollars, and Zero Cents (\$203,408.00), excluding GST, be approved for Contract No. 15/322 : District Wide Wastewater Pump Station Renewals And Bulk Meter Installation Electrical Works.

**Recommended**


  
 .....  
 Richard Clark  
**Contract Engineer/Manager**

**Approved by**

  
 .....  
 Martin Mould  
**Manager Waters**

**Financial information reviewed by**

  
 .....  
 Carole Nutt  
**Management Accountant**

  
 .....  
 Tim Harty  
**General Manager Service Delivery**

## MEMORANDUM



To	Tim Harty, General Manager Service Delivery Gavin Ion, Chief Executive
From	Hamish Cairns, Project Manager
Subject	<b>Tender Evaluation : Contract No. I6/057: Name: District Wide Carpark Upgrades</b>
File	I6/057
Date	3 <sup>rd</sup> November 2016

## 1.0 INTRODUCTION

- 1.1 Contract No. I6/057 is a Measure and Value physical works contract for the upgrade of existing carparks at Orini Reserve (Orini), Kopua Domain (Raglan) and Les Batkin Reserve (Tuakau).
- 1.2 The contract period is a combined total of eight weeks (Orini Reserve – Two weeks; Kopua Domain – Three weeks; Les Batkin Reserve – Three weeks) to be completed by 31 March 2017.
- 1.3 The scheduled quantities tendered on include:
- Site establishment, traffic control, location and protection of existing service, minor earthworks, minor drainage, pavement and sealing.
- As this is a measure and value contract, final payment will be determined by the actual amount of work completed.
- 1.4 Further to the tendered works there has been an increase in the scope of works as requested by the Parks & Facilities Team. The additional works includes renewing the parking areas at the following district reserves: Bob Byrne Reserve (Taupiri), Lake Waahi (Huntly), Lake Puketirini (Huntly), Narrows Reserve (Tamahere) and Shuggs Landing (Glen Murray). These additional sites shall be included as a variation to the contract with all works to be completed by 30 April 2017.

### 1.5 Project Allocation Budget

The available budget for this project is \$596,332 which comes from Programmed Capital Project No's. IRG10000.0317, INP10000.0317, INP10095.0117 and is made up as follows:

Project IRG10000.0317 (Orini Reserve)	\$166,384
Project INP10000.0317 (Kopua Domain)	\$110,829
Project INP10095.0117 (Les Batkin Reserve)	\$189,119
Project INP10000.0117 (Five Additional Reserves)	\$130,000*
<b>Total Funds Available</b>	<b><u>\$596,332</u></b>

\* note that the total budget under INPI0000.0117 is \$178,525, \$130,000 has been allocated for the car park renewal works.

## 2.0 REPORT

### 2.1 Tenders Received

Five tenders were received prior to the advertised closing time of 4 pm on 7 October 2016.

### 2.2 Tender Evaluation

2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Price Quality Method' for physical works as detailed in the tender documents. This procedure recommends that the proposal with the lowest price less supplier quality premium and less any added value premium is the preferred proposal.

A summary of the tenders received and the result of their evaluation is as follows (all numbers exclude GST):

Rank	Contractor	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP
1	Schick Civil Construction Ltd	\$278,095.09	\$31,181.39	\$246,913.70
2	Broadspectrum Ltd	\$273,605.48	\$0.00	\$273,605.48
3	HEB Construction Ltd	\$342,631.62	\$17,463.45	\$325,168.17
4	Civil Construction Services Ltd	\$381,534.00	\$9,861.76	\$371,672.24

A tender was also received from Applied Engineering Ltd but was non-conforming/failed the evaluation of the non-price attributes and not considered further.

The Engineer's Estimate for the tendered works was \$337,603 excluding contingency sums. It is estimated the additional renewal works will cost \$130,000, including a \$10,000 contingency sum.

### 2.3 Preferred Tenderer

2.3.1 Following tender evaluation, the preferred tenderer is Schick Civil Construction Ltd who has completed similar work in the past to a satisfactory standard.

### 2.4 Financial

#### 2.4.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$470,736 which is made up as follows:

Project Management	<u>\$12,000</u>
Sub-Total – Non-contract costs	\$12,000
Tendered Sum (Preferred Tender for this contract)	\$278,095
Additional Five Reserves Parking Area Upgrades	\$130,000
Contingency	<u>\$50,641</u>

**Total Project Cost****\$470,736****2.4.2 Budget Surplus**

The total project cost will result in a budget surplus \$125,596 under the level of service (loan funded) project budgets (being IRG10000.0317, INP10000.0317 and INP10095.0117). This surplus will be available to reallocate to other level of service projects or will represent savings.

**2.4.3 Credit Check**

A Credit check was not required for this contract.

**2.4.4 Finance Check**

The Management Accountant has checked numeric calculations within the report and confirmed that the budget and funding for this contract is available and correct.

**2.5 Health & Safety Register**

The preferred tenderer has been on our Approved Contractors Register for 6 years and has a good track record in health and safety on Council contracts.

**2.6 Contract Risk**

A risk assessment previously carried out on this project identified the risk as low. These risks have been addressed in the contract document.

**2.7 Approved Contract Sum**

This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. The scheduled work tender is \$278,095.09, contingencies and project management total \$62,641. An additional \$130,000 provisional sum is to be added to the contract for the increased scope of works post tender as requested by the Parks & Facilities Team. To cover this the Approved Contract Sum should be set at \$470,736.09.

**3.0 RECOMMENDATION****3.1 It is recommended that:**

**3.1.1 Contract No. 16/057 : District Wide Carpark Upgrades be awarded to Schick Civil Construction Ltd. at the tendered sum of Two Hundred and Seventy Eight Thousand and Ninety Five Dollars and Nine Cents(\$278,095.09), excluding GST.**

**3.1.2 Further to 3.1.1 the approved contract sum be set at Four Hundred and Seventy Thousand, Seven Hundred and Thirty Six Dollars and Nine Cents (\$470,736.09), excluding GST, for Contract No. 16/057 : District Wide Carpark Upgrades.**

**Recommended**

  
.....  
**Hamish Cairns**  
**Project Manager**

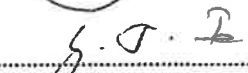
**Financial information reviewed by**

  
.....  
**Donna Rawlings**  
**Management Accountant**

**Approved**

  
.....  
**Jacki Remihana**  
**Programme Delivery Manager**

  
.....  
**Tim Harty**  
**General Manager Service Delivery**

  
.....  
**GJ Ion**  
**Chief Executive**

### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	15 February 2017
<b>Prepared by</b>	Michelle Smart Property Officer
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	06321/071.00; Inf 2017 (28 February)
<b>Report Title</b>	Waikaretu Valley Road realignment, stopping and exchange

## **I. EXECUTIVE SUMMARY**

---

Road improvements as part of the Waikaretu Valley Road Pavement Rehabilitation project are planned for construction this financial year.

As a consequence of past surface slumping to Waikaretu Valley Road, and the threat of possible future slippage, the engineering design for the section of road adjacent to the farm property situated at 312 Waikaretu Valley Road has indicated a need to marginally shift the alignment of the legal road in places. This will necessitate the acquisition of land from the adjoining owners.

The project design has indicated four strips of land are required to enable the road alignment to be constructed.

The design has also indicated two areas of the unformed portion of the legal road (berm) which are similar in size, and which are surplus to roading requirements that may be offered as compensation in exchange for the land which is required for road. The adjoining owners have indicated their agreement in principle to the proposal. Council will need to meet all survey and legalisation costs.

This report proposes an exchange of ownership of small parcels of land to facilitate road improvements as part of the Pavement Rehabilitation for Waikaretu Valley Road planned for construction this financial year.

## **2. RECOMMENDATION**

---

**THAT the report from the General Manager Service Delivery -Waikaretu Valley Road realignment, stopping and exchange- be received;**

**AND THAT the Chief Executive be authorised to sign an agreement pursuant to section 17 of the Public Works Act 1981 to acquire for road, the parcels of land shown marked (A) to (D) on the land requirement plans titled Waikaretu Valley Pavement Rehabilitations RPI.14 -1.96 & RP 2.29-2.42 Sheet 100 (R2), and Sheet 101(R1) totalling in area 2365sqm (subject to survey) and comprised in CT SA 9D/408;**

**AND FURTHER THAT the portions of unformed Waikaretu Valley Road shown on marked (E) and (F) on the Waikaretu Valley Pavement Rehabilitation Land Requirement Plan RPI.14 -1.96 to 2.29-2.42 (R2), totalling in area 3135 sqm (subject to survey), be stopped utilising the provisions of the Public Works Act 1981 and be amalgamated with the land of the adjoining owner, as compensation in exchange for the land to be acquired for road;**

**AND FURTHER THAT following completion of the formal survey, the Mayor and Chief Executive be authorised to execute the consents required pursuant to part VIII of the Public Works Act 1981 to give effect to the above.**

### **3. BACKGROUND**

---

The Pavement Rehabilitation Programme for 2016/17 includes a project to upgrade a section of Waikaretu Valley Road which has been subjected to surface slumping, and the previous slippage of adjoining land. The portion of the subject road adjoining 312 Waikaretu Valley Road extends along a ridge line and then falls steeply down the side of a hill to the valley below.

In preparing a design for the project, it has been considered prudent to re-align the road in four places to avoid areas of past ground movement, and areas at threat of possible future movement. This has been reflected in the Land Requirement Plan (Refer Attachment I: Land Requirement Plan).

The four areas of land proposed to be acquired for the road realignment are shown cross hatched and marked (A) to (D), comprising 145 sqm, 150 sqm, 1330 sqm and 740sqm respectively (subject to survey).

The two areas of unformed legal road which are surplus to current and future roading requirements, are shown diagonally hatched and marked ( E) and (F), comprising 825 sqm and 2310 sqm respectively (subject to survey).

The adjoining property is situated at 312 Waikaretu Valley Road and is a substantial farm holding comprising 410.2053 hectares, contained in Certificate of Title SA 9D/408. The present roading situation is not new to the owners, as the property has been subjected to major road realignment in the past. The owners have indicated a willingness in principle to transfer to the Council the four areas of land required for the new road alignment. They have further agreed in principle that they will accept, as compensation in exchange, the two areas of surplus road subject to certain specified conditions relating to fencing, timing of construction and stock control. These requirements have been essentially agreed and an agreement to this effect is being prepared.

## 4. DISCUSSION AND ANALYSIS OF OPTIONS

---

### 4.1 DISCUSSION

Due to the unstable nature of the adjacent land, it is considered essential to realign the road as part of the pavement rehabilitation works, both in the interests of public safety and to protect the long term integrity of the asset. The proposed land exchange will not only achieve this objective but will allow Council to divest itself of some unformed road that is surplus to Council requirements.

### 4.2 OPTIONS

There are two options:

**Option 1:** Proceed with the land exchange to enable the realignment of the road to avoid areas of unstable ground.

This option is recommended.

**Option 2:** Abandon the land exchange and construct the road within the legal boundaries of the existing road.

This will see the road continue to be at risk of slumping and slippage, posing potential for risk to public safety and the long term integrity of the asset.

This option is not recommended.

## 5. CONSIDERATION

---

### 5.1 FINANCIAL

It is proposed that the lands be exchanged at nil consideration. While there is a difference of 770 sqm in the areas to be exchanged, given the topography and roadside nature of the parcels of land, the exchange is considered to be equitable.

The Council will meet the survey and legalisation costs and there is provision in the project budget for this.

### 5.2 LEGAL

Section 17 of the Public Works Act 1981 (“the Act”) provides for land to be acquired for a public work by agreement.

S.14 of the Act provides that the land so acquired, may be declared road.

S.116 of the Act provides a process whereby roads may be stopped by declaration.



S.117 (3) (a) of the Act provides that road, when stopped, may be exchanged for any other land that may be required for road.

### **5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

Council's property policy provides that property may be disposed of a price established by valuation, unless other resolved by Council.

### **5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

The Significance and Engagement policy provides at Schedule 1 a list of Waikato District Council's strategic assets, which identifies the roading network as a whole is considered to be a strategic asset.

The Policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority of the issue, proposal, decision or matter, in terms of the likely impact on and consequence for:

- (a) The district or region;
- (b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter
- (c) The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The parties to the agreement are the only persons affected by the proposed land exchange.

## **6. CONCLUSION**

---

The land exchange is proposed to be undertaken in conjunction with the planned pavement rehabilitation programme, which will allow significant improvements to be made to the alignment of Waikaretu Valley Road, and which will provide improved public safety and long term protection of the asset.

## **7. ATTACHMENTS**

---

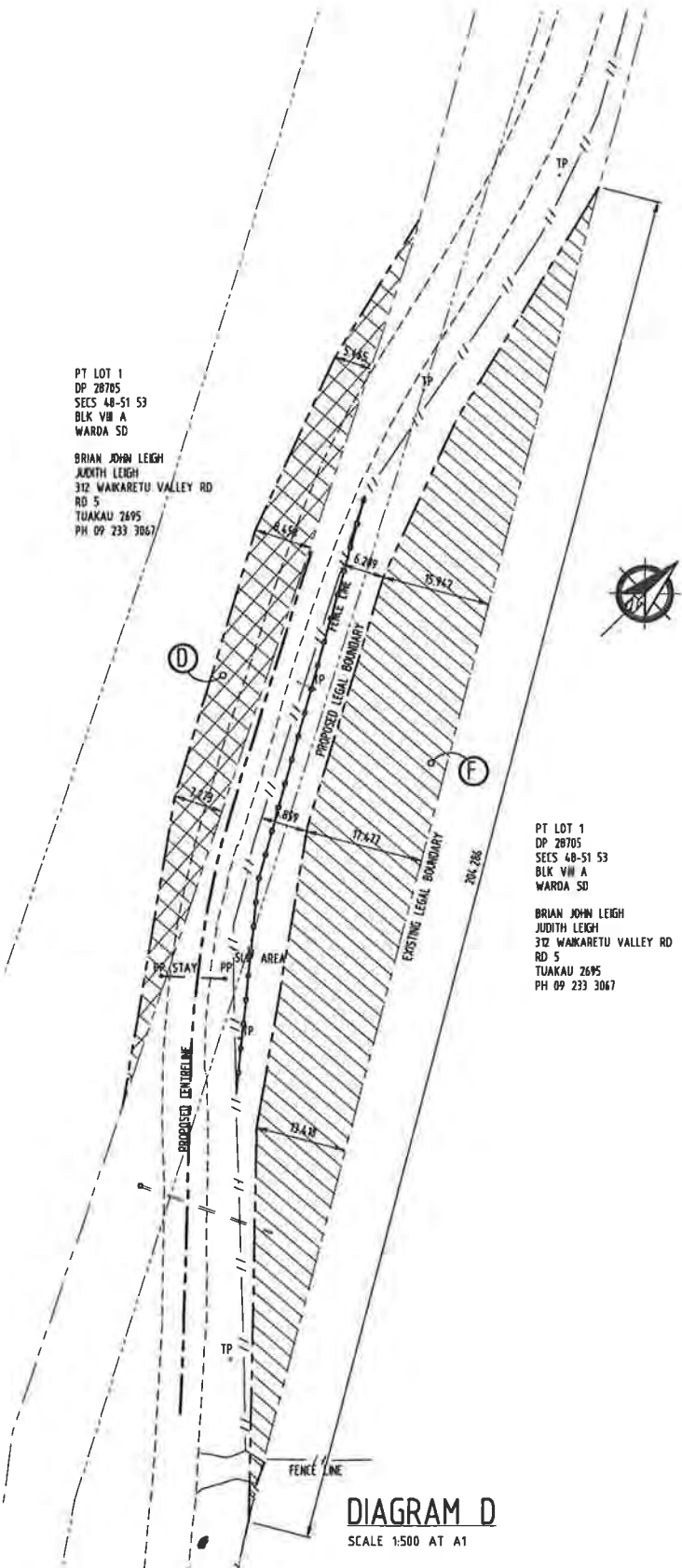
Attachment 1: Land Requirement Plan





J:\ROADING\ROADBUSUNIT\NAMED\KKS\1617\INFO\PROF\SERV\AMPT\WAIKARETU VALLEY RD\05 CAD\ACAD\WAIKARETU VALLEY RD.DWG PLOT DATE: 24 Aug 2016 PLOTTED BY: PAUL MCPHERSON

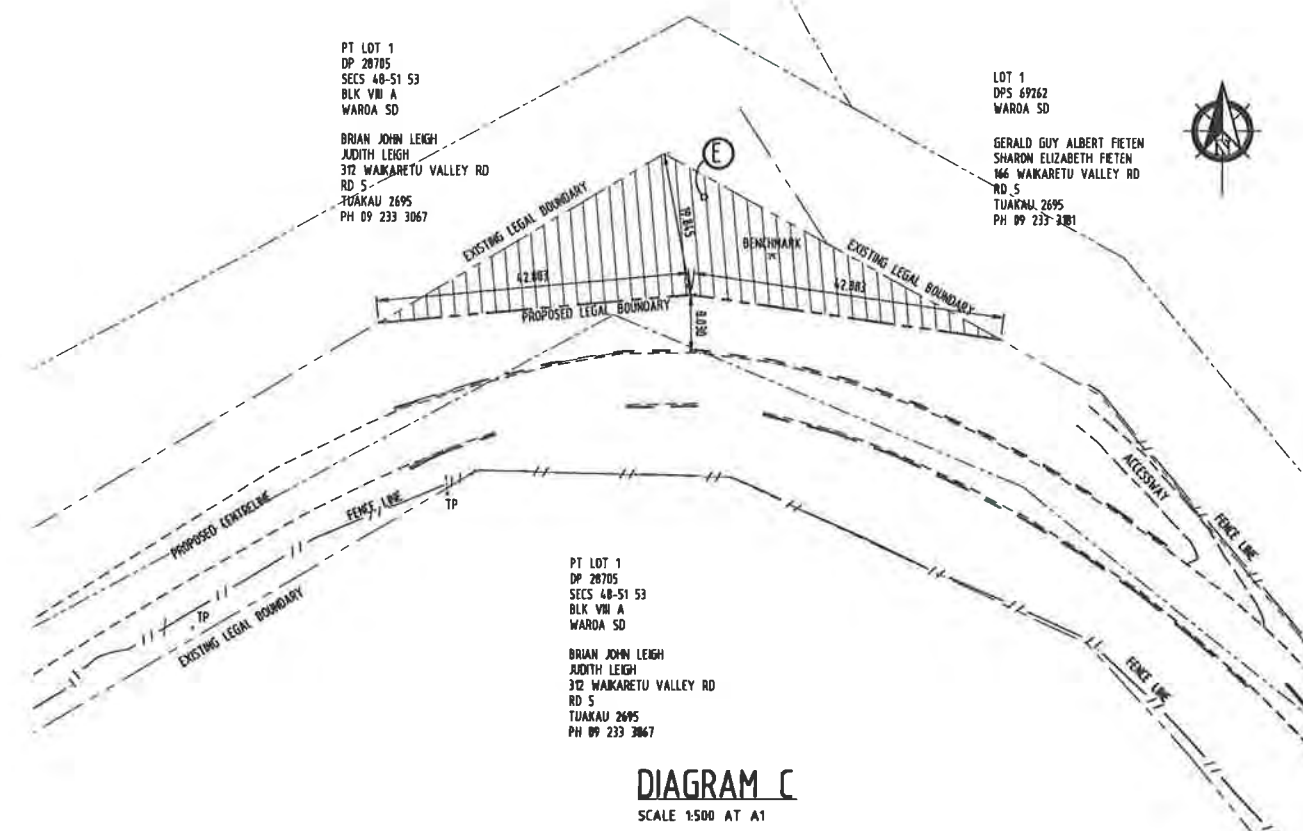
PT LOT 1  
DP 28705  
SECS 48-51 53  
BLK VM A  
WARDA SD  
  
BRIAN JOHN LEIGH  
JUDITH LEIGH  
312 WAKARETU VALLEY RD  
RD 5  
TUAKAU 2695  
PH 09 233 3067



**DIAGRAM D**  
SCALE 1:500 AT A1

PT LOT 1  
DP 28705  
SECS 48-51 53  
BLK VM A  
WARDA SD  
  
BRIAN JOHN LEIGH  
JUDITH LEIGH  
312 WAKARETU VALLEY RD  
RD 5  
TUAKAU 2695  
PH 09 233 3067

PT LOT 1  
DP 28705  
SECS 48-51 53  
BLK VM A  
WARDA SD  
  
BRIAN JOHN LEIGH  
JUDITH LEIGH  
312 WAKARETU VALLEY RD  
RD 5  
TUAKAU 2695  
PH 09 233 3067



**DIAGRAM C**  
SCALE 1:500 AT A1

PT LOT 1  
DP 28705  
SECS 48-51 53  
BLK VM A  
WARDA SD  
  
BRIAN JOHN LEIGH  
JUDITH LEIGH  
312 WAKARETU VALLEY RD  
RD 5  
TUAKAU 2695  
PH 09 233 3067

LOT 1  
DP5 69262  
WARDA SD

GERALD GUY ALBERT FIETEN  
SHARON ELIZABETH FIETEN  
86 WAKARETU VALLEY RD  
RD 5  
TUAKAU 2695  
PH 09 233 3081

NOTES

AREAS SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO SURVEY FOLLOWING COMPLETION OF WORKS.

	BY	SIGNED	DATE
DESIGN	PEM		
DRAWN	PEM		
REVIEWED BY			
P. MCPHERSON - SENIOR DESIGN ENGINEER			// /
APPROVED			DATE
			// /
			DATE
R1 - DIAGRAM TITLES CORRECTED	PEM		08/16
REVISION	APP'D		DATE
OFFICE:			



PROJECT  
**WAIKARETU VALLEY ROAD  
PAVEMENT REHABILITATIONS  
RP 1.14-1.96 & RP 2.29-2.42**

SHEET TITLE  
**LAND REQUIREMENT PLAN  
2 OF 2**

STATUS	
<b>FOR CONSTRUCTION</b>	
CONTRACT NUMBER	DATE
-	<b>AUG 2016</b>
SCALE	SHEET
<b>AS SHOWN</b>	<b>101</b>
PROJECT NUMBER	REVISION
-	<b>R1</b>

### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	20 February 2017
<b>Prepared by</b>	Vishal Ramduny, Planning & Strategy Manager Chris Clarke, Rooding Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	Inf2017 (28 February 2017)
<b>Report Title</b>	North Waikato Integrated Programme Business Case – An Overview

## **I. EXECUTIVE SUMMARY**

---

Significant residential and commercial growth in the north Waikato is occurring and will continue to occur in the foreseeable future. The growth of Auckland is having a major impact on the positive growth in the Waikato region (in general) and the north Waikato (in particular). This has major implications for settlement and infrastructure growth planning and provision and how this is to be accommodated in a sustainable manner.

Staff from the New Zealand Transport Agency (NZTA), Waikato District Council (WDC), Waikato Regional Council (WRC), Auckland Council (AC), Auckland Transport (AT) and Hamilton City Council (HCC) have come together to lead the development of a North Waikato Integrated Programme Business Case (NWIPBC) which is aimed at co-ordinating a number of concurrent and related activities (eg growth management planning; investing in transport, water and wastewater infrastructure etc). The purpose of the NWIPBC is to investigate and develop a recommended programme for all partner agencies in order to address agreed problem statements and achieve the benefits identified in the Strategic Case for the study.

In developing the Strategic Case the staff from all agencies have considered the issues and problems related to growth in the north Waikato and confirmed that there is a strong case for all parties to work together in supporting the preferred land use scenario and develop the necessary infrastructure required to support it. Once completed the NWIPBC will be one of the first truly integrated business cases conducted in New Zealand as it focusses on integrating land use, roading infrastructure and three waters infrastructure along with key social infrastructure planning.

Once the NWIPBC is in a form support by staff at all agencies, it will be workshopped with Councillors and then brought through a formal approval process. The outputs of the NWIPBC will be used to inform the long term plans (LTPs) of the respective councils as well as supporting NZTA in advocating to government for transport investment funding to support the growth in the north Waikato.

## 2. RECOMMENDATION

---

**THAT the report from the General Manager Service Delivery -North Waikato Integrated Programme Business Case– An Overview- be received;**

**AND THAT the Infrastructure Committee support the process to date of development of the NWIPBC;**

**AND FURTHER THAT staff are requested to workshop progress on the NWIPBC as soon as possible, prior to seeking final sign-off by Council.**

## 3. BACKGROUND

---

### Context

Partners and stakeholders who provide planning and infrastructure services in the north Waikato and south Auckland have agreed that land use planning needs to be joined and integrated to ensure that the sub-region develops in a sustainable and connected manner. It is also acknowledged that there are current issues on the transport network in the area that will only worsen with growth and that solutions cannot be developed without understanding the future land use scenarios.

The purpose of the NWIPBC is to investigate and develop a recommended programme for all partner agencies to work together on that to address the agreed problem statements and achieve the benefits identified in the Strategic Case. The following problem statements form the cornerstone for collaboration by the councils and agencies working across both northern Waikato and southern Auckland:

**Problem 1:** Ad hoc responses to growth pressure is creating communities disconnected from services, amenities and employment.

**Problem 2:** Current and future demand on the transport network is impacting on safety, commercial activity and service reliability.

As a result of the discussions, the business case partners have agreed that the benefits being sought relate to value for money, certainty around investment, certainty for the developer as well as ensuring that appropriate infrastructure is in place to enable sustainable development where residents can work, live and play in the north Waikato. Consequently, the following benefits have been identified to be realised through this project:

**Benefit 1:** Efficient use of resources.

**Benefit 2:** Improved economic performance.

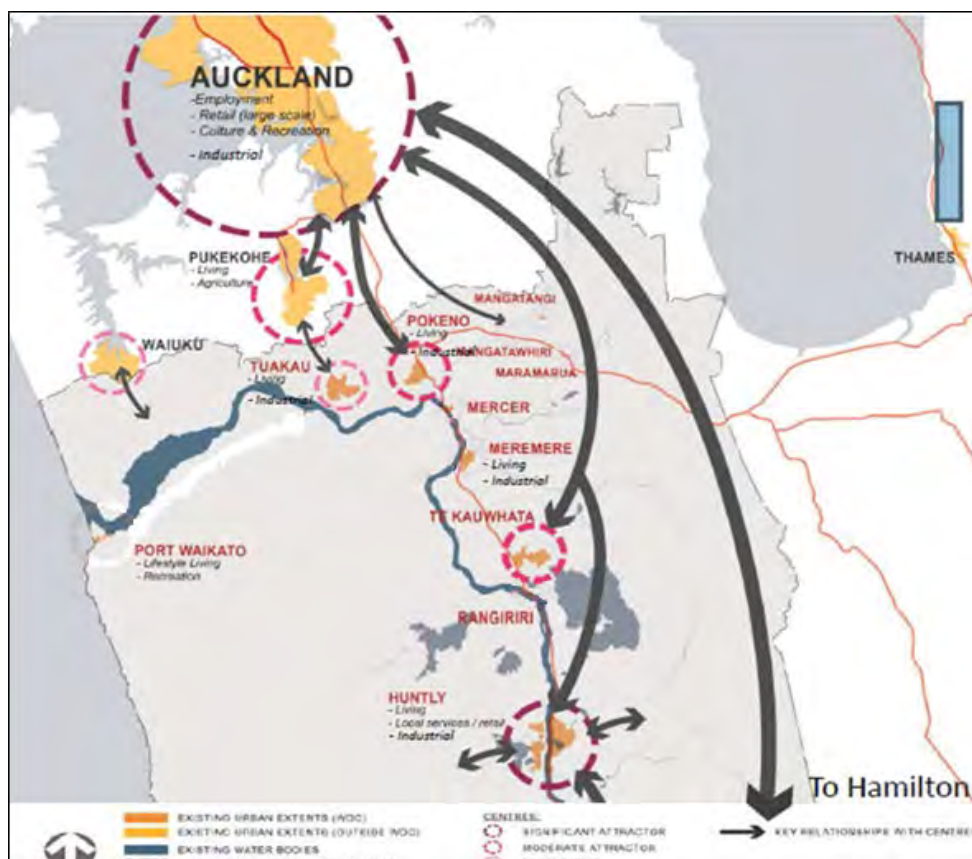
**Benefit 3:** Improved community wellbeing and resilience.

**Benefit 4:** Improved transport network performance.

The aims of the Programme Business Case are to:

1. Develop a technical evidence base and policy analyses that matches the scope of work undertaken for the Auckland Transport for Urban Growth (TFUG) process thereby enabling a consistent cross boundary settlement and infrastructure approach; and
2. Provide a policy and investment position for all partners to use in statutory and community processes such as district plans, long term plans and National Land Transport Programme (NLTP) funding.

### Geographical scope of the Programme Business Case



## 4. DISCUSSION AND ANALYSIS OF OPTIONS

### 4.1 DISCUSSION

Four workstreams have been set-up to inform the development of the NWIPBC. These are

- Land use
- Transport infrastructure
- Three waters infrastructure and
- Social infrastructure.

Appropriate staff from all the Councils/Agencies are involved in these workstreams with WDC staff taking a leading role due to their institutional responsibilities and community knowledge.

#### **4.1.1. Status of the existing evidence base that has informed the Programme**

##### **Business Case**

##### **Land Use Planning**

The north Waikato is part of the Auckland labour market and is subject to the same demands for residential and commercial growth. As a result, the available residential and commercial land provided for in the Pokeno Structure Plan has been developed at a rate four times faster than was anticipated when the plan was adopted in 2010. The actual population and industry growth in Tuakau and Pokeno area is significantly influenced by Auckland's growth and demand is forecasted to outstrip supply of land within the next 10 years (approximately 15 years ahead of forecast).

Waikato District Council has developed structure plans for Pokeno, Tuakau and Te Kauwhata. As these towns continue to grow services such as medical centres, hospitals, libraries, intermediate/secondary schools and retail facilities need to be factored into growth planning. Due to the significant community of interest in the north Waikato/south Auckland sub-region consideration may need to be given to providing services in different ways.

A recent household travel survey (July 2016) showed that the primary transport challenge for the north Waikato community is related to the lack of social and community facilities, resulting in residents needing to travel longer distances for employment, education, health services and recreational activities.

##### **Transport**

##### ***Waikato Expressway***

The Waikato Expressway within the north Waikato (from Bombay Hills to Longswamp) does not meet the current design standards adopted for the Roads of National Significance and is inconsistent with the adjoining sections of SH1. However, design standards on this portion of the Waikato Expressway may fundamentally inhibit future opportunities for implementing a 110 km/hr speed limit on this key national route.

Future traffic volumes are expected to be approximately 38000 in 2041 (Waikato Regional Transport Model 2015) compared to the current 24 000 (approximate vehicles per day - Traffic Data Booklet 2015). In the shorter term, traffic modelling indicates that completion of the Waikato Expressway in 2020 will result in a transfer of approximately 3000 vehicles per day from parallel routes (SH2, 27, 39, 1B). This additional traffic will be drawn onto the Bombay to Longswamp section.

The Waikato Expressway Network Plan recognises that land use pressures in the north Waikato. The customer experience of the Waikato Expressway, and the level of service provided in terms of the One Network Road Classification, may not be consistent along the entirety of the corridor without appropriate intervention. Safety and efficiency of the Waikato Expressway on the Bombay to Longswamp section and along SH2 is likely to worsen as development continues to occur in the north Waikato.

### **Freight**

The National Freight Demands Study undertaken in 2014 suggests that freight demands are projected to increase by 58% for road and 51% for rail over the next 30 years. Although the biggest increase will be in Auckland, the Waikato and Bay of Plenty regions will also see significant growth. This is confirmed by the amount of commercial activity in this area and also highlights the further demands that will likely be placed on the land transport system. Currently heavy commercial vehicles make up around 11-13% of road traffic.

### **Local Road**

The existing road network was established and developed to cater for what has long been a largely peripheral rural area serving farming operations, scattered villages and a few rural service towns. The road network therefore comprises a mixture of collector and local access standard roads. With the southward expansion of Auckland the area is rapidly urbanising with new industrial, business and residential development occurring focused on existing fabric of villages and towns. As a consequence, the capacity of the wider local road network is being overwhelmed and urgently requires upgrading from collector to arterial level to accommodate current and future through traffic flows.

### **Public Transport**

There are currently limited public transport services operating in the north Waikato area. These include:

- Waikato Regional Council services (BUSIT) - A fortnightly bus service operates between Hamilton and Pukekohe via Ngaruawahia, Huntly, Te Kauwhata, Meremere, Pokeno and Tuakau.
- Auckland Transport services
  - A Papakura to Pukekohe bus service extends through to Tuakau for one morning and one evening service each weekday, part of the public transport journey to Auckland which takes approximately 1 hour and 45 minutes for a 60km journey.
  - There is one off-peak return trip between Tuakau and Pukekohe each Wednesday and Thursday. The Thursday service extends to Port Waikato.

The NWIPBC work will involve reviewing the high-level transport needs for the north Waikato including:

- State Highways and major roads
- Public transport - in particular the potential extension of a train line from Pukekohe to Pokeno and/or bus services.



Whilst a passenger rail service between Auckland and Hamilton is not part of the NWIPBC, the Steering Group for the business case will produce a short report on passenger rail based on preliminary comments from GHD (the consultants working on the Programme Business Case). The report would include background on what has changed since the Hamilton to Auckland Passenger Rail Working Party report produced in 2011 along with questions on what should be answered prior to moving forward.

### **Three Waters**

In 2014/15, work was undertaken by the Future Proof partners (Waikato District Council, Waikato Regional Council, Hamilton City Council and Waipa District Council) to consider future 'three waters' needs within the Waikato region. The study concluded that demand for quality, communal water resources was projected to increase as people and industry move to the region and that the ability to provide water resources to meet that demand is unlikely to remain sustainable.

The Waikato Regional Council administers consents for the take of water. Domestic water supplies for both urban and rural communities are the largest consumptive water-use sector in the Waikato catchment. The largest individual extraction is Auckland's take from the Waikato River at Tuakau. This consumptive take is likely to increase in the future to meet any increase in Auckland city's water demand. Allocation within the Waikato catchment is at capacity and future access to water resources is likely to impact on land use development plans.

There needs to be a plan to ensure there is water and waste water needs to support growth in north Waikato. This gap in information needs to be filled to allow decisions to be made on land use scenarios.

### **Strategic Context**

The Future Proof Strategy, Waikato Expressway Network Plan and Waikato Regional Policy Statement (WRPS) all identify the need to strategically plan for future urban growth in the northern Waikato location. The Auckland Transport for Urban Growth Programme Business Case has also identified this as a key action for successful implementation.

The Future Proof growth strategy is currently under review leading to community consultation on the strategy and settlement pattern in mid-2017. The NWIPBC will help inform this review. In addition, the Future Proof settlement pattern is anchored in the WRPS. The WRPS identifies that there is a gap in terms of integrated planning for the north Waikato which will be filled through the development of this business case.

#### **4.1.2. Project Activities and Timeframes**

The following are the proposed activities and timeframes to successfully deliver the Programme Business Case.

**Table I Programme Business Case Activities and Timeframes (high-level only)**

<b>Activities</b>	<b>Dates / Timeframes</b>
Project Commencement	December 2016
Information collation	December 2016 - January 2017
Evidence Gathering and refinement of PBC Part A – Strategic Case	December 2016- February 2017
Updating of the Strategic Case for submission to NZTA Value Added Committee (VAC)	February 2017
Identification of potential land use scenarios	February-March 2017
Strategic Case Presentation to NZTA	February 2017
Further development of the Evidence Base and Part A of the PBC	February 2017
Options and Alternatives (Interventions) Workshops with various project team members - Identify specific interventions (options and alternatives)	End February 2017
Development of Programme Options - Initial development by GHD PBC team - Testing with project teams	March 2017
Refinement of Programme Options and Land Use Scenarios for Long list and Short List assessment	March 2017
Refinement and evaluation of the Short List Programme Options and Land Use Scenarios	Mid April 2017
1 <sup>st</sup> draft of the PBC	13 April
Finalise PBC (updated and re-issued)	26 May
Project Partners Approval	June 2016

## **4.2 OPTIONS**

Development of programme options and land use scenarios will take place in March 2017 followed by a refinement of options and land use scenarios for 'Long List' and 'Short List' assessment. Refinement and evaluation of the Short List Programme Options and Land Use Scenarios will take place in April 2017 which will then form the basis of the Programme Business Case.

## 5. CONSIDERATION

### 5.1 FINANCIAL

The indicative cost estimate for Programme Business Case delivery is \$200,000. This includes all costs including independent project management.

The NWIPBC will be funded jointly by partners according to the following split:

- NZTA 40%
- Waikato Regional Council 25%
- Waikato District Council 25%
- Auckland Transport 5%
- Hamilton City Council 5%

NZTA's funding application to the National Land Transport Programme Advisory Group and Highways Value Added Committee for the NWIPBC totals \$80 000. WDC's contribution will come from the NZTA Subsidised Network Management Programme.

'In kind' contribution cost estimate (ie staff time) by the partners amounts to approximately \$200,000 in total.

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

The Future Proof Strategy, Waikato Expressway Network Plan and Waikato Regional Policy Statements all identify the need to strategically plan for future urban growth in the north Waikato sub-region due to the influence of Auckland. The Auckland Transport for Urban Growth (TFUG) Programme Business Case has also identified this as a key action for successful implementation.

Additionally, these strategies will be crucial tools in planning for future land use in north Waikato and statutorily anchoring an agreed land use pattern in the Waikato District Plan.

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

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Engagement on the North Waikato Public Transport Review undertaken in 2016 will inform the Programme Business Case Options and Alternatives. The outcome of the NWIPBC will be included in the review of the Future Proof Strategy which will be consulted on between April and September 2017. Further engagement with the public will take place through the respective long term plans and will form the basis for elected member decision-making.					

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

Planned	In Progress	Complete	
	√		Internal
√		√	Relevant community boards/community committees
√	√		Waikato-Tainui/Local iwi
√		√	Households
√		√	Business

## 6. CONCLUSION

---

Development in the north Waikato is already occurring faster than planned and further growth is expected over the next few decades. A review of the evidence base indicates that whilst several initiatives (on land use issues, transport, and other infrastructure) by respective Councils and/or Agencies are underway/have been completed, there needs to be an agreed plan on how that growth will be jointly delivered and managed.

Due to its location in the upper North Island and its proximity to Auckland (and therefore its national significance) there is a case for change now. Undertaking further investigations through the process of a Programme Business Case will allow the information gained to better inform these processes.

## 7. ATTACHMENTS

---

Nil.

	<b>Open Meeting</b>
<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	31 January 2017
<b>Prepared by</b>	Charlotte Muggeridge Property Officer
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	1669875
<b>Report Title</b>	Stopping and Disposal of Overwide Unformed Portion of Springhill Road

## **I. EXECUTIVE SUMMARY**

---

The house situated at 63 Springhill Road, Meremere, has an existing encroachment that it is within the legal road corridor. The owner of the property has made a formal request to purchase for amalgamation, the portion of unformed road reserve on the eastern property boundary, which will legalise this encroachment.

This report proposes recommendations to declare an overwide unformed portion of Springhill Road to be surplus to Council roading requirements, be stopped utilising the Public Works Act road stopping provisions and to be sold for amalgamation with the adjacent parcel of land being Lot 2 DP 22618 held in CFR SA 873/155.

## **2. RECOMMENDATION**

---

**THAT** the report from the **General Manager Service Delivery – Stopping and Disposal of Overwide Unformed Portion of Springhill Road** – be received;

**AND THAT** the overwide unformed portion of Springhill Road comprising 4157 square metres (subject to survey) be declared surplus to Council roading requirements;

**AND FURTHER THAT** the section of overwide unformed portion of Springhill Road be stopped utilising the provisions of the **Public Works Act 1981**;

**AND FURTHER THAT** the portion of road when stopped, be transferred to the adjacent landowner for amalgamation, at a price to be established by market valuation and to be within Council property policy, with the applicant to be responsible for all costs incurred;

**AND FURTHER THAT** the nett proceeds of sale be credited to the **Property Proceeds Reserve**.

### 3. BACKGROUND

---

The entrance to Springhill Road is located off Whangamarino Road, approximately 1 kilometre from the south bound Expressway exit at Hampton Downs.

In December 2015, the owner of the property situated at 63 Springhill Road being legally described as Lot 2 DP 22618 held in CFR SA873/155, made a formal request to purchase for amalgamation the overwide, unformed portion of Springhill Road on the eastern boundary of the property. A house has been constructed in such a position that is within the legal road corridor. The acquisition of the land will assist to regularise the existing encroachment. (Refer Attachment 1: Location diagram).

The Roding Asset Team Leader and the Strategic Planning and Resource Management Team Leader have indicated this portion of unformed Springhill Road is surplus to Council's current and future roading requirements and have indicated that they have no concerns regarding the proposed stopping and sale of the road.

Section 117 of the Public Works Act 1981 (the Act) sets out the process that must be followed when stopping any road or part thereof. Sections 116 and 117 of the Act are considered more appropriate in this instance, given that the adjoining owners (the applicants) are the only parties affected as the property is adjoining road reserve.

### 4. ANALYSIS OF OPTIONS

---

#### 4.1 OPTIONS

There are two options.

**Option 1:** Council can declare the overwide unformed portion of Springhill Road surplus to roading requirements, to be stopped and sold for amalgamation with Lot 2 DP 22618 held in CFR SA 873/155.

This option is recommended.

**Option 2:** Council can decline to declare as surplus the overwide unformed portion of Springhill Road.

The overwide, unformed portion of Springhill Road will remain legal road. This will bring the applicant's request to an end.

This option is not recommended.

## **5. CONSIDERATION**

---

### **5.1 FINANCIAL**

The applicant is required to meet all costs associated with the process, which includes survey, valuation, advertising, legal and gazettal fees.

The applicant is also required to pay for the land, with the sale price to be established by market valuation to be obtained by Council.

The nett proceeds of sale are to be credited to the Property Proceeds Reserve.

### **5.2 LEGAL**

Section 116 of the Public Works Act 1981 provides that the Minister may declare any road or part of the road to be stopped.

Section 117 of the Public Works Act 1981 provides that any road stopped pursuant to that Act will be dealt with in the manner provided by the Local Government Act 1974.

### **5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

Council's Property Policy provides that property may be disposed of at a price established by valuation, unless otherwise resolved by Council.

The Walking, Cycle and Bridle Trails Strategy ("WCBTS"), does Springhill Road as being required as a future link.

The Walking Access Commission ("WAC") holds a view that unformed roads should be preserved to ensure rights of public access and passage. The Walking Access Commission will have the opportunity to formally submit through the publicly notified process.

### **5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

The Significance and Engagement Policy provides at Schedule 1 a list of Waikato District Council's strategic assets, which identifies the roading network as a whole is considered to be a strategic asset.

The Policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority, of the issue, proposal, decision or matter, in terms of the likely impact on and, consequence for; -

- (a) The district or region;
- (b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter;
- (c) The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The road stopping process is carried out under s117 of the Public Works Act 1981, the section of land arising from the road stopping process is proposed to be transferred to the adjacent landowner for amalgamation.

## **6. CONCLUSION**

---

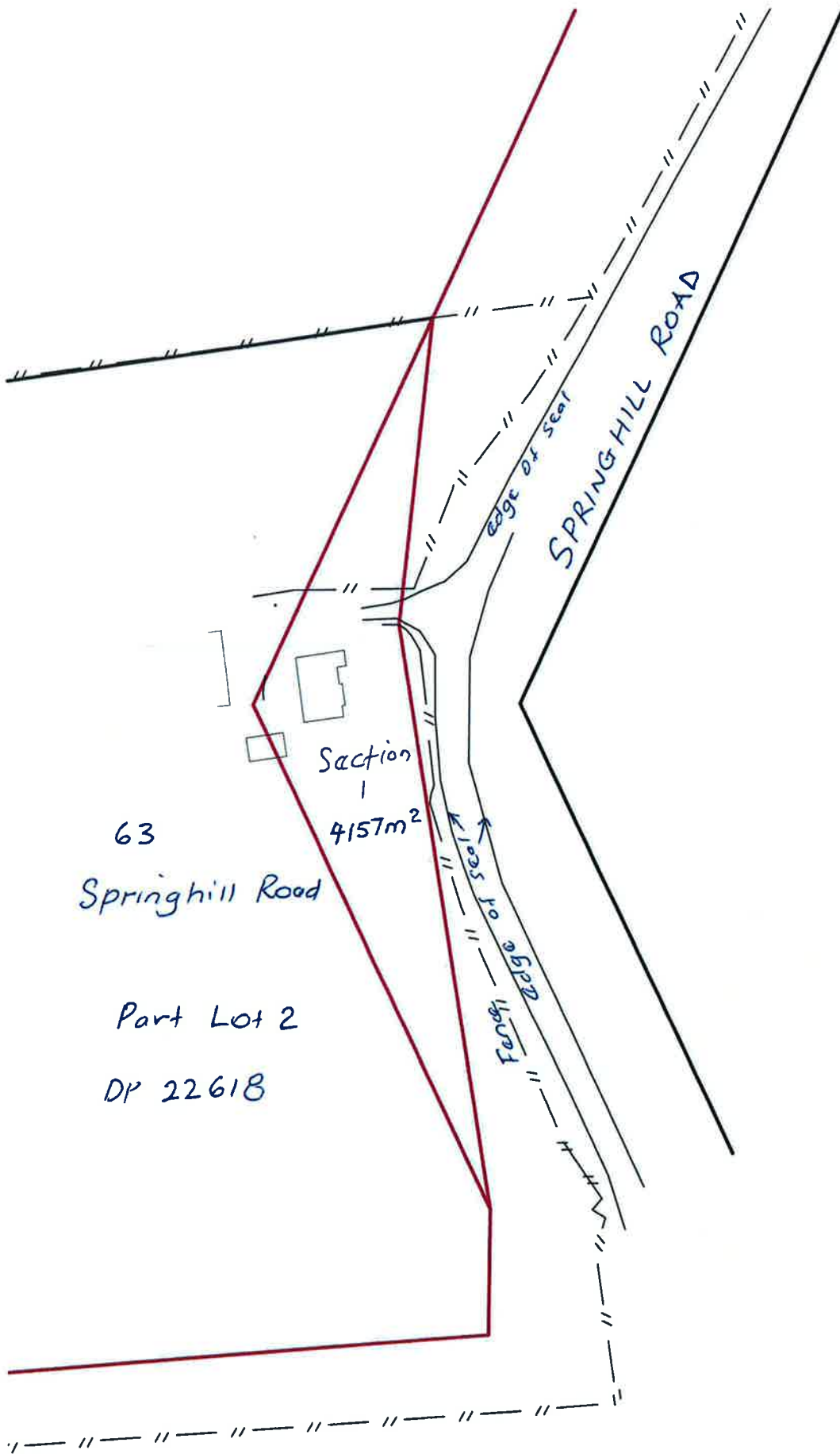
The recommendations of this report, if approved, will allow for the completion of the statutory processes to enable an overwide, unformed portion of Springhill Road to be stopped and sold for amalgamation to the adjacent landowner. This will allow the regularisation of the property boundary, as a consequence of a house having been constructed within the legal road corridor.

## **7. ATTACHMENTS**

---

Attachment I: Location Diagram





### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	17 February 2017
<b>Prepared by</b>	Paul Harrison Road Corridor Engineer
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	Inf 2017 (28 February 2017)
<b>Report Title</b>	SUB 0017/17 – Tea Tree Properties Ltd, Primrose Street (unformed road section), Raglan – Grade in excess of 1:8, 12.5%

## 1. EXECUTIVE SUMMARY

---

An application for subdivision involving an extension of Primrose Street in Raglan is awaiting approval. The proposed section of road to be formed is unable to achieve the required maximum gradient of 1 in 8 (12.5%), with a maximum gradient of 1 in 5 (20%) due to topographical constraints of the site.

Provisions exist within the Local Government Act where Council is able to approve roads steeper than 1 in 8 using the 'special order procedure'. Council's Engineers must seek a Council resolution to approve the proposed road design of 1 to 5 (20%) and be satisfied that satisfactory mitigation measures are in place.

The purpose of this report is to meet those provisions.

## 2. RECOMMENDATION

---

**THAT the report from the General Manager Service Delivery - SUB 0017/17 – Tea Tree Properties Ltd, Primrose Street (unformed road section), Raglan – Grade in excess of 1:8, 12.5% be received;**

**AND THAT the Infrastructure Committee recommends that Council pass a resolution to approve a road design of 1 to 5 (20%) as part of subdivision SUB 0017/17 on Primrose Street in Raglan.**

## 3. BACKGROUND

---

A subdivision application for Tea Tree Properties Ltd, SUB 0017/17 is required to be approved on 28 February 2017 (Appendix A). Subdivision Consent Condition 24a requires

the existing public unformed road to be upgraded to a public road standard in accordance with “the general performance standards given in the Waikato District Plan.

Engineering plans were submitted for approval and on review it was found that the gradient of the extension of Primrose Street, (road to vest) exceeded the maximum gradient permitted under the section 9. Pg.23 of the WDC supplement road classification table.

The applicant’s consultant was requested to reduce the gradient to 1 in 8. The applicant’s consultants advised (on 20 December 2016) they were unable to achieve this and were only able to produce a gradient of 1 in 5 primarily because of the extreme steepness of the topography within the general area of the extension.

Provisions exist within the Local Government Act where Council is able to approve roads steeper than 1 in 8. Consideration must be given to mitigation measures and sound engineering judgement provided as part of recommending approval to the excessive gradients.

The Waikato District Plan Standards B – Engineering standards section B1 also provides guidance on approving departures from the standards. This guidance includes:

- B1.1. to permit flexible and innovative approaches or solutions, to engineering aspects of land development.
- B1.2. Alternative methods will be considered at the time of the application (ie 12.5%).

In instances where it is unavoidable that a road will be steeper than 1 in 8 (12.5%) the following should apply:

- a) It should be restricted to where the road alignment is straight.
- b) It should be kept as short as possible.
- c) In special cases Council may by special order procedure approve steeper gradients.
- d) There is no other alternative access route to a property.

## **4. DISCUSSION AND ANALYSIS OF OPTIONS**

---

### **4.1 DISCUSSION**

Primrose Street was created by Crown Grant in 1865. At that stage it was envisaged that it would not be further developed. The current 5.4m wide formed section of Primrose Street terminates in a cul de sac. The continuation of Primrose Street was stopped due the steep gradient beyond the currently formed section. This is the only access available to the proposed subdivision due to the surrounding reserve land bordering the development.

The applicant is unable to meet the road requirements for a gradient 1 in 8 (12.5%). The steepness of the site only allows for a gradient of 1 in 5 (20%) to be achieved. Due to the gradient not being able to be reduced to comply with the District Plan rules the applicant’s consultant was advised to contact the Emergency and Utility Services (Fire, Ambulance and Rubbish Collectors) to establish suitability of access to the sites. These entities advised the

applicant that they access properties on Plantation Road which is of similar gradient to the proposed extension of Primrose Street.

By way of example, the formed Mack's Road in Pokeno is also constructed at a similar grade to the proposal and is provided for comparison purposes in Appendix E – Photos. Macks Road is constructed in concrete, 6 metres wide and is serviced by Rubbish Collectors and all construction vehicles with no known issues.

There are a number of roads within the Raglan area that have sections built to a similar gradient as that proposed for the extension of Primrose Street ranging from 16% to 20% (A list is shown in attachment C).

The following considerations have been used by Council Engineers to form the basis of approving the 1 in 5 (20%) grade. In summary the length effected by the steep grade:

- Is 90 meters in length.
- Has a straight alignment.
- Has a level platform ahead of the intersection with Primrose Street.
- Is to be constructed of concrete hence have a long service life and very low maintenance costs. It will have a broomed finish to ensure good skid resistance.
- Presents no obvious safety issues and matches the current road alignment (unsealed) with no significant increase in traffic volume from the development.

## 4.2 OPTIONS

The approval of a steeper gradient road is not the only option available to Council.

There are three options available to Council:

**Option 1** Approve the change in gradient. Staff support this option.

**Option 2** Decline the application.

**Option 3** To request the redesign of the whole subdivision, which would result in a reduction of lots created and force the new lots to go against the lay of the land.

## 5. CONSIDERATION

---

### 5.1 LEGAL

Under Section 329 1(a) of the Local Government Act 1974 states:

- I. No road shall be laid out or constructed by the Council, and no road or proposed road on any scheme plan shall be approved by the Council, with a grade in any part of its length steeper than
  - a) That fixed by any operative district scheme for the district.
  - c) 1 metre in 8 metres, in any case where the gradient is not fixed by any such district scheme or by any by law or resolution of the Council.

Provisions exist within the Local Government Act where Council is able to approve roads steeper than 1 in 8 using the 'special order procedure'. This must be done by resolution of Council.

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

It is part of the roading network which is a major Council asset, however ownership of the Primrose Street is already held by Council. In terms of the broader view this road is only a very small portion of the road network as a whole and therefore is not considered to be significant.

## 6. CONSULTATION

---

The following stakeholders have been consulted:

Planned	In Progress	Complete	
		✓	Internal – Roothing
		✓	Business – Enviro Waste
		✓	Other – Tea Tree Properties Ltd, Wainui Environmental Ltd Developers
		✓	Emergency Services (via developer)

## 7. CONCLUSION

---

Council staff are satisfied that the steep gradients are unavoidable to develop the subdivision at this site. The proposal has been evaluated using engineering judgement and consideration given to the proposed remedial measures. Emergency services have been consulted with and are happy with access provided they were no steeper than that of Plantation Road in Raglan. It is believed that there are no onerous requirements for Council associated with acceptance of the proposal for the 20% grade. It is therefore recommended that the Council approve the steep grades proposed for the extension of Primrose Street as part of the subdivision (SUB 0017/17).

## 8. ATTACHMENTS

---

- A – Survey and Subdivision Site Plan, Sheet WE-TTFL-S2-000; 001; 002
- B – Section Longitudinal Gradients and Cross section WE-TTFL-S2-005
- C – WDC Six Roads constructed > 12.5 ° or ROW & private road is >14 ° up to 20 °
- D – Mack's Road Approved 2014 20 ° constructed concrete 6m wide – See Photo's

WDC RECREATION RESERVE



TABLE 3: SCHEDULE OF EXISTING EASEMENTS IN GROSS

PURPOSE	SHOWN	GRANTEE	DOMINANT TENEMENT
Right to drain Water (Secondary Flow)	D, T	Waikato District Council	Lot 8 hereon
	T	Waikato District Council	Lot 5 hereon

TABLE 2: MEMORANDUM OF EXISTING EASEMENTS

PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
Right of Way, Right to Convey: Electricity, telecommunications & computer media. Right to convey Water	A, B, Y, Z	Lot 1 DP495766	Lot 8 hereon, Lots 2-4 DP495766
Right to drain Water (secondary flow)	D, T	Lot 8 hereon	Lot 1, 2 & 4 DP495766
	E, V, W	Lot 3 DP495766	Lot 1, 2, 4 DP495766 & Lot 8 hereon
Right to Drain Water	D, T	Lot 8 hereon	Lot 1, 2 & 4 DP495766
	E, V, W	Lot 3 DP495766	Lot 8 hereon

TABLE 1: MEMORANDUM OF EASEMENTS

PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
Right of Way, Right to Convey: Electricity, telecommunications & computer media. Right to convey Water.	J	Lot 4 hereon	Lots 1-6 hereon
	K	Lot 4 hereon	Lots 2-5 hereon
Right to Drain Water	J, K	Lot 4 hereon	Lots 1-3 hereon
Right to Drain Water (secondary flow)	J, K	Lot 4 hereon	Lots 1-3 hereon
Right to drain Sewage	J	Lot 4 hereon	Lots 1 & 2 hereon
	K	Lot 4 hereon	Lots 1-3 hereon
Right of Way (pedestrian access)	K	Lot 4 hereon	Lots 1 & 6 hereon
	L	Lot 4 hereon	Lots 1-6 hereon

ADDITIONAL SERVICE EASEMENTS TO BE CONFIRMED FOLLOWING DETAILED ENGINEERING DESIGN

This drawing is confidential and shall only be used for the purposes of this project.		SCALE (AT ORIGINAL SHEET SIZE)	SHEET SIZE <b>A1</b>	NOTES	<p>PO Box 32245, Raglan 3225, NZ p: 07 825 8336 e: office@wainuienvironmental.co.nz www.wainuienvironmental.co.nz</p>	CLIENT <b>TEA TREE PROPERTIES LTD</b>	<b>SCHEME PLAN</b> PROPOSED SUBDIVISION OF LOTS 5-6 DP495766	
NOT TO SCALE				DESIGNED HV DRAWN JO APPROVED HV		PROJECT <b>KANUKA VALLEY STAGE 2</b> PRIMROSE STREET RAGLAN		Status SUBDIVISION CONSENT ISSUE
C	H.V	12/11/2016	EASEMENTS UPDATED					
B	H.V	10/11/2016	LOT 8 (BALANCE) ADDED AND EASEMENTS UPDATED					
A	H.V	15/10/2016	ORIGINAL ISSUE					
No.	BY	DATE	DESCRIPTION	APPD				









This drawing is confidential and shall only be used for the purposes of this project.

No.	BY	DATE	DESCRIPTION	APPD
B	H.V	10/11/2016	LOT 8 (BALANCE) ADDED	
A	H.V	15/10/2016	ORIGINAL ISSUE	

SCALE (AT ORIGINAL SHEET SIZE)

SHEET SIZE **A1**

SCALE 1250

NOTES

DESIGNED	HV	CHECKED	
DRAWN	HV	CHECKED	
APPROVED	HV	DATE	15/10/2016

**we wainui environmental**

PO Box 32245, Raglan 3225, NZ  
 p: 07 825 8336 e: office@wainuienvironmental.co.nz  
 www.wainuienvironmental.co.nz

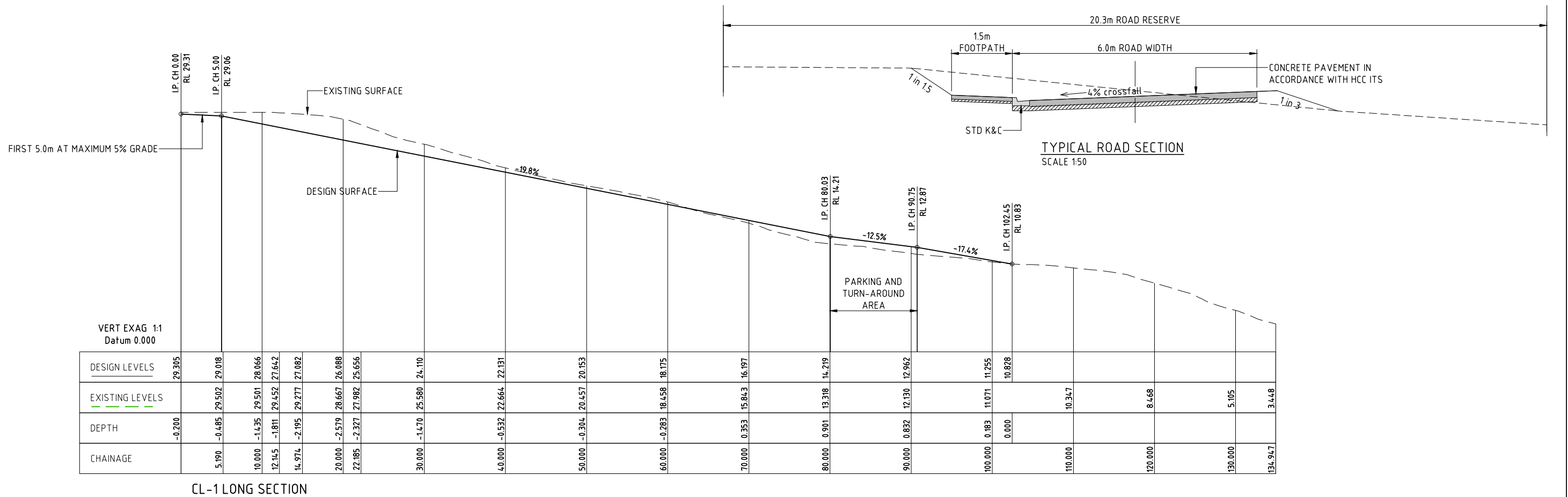
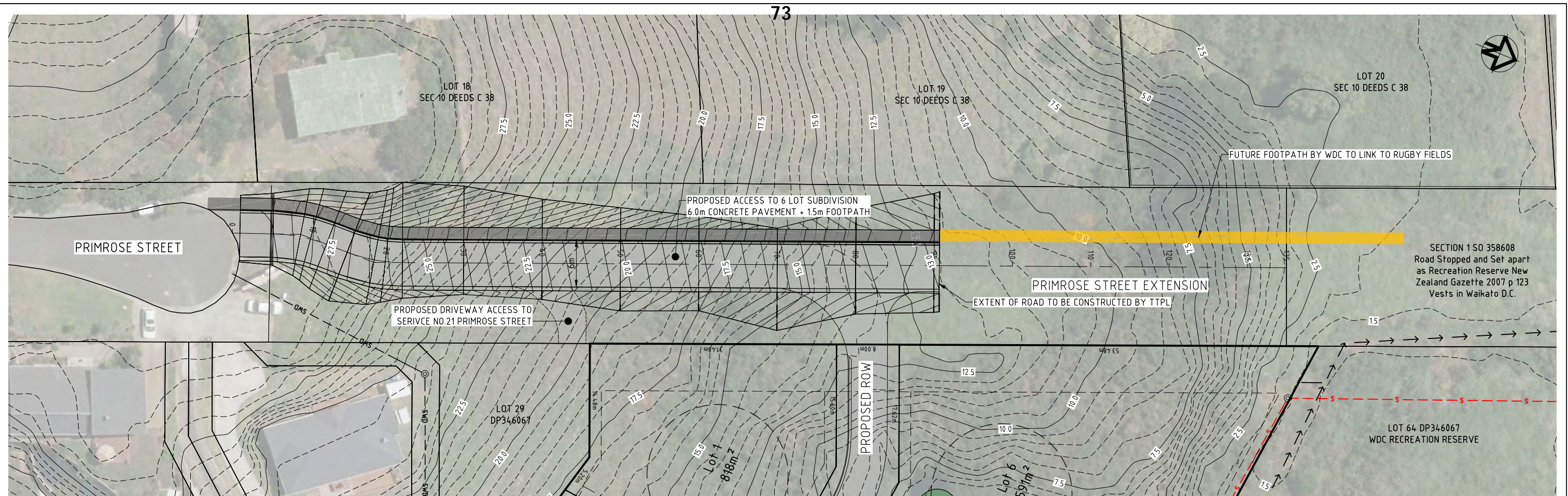
CLIENT  
**TEA TREE PROPERTIES LTD**

PROJECT  
**KANUKA VALLEY STAGE 2  
 PRIMROSE STREET  
 RAGLAN**

PROPOSED SUBDIVISION LAYOUT (DESIGN CONTOURS)

Status SUBDIVISION CONSENT ISSUE	DRAWING NUMBER WE-TTPL-S2-002	Rev B
-------------------------------------	----------------------------------	----------





CL-1 LONG SECTION

This drawing is confidential and shall only be used for the purposes of this project.				SCALE (AT ORIGINAL SHEET SIZE)	SHEET SIZE	A1	NOTES
A	H.V	10/12/2016	ORIGINAL ISSUE				
No.	BY	DATE	DESCRIPTION	APPD			
				DESIGNED	HV	CHECKED	
				DRAWN	HV	CHECKED	
				APPROVED	HV	DATE	15/10/2016
						CLIENT: TEA TREE PROPERTIES LTD PROJECT: KANUKA VALLEY STAGE 2 PRIMROSE STREET RAGLAN	
				PO Box 32245, Raglan 3225, NZ p: 07 825 8336 e: office@wainuienvironmental.co.nz www.wainuienvironmental.co.nz		PROPOSED PRIMROSE STREET ROAD EXTENSION WORKS	
				Status: SUBDIVISION CONSENT ISSUE		Drawing Number: WE-TTPL-S2-500	
						Rev: B	

## WDC ROADS &gt; 12.5% ROW &amp; PRIVATE &gt;14% UP TO 20% GRADIENT - APPENDIX C

Road	Road Name	Start	End	Lane	Reading Date	Gradient	Crossfall	AMSL Elevation
504	CROSS ST	10	20	R1	4/17/2016	17.5	3.8	27
504	CROSS ST	20	30	R1	4/17/2016	18.6	1.6	25
520	KAITOKE ST (EAST)	100	110	L1	4/17/2016	-19.2	-1.1	11
520	KAITOKE ST (EAST)	110	120	L1	4/17/2016	-20	0	10
520	KAITOKE ST (EAST)	110	120	R1	4/17/2016	19.5	4.8	8
520	KAITOKE ST (EAST)	120	130	L1	4/17/2016	-20	0.9	7
520	KAITOKE ST (EAST)	120	130	R1	4/17/2016	20	4.2	6
520	KAITOKE ST (EAST)	130	140	R1	4/17/2016	19.9	2	4
552	POINT ST	290	300	L1	4/17/2016	-19.2	5.4	25
552	POINT ST	300	310	L1	4/17/2016	-19.2	5	23
552	POINT ST	300	310	R1	4/17/2016	17.1	0.3	23
552	POINT ST	310	320	R1	4/17/2016	17.3	0	21
561	ROSE ST	40	50	R1	4/17/2016	-19	0.5	9
561	ROSE ST	50	60	R1	4/17/2016	-19.3	0.6	11
561	ROSE ST	50	60	L1	4/17/2016	18.1	1.3	8
561	ROSE ST	60	70	L1	4/17/2016	18.2	0.4	10
561	ROSE ST	70	80	L1	4/17/2016	17.2	0.3	11
567	STEWART ST	330	340	R1	4/17/2016	-18.8	2.9	35
567	STEWART ST	330	340	L1	4/17/2016	18.3	4.2	33
567	STEWART ST	340	350	R1	4/17/2016	-19.3	3.1	37
567	STEWART ST	340	350	L1	4/17/2016	18.5	4.2	35
567	STEWART ST	350	360	R1	4/17/2016	-19.5	3.4	39
567	STEWART ST	350	360	L1	4/17/2016	17.8	4.1	37
580	VIOLET ST	80	90	L1	4/17/2016	-18.9	3.6	34
580	VIOLET ST	80	90	R1	4/17/2016	19	1.6	31
580	VIOLET ST	90	100	L1	4/17/2016	-20	3.1	32
580	VIOLET ST	90	100	R1	4/17/2016	20	1.5	29
580	VIOLET ST	100	110	L1	4/17/2016	-20	3.1	30
580	VIOLET ST	100	110	R1	4/17/2016	20	1.8	27
580	VIOLET ST	110	120	L1	4/17/2016	-20	3.3	28
580	VIOLET ST	110	120	R1	4/17/2016	19.9	2.5	25
580	VIOLET ST	120	130	L1	4/17/2016	-20	3.7	26
580	VIOLET ST	120	130	R1	4/17/2016	19.7	2.7	23
580	VIOLET ST	130	140	L1	4/17/2016	-20	3.8	24
580	VIOLET ST	130	140	R1	4/17/2016	19	2.9	21
580	VIOLET ST	140	150	R1	4/17/2016	17.7	2.7	20
588	WHITLEY ST	20	30	L1	4/17/2016	20	3.5	9
588	WHITLEY ST	30	40	R1	4/17/2016	-20	0.6	13
588	WHITLEY ST	30	40	L1	4/17/2016	20	2.5	12
588	WHITLEY ST	40	50	R1	4/17/2016	-20	1.3	15
588	WHITLEY ST	40	50	L1	4/17/2016	20	1.8	13
588	WHITLEY ST	50	60	R1	4/17/2016	-20	1.8	17
588	WHITLEY ST	50	60	L1	4/17/2016	19.4	1.7	15
588	WHITLEY ST	60	70	L1	4/17/2016	17.8	1.9	17



# Primrose Street Sub – Division – Raglan

## APPENDIX - D



**Visibility at top of Cul de sac**



**Visibility looking down from cul de sac 1 in 5 or 20% slope**





**Proposed design is 19.5% Concrete 6m wide**

**Macks Road 1 in 5 and 20% Design approved in 2016**



**Concrete 6 m width**



**All service vehicles and construction vehicles are able to access**



### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	17 February 2017
<b>Prepared by</b>	Michelle Smart Property Officer
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	06323/231.00
<b>Report Title</b>	Hetherington Road realignment, stopping and exchange

## I. EXECUTIVE SUMMARY

---

Road improvements as part of the Hetherington Road Pavement Rehabilitation project are planned for construction this financial year.

As a result of land stability issues, the engineering design for the section of road adjoining 1698 Hetherington Road has indicated a need to marginally shift the alignment of the legal road in two places, which will necessitate the acquisition of land from the adjoining owners.

The design has also indicated an area of unformed legal road that is of equal area, and which is surplus to requirements, which may be offered as compensation in exchange for the land required for road.

The adjoining owners have indicated their agreement in principle to the proposal. Council will meet all survey and legalisation costs.

This report proposes an exchange of ownership of small parcels of land to facilitate road improvements as part of the Hetherington Road Pavement Rehabilitation project.

## 2. RECOMMENDATION

---

**THAT** the report from the **General Manager Service Delivery -Hetherington Road realignment, stopping and exchange-** be received;

**AND THAT** the Chief Executive be authorised to sign an agreement pursuant to **Section 17 of the Public Works Act 1981**, to acquire for road, the parcels of land shown marked **(A)** and **(B)** on the **Land Requirement Plan for Hetherington Road Pavement Rehabilitation RP 16.876 to 17.758**, totalling in area **1330 sqm** (subject to survey) and comprised in **CT SA 6C/1403**;

**AND FURTHER THAT** the portion of unformed road shown marked **C** on the Land Requirement Plan for Hetherington Road Pavement Rehabilitation RP 16.876 to 17.758, totalling in area 1330 sqm (subject to survey) be stopped utilising the provisions of the Public Works Act 1981 and be amalgamated with the land of the adjoining owners, as compensation in exchange for the land to be acquired for road;

**AND FURTHER THAT** following completion of the formal survey, the Mayor and Chief Executive be authorised to execute the consents required pursuant to part VIII of the Public Works Act 1981 to give effect to the above.

### **3. BACKGROUND**

---

The Pavement Rehabilitation Programme for 2016/17 includes a project to upgrade a section of Hetherington Road at Rotongaro which has been subjected to surface slumping and past slippage of the adjoining land; the portion of the subject road adjoining 1698 Hetherington Road extends along a ridge line, and then descends downhill, towards the valley below.

In preparing the design for the project, it has been considered prudent to re-align the road in two places to avoid past slippage, and areas at threat of potential future slippage. This has been reflected in the Land Requirement Plan. Refer Attachment I: Land Requirement Plan.

The two areas of land proposed to be acquired for the realignment of the road are shown diagonally hatched and marked (A) and (B), comprising 290 sqm, and 1040 sqm respectively (subject to final survey).

The area of unformed road, which is surplus to current and future requirements, is shown cross hatched and marked (C), comprising 1330 sqm (subject to final survey).

The adjoining property at 1698 Hetherington Road is a substantial farm holding comprising 164.7685 hectares, contained in Certificate of Title SA 6C/1403. The present roading situation is not new to them as the property has been subjected to minor road realignments in the past.

The owners have indicated a willingness in principle to transfer to the Council, the two areas of land required for road, subject to certain specified conditions relating to fencing, timing of works and stock control, they have further agreed in principle that they will accept, as compensation in exchange, the area of surplus road.

### **4. DISCUSSION AND ANALYSIS OF OPTIONS**

---

#### **4.1 DISCUSSION**

Given the unstable nature of the adjoining lands, it is considered essential to realign the road as part of the pavement rehabilitation works, both in the interests of public safety, and to protect the long term integrity of the asset. The proposed land exchange will not only achieve this objective but will allow Council to divest itself of some unformed road that is surplus to Council requirements.

## 4.2 OPTIONS

There are two options:

**Option 1:** Proceed with the land exchange to enable the realignment of the road to avoid areas of unstable ground.

This option is recommended.

**Option 2:** Abandon the land exchange and construct the road within the legal boundaries of the existing road.

This will see the road continue to be at risk of slumping and slippage, posing potential for risk to public safety and the long term integrity of the asset.

This option is not recommended.

## 5. CONSIDERATION

---

### 5.1 FINANCIAL

It is proposed that the lands be exchanged at nil consideration. Given the topography and the roadside nature of the parcels of land, the parcels of land are considered to be equal in value, and the exchange is considered equitable.

The Council will meet the survey and legalisation costs and there is provision in the budget for this.

### 5.2 LEGAL

Section 17 of the Public Works Act 1981 (“the Act”) provides for land to be acquired for a public work by agreement.

S.14 of the Act provides that the land so acquired, may be declared road.

S.116 of the Act provides a process whereby roads may be stopped by declaration.

S.117 (3) (a) of the Act provides that road, when stopped, may be exchanged for any other land that may be required for road.

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

Council’s property policy provides that property may be disposed of at a price established by valuation, unless otherwise resolved by Council.



#### **5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

The Significance and Engagement Policy provides at Schedule 1 a list of Waikato District Council's strategic assets, which identifies that the roading network as a whole is considered to be a strategic asset.

The Policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority, of the issue, proposal, decision or matter, in terms of the likely impact on and consequence for:

- (a) The district or region;
- (b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter;
- (c) The capacity of the local authority to perform its role and the financial and other costs of doing so.

The parties to the agreement are the only persons affected by the proposed land exchange.

#### **6. CONCLUSION**

---

The land exchange is proposed to be undertaken in conjunction with the planned rehabilitation programme, which will allow for improvements to be made to the alignment of Hetherington Road, and which will provide improved public safety and long term protection of the asset.

#### **7. ATTACHMENTS**

---

- Attachment 1: Land Requirement Plan



### ***Open Meeting***

<b>To</b>	Infrastructure Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	20 February 2017
<b>Prepared by</b>	Karen Bredesen Business Support Team Leader/PA
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	Inf 2017 (28 February 2017)
<b>Report Title</b>	<b>Service Delivery Report for February 2017</b>

## **1. EXECUTIVE SUMMARY**

---

This report is to inform the Infrastructure Committee of significant operations/projects commenced, in progress, or completed since the date of the last report.

## **2. RECOMMENDATION**

---

**THAT the report from the General Manager Service Delivery be received.**

## **3. ATTACHMENTS**

---

- Dash Board Reports



## REPORT

### Service Delivery

#### Parks & Facilities

##### Activity Management Plan

Review of the current Activity Management Plan is underway to ensure all future renewals and capital works required within this space are planned, programmed and budgeted to align with the 2018 to 2028 Long term planning process.

##### Strategies

The Toilet Strategy developed in 2014 is to be reviewed for the next LTP. To start the review process a workshop was held with Councillors on 21<sup>st</sup> February.

The draft Halls Strategy (with a specific focus on Whatawhata and Mercer Halls due to these items both having funding in this year's and next year's capital programmes) was also workshopped with Councillors to gain input on the document prior to bringing to Council for finalising later this year.

##### Grass Verges Policy

The grass verges policy was enacted on the 1 of October 2016. Council wrote to approximately 650 property owners whose verges were maintained by Council contractors to inform them of the policy conditions and offer the opportunity to apply for an exemption. The exemption was to be only provided if the residences met central requirements, which were related to age, illness or condition of berm. Of the approximately 650 letters posted, Council received 112 responses requesting an exemption. Of the 112 exemption letters 58% were granted.

Since the 1st of October 2016 Council has received 24 service requests related to verge maintenance.

### Programme Delivery

##### Tamahere Recreation Reserve

Current phasing for construction being undertaken for the playground, walkways, skatepark etc to go to the Tamahere Community Committee in March 2017.

Grow in period (6 months) until June. Final minor reinstatement of pond etc at completion of turf grow in period.

##### Hopuhopu to Huntly Watermain connection

Approximately 3.5km of 8km of land based drilling (pipeline) is complete to date. Easement issues over private land and other utility services set back requirements are still under review waiting on final approval.

##### Reservoirs

Land has been secured for both the Pokeno and Hopuhopu reservoirs, with works to start on both in February 2017. Site works for Central Districts (Ngaruawahia) and Huntly are well underway and the steel pre formed reservoirs are due to arrive this month.

##### Meremere Community Hub

The Programme Delivery Manager attended the 9 February 2017 Meremere Community Committee meeting and presented outcomes of engagement on the community hub project. Report will be submitted to the March Infrastructure Committee meeting.

Huntly Community Facilities

GMD Consultants have undertaken community engagement on wants and needs for community facilities within the Huntly area. The consultant has spoken with a number of groups and has provided verbal updates to the Huntly Councillors and Board Chair. Once additional groups have been spoken to a summary report will be presented to the Huntly Community Board on a way forward.

Water Renewals

Tender evaluation process completed and awaiting tender report approval. Plan is to award in February and have construction completed in June.

This year's water renewals programme is for replacement of approximately four kilometres of watermains across various sites across the district, and includes a collaborative investigation and design process with the Contractor. Planning work has begun in-house with co-ordination between Waters Assets and Waters Operations to agree and prioritise the programme sites.

Wastewater and Stormwater Renewals

Tender evaluation process completed and awaiting tender report approval. It is planned to award in February and have construction mostly completed in June. Some funding to be from FY2017/18, so this work will happen July to October.

Te Kauwhata Skatepark

Work progressing well with 25% of construction completed by 13 February 2017.

**Waters**CIP Programme

The approved 2016/17 Wastewater CIP programme of works is progressing well. Additional generators have been provided in Raglan, CCTV and jetting in Raglan commences this month and investigations to Scada link between Ngaruawahia and Raglan is well underway. The education programme in Raglan is also progressing well and is being lead by Councillor Thomson and Tony Oosten from the Community Board.

Water Billing

The Water Billing and Metering project is progressing with the first round of trial readings posted out this month.

Resourcing

The Team continue to be pressed with workloads. With vacancies both due to long term illness and contractors struggling to provide adequate resources.

The Asset Team have completed a significant amount of capitalisation (Closing Work in progress projects to be completed on the asset database) and are busy producing maps and information for the CCTV contract as well well as focussing on the Healthy Rivers submission.

## Status of Roding Projects

**2016/17**

**Design Phase**

### Rehabilitation

<b>Rehabilitation Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>RP Start</b>	<b>RP end</b>	<b>Lengths (km) to be constructed</b>	<b>Status</b>
WDA	Awaroa - Tuakau	Ridge Rd	1.999	2.512	0.513	From the quarry south. Survey complete.
WDA	Awaroa - Tuakau	River Rd (Tuakau)	0.874	1.336	0.462	South of Tyson Lane past Lapwood Rd. Rip and remake surface with signage and markings updated. Project to added to LTP as future reconstruction.
WDA	Hukanui - Waerenga	Tahuna Rd	17.299	17.586	0.287	From Te Hoe to the east. Design underway.
WDA	Onewhero - Te Akau	Waikaretu Valley Rd	1.190	1.900	0.710	1.2km from Highway 22 past long slip area (deferred from 2015/16). Design complete. Awaiting land exchange agreement.
WDA	Awaroa - Tuakau	Whangarata Rd	2.892	3.663	0.771	From Ridge Rd (rail overbridge) past Ewing Rd then west. Design underway. Construction to dovetail with watermain installation (February 2017).
WDA	Onewhero - Te Akau	Highway 22 (walls)	26.700	27.450	0.750	Design continuing. Investigating repair options.

**2016/17****Construction Phase**

<b>Rehabilitation Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>Route Position</b>	<b>Lengths (Km) to be constructed</b>	<b>Status</b>
WDA	Awaroa - Tuakau	Ray Wright Rd	0.385 – 1.265	0.880	From Nandina Lane west (deferred from 2015/16). Awaiting land purchase agreement.
WDA	Whangamarino	Island Block Rd	6.000 – 7.100	1.100	Rapid 606 to east of rapid 685. Design centreline being set out by surveyors in preparation for
WDA	Awaroa - Tuakau	Whangarata Rd	1.356 – 1.586	0.230	Bollard Rd to the west.
WDA	Onewhero - Te Akau	Waikaretu Valley Rd	1.190 – 1.900	0.710	1.2km from Highway 22 past long slip area (deferred from 2015/16). Awaiting land exchange agreement.
WDA	Hukanui - Waerenga	Sainsbury Rd	0.008 – 0.185	0.177	Alongside school from Puketaha Rd to 100km/h threshold. Programmed for construction in April school holidays to avoid disruption to the school.
WDA	Awaroa - Tuakau	Pokeno Rd – The Cutting	2.500 – 3.782	1.282	Site is under construction with enabling works being completed by HEB construction. Plan is for completion in March.
WDA	Onewhero - Te Akau	Highway 22 (long)	42.987 – 45.333	2.346	This site is well underway and with completion planned for the end of February.
WDA	Onewhero - Te Akau	Hetherington Rd	16.876 – 17.758	0.882	Initial survey set out for this site will commence 4 November with earthworks to follow in the coming weeks. This site is programmed for completion in January 2017.

<b>Rehabilitation Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>Route Position</b>	<b>Lengths (Km) to be constructed</b>	<b>Status</b>
WDA	Hukanui-Waerenga	Gordonton Rd	4.110 – 5.401	1.291	This site is well under construction and currently 50% complete. Plan is to complete mid February.



**2017/18**  
**Design Phase**  
**Rehabilitation**

<b>Rehabilitation Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>RP Start</b>	<b>RP end</b>	<b>Lengths (km) to be constructed</b>	<b>Status</b>
WDA	Awaroa - Tuakau	Bright Rd	0.003	1.691	1.688	Off Crouch and Otatau Rds west of Aka Aka.
WDA	Eureka	Eureka Rd	2.460	3.045	0.585	Ends at Holland Rd intersection.
WDA	Whangamarino	Falls Rd	0.010	1.333	1.323	From Waerenga Rd intersection.
WDA	Whangamarino	Falls Rd	1.842	2.080	0.238	North of Waikiwi Rd.
WDA	Whangamarino	Falls Rd	2.638	3.429	0.791	North of Waikiwi Rd.
WDA	Huntly	Frost Rd	2.310	2.640	0.330	East of 2016/17 rehab.
WDA	Ngaruawahia	Hakarimata Rd	2.098	3.414	1.316	Old Dairy Shed to Morepork Lane.
WDA	Huntly	Hetherington Rd	1.533	2.697	1.164	Berrymans Access Rd to Rapid 272.
WDA	Eureka	Holland Rd	6.293	7.136	0.843	From 740m east of Clay Target Club to 600m from Eureka Rd
WDA	Whangamarino	Island Block Rd	2.253	3.260	1.007	On cableway straight east of bridge
WDA		Keith Rd	1.945	3.648	1.703	
WDA		Knight Ln	0.000	0.116	0.116	
WDA		Mangapiko Valley Rd	0.906	1.930	1.024	
WDA	Onewhero - Te Akau	Mercer Ferry Rd	1.578	2.910	1.332	Hill ascent
WDA	Raglan	Okete Rd	0.378	1.041	0.663	Te Uku end.
WDA		Orini Rd	8.627	10.150	1.523	

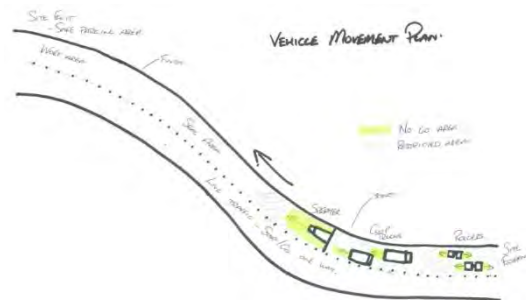
<b>Rehabilitation Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>RP Start</b>	<b>RP end</b>	<b>Lengths (km) to be constructed</b>	<b>Status</b>
WDA	Awaroa - Tuakau	Parker Lane	2.350	3.174	0.824	Awaiting Watercare pipeline installation.
WDA	Eureka	Piako Rd	5.755	7.684	1.929	Middle Rd to east of Shewan Rd.
WDA	Eureka	Piako Rd	8.740	9.440	0.700	West of Waverley Rd
	Awaroa - Tuakau	Pook Rd	0.023	1.159	1.136	Off Harrisville Rd north of Tuakau
WDA		Richardson Rd	3.230	4.093	0.863	
WDA	Hukanui - Waerenga	Taniwha Rd	6.209	7.333	1.124	Tight curve and straight up to Cozen Rd intersection.
WDA		Tauwhare Rd	5.924	6.940	1.016	
WDA	Huntly	Tregoweth Lane	0.460	0.642	0.182	From Metrapanel north (deferred from 2015/16 to 2017/18). Property purchase negotiations to be carried out by WDC Properties staff. Design being updated to a two lane configuration. Works deferred to 2017/18 season.
WDA		Tregoweth Ln	0.000	0.376	0.376	
WDA		Valintine Rd	1.012	1.745	0.733	

## **Roading** **Waikato District Alliance (WDA)**

### **Zero Harm**

WDA staff attended a First Day Back in January in Hamilton. This event focused on the behaviours needed to reinforce the zero harm culture and attitudes towards high risk items. The topics included People plant interaction, driving vehicles, working at height and workplace injury management.

Emphasis has been put this year on Plant Pedestrian Interface (one of the top 10 critical risks). Vehicle Movement Plans have been introduced on all sites, to better plan plant and pedestrian movements within an active worksite site.



### **Bridge Painting**

Painting of Tainui Bridge is 90% complete. Extensions of time were granted in order to complete additional preparation work prior to painting and also to allow for some delays due to weather conditions. Weather permitting this project will be fully delivered by mid-February.

Strengthening of the temporary bridge structure over the Otonga Valley Road culvert was completed as planned, prior to Christmas. Funding permitted, the design for a suitable replacement structure will shortly commence, with the view to physical works potentially being completed in the next financial year.

### **Asset Management**

The Asset Management Team continue to validate the 3 year forward work programme (pavement rehabilitation and re-surfacing projects), this is planned for completion by the end of February, which will allow the Capital Works Team to move straight into the design phase for the 17/18 works programme.

### **Renewals**

Progress on this year's Road reconstruction projects is slightly behind programme with 60% planned to be completed by the end of February.

7.3km of pavement rehabilitation has been completed so far with a further 3.5km to be sealed by the end of February. A total of seven sites will be constructed in the month of February.

The reseals programme is on track and is expected to be completed by the middle of March

**Maintenance**

Four maintenance graders are currently operating throughout the district.

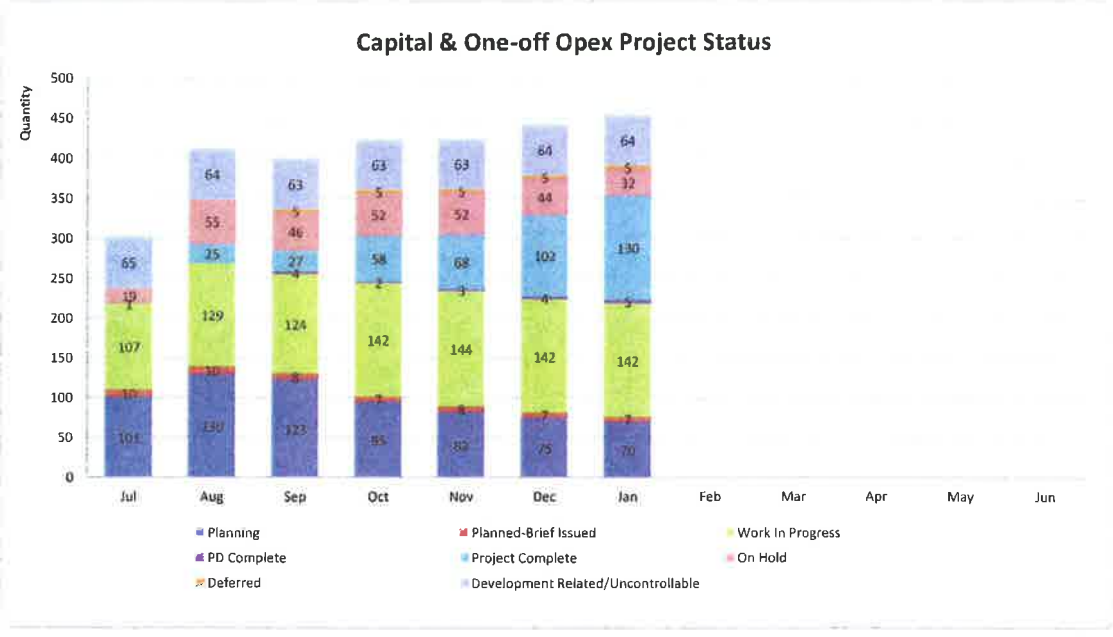
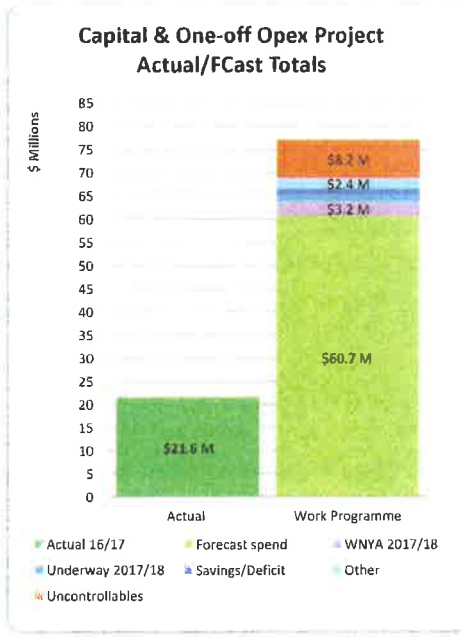
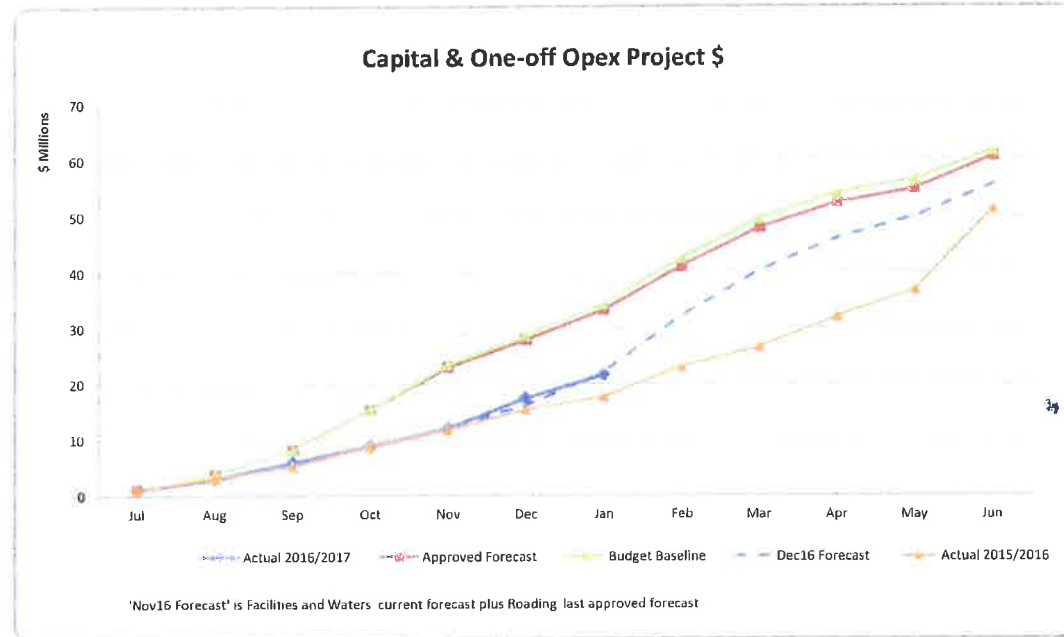
Results from the recent WDC Customer Satisfaction Survey show that there is an increase in customer satisfaction of the district's unsealed network.

Dust suppression trials using a product called 'Gravelock' have been undertaken on Ratoaroa and Dimmock Roads. We will continue to monitor the effectiveness of these as well as cost vs benefit over the coming months. The success of these products will enable the team to deal with localised problem areas in a more effective manner.

**Upcoming Events**

<b>S.No</b>	<b>Event Name</b>	<b>Roads Affected</b>	<b>Event Date</b>	<b>Road Closure</b>	<b>TMP Status</b>
1	Tribal Nations - 150km Bike Ride Youth Suicide Awareness Fundraiser	Traffic momentarily stopped on Great South Road to let bikes out of River Road to head north	11-Feb-17	No	TMP Approved
2	Vaile Road - Rail Crossing Upgrade	Vaile Road	18-Feb-17	Yes	TMP Approved
3	Harris Street - Rail Crossing upgrade	Harris Street	26-Feb-17	Yes	TMP Approved
4	MG Car Club Hill Climb	Maioro Road	26-Feb-17	Yes	TMP Approved
5	15th annual Maui Dolphin Day	Kopua Domain - No Effect on Road	18-Mar-17	No	N/A
6	Huntly Half Marathon	Alexandra Street & Hakarimata Road	19-Mar-17	Yes 7.00am - 1.00pm	TMP Approved

SERVICE DELIVERY GM SUMMARY to JANUARY 2017



CAPITAL & ONE-OFF OPEX PROJECTS						
Team	Full Year Budget	YTD Fcast	YTD Actual	Fcast vs Actual Variance	Variance %	Variance Status
Rooding	30,397,763	16,029,374	11,386,650	4,642,724	29%	
Facilities	10,297,775	3,903,842	3,762,427	141,415	4%	
Waters	36,413,595	13,338,014	6,442,372	6,895,642	52%	
<b>TOTAL</b>	<b>77,109,133</b>	<b>33,271,230</b>	<b>21,591,448</b>	<b>11,679,781</b>	<b>35%</b>	

CARRY FORWARDS to 2017/2018				
Team	WNYA	Underway	Develop./Uncontrol.	Comment
Rooding	1,631,582	1,195,000	801,437	WNYA Ext to Annebrook Rd, land purchase only this yr, construction in later yrs (\$32K), Te Kauwhata SP (\$770K), Emergency Wks not yet identified (\$329K), Taupiri Mangawara Stream Crossing (\$1,195K) to be completed by Nov17.
Facilities	1,536,300	316,543	40,450	WNYA and Underway relates to Ngaruawahia Community Facility Project
Waters	1,628,112	1,049,623	6,121,880	WNYA relates to Hly WWTP upgrade \$1.6m; Underway relates to Pokeno and Hopuhopu Reservoirs \$1m that a portion of the works is expected to slip into 2017/18 due to the delayed acquisition of land
<b>TOTAL</b>	<b>4,795,994</b>	<b>2,561,166</b>	<b>6,963,767</b>	<b>WNYA amount under/(over) \$5.816 max = \$1,666,054</b>
<i>2015/2016 6,462,043</i>				
<b>% Reduction 26%</b>				

GENERAL RATE VARIANCES			
Team	Budget Description	Forecast Saving/(Deficit)	Comment
Waters	Wastewater Overflow report and public education	32,500	Additional budget allocated at Aug16 Infrastructure Committee and since approved to fund from 2015/16 GARF surplus.
Rooding	Emergency Works events & Earthquake damage	256,000	Local share requirement for Brush willow reinforced earth \$470K, MSE Retaining Walls \$164K & Otonga Valley culvert failure \$120K. NZTA subsidy has been approved.
Facilities	Fencing	60,000	Priced up \$60k for 16/17 completion - driven by landowners.
Facilities	Water rates - Parks & Facilities	135,000	Unpaid water rates invoices on Council properties \$135k from prior years accrued in November.
Facilities	Port Waikato Hall	88,000	Demolition of Port Waikato Hall due to erosion issues.
<b>TOTAL</b>		<b>483,500</b>	

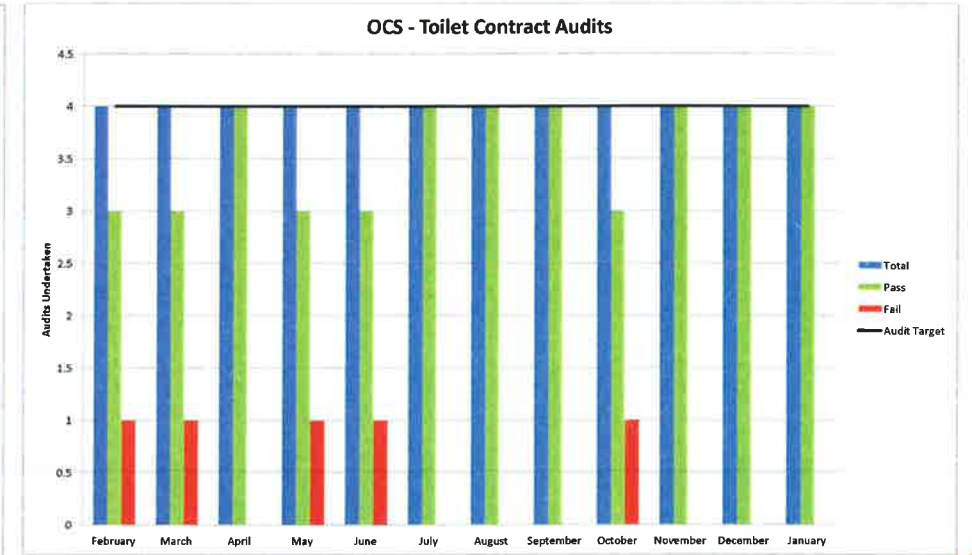
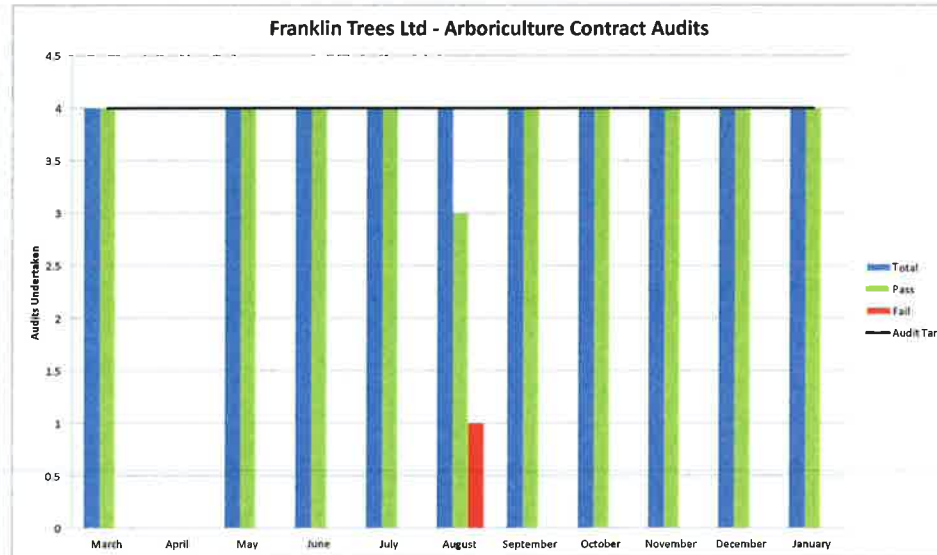
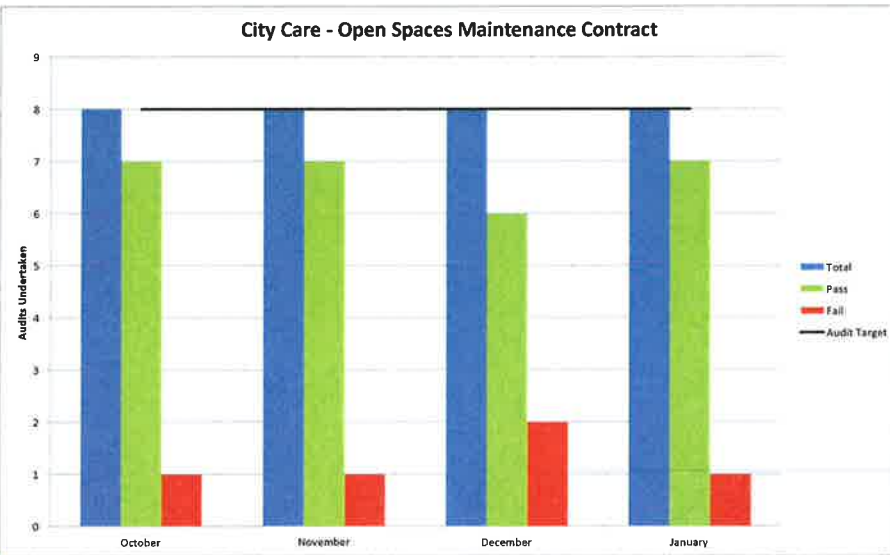
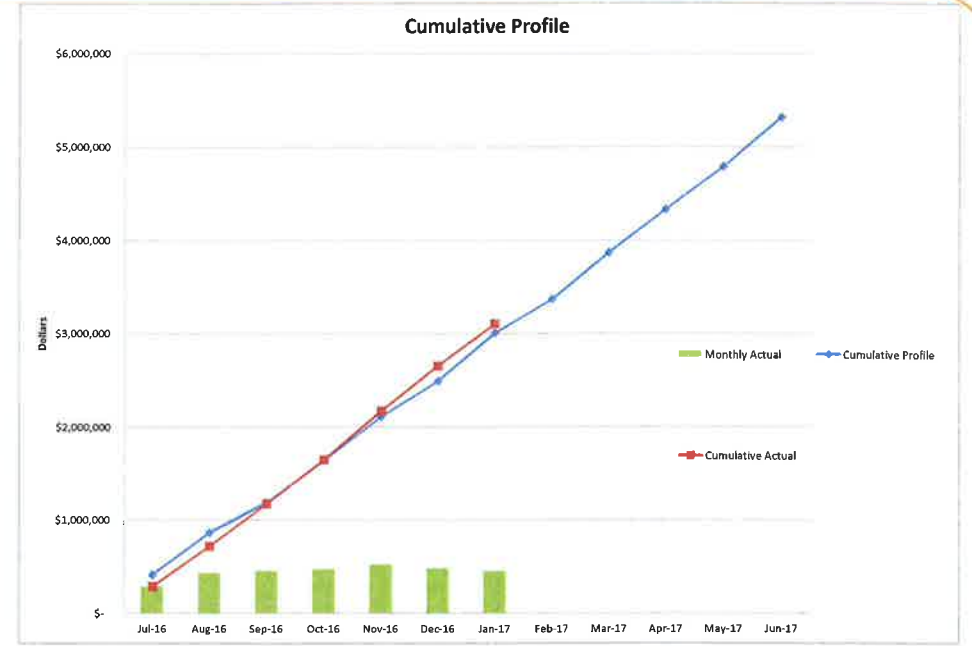
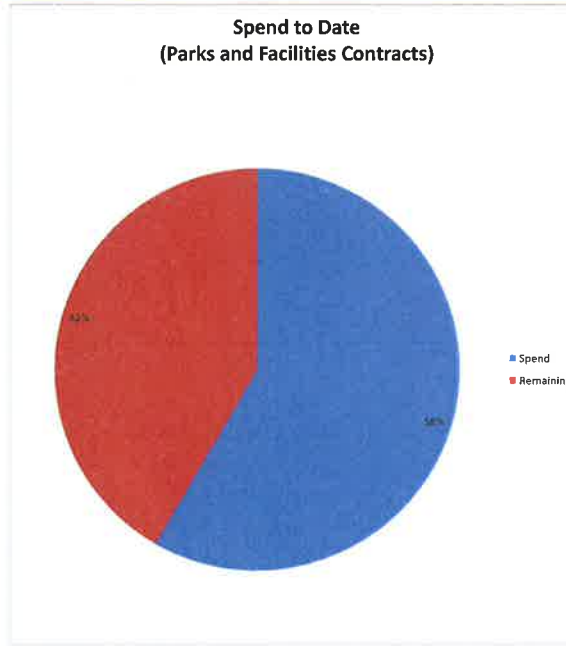
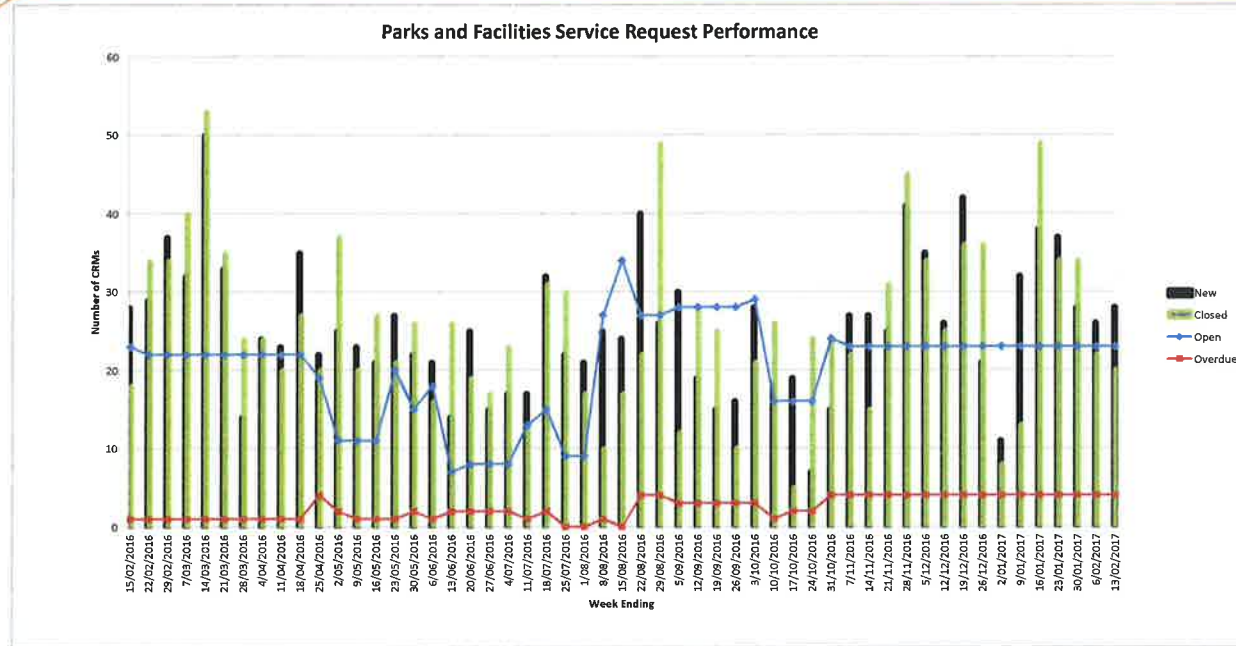
WATCH LIST			
Team	Issue/Opportunity	Manager Responsible	Comment
Facilities	Fencing issue - legal requirement for Council to build fencing as not required through resource consent	Elton	Estimated total cost to Council to meet obligations \$168k - 16/17 spend to be covered through savings approx. \$60k may be met this financial year. Balance will be funded through savings in the relevant financial year.
Facilities	Pensioner Housing Income	Steph	55.02% income recognised to Jan (58% target). Reserve forecast to be in deficit at year end (approx \$16k), collectability of income and reducing expenditure is important. Replacement Fund insufficient to cover renewal works required, memo to go to Tim with costing to bring houses up to scratch - Council to decide on LOS through LTP process. Memo for proposed increase in rental with Tim - this will need to be consulted on and will not be included in 2017/18 Annual Plan. Memo to go to ET FYI.
Facilities	City Care YTD	Duncan	Spend to date \$2,194m - incl. Jan accrual (scheduled works agreed \$3.328m per annum + \$600k provisional) initial budget \$4.1m available \$4.808m
Facilities	Belgravia YTD	Elton	Spend to date (includes Power/Gas and Jan accrual) \$241k (\$514k budget) tender evaluation suggested \$504k per annum.
Facilities	Toilet Contract	Duncan	Spend to date - \$261k for toilet cleaning contract and R&M (budget \$307k cleaning, \$100k R&M) includes Cushman Wakefield. Approved Contract Sum (ACS) to be increased (ACS \$1.148m for 4 years) with \$928k spent (27 months). The ACS includes renewal for a further 24 months (1 yr + 1 yr).
Facilities	Raglan Wharf	Steph	Issue with non complying work completed by tenant and cost to amend. Monitoring cost separately alongside any recoverability - \$391 cost to date.
Waters	Waters target rate reserve deficit	Martin	Due to lower water by meter income re budget volume error, we are unable to recover the shortfall and will need to address in the 2018-28 LTP.
Waters	Wastewater BAU and overtime forecast budget overruns	Martin	An additional \$400k budget has been added to the wastewater BAU budget for increased R&M, power and chemicals. Overtime across all of Waters is forecasting to be \$70k overspent. The targeted rates will need to be increased from July 2017 to cover the increased costs; information for the 2018 Annual Plan is being collated to enable a rate increase.
Waters	Yashill Tradewaste	Martin	Actual income (and expenditure) significantly lower than budget due to production delays. Forecasting to be in full production from 1 July 2017 with net income of \$1.3m per annum. Loss of net income is contributing to Reserve being in Deficit. There is a possibility production may increase before 1 July 2017.
Waters	Solid Waste refuse sticker income down and Contractor costs up	Martin	If refuse sticker sales trend to Dec16 continues, we could be \$400k short on income by Jun17; to monitor tonnage to landfill to see if decrease relative. Changes to service that Metrowaste provide could result in increased cost (\$200k EED + \$30k demobilisation and loss of profit). Inorganic collection - depending on service agreed, costs may exceed budget allocation.
SD	Consultants used for staff vacancies	All	Full year forecast for Rooding and Facilities consultancy cost versus vacancy savings are neutral. Waters are forecasting net savings due to long standing Retic Serviceman and Treatment Plant Operator vacancies; the new budget for Downer Consultants is likely to come in under budget as Downer has been unable to fully staff the four positions.
SD	Depreciation forecast to be \$258k overspent	All	Full year depreciation has gone up following infrastructure revaluation, Waters \$398k and Rooding \$236k unfavourable, Facilities \$376k favourable. Internal income should exceed budget (\$786k) by cost of Programme Assurance Coordinator role (as per business case). At Jan17, income sitting at 47% of annual budget.
Rooding	Programme Delivery TD Cross Charging inc Jacki Remihana		<b>Mgr comment:</b> Charging target amount for full year is \$896K inc. Programme Assurance Co-ord, however this will be unachievable due to the nature in which these targets are set vs actual hours available to charge - am also a key member of the team down and have been for the past two months which is approx. 400 hours that have not been charged for - this will compound as the year progresses if the team remains missing key staff. \$390K to be spent on resheeting Forestry roads. YTD to Jan17 \$67K. Works planned for April - June16.
Rooding	Resheeting on Forestry Roads	Chris Clarke	The removal of the Te Kauwhata Bypass designation has been completed. Erin has generated a budget review memo to remove the budget. It is currently with Chris Clarke to add the commentary.
Rooding	Te Kauwhata heavy vehicle by-pass - removal of designation	Chris Clarke	An application for Emergency Works funding has been approved by the NZTA. Additional funding from Council will be required. A report is to be written by Alison to ET in January17 requesting additional local share funding. Yet to receive feedback from the ET meeting.
Rooding	Emergency Works	Chris Clarke	Project complete
Rooding	Tuakau Bridge Repainting	Chris Clarke	Budget \$471K. Expenditure to Jan17 is \$446K. Project is now 90% complete and on track to be completed before mid-February. Costs are forecast to be over budget at approximately \$530k. Variance to be funded from the Bridge Maintenance budget.
Rooding	Tainui Bridge Remedial Coating Works	Chris Clarke	Site Investigation is complete and the analysis of remedial options is being undertaken by Opus. The temporary structure is in place and weight restrictions have been removed. An insurance claim has been approved with an excess of \$300K being payable from WDC and NZTA subsidy (local share impact \$141K in 2017/2018 financial year). NZTA funding is yet to be confirmed.
Rooding	Otonga Valley Road Culvert Failure	Chris Clarke	



# Activity Dashboard Report

Programme : Open Spaces Operations  
 Manager: Elton Parata (acting)

Date: Feb-17  
 Version: Final



**CRM Performance:**

CRMs peaked over the Christmas period but then dropped significantly towards the end of January. Staff and City Care have been resolving service requests as soon as possible.

**Financial:**

As of 1 August 2016 Open Spaces maintenance is performed by City Care and Belgravia has taken over management of the aquatic centers. Forecast spend at this stage, looks to exceed approved contract sums. Tighter budget management and increases in approved contract sums should manage this issue. Budgets in this area increase over 2017/18 as per LTP, to cater for increased work pressures.

**Audits: City Care (Open Spaces Maintenance Contract)**

The contract specifies that 8 joint audits are to be undertaken each month in conjunction with the contractor. The audit pass mark is 90% and above. City Care averaged 95% over January. The highest score was 100% and the lowest score 84%.

**Audits: Franklin Trees (Arboriculture Maintenance Contract)**

The contract specifies that 4 audits be undertaken each month. The audit pass mark is 95% and above. Franklin Trees audits averaged 100% over the January period.

**Audits: OCS (Public Facilities Cleaning Contract)**

The contract specifies that 10% of the Public Cleaning Contract shall be audited each month. An audit pass mark is 90% and above. OCS audits averaged 96% over January. The highest audit scored 97% and the lowest scored 87%.

# WAIKATO DISTRICT ALLIANCE DASHBOARD - January 2017

### ZERO HARM

Month: Jan

**ZH Audit Month**

TARGET <math><23</math>

**Traffic Mgmt Month**

TARGET >math>20</math>

**Safety Behaviour Month**

TARGET >math>34</math>

Env score: 10 | TTM Standard: 96%

Worked Hours: Jul-Aug-Jun

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MTI	0	1	0	1	0	0	0	0	0	0	0	0
LTI	0	0	0	0	0	0	0	0	0	0	0	0
Near miss	6	13	24	13	19	9	12	0	0	0	0	0
FAI	0	0	1	0	0	0	0	0	0	0	0	0
SBC	17	33	36	36	58	36	28	0	0	0	0	0
CoPTTM	14	24	27	19	17	21	26	0	0	0	0	0
TMP/CAR	80	65	71	85	128	120	113	0	0	0	0	0
% audits	17.5	36.9	38.0	22.4	13.3	17.5	23.0	0.0	0.0	0.0	0.0	0.0
Worked Hrs	18037	19322	22927	26298	29701	17811	21875	0	0	0	0	0

### SERVICE REQUEST MANAGEMENT

Response time: YTD 1.51, LTD 1.51, Target <math><5</math>

Top 5 CRM Types:

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Roads Urgent	73	40	19	31	37	22	22	0	0	0	0	0
Roads Routine	57	58	49	65	51	38	38	0	0	0	0	0
Emergency	5	1	3	18	5	5	5	0	0	0	0	0
Road Assessment	96	82	59	59	78	61	43	0	0	0	0	0
Drainage	52	40	28	34	29	7	10	0	0	0	0	0
<b>Total</b>	<b>396</b>	<b>351</b>	<b>256</b>	<b>295</b>	<b>319</b>	<b>225</b>	<b>225</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### NETWORK INDICATORS

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
Litter collected (tn)	21	17	16	19	12	13	10	-	-	-	-	-	107
Edge marker post(ea)	34	104	93	7	1	51	6	-	-	-	-	-	296
Sign renewals (ea)	33	56	37	52	67	25	56	-	-	-	-	-	326
Potholes filled (ea)	616	675	985	489	365	239	342	-	-	-	-	-	3,711
Edgebreak repair (m)	1,237	1,496	391	11	37	24	31	-	-	-	-	-	3,226
Unsealed grading (km)	113	280	168	222	219	217	131	-	-	-	-	-	1,350
Watertable clean (km)	3.3	5.9	27.0	7.7	7.4	7.1	10.6	-	-	-	-	-	69.1
Vegetation mowing (km's)	-	-	185	1,088	871	438	677	-	-	-	-	-	3,259
Sweeping (tn)	56	58	3	81	46	56	34	-	-	-	-	-	334

### SLIP MITIGATION WORKS - STATUS

Site name	Geotech Report	Design	Construct	Complete
Tuakau Br-P/Wkto RP6.6	Monitoring			
Tuakau Br-P/Wkto Rd RP13	Monitoring			
Onewhaero - Tuakau Br RP 4				
Matakitali Road Rp 0.4				
Ohautira RP 1043				
Makomako				
Ohautira RP 906				
Ruakiwi/Halliday				
Ponganui RP 16.5				
Onewhero-Wairamarama RP 10.1				
Onewhero-Wairamarama RP 10.2				
Highway 22 RP27.2				
Onewhero-Wairamarama RP 8.0	Monitoring			

### PAVEMENT REHABILITATION WORKS - STATUS

Site name	Options	Testing	Design	Construct	Complete
WOODLANDS RD					
SEDDON RD					
BANKIER RD					
FROST RD (OHINEWAI)					
ONEWHERO-TUAKAU BR RD					
HORSHAM DOWNS RD					
POKENO RD					
WAINUI RD					
WAIKARETU VALLEY RD					
GORDONTON RD					
HETHERINGTON RD					
HIGHWAY 22 RP43					
RIVER RD (TUAKAU)					
ISLAND BLOCK RD					
POKENO RD CUTTING					
SAINSBURY RD					
WHANGARATA RD RP1.3-1.5					
HIGHWAY 22 RP27					
RIDGE RD					
WHANGARATA RD RP2.8-3.6					

### FINANCIAL SUMMARY YEAR TO DATE

#### Rehabilitation 2016 - 17

#### Reseals 2016 - 17

#### Subsidised Maintenance

#### Unsubsidised Maintenance

#### Subsidised Renewals

#### Unsubsidised Renewals

### KEY PERFORMANCE INDICATORS

- Zero Harm** ● There have been no LTIs, FAIs or MTIs in the January period.
- Customer** ● The average response time for Service Requests was 1.5 days during the January period. 94.7% of requests were completed/resolved within target timeframes.
- Financial** ● Operating costs are tracking above budget YTD, but are forecast to be in line for the full year. Reseals are in line with budget YTD. Rehab & Minor Improvement costs are behind budget YTD, however progress has been good in the past two months and we are closing the gap.
- Team** ● The Network Controls Corridor Engineer role has been filled.
- Risk** ● A workshop will be undertaken in the next few weeks in order to review the WDA risks.
- Quality** ● Post-completion audits are underway for the 2017 year, with a target of 30% of reseals and 20% of rehabs to be audited from Jan - June.
- Bright Ideas/Innovation** ● The Brush Willow retaining wall trials are going well, with only a couple of failed specimens (these are under warranty). Waste material from a slip on Klondyke Road was used to backfill over the Brush Willow walls - a good way of recycling the material.

**Key**  
 MTI - Medical Treatment Injury  
 Near miss - Event that could have the potential to cause harm  
 FAI - First Aid Injury  
 SBC - Safety Behavioural Conversation  
 TMP/CAR - Number of TMP/Corridor Access Requests Received



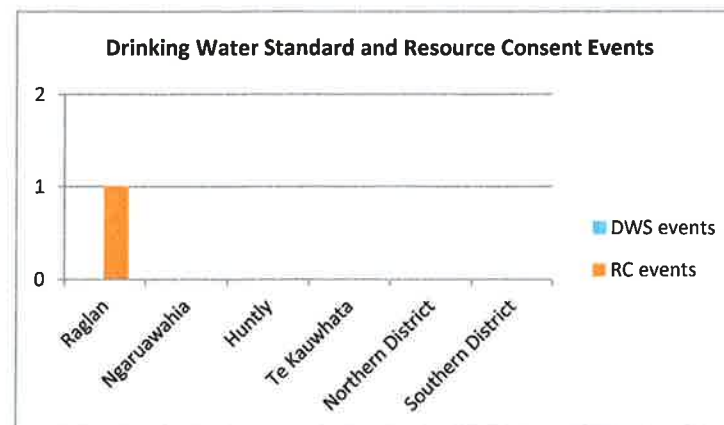
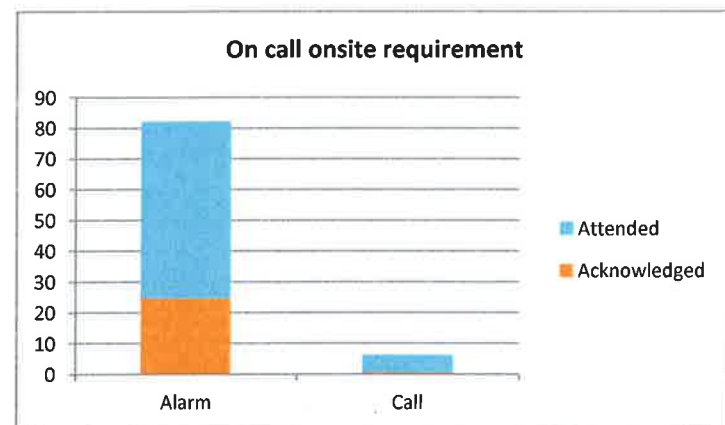
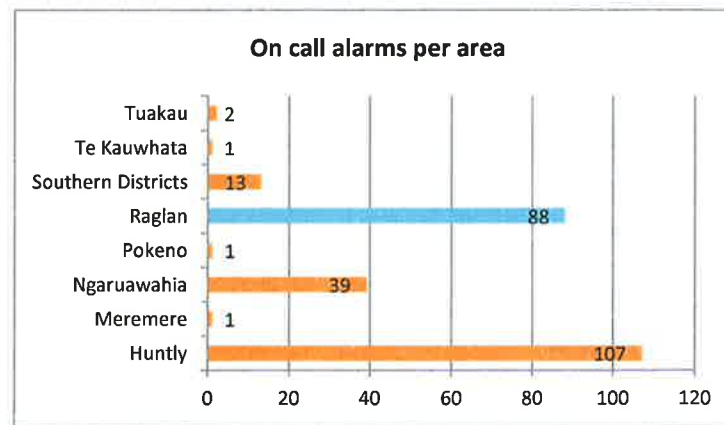
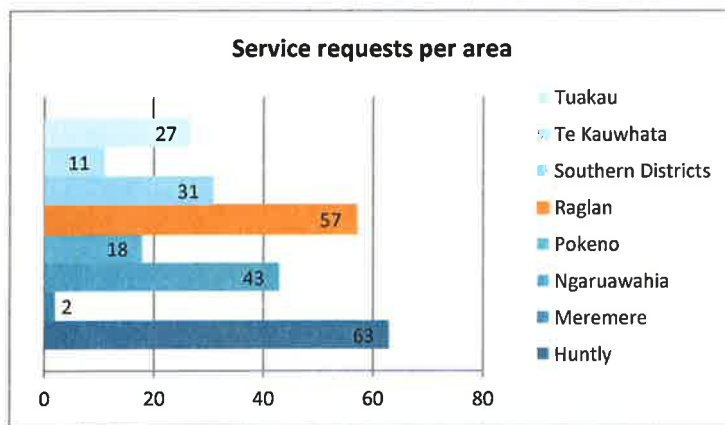
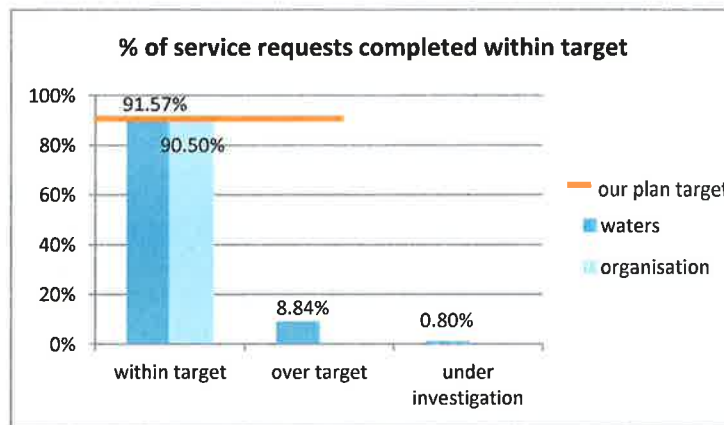
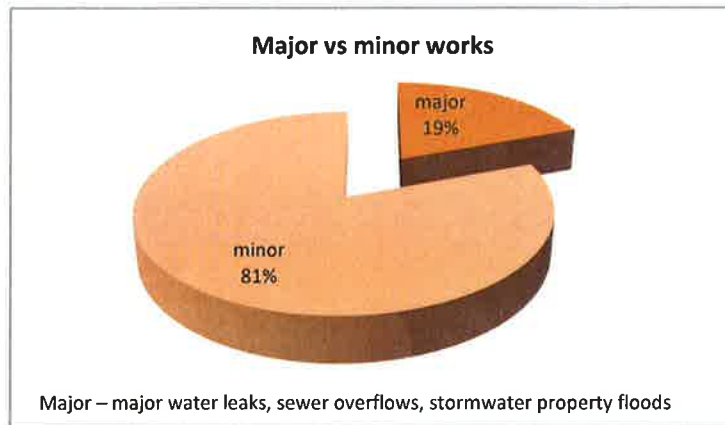
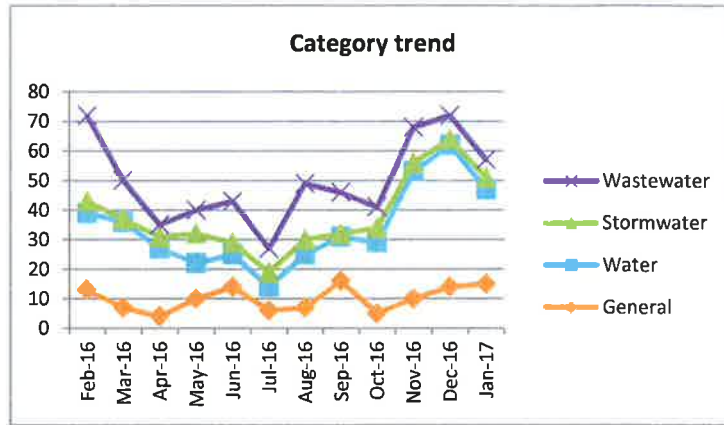
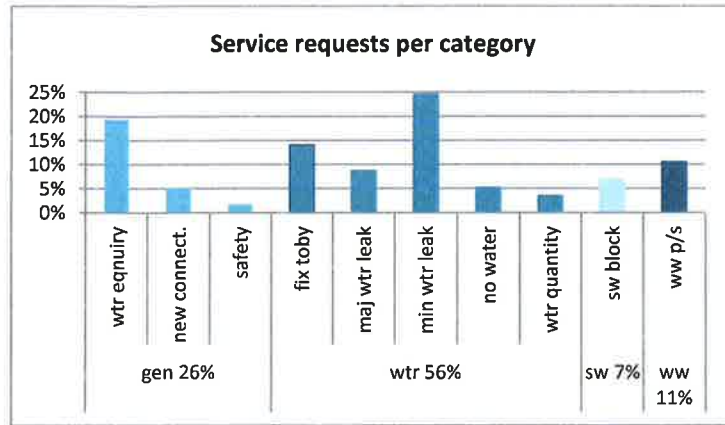
Programme: Waters – Raglan

Manager: Martin Mould

Date: December 16 – January 17

Version: Final

Service Requests Breakdown



Mandatory Performance Measures

Measure	Measure	December (16 <sup>th</sup> -)		January	
		Value	Complaints	Value	Complaints
Water	The number of complaints received by WDC about drinking water clarity, taste, odour, pressure, flow, continuity of supply	< 17 per 1000 connections	0.63 per 1000 connections (9 complaints)	1.19 per 1000 connections (17 complaints)	
	Fault Response Times for Urgent call outs	60 minutes median	23.07 minutes	46.16 minutes	
	Fault Completion Times for Urgent call outs	240 minutes median	86.73 minutes	110.86 minutes	
	Fault Response Times for Non-Urgent call outs	1 day median	1.18 days	1.41 days	
	Fault Completion Times for Non-Urgent call outs	5 day median	1.27 days	1.52 days	
Wastewater	The number of dry weather sewerage overflows from WDC wastewater system	< 5 per 1000 connections	0.09 per 1000 connections (1 complaint)	0.27 per 1000 connections (3 complaints)	
	The total number of complaints received by WDC about the waste water system	< 25 per 1000 connections	0.09 per 1000 connections (1 complaint)	0.54 per 1000 connections (6 complaints)	
	Fault Response Times for Sewerage Overflows	60 minutes median	4 minutes	43.7 minutes	
	Fault Completion Times for Sewerage Overflows	240 minutes median	51 minutes	77 minutes	
Stormwater	The number of flooding events (affecting habitable floors)	<0.3 per 1000 connections	0	0	
	The number of complaints received by WDC about the stormwater system	<4 per 1000 connections	0.00 per 1000 connections (0 complaints)	0 per 1000 connections (0 complaints)	
	Median Fault Response Times to attend a flooding event	8 hours	NA	NA	

Number of Service Requests

	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	YTD
Wtr enquiry	10	5	2	8	8	4	4	15	2	7	11	11	87
New connect.	3	2	1	1	5	2	2	3	3	3	2	3	27
Safety			1	1	1		1	1			1	1	7
Toby repair	4	5	3	1	1	1	2	2	4	8	6	8	45
Major wtr leak	2	2	3				4		3	3	4	5	26
Minor wtr leak	17	18	14	7	8	5	8	9	14	27	32	14	173
No water	2	2	3	3	2		2	2	3	4	4	3	30
Wtr quality	1	1				1	1			1	2		7
Wtr quantity		1		1		1	1	2				2	8
SW block		1	1	3	3	3	2	1	1	2	1	4	22
SW drain	3		2	2		1	1			1			10
SW flood	1		1	5	1	1	2		4		1		16
WW odour	1	2			2	1			2	2	1		11
WW overflow	4	1			2		3	2		4	2		18
WW p/station	24	10	4	8	10	7	16	12	5	6	5	6	113

Continuous Improvement Projects

Programme Components	Project	Comments	Budget	Dec		Jan	
				Count	Value	Count	Value
Early Works	SMS Backup	Complete	\$55,000				
Early Works	Generator Plugs (Raglan)	Complete	\$50,000				
Early Works	Backup Generator - Greenslade	90% complete	\$75,000				
Early Works	City Care Support	Complete	\$50,000				
Early Works	Public Education Programme - Plan						
Early Works	Public Education Programme - Implement	15% complete	\$15,000				
CIP - Capital	Causal Analysis	Complete	\$5,000				
CIP - Capital	Enhanced Plan - Costed		TBD				
CIP - Capital	Enhanced Plan - Implementation		TBD				

DWS Event – compliance measure transgression requiring the Drinking Water Assessor to be notified, transgression is not the same as non-compliant

RC Event – breach of resource consent condition that requires WRC to be notified, this is not necessarily a measure of overall compliance for the year and excludes WWTP laboratory results outside of consent conditions



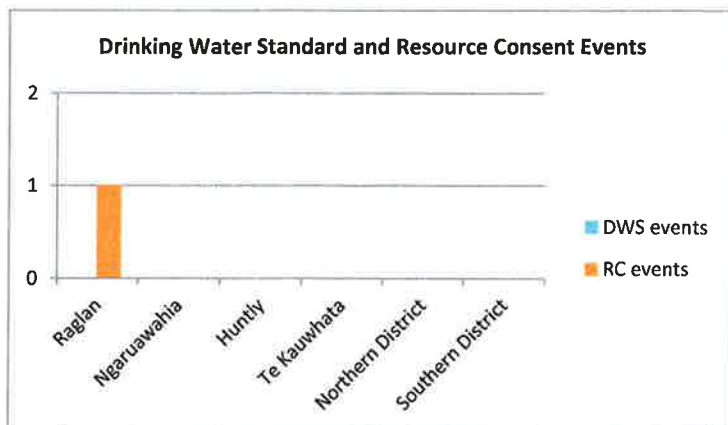
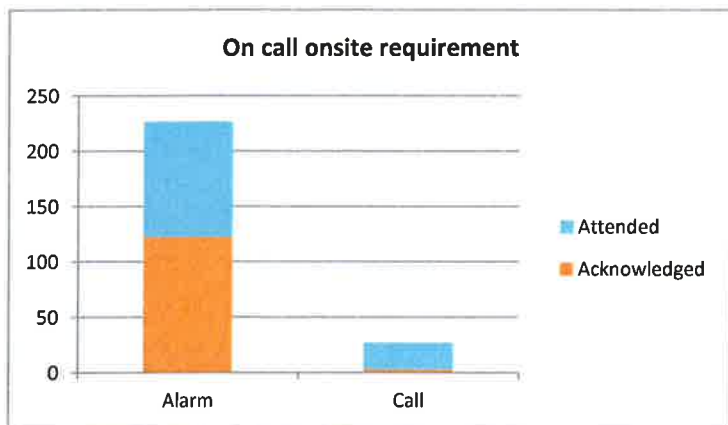
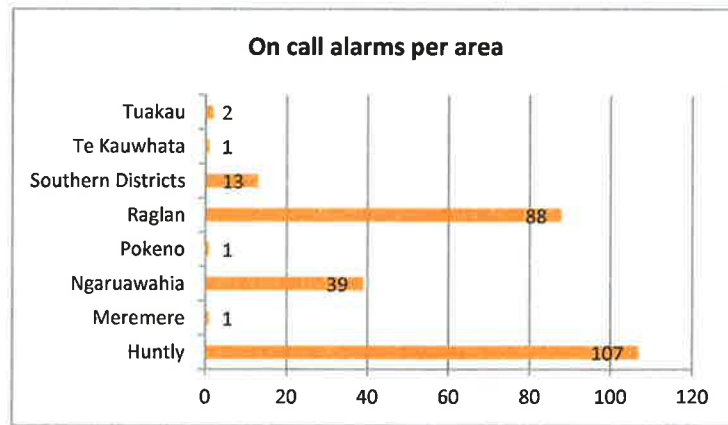
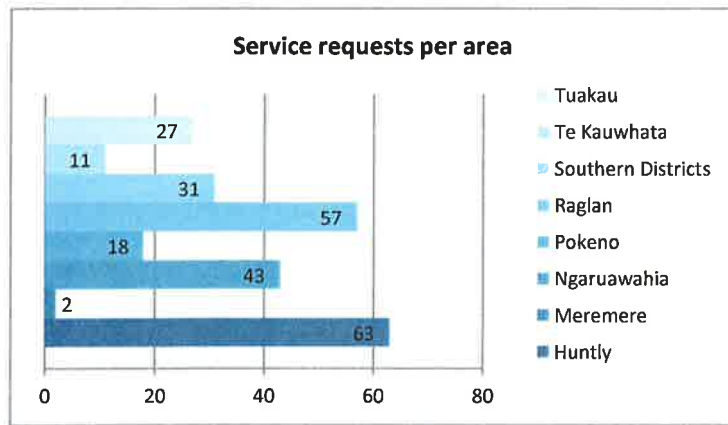
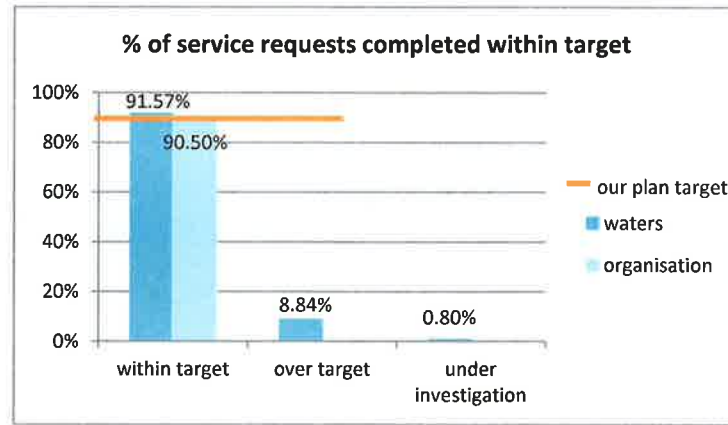
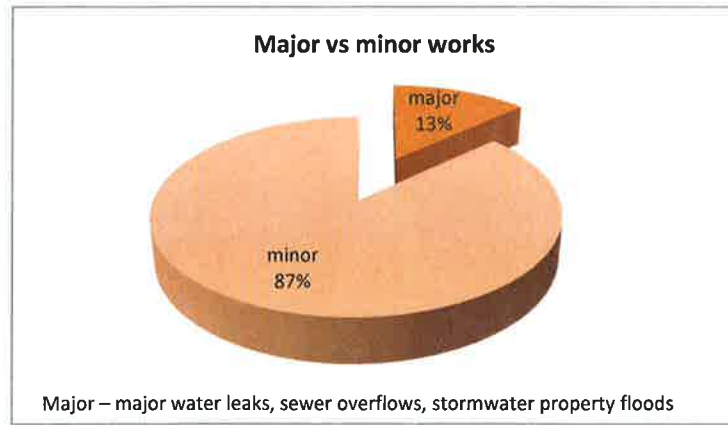
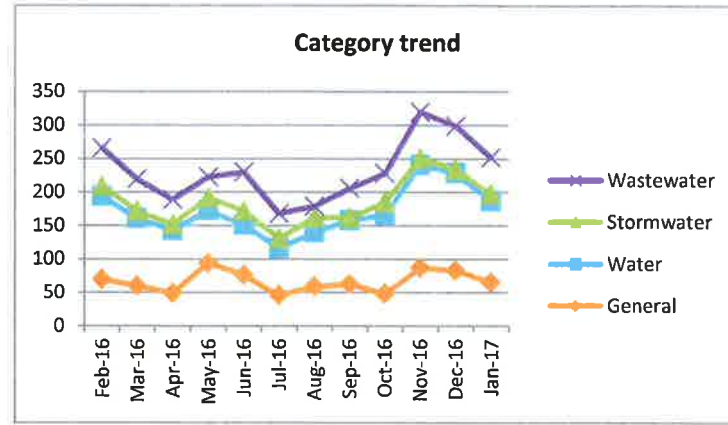
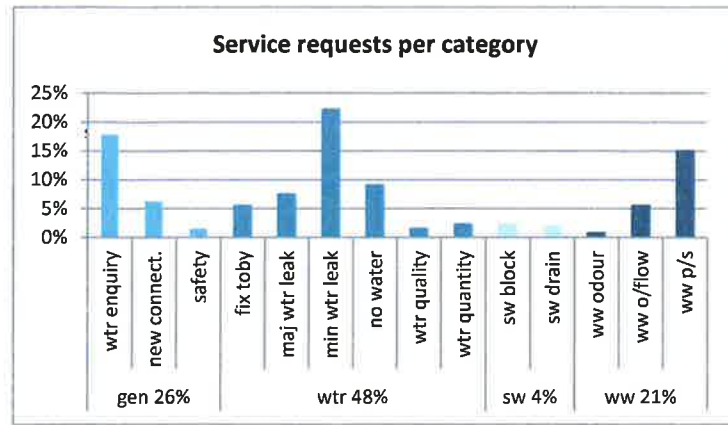
Programme: Waters – District Wide

Manager: Martin Mould

Date: December 16 – January 17

Version: Final

Service Requests Breakdown



Mandatory Performance Measures

Measure	Measure	December (16 <sup>th</sup> -)		January	
		Value	Complaints	Value	Complaints
Water	The number of complaints received by WDC about drinking water clarity, taste, odour, pressure, flow, continuity of supply	< 17 per 1000 connections	0.63 per 1000 connections (9 complaints)	1.19 per 1000 connections (17 complaints)	
	Fault Response Times for Urgent call outs	60 minutes median	23.07 minutes	46.16 minutes	
	Fault Completion Times for Urgent call outs	240 minutes median	86.73 minutes	110.86 minutes	
	Fault Response Times for Non-Urgent call outs	1 day median	1.18 days	1.41 days	
	Fault Completion Times for Non-Urgent call outs	5 day median	1.27 days	1.52 days	
Wastewater	The number of dry weather sewerage overflows from WDC wastewater system	< 5 per 1000 connections	0.09 per 1000 connections (1 complaint)	0.27 per 1000 connections (3 complaints)	
	The total number of complaints received by WDC about the waste water system	< 25 per 1000 connections	0.09 per 1000 connections (1 complaint)	0.54 per 1000 connections (6 complaints)	
	Fault Response Times for Sewerage Overflows	60 minutes median	4 minutes	43.7 minutes	
	Fault Completion Times for Sewerage Overflows	240 minutes median	51 minutes	77 minutes	
Stormwater	The number of flooding events (affecting habitable floors)	<0.3 per 1000 connections	0	0	
	The number of complaints received by WDC about the stormwater system	<4 per 1000 connections	0.00 per 1000 connections (0 complaints)	0 per 1000 connections (0 complaints)	
	Median Fault Response Times to attend a flooding event	8 hours	NA	NA	

Number of Service Requests

	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	YTD
Wtr enquiry	32	36	27	67	47	35	37	45	31	62	63	45	527
New connect.	32	20	20	23	24	7	16	14	14	19	13	16	218
Safety	6	4	2	4	5	4	6	4	3	6	7	4	55
Toby repair	15	18	6	18	17	11	9	24	12	12	13	14	169
Major wtr leak	9	10	13	7	9	4	10	6	21	15	14	19	137
Minor wtr leak	64	57	54	30	34	25	36	38	42	87	78	56	601
No water	8	8	10	17	11	5	6	4	9	20	26	23	147
Wtr quality	20	3	2	1	4	16	13	12	25	7	6	4	113
Wtr quantity	8	5	9	6		9	7	11	9	13	9	6	92
SW block	2	4	2	8	11	5	6	1	4	6	2	6	57
SW drain	8	3	5	5	5	5	6		5	2	1	5	50
SW property flood	6	4	2	6	5	5	10	3	10	2	2		55
WW odour	5	5	2	2	4	2	1	3	3	2	1	2	32
WW overflow	16	10	5	5	14	7	12	12	9	17	20	14	141
WW p/station	35	33	30	24	40	28	4	29	31	50	44	38	386

Continuous Improvement Projects

Programme Components	Project	Comments	Budget	Dec		Jan	
Early Works	SMS Backup	Complete	\$55,000				
Early Works	Generator Plugs (Raglan)	Complete	\$50,000				
Early Works	Backup Generator - Greenslade	90% complete	\$75,000				
Early Works	City Care Support	Complete	\$50,000				
Early Works	Public Education Programme - Plan						
Early Works	Public Education Programme - Implement	15% complete	\$15,000				
CIP - Capital	Causal Analysis	Complete	\$5,000				
CIP - Capital	Enhanced Plan - Costed		TBD				
CIP - Capital	Enhanced Plan - Implementation		TBD				

DWS Event – compliance measure transgression requiring the Drinking Water Assessor to be notified, transgression is not the same as non-compliant

RC Event – breach of resource consent condition that requires WRC to be notified, this is not necessarily a measure of overall compliance for the year and excludes WWTP laboratory results outside of consent conditions

---

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	20 February 2017
<b>Prepared by</b>	Lynett Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference</b>	GOV1301
<b>Report Title</b>	Exclusion of the Public

## I. EXECUTIVE SUMMARY

---

To exclude the public from the whole or part of the proceedings of the meeting to enable the Infrastructure Committee to deliberate and make decisions in private on public excluded items.

## 2. RECOMMENDATION

---

**THAT** the report of the Chief Executive be received;

**AND THAT** the public be excluded from the meeting to enable the Infrastructure Committee to deliberate and make decisions on the following items of business:

**Confirmation of Minutes dated Tuesday 22 November 2016**

### REPORTS

#### a. Ngaruawahia Community Facilities Steering Group Report

*The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:*

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(i)(j)**

**Section 48(1)(d)**

#### b. Ngaruawahia Community Facilities

---

***The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:***

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(i)(j)**

**Section 48(1)(d)**

**c.      101 Tregoweth Lane, Huntly – Demolition/Removal of House and Disposal of Land**

***The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:***

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(a)**

**Section 48(1)(d)**

**d.      Acquisition of Land at Rangiriri**

***The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:***

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(i)**

**Section 48(1)(d)**

**e.      Waikato Expressway – All Sections Issues Register – Update February 2017**

***The general subject of the matter to be considered while the public is excluded, the reason, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:***

**Reason for passing this resolution to withhold exists under:**      **Ground(s) under section 48(1) for the passing of this resolution is:**

**Section 7(2)(i)**

**Section 48(1)(d)**