

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY, 27 JULY 2020** commencing at **9.30am**.

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

1. **APOLOGIES AND LEAVE OF ABSENCE**
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GJ Ion
CHIEF EXECUTIVE

TERMS OF REFERENCE AND DELEGATION

Reports to:	The Council
Chairperson:	Cr Eugene Patterson
Deputy Chairperson:	Cr Carolyn Eyre
Membership:	The Mayor, all Councillors and Mr Brendon Green
Meeting frequency:	Six-weekly
Quorum:	Majority of the members (including vacancies) ¹

Purpose

The Infrastructure Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

¹ Quorum will be half of Committee members (including vacancies) until Maangai Maaori are appointed.

3

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

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	16 July 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1301
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Infrastructure Committee meeting held on Monday, 15 June 2020.

2. RECOMMENDATION

THAT the minutes of the meeting of the Infrastructure Committee held on Monday, 15 June 2020 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

INF Committee Open Minutes – 15 June 2020

Minutes of a meeting of the Infrastructure Committee of Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY, 15 JUNE 2020** commencing at **9.30am**.

Present:

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

Attending:

Mr D Whyte (Chairperson, Huntly Community Board)
Mr B MacLeod (Deputy Chairperson, Raglan Community Board)
Mrs D Lovell (Chairperson, Taupiri Community Board)

Ms A Marfell, General Manager Leadership (Sport Waikato)
Ms M Wilson, District Co-Ordinator (Sport Waikato)

Mr G Ion (Chief Executive)
Mr R MacCulloch (General Manager Service Delivery)
Mr V Ramduny (Strategic Projects Manager)
Mr P McPherson (Community Projects Manager)
Ms M May (Community Connections Manager)
Ms J Bishop (Contracts and Partnering Manager)
Mr R Bayer (Roading Team Leader)
Mr P Ellis (Solid Waste Team Leader)
Mr L McCarthy (Asset Engineer)
Mrs LM Wainwright (Committee Secretary)

The chair welcomed the new Maangai Maaori representative, Mr Brendon Green.

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Sedgwick/McInally)

THAT an apology be received from Councillors Bech and Lynch.

CARRIED

INF2006/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Gibb/Thomson)

THAT the agenda for a meeting of the Infrastructure Committee held on Monday, 15 June 2020 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;

AND THAT all reports be received;

AND FURTHER THAT the Chair of the Huntly Community Board, Mr Whyte, the Chair of the Taupiri Community Board, Mrs Lovell and the Deputy Chair of the Raglan Community Board, Mr MacLeod, be given speaking rights for the duration of the open section of this meeting.

CARRIED

INF2006/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

Resolved: (Crs Sedgwick/Woolerton)

THAT the minutes of a meeting of the Infrastructure Committee held on Monday, 23 March 2020 be confirmed as a true and correct record of that meeting.

CARRIED

INF2006/03

REPORTS

Sport Waikato Report – 1 January 2020 – 31 March 2020

Agenda Item 5.1

The report was received [*INF2006/02 refers*] and the Sport Waikato representatives spoke on the following items:

- Rahu Pokeka - Team Little Big Bots had been set up to get children into sport and healthy eating and is working towards becoming an incorporated society.
- Developing Relationships with Hampton Downs Motor Park – Councillor Sedgwick to be included in future discussions.
- Sport Waikato is seeking opportunities to assist Clubs/Groups in the district. Councillors to direct any groups needing assistance to Sport Waikato.
- Walking Access Commission - Regional facility plan was being worked on.

Unconfirmed Minutes of the Waikato Regional Transport Committee held on 4 May 2020

Agenda Item 5.2

The report was received [*INF2006/02 refers*] and the Strategic Projects Manager reminded Councillors that an update had been emailed to them.

Service Delivery Monthly Report for June 2020

Agenda Item 5.3

The following matters were discussed:

Boat Ramps

The second phase of the Elbow Boat ramp upgrade had been discussed with Tonkin & Taylor. Once finalised, staff would present the information to the community.

Bridges

Perry Bridge Lighting – Power System Replacement

Action:	Staff to investigate ownership of the wind turbine and report back to the Committee.
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CCTV

Huntly CCTV Project – CCTV poles had been installed and cameras would be next. This project is of major importance to the Huntly community.

Cemeteries

Whangarata Cemetery Development

Action: Staff to present the final cemetery design to the Onewhero-Tuakau Community Board and Pokeno Community Committee.

Facilities

Huntly War Memorial Hall – PGF Funding had offered financial assistance for Town Halls and War Memorial Halls. A Halls portfolio would be prepared for a funding application.

Roading Works

Installation of footpaths on Gordonton Road would commence from 1 July 2020.

Toilets

Toilet Strategy

Action: Staff to advise the Committee where the toilet strategy sits in the work schedule.

WDC Roding Team

BECA would report on the Waikato District's aging bridge network and this would come forward to the LTP process.

Waimea Valley Road – unsealed road. Funding from Shovel Ready Projects.

Waikato Expressway (WEX)

SHI – the condition of SHI before it is handed from NZTA to Waikato District Council. No costs to be incurred to Waikato District ratepayers. The configuration of the road must be safe and benefit the Huntly community.

Safety Projects

Guardrails on the Whangarata Overbridge would be completed within 2-3 months.

Mercer Ferry bridge would be completed in June 2020.

Solid Waste

Staff were thanked for maintaining the refuse service through the lockdown period.

EXCLUSION OF THE PUBLIC

Agenda Item 6

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item 1.1 – Confirmation of Minutes 23 March 2020	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item 2 – Actions Register		
Item 3.1 – Te Awa Cycleway – Request for Additional Funding		

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

Item No.	Section	Interest
1.1		Refer to the previous Public Excluded reason(s) in the Agenda for this meeting.
2		Refer to the previous Public Excluded reason(s) in the Agenda for this meeting.

- 3.1 7(2)(h) To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.
- 7(2)(j) To prevent the disclosure or use of official information for improper gain or improper advantage.

CARRIED**INF2006/04**

Resolutions WDC2006/05 - WDC2006/07 are contained in the public excluded section of these minutes.

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

REPORTS (CONTINUED)**Te Awa Cycleway – Request for Additional Funding**
PEX Agenda Item 3.1

It was resolved [*Resolution No. INF2006/06*] during the public excluded section of the meeting that the following resolution be released into open meeting but the report remain confidential and unavailable to the public:

“Resolved: (Crs Smith/Sedgwick)

THAT the Infrastructure Committee recommend to Council that up to \$854,024 be approved for the Council’s contribution to the local share funding of the Te Awa Cycleway project shortfall, such amount is to be funded from a mix of existing roading reserve (84%) and loan funding (16%) as per Option 2 in the staff report;

AND THAT the NZTA subsidy budget be corrected from 45% to 52% Funding Assistance Rate (FAR).

CARRIED”

There being no further business the meeting was declared closed at 11.29am.

Minutes approved and confirmed this day of 2020.

EM Patterson
CHAIRPERSON

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	27 July 2020
Prepared by	Karen Bredesen PA to the General Manager Service Delivery
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Sport Waikato Report – 1 April 2020 to 30 June 2020

1. EXECUTIVE SUMMARY

Attached is the Sport Waikato Report for the period 1 April 2020 to 30 June 2020 for the Committee's information. In this report the Waikato District Sport Co-ordinators 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.

Representatives from Sport Waikato will be in attendance at the meeting.

2. RECOMMENDATION

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

3. ATTACHMENTS

Sport Waikato Report 1 April 2020 to 30 June 2020

Waikato District Report

01 April 2020 – 30 June 2020



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

The work of Sport Waikato staff is guided by the Regional Strategy for Sport and Recreation in the Waikato – Moving Waikato 2025 – which is underpinned by a focus on 3 key areas: Our People; Building Communities; and Regional Leadership.

OUR PEOPLE

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

MORE ADULTS, MORE CHILDREN
'OUT THERE AND ACTIVE'

BUILDING COMMUNITIES

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

HELPING COMMUNITIES TO HELP THEMSELVES

REGIONAL LEADERSHIP

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

LEADING AND DELIVERING CHANGE

Community Resilience Funding (CRF)

Sport Waikato, on behalf of Sport NZ, has administered the Government’s community sport relief package aimed at supporting the sector to recover from the impacts of COVID-19. Across the short lifespan of the fund, Sport Waikato have connected with our region’s sports clubs and Regional Sports Organisations which has resulted in 149 successful applications and financial support being directed to where it was needed most in the wake of the pandemic. The funding has reached all of the region’s districts and has spanned a breadth of both individual and team sports.





Season Transition Plan



Following Sport NZ’s launch of Keep up with the Play and Balance is Better, Sport Waikato have partnered with our region’s 3 largest TLAs (Waikato and Waipa District Council and Hamilton City Council), our 5 largest participation codes (Rugby, Netball, Cricket, Hockey and Football) and the Waikato Secondary School Sport Association (WSSSA) to seek collaborative action on a winter and summer code season transition plan. The plan aims to reduce overlap between sporting seasons whilst providing for a wellbeing window for participants and a maintenance window for Councils. The plan is currently in draft and we will be seeking wider sport and TLA support in the coming months.

OUR PEOPLE

MORE ADULTS. MORE CHILDREN 'OUT THERE & ACTIVE'
 A focus on the provision of opportunities that meet the needs of the people of our region






Status	On Track		Some Challenges		High Risk		Complete	
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KPI	Project	Overview of Achievements this Period	Impact in the District	Status
To grow participation in local communities to increase the number of individuals who meet the physical activity guidelines	MANGATANGI SCHOOL 	<ul style="list-style-type: none"> Met with Tess Watts (sports coordinator) to strategise how to increase the sports program at the school. Equipment stock take and making a “wish list “ for equipment and how to fund Connected Tess to: Counties Cricket, Waikato Volleyball, Youthtown Discussed Bikes in Schools and process for implementation 	<ul style="list-style-type: none"> Starting to create a database of sport delivery options to support school programs 	

BUILDING COMMUNITIES



HELPING COMMUNITIES HELP THEMSELVES
 A focus on quality local delivery of sport, recreation and physical activity experiences




Status	On Track		Some Challenges		High Risk		Complete	
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KPI	Project	Overview of Achievements this Period	Impact in the District	Status
To work with the deliverers of sport, recreation and physical activity to provide sustainable, quality experiences	NGARUAWAHIA SQUASH RACQUETS CLUB 	<ul style="list-style-type: none"> Attended Ngaruawahia squash emergency meeting to gain understanding of the club’s current situation and offer support moving forward. Facilitated planning meeting with the club focusing on: <ul style="list-style-type: none"> Clubs current status and options moving forward Facility ownership Committee commitments Funding options 	<ul style="list-style-type: none"> Community venue in prime position remains open Opportunity to provide a multipurpose space by renting space to other providers, Identify future potential user groups Potential to template process if successful to use across district for other at risk clubs. 	



		<ul style="list-style-type: none"> • Ongoing support for new committee and action list to work to <ul style="list-style-type: none"> ○ Strategic plan mooted and key priorities identified for next stages of recovery and rebuild of the club ○ Investigating new low-cost keyless entry system to replace current expensive/ineffective system. ○ Simplified registration process for club – ○ Investigating club promotion across various platforms: Facebook, mail drops, newsletters. 		
	<p>POKENO TENNIS AND RECREATION CLUB</p> <p><i>“To create a friendly, popular community asset that encourages locals and their family and friends to engage in physical activity, events and socializing”</i></p>	<ul style="list-style-type: none"> • Provided business case to Council facilities team outlining the potential user groups for a newly surfaced (2400 sq. m) multi use court space, including hockey, futsal, tennis, netball. • Approached Activ8 sports (www.activ8sportsnz.com) to discuss their program delivery and opportunity to set up satellite program in Pokeno. • Received approval for funding. Conveyed to the Pokeno community steering group to consider in their planning process for the wider sport and rec landscape. • Worked with Pokeno tennis and rec club to strategise revenue streams to cover turf maintenance and funding for stage 2: lights. • Applied and received 5 x fruit trees from WDC to start food forest 	<ul style="list-style-type: none"> • Quality sport venue on the horizon for Pokeno and surrounds. • Continuation of upgrade of the Domain which now has dog park and food forest. • Opportunity for more programs delivered to community and schools. • Increased profile to attract more user groups 	





	<p>PLANNING WORKSHOPS</p>	<ul style="list-style-type: none"> Working collaboratively together, the Sport Waikato District Coordinators developed and designed a post covid planning workshop that we can adapt to suit individual clubs or groups in the 'Recovery and Rebuild' phase of covid. 	<ul style="list-style-type: none"> Opportunity for clubs to assess where they are at and where they want to get to. This document is intended to outline the processes they need to consider and help them achieve their club aspirations. 	
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REGIONAL LEADERSHIP




LEADING AND DELIVERING CHANGE
A focus on regional and national partners working together to lead change and enhance outcomes



Status	On Track 	Some Challenges 	High Risk 	Complete 
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KPI	Project	Overview of Achievements this Period	Impact in the District	Status
<p>To develop, maintain and grow quality stakeholder relationships</p>	<p>POKENO SPORT AND RECREATION STEERING GROUP</p> <p><i>"To ensure the development of land and facilities match the prospective sports and recreation needs of the Pokeno and surrounding communities in the near and distant future"</i></p>	<ul style="list-style-type: none"> Met with Mary Wilson (D.I.A.) to discuss funding for consultant to help guide community representatives through facilities design and build phase of Munro Block once earthworks are completed Updated steering group regarding council policy around light and noise through the Reserves Management Plan Updated Steering Group regarding the ramifications of Covid on the Munro Block project timeline- delay of earthworks for stream diversion 	<ul style="list-style-type: none"> Next steps for steering group plan starting to form Opportunity to document process for future developments, especially within community council partnerships. 	



	<p>TUAKAU SPORTS LIGHTS UPGRADE</p>	<ul style="list-style-type: none"> • Coordinated council and sports trust to facilitate celebrations and “flicking the switch” • Coordinated media with an outline of the project for newspaper coverage • Organized RENF • Approached WDC/ Sports Trust to consider a reflection/assessment meeting to review project process for all involved. 	<ul style="list-style-type: none"> • Profile of the North Waikato Sport and Rec landscape enhanced • Opportunity to case study project and reference for future projects, improve processes • Improved capacity of sports facilities and potential to increase user groups 	
	<p>BUILDING OUR WAIKATO DISTRICT COMMUNITY BOARD & COMMITTEE RELATIONSHIPS</p>	<ul style="list-style-type: none"> • Recognising the importance of building and maintaining our relationships, over the next few months we plan to attend meetings to build our profile with each ward. <ul style="list-style-type: none"> ○ Connect with any current or future projects and value add where possible. (Resources, connect to funders, committee support and capability building) ○ Gain insights into the needs of our communities and recognise opportunities to support. 	<ul style="list-style-type: none"> • Greater awareness of our community needs and opportunities that we can assist with. • Community awareness of Sport Waikato as an option for support. • Strategize with Committees and Boards to best support sport and active recreation in our communities. 	



2. REGIONAL SPORT WAIKATO PROGRAMME UPDATES ¹⁷

Programme	Locally-Specific Programme Updates
<p style="text-align: center;">Facilities</p>	<ul style="list-style-type: none"> • Regional Sports Facilities Plan Review Update – two successful Stakeholder Workshops were held via Zoom in June. Purpose of the workshop was to take a current and future scan of the places and spaces environment focussing on development of additional priorities moving forward. Draft priorities to be reviewed by the Advisory Group by the end of July 2020 to assist councils with the LTP process. • Sport NZ Facility Planning Tool – As we review the Regional Sports Facilities Plan we are mapping all facilities in the newly created Sport NZ Planning Tool. The tool will detail, locate and have the ability to map all council facilities. All councils will have a unique login and will have the ability to manage their own data and view all other district facilities within the tool. This process is currently underway. • The Collaborative Sport Field Study being undertaken by Global Leisure Group on behalf of Hamilton City Council, Waipa and Waikato District Councils in its very final final stages. The report is due for completion by late July 2020. • Sport Waikato continue to advocate the advantages of school/community partnerships where the opportunity exists, potential partnerships currently exist with Matamata College – two court indoor facility, Te Kuiti High School – two court indoor facility and Fairfield College, Turn & Circle Gymnastics Facility.
<div style="border: 1px solid red; border-radius: 10px; padding: 5px; width: fit-content; margin-bottom: 10px;"> <p style="color: red; font-weight: bold; margin: 0;">REGIONAL LEADERSHIP</p> </div>	<ul style="list-style-type: none"> • NATIONAL VOLUNTEER WEEK: Sport Waikato took a fresh approach to celebrating the National Volunteer Week 21- 28 June launching the “Support Local Sport” Volunteer campaign. In a “Call to Action” a number of sport celebrities featured in a short video encouraging the community to “make a difference” by volunteering in local sport clubs. Click here https://bit.ly/316RFBM <p>The campaign was supported by Volunteering Waikato offering free membership for clubs and use of a platform to advertise roles. To make sure clubs were ready to give new and existing volunteers an amazing experience, a series of two “Online” Growing Your Volunteer Team workshops were staged facilitated by EXULT.</p> <p>The promotion was widely promoted across the Waikato Region by direct contact with clubs by District Coordinators and across several E Platforms. The messaging attracted media attention from several local papers and Radio stations</p> <p>This is part of an on going project by Sport Waikato to raise volunteer awareness and engagement in communities through building capability in clubs to provide great experiences to their helpers and members.</p> <ul style="list-style-type: none"> • CLUB RESOURCES AND WORKSHOP DELIVERY:To support the recovery and rebuild phase of the sport and recreation sector during this quarter, the District Coordinators and Sport Capability team have collaborated on redeveloping accessible and relevant club capability resources using a variety of delivery platforms in order to strengthen and sustain our community sport and recreation providers. This is in response to identifying that our community providers are being stretched by the demands of changing participation needs and growing compliance obligations which is impacting on their capacity and future sustainability. The Covid-19 pandemic did however highlight that the sport and recreation <p>community were more receptive to online learning opportunities and connections than previously indicated which has enabled our team to explore alternative methods of delivery and support to our communities.</p>





- **GREEN PRESCRIPTION PROGRAMME:** The Green Prescription programme is an individual programme for adults and teenagers who are not currently meeting the recommended 150 minutes per week of physical activity. The main goal is to enhance overall lifestyle by increasing physical activity and improving healthy food choices. Delivery of the Green Prescription service is now flexible with less-intensive and more-intensive options being offered to help clients make positive behaviour change around exercise and healthy kai.

GREEN PRESCRIPTION SUCCESS STORIES

- Client X was contacted as a part of our 12-month recall service. X is out of the wheelchair now and can walk an hour every day. X's weight has reduced, and they are feeling a lot more like they use to which is very pleasing.
- X has had some major health challenges but after guidance and support is now doing very well. X has attended 2-3 aquafit classes per week the last 3 weeks and is feeling great. Has noticed that they are feeling a lot more fit. Has recently had been for a 20km bike ride which is 100% more than what they used to be able to do. Has also decreased their intake of sugar and fried/fatty food significantly.

- Project Energize is a Waikato District Health Board funded initiative, whose aim is to increase the quality and quantity of physical activity, and improve the nutritional status of primary and intermediate school aged children in the Waikato.

In response to the COVID-19 lockdown Project Energize explored new ways to support teachers by providing fun physical activity ideas and healthy eating tips for children and whaanau to do at home. The team has been busy producing and regularly distributing resources directly to teachers, as well as through the Project Energize Facebook page. Encompassing videos, quick and easy games and activities that could be safely conducted within the household bubble, and simple healthy recipes to cook together as a family, these were a way to continue to communicate the Energize messages of "Eat Healthy, Be Active, Have Fun" but in a new way.

- Term 2 in the Waikato District is winter sports – rugby, netball, basketball, football etc. For this the schools work on the fundamental large ball skills (passing, dribbling, kicking etc.) so they can enter teams into the local competitions. Again, Energize created videos to keep students and families game ready so that when school was allowed back and sport was allowed to be played everyone was ready:
 - Large Ball (passing & catching) <https://youtu.be/l77TTRvpFxo>
 - Dribbling <https://youtu.be/NExO8tkfMvo>
 - Fundamental Skills Overview <https://youtu.be/l8R9kU1d0Vs>



- With schools finally able to return in the middle of Term 2, fitness was identified as a need to get children ready for sport again. Energize created an easy 10-minute exercise circuit that required no equipment that classes could follow along to or families could do together at home.
- Energize also ran a skipping / jump rope PD which 9 teachers attended. This covered all aspects from learning how to jump to doing different skipping tricks individually and together with long rope
- Another video was created to remind students to stay prepared for the eventual continuation of their sports. This was done in Te Reo Māori to help connect better with our kura kaupapa
- As soon as schools were back operating fully after lock down, Horotiu School made the decision of still moving ahead with the annual Cluster Ki-o-Rahi Tournament for Y7/8 students in celebration of Matariki. Of the eight schools involved in this cluster only one decided not to send a team. In the few weeks they had to prepare you could see the students had put time into re-learning the game, as well, some of the schools had their Energizers in for refreshers and also to model some new Traditional Maaori Games to the other classes.
- The highlight of the day was watching the way the students played the game, the sportsmanship and respect shown to each other, and the fun they had, even in a bit of rain. Two senior students from Horotiu School kept the spectators updated on scores and also interviewed students from other schools for their school radio station broadcast.
- A comment from the lead teacher who organised the event - 'It was great to see the sportsmanship, fairplay, positive attitudes and understanding of the game shown by all of our students on the day, and lots of learning about the game by our parents and spectators'.



Sport Waikato's Under Fives team works in the Waikato District in 2 capacities; Under 5 Energize (U5E), & Community Education (Under Fives) including distributing Kiwi Manuals.

- Due to COVID-19 and the nationwide lockdown, we stopped all face-to-face deliveries from 23 March. We began offering face-to-face deliveries from 13 May when NZ moved to level 2, however uptake of these was low with Early Childhood Educations Centres and community providers working through their restrictions & changes due to Covid 19. Since moving to level 1 in June, ECE centres and community organisations are beginning to schedule deliveries and workshops again

Under 5 Energize:

- The Under 5 Energize team worked to put together some short, fun videos for ECE educators. These provided new ideas ECE educators could use to engage the tamariki in their care in physical activity. These 6 videos were sent to all U5E ECE centres.

Community Education (Under Fives):

- The Under Fives Fundamental Skills Advisor works with community organisations to deliver workshops to parents aiming to equip parents with the knowledge to improve the physical development of their young children.
- 2 workshops were run in this period using the Zoom video conference platform, which 2 educators, 7 parents and their children joined in.
- Also, Under Fives provide a series of 3 e-books called Kiwi Manuals to new parents in the Waikato Region. These contain information & activity ideas to encourage physical activity from birth to age 5.
- 6 KiwiBaby, 2 KiwiToddler and 1 KiwiPreschooler manuals were downloaded in this period.





- This quarter saw the planned expansion of the This is ME Secondary Schools Programme unfortunately delayed, due to COVID-19. A mini-forum with principals and senior staff of the next phase of schools (which includes Raglan Area School) was scheduled for March, but was necessarily postponed as a result of the pandemic. We are now working on an individual basis with those interested schools to discuss what a partnership may look like to increase female leadership and participation in physical activity. We are excited to bring This is ME to the Waikato District, with first phase implementation in the Secondary School space.
- This is ME recently supported a New Zealand Rugby League and Upper Central Zone Rugby League Women's Carnival Event hosted at Patterson Park, Ngaruawahia. The initiative was designed in response to the cancelling of the regional women's club competition following covid-19 and was attended by 25 enthusiastic players who took the field together in randomly selected teams. The approach is a great example of a targeted initiative that draws on the motivations and interests of women and girls – having fun, doing things together and participation over competition. It will be continued throughout the Upper Central Zone, with a further two carnival events in Hamilton and Tokoroa over the coming weeks.

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	27 July 2020
Prepared by	Karen Bredesen PA to the General Manager Service Delivery
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Service Delivery Report for July 2020

I. EXECUTIVE SUMMARY

This report is to inform the Infrastructure Committee of significant operations/projects commenced, in progress, or completed since the last Infrastructure Committee meeting. It is divided into the following sections:

1. Community Projects
2. WDC Roding Team
3. Waikato District Alliance
4. Solid Waste

2. RECOMMENDATION

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

3. ATTACHMENTS

- Service Delivery Monthly Report for March 2020
- Infrastructure Committee Actions Register

SERVICE DELIVERY

I. COMMUNITY PROJECTS (Various works for Open Spaces, Facilities, and Roothing)

- Boat Ramps
 - Elbow Boat Ramp
 - Manu Bay Breakwater and Boat Ramp
- Bridges
 - Perry Bridge Lighting – Power system replacement
- CCTV
 - Huntly
- Cemeteries
 - Whangarata
 - Jackson St
 - Rangiriri
- Facilities
 - Huntly War Memorial Hall
 - Tuakau Library
 - Mercer Community Centre
 - Whatawhata Community Facility
 - Huntly Grandstand Roof Replacement
- Open Spaces
 - Munro Sportspark, Pokeno
 - Dr John Lightbody Reserve Lighting
- Playground Renewals
 - Hukanui Reserve, Gordonton
 - Hakanoa Domain, Huntly
 - Fairfield Park Basketball Court, Huntly
- Skate Parks
 - Dr Lightbody Reserve, Tuakau
- Railway Station
 - Huntly Park and Ride
- Roothing Works
 - Gilmour St Urban Upgrade, Raglan
 - Raglan Holiday Park Access Road & Entranceway Upgrades, Raglan
 - Dr Lightbody Reserve Car parks, Tuakau
- Toilets
 - Pokeno, and The Point – Ngaruawahia
 - Centennial Park, Ngaruawahia
- Wastewater
 - Onewhero Reserve Wastewater, Stage 3
- Wharf
 - Cliff St Jetty

BOAT RAMPS

Elbow Boat Ramp

Tonkin & Taylor consultants are designing the initial layout which is expected in late July, and then will be provided to the community through the Forum for review and feedback.

The works to repair the erosion adjacent to the ramp went well and are now complete. Design and build value was \$48,800.

A car park overlooking the Waikato River is at the entrance to the Elbow Boat Ramp. Due to consistent wave energy and human activity on the exposed area the car park river bank had begun to erode. The erosion also exposed large asbestos pipes that were used in the past as a retaining wall. In the last 12 months the speed of erosion has accelerated.



Riverbank erosion adjacent to boat ramp before repair



Riverbank erosion adjacent to boat ramp before repair



Completed erosion repair



Completed erosion repair

Manu Bay Breakwater and Boat Ramp

Meetings with key stakeholders which were underway prior to the Covid-19 event are being completed at the time of writing and a report on the results of the meetings and any future actions will be provided to the Stakeholder Forum by the end of July, and will be appended to the Raglan Community Board's next meeting on 7 August.

BRIDGES

Perry Bridge Lighting – Power System Replacement

NEO Consulting have provided an Offer Of Service (OOS) for an On-Grid Solution (in essence still using renewable energy - but from Karapiro Hydroelectric Dam via the grid). NEO requested the original technical specifications from the original install. These have been provided the assessment is underway.

Once the on-grid option price option is understood, a decision can be made as which energy supply to install - either to replace the off-grid equipment, or to connect to the grid.

CCTV

Huntly CCTV Project

Two light poles have been installed – one on the corner of Semple & Harris Streets and the other at the end of Bridge Street. WEL (through their subcontractor) have been enabling the existing street light poles to have continuous power to enable the cameras to be attached and connected.

SaferCities are (at the time of writing) meeting with the NZ Police at the Huntly Station on 16 July 2020 to discuss the new requirements of what SaferCities are installing on top of, and into the Huntly Police Station.

The Project Team will meet SaferCities to discuss site installation details and meet with the two private land owners to facilitate installation. Once that's done it will be ready for WatchU to install their cameras, currently scheduled for early August.



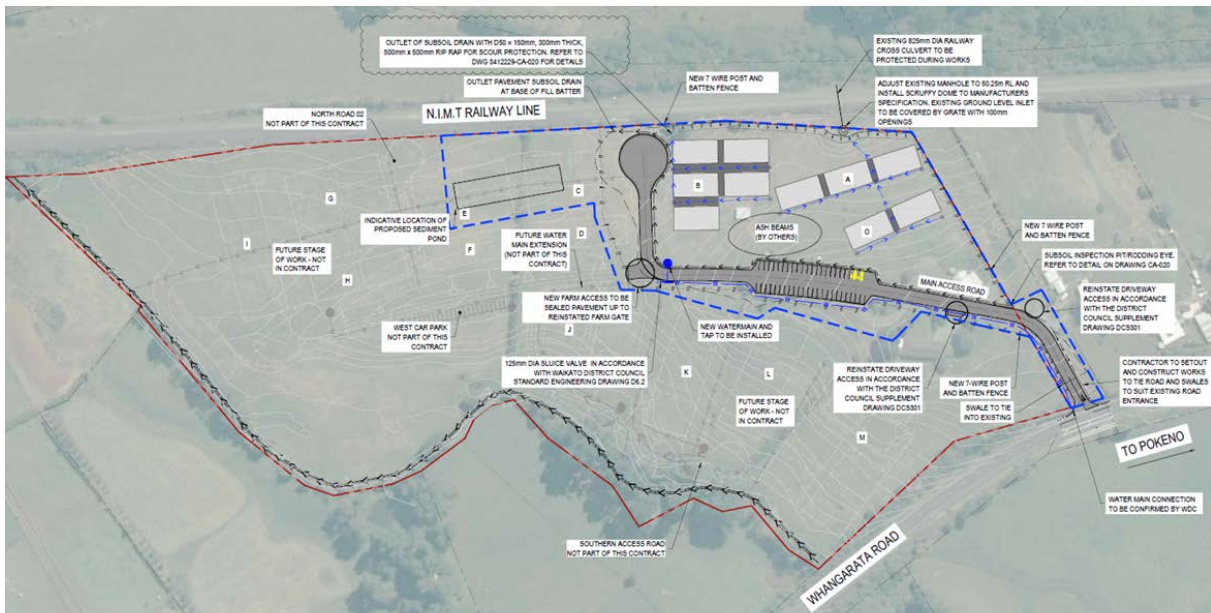
Pole of Bridge St and on the corner of Semple and Harris St on 24 hour supply, ready to receive cameras

CEMETERIES

Whangarata Cemetery Development

Contract documents are currently being prepared and will be advertised this month (July). Tenders will be evaluated and awarded ready for earthworks to start in spring.

GENERAL LAYOUT AND CONSTRUCTION WORK



- Site clearance of vegetation, fencing and troughs.
- Demolition of tank, farm shed, and vacant dwelling.
- Cut to fill approximately 3,200m³
- Place imported fill of approximately 4,200m³
- Install approximately 620m of subsoil drainage
- Provide water supply to boundary.
- Construction of 300 long chip seal access way.
- Construction of carpark with capacity for 44 vehicles.
- Upgrade left hand turn bay for at intersection.

Although the general layout of the cemetery has been designed including proposed car parking and the road layout for future expansion, no particular areas or special facilities (fencing and signage) for the various denominations have been determined as yet. This can be done on completion of the earthworks following further consultation with the community.

Jackson Street Cemetery

Contract I8/I53 – Ngaruwahia Cemetery Access Road Upgrade - The tender was awarded to Dempsey Wood Civil Ltd for the tendered sum of \$194,494.03.

Construction is underway. The contract period for construction is seven weeks.



Kerbing underway at Jackson St Cemetery

FACILITIES

Huntly War Memorial Hall

Re-build of a new ramp is to be re-scheduled. This is the last task for the first schedule of works.

The second schedule with a budget of \$160,000 – safety railing for roof access for air conditioning units are being installed. Also new security locks and some minor works are being completed.

Tuakau Library (Expected completion July 2021)

The finalised layout plan is expected to be provided by the designers BCD by the end of July.

Temporary relocation of library services will be implemented into the Tuakau Hall. The move is currently scheduled for the beginning of October but will depend on design, budget and procurement processes. The temporary location will be in place until June 2021.

Note that consideration will be needed for an alternative venue for the Anzac celebrations next year as library services are likely to be operating out of the Town Hall during this period.

Mercer Community Facility - Feasibility Study

WDC Funding and Partnership Manager Nick Johnston is liaising with the Fire Service regarding their property disposal, and is investigating additional external funding sources.

Whatawhata Community Facility (Expected completion February 2021)

CKL continue to work on the resource consent application, working through the remaining queries from the processing planner.

Consultation with Ngaati Māhanga has resulted in a letter of approval and agreement for an Memorandum of Understanding for communal use of the car park, managed by representatives from Ngaati Māhanga, the Whatawhata Residents and Ratepayers Association (WRRRA), and Waikato District Council.

Staff have provided an Integrated Traffic Assessment to New Zealand Transport Agency for approval. Discussions with one other party affected by the roading changes is ongoing, with written approval anticipated soon.

Council staff are in discussions with planners and adjacent land owners regarding acoustic issues and potential mitigations.

The deadline for all Lotteries grant applications was extended to 26 August 2020.

Huntly Grandstand Roof Replacement

Negotiations have now concluded with a selected contractor and relevant documentation is being prepared. Additional budget will be required to meet the negotiated costs – these are being discussed with the Community Connections Manager.

Asbestos Assessment Surveys

Requests for Quotes (RFQ) have been received via the Professional Services Panel and a preferred supplier, 4Sight Consulting has been selected. The work is to assess 10 buildings requiring intrusive earthquake assessments. The asbestos assessments are expected to be completed in August.

OPEN SPACES

Munro Road Sportspark

The contractor will establish on site in October at which time earthworks will get underway.

Dr John Lightbody Reserve Sports Field Lighting

Installation and commissioning of the sports field lights is complete and the lights are in use.



Completed sports field lighting

PLAYGROUND RENEWALS

Hukanui Reserve, Gordonton and Hakanoa Domain (adjacent to pool), Huntly

Staff are awaiting a concept plan for long term development for Hukanui Reserve. Some enabling works may be required prior to the playground works if building relocations and wastewater system updates are included in the plan.

Hakanoa Domain has insufficient budget to carry out the works envisaged. The Open Spaces Team are working to confirm the scope of works.

SKATE PARKS

Dr John Lightbody Reserve, Tuakau

The design work by Rich Landscapes commissioned by Tuakau Youth Sports Trust was scheduled to start in April but was delayed by Covid-19 lockdown.

Rich Landscapes have indicated that the design and associated consultation will now continue through 2020 and the final designs will be available in January 2021.

A 2D design and preliminary construction schedule for tendering purposes is being sought from the Trust to enable the procurement of a construction contractor by the end of the calendar year. This will enable works to get underway in January when the final design is complete. If the 2D design and schedule is not completed by October there will be insufficient time to tender, evaluate and award for summer construction. This may lead to a spring construction start (October 2021).

RAILWAY STATION

Huntly Park and Ride

All of the retaining wall panels, and panels needed to raise the existing platform to the required height have been installed for the full 140m length of the future platform.



Installing new panels to raise the height of existing section of the platform to meet new standards

The Stage 1A design of the Park and Ride by the Community Projects Design Team is being developed into the 3D design needed to enable kerbing and drainage to be installed.



General layout of Stage 1A of the Park and Ride.

The necessary watermain and ducting have been installed in Glasgow Street.

Stage 2A – expanded parking and connection off William Street involving land purchase/exchange.

Phase 1 – Demolition & Land Clearing on specific properties on Tregoweth Lane has been approved and will go to tender in mid-August.

Phase 2 – The Civil Works contract to complete the site works is being developed for tender.

ROADING WORKS

Gilmour Street, Raglan – Urban Upgrade

Street and stormwater design is complete. Construction is scheduled for summer.

Raglan Holiday Park Access Road & Entranceway Upgrades, Raglan

Stage two alignment discussions will continue to refine the proposed alignment.

Dr John Lightbody Reserve Car Parks

Detailed design work will be scheduled with the design team.

TOILETS

Pokeno, and The Point, Ngaruawahia

Contract 18/213 to refurbish toilet facilities at Great South Road, Pokeno, and at The Point, Ngaruawahia, is no longer going to be terminated given the high level of assistance and monitoring accepted by the contractor to comply with Zero Harm requirements.



Pokeno Toilets closed for refurbishment

Construction is currently underway on the Pokeno Toilets, with work expecting to take 6 weeks. Temporary toilets are available throughout the construction timeframe.



The Point Ngaruawahia toilet refurbishment

Centennial Park, Ngaruawahia

Staff are awaiting manufacture and delivery of the toilet by Permaloo Ltd. This is anticipated to be in October.

WALKWAYS

Raglan – Wainui Road Footbridge Upgrade

WDA are currently developing the work programme for this project.

WASTEWATER

Onewhero Reserve Wastewater Upgrade

An invited Request for Quote (RFQ) was sent out to selected contractors and prices have been received. A preferred tenderer has been identified and a tender report is being completed for approval to award.

WHARF

Cliff St Jetty Repair

The replacement brackets being designed by Frame Group Ltd were not forthcoming due to post-Covid demands, and an alternative design is being developed with PipeScape, to be manufactured by Taupiri Engineering.

2. WDC ROADING TEAM

Capital Projects

Staff are working with the Community Projects team in firming up the delivery programme for the 2020/21 construction season. There are a number of high profile projects including Horsham Downs Link, Te Awa Cycleway, Horotiu roundabout, Anne-Brook Road extension, and the Pokeno Road upgrade that will be delivered this year. We are working through the procurement options of these projects with a focus on value for money and delivery time frames.

Alliance Contract Roll-over

The improvement plan that is a condition of the contract extension is being rolled out with the Alliance team and is currently one quarter through a comprehensive implementation process. New roles have been advertised and once appointments have been made the next implementation phase will commence. New reporting processes and project management frameworks are part of the current phase.

Activity Management Plan

The Roading team continues to work closely with the Council's consultant, Morrison and Lowe, to assist in compiling the Activity Management Plan. Work on developing levels of service continues and the pricing of various options and scenarios is progressing. This document will be used as the basis for our discussion with NZTA who are our co-investor contributing 52% of the funds for work on the network. This has proven to be a challenging task as we consider the implications of the Waikato Expressway, developer projects and growth on our district

Asset Management

The annual High Speed Data (HSD) survey has now been completed. Unfortunately as a result of the lockdown disruption, only 75% of the survey was able to be completed before the wet and colder weather set in and the roads became unsuitable to survey. The roads not completed will be included with the 2021 HSD survey and for the interim, previous survey results will be used with a deterioration factor applied. The new data from this survey will be available mid-July. This data will then be used to update our pavement deterioration models and assist in identifying skid resistance exceptions over the network.

The Annual Achievement report from RAMM has been run and is ready to be loaded into the New Zealand Transport Agency database.

Maintenance cost data for April and May has been uploaded into RAMM.

As built data continues to be collected for the capital works and improvement projects carried out by the Alliance. New assets from other projects and sub-divisional development works have also been entered into RAMM. Capitalisation of projects is ongoing.

3. WAIKATO DISTRICT ALLIANCE

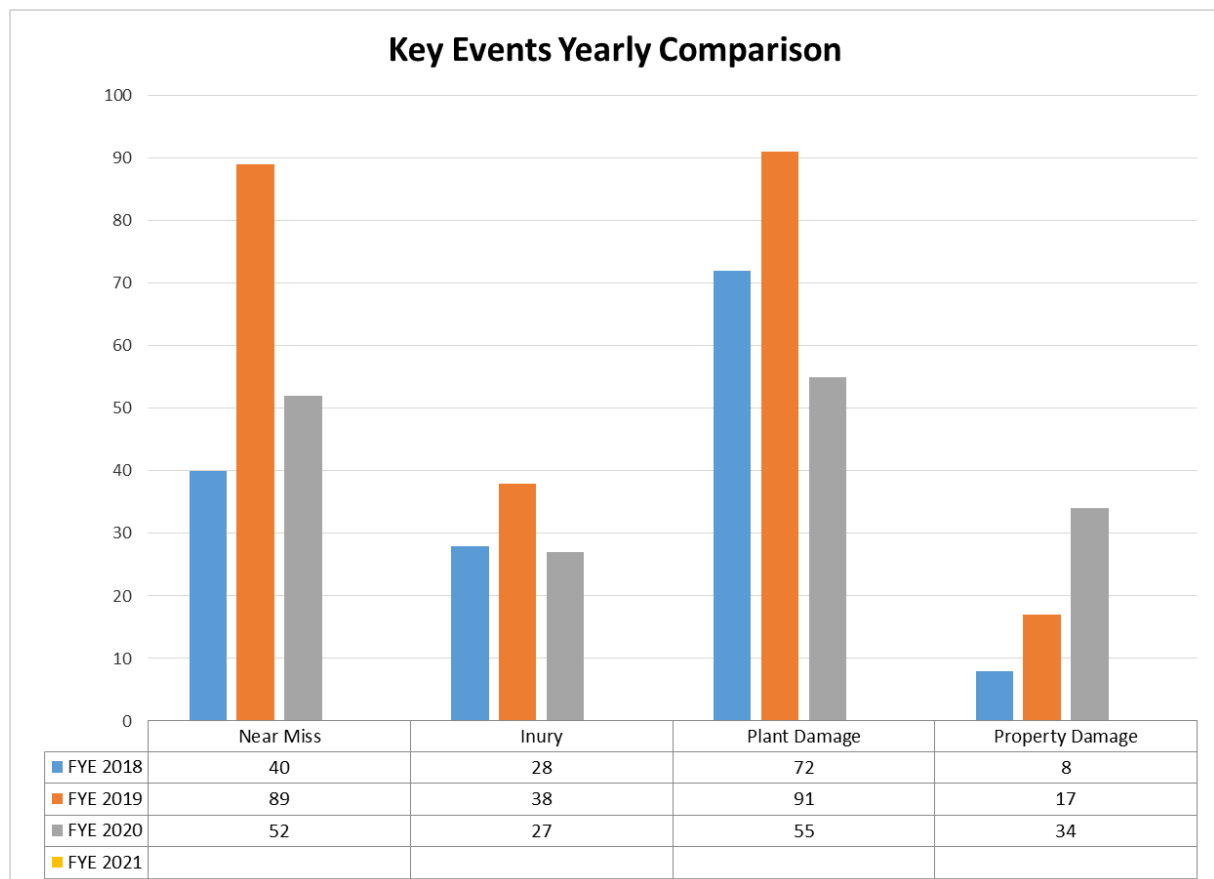
The Alliance reported that no significant injuries continues which is a continuation of a positive trend.

There were no Lost Time Injuries (LTI), one Medical Treatment Injury (cut leg from broken glass during a litter collection) and one injury occurred with a worker rolling an ankle while on site.

There have been several high potential incidents over the last few months. These have been investigated, lessons learnt identified and toolbox briefings held to disseminate lessons learnt.

Safety behaviour conversations and audits carried out during the year totalled 1027 against a target of 962. Weekly toolboxes continue to review incidents, share learnings and discuss near misses and cover wellness and mental health support. This continues to generate good discussion at these toolboxes.

The following graph illustrates the year on year trends for our key incident.



Maintenance

Unsealed

The team managed to utilise the construction teams availability during June and have had up to five crews undertaking heavy grading across the network. Re-direction of unsealed pavement maintenance budgets has facilitated the spreading 4,640 tonne of aggregate across areas the network where LOS targets had not been met.



Sealed

Good weather throughout June allowed the teams to complete stabilising repairs in areas of safety concern prior to the onset of the winter weather.

The risk of failure of these patches was mitigated by using a lime / cement blend in the patches so that the lime would remove any excess moisture from the patch. The patches were sealed using a bitumen emulsion which allows the bitumen to adhere to the sealing chip and road surface if there is still some moisture present.

The team completed crack filling work in areas of peat that have been very dry and caused the roads to settle and crack.

Slip Repairs

Slip repairs work continued on both Ohautira Road and Highway 22, with the completion of 3 railway iron retaining walls on Highway 22.



Highway 22



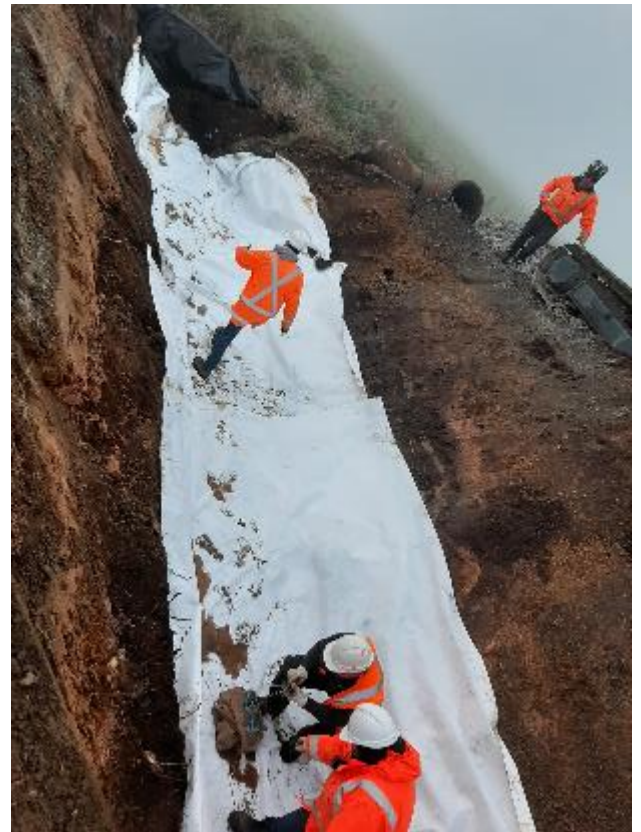
Ohautira Road

Over the month of June a team worked to construct a river revetment project on Ohautira Road. During storm events and the river rising/falling there had been extensive scour to the river bank putting the road in jeopardy of falling into the river closing it completely. A resource consent was quickly sourced and under emergency works the team commenced placing rocks into the stream to mitigate the erosion. Extensive erosion and sediment control measures were put in place including a floating boom in the river to trap sediment should it run off. This floating boom was constructed in house by the Alliance team to reduce cost.



Drainage

With resource available from our Alliance construction team and the continued use of a local sub-contractor in the north we managed to secure five drainage teams across the district that continued to complete much needed drainage work across the district on both sealed and unsealed roads.



A number of cyclic crews cleared catchpit lids around the various townships following the continuous autumn leaf fall and also cleared drainage ports on bridge decks.

Footpaths

Following some close liaison with local stakeholders and the Waikato Regional Council the team managed to complete the construction of a retaining structure, new kerb and channel and concrete footpath on Wainui Road, linking the footpath from Wainui Bridge through to Wainui Reserve Bush Park.

Dr John Lightbody Reserve Lighting

This work has been completed and local teams have already been training under the new lights.



Capital Works

Rehabilitation

Pavement reconstruction works were all closed down and made safe for the winter period until the weather starts to fine up in August when the teams can resume construction. The works completed in May and Early June have put the team in an excellent position to start the year off well and progress works early on taking advantage of the short construction season.

Pavement investigation, survey and design is currently underway for next year's programme keeping the team busy looking at alternative solutions for historical issues on the network.

Horotiu Bridge/River Road Temporary Roundabout

In last month's report there was an update on the newly installed temporary RAB at River and Horotiu Bridge Road intersection. We are pleased to advise that after 6 weeks from installation there has been no known incidents at this intersection making the temporary RAB a success.



Resurfacing

Resurfacing design and site inspections have been undertaken in June with the thought of a start date of September to undertake reseals (weather dependent).

Asphalt continued on the network during June. A site in Raglan Wi Neera St was resurfaced as well as Waverley/Piako road intersection. Next seasons asphalt programme is currently being looked into to make sure that high priority sites can be started in August.

Design Work

Design work continues on next year's rehab programme and current actions include:

- Progressing Pook Road design to consult with residents.
- Bell Road land requirement plan has been prepared to progress land-purchase. Currently with Roding team to finalise.
- Coalfields and Bedford Roads preliminary designs have been reviewed with some recommended changes to improve geometrics, drainage and reduce land encroachment.
- Organizing FWD testing for 20/21 sites.
- Survey has commenced for 20/21 sites, with the Testpits being carried out under the same TTM.

Huntly Rail Project

The Huntly rail project has progressed well in June. Final design has been approved for the platform after some delay due to initial survey error. F1 and G1 panels have been placed to form the new platform front edge.

Materials for new platform light towers have been procured and bases for these will be installed shortly.

Despite holdups due to design issues we are still on track to deliver this landmark project on time and to budget.



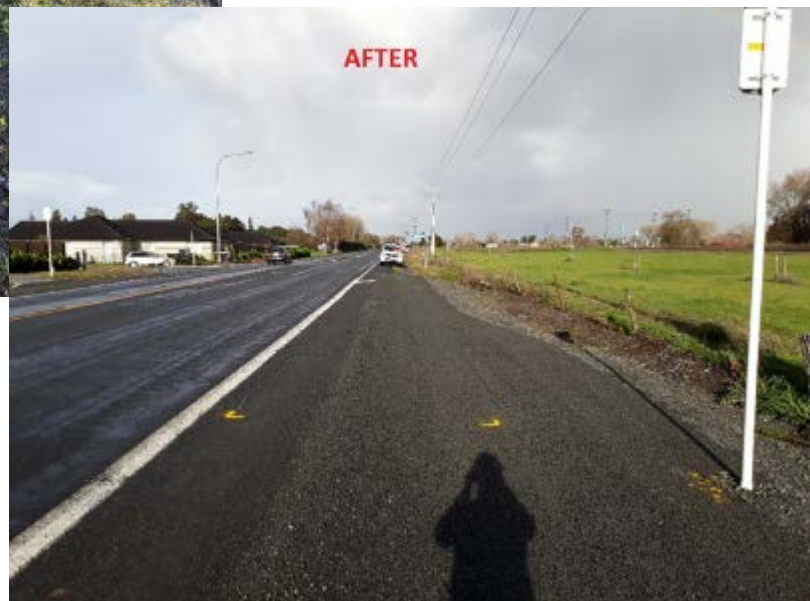
Quality Inspections

Quality Technician reviews both our maintenance and construction programmes and scheduled inspections and testing to ensure hold points are maintained and work meets relevant design and construction standards.

Quality assurance reports are reviewed monthly at Alliance Leadership Team meetings.

Safety Projects (Low Cost / Low Risk)

Two bus stops were completed outside the River terrace subdivision in Ngaruawahia on Great South road in June. The existing subdivision footpath got connected to the bus stop and this provides a safe walking path for the bus travellers.



4. SOLID WASTE

Solid Waste Review Update

A report was submitted to the 29th June 2020 Council meeting seeking approval to enter into negotiations with our three solid waste contractors. The resolution was passed. Formal notice, as required by the contract was issued to Smart Environmental. Negotiations have been initiated with Metrowaste and Xtreme Zero Waste.

A meeting with Xtreme Zero Waste, facilitated by the Engineer to Contract, was held on the 26th June to negotiate the legacy EED claim (left hand side collection) which was not addressed when it was introduced in 2017.

Provision has been made in the Annual Plan to accommodate the settlement.

A meeting was held with the Te Mata School to discuss issues relating to the recycling container on the school boundary. The local community is keen to keep the facility, but it may need to be serviced more frequently due to issues with windblown litter and rodents.

Other Highlights and Updates

Covid-19

Solid waste services have returned to normal post Covid-19 lockdown and volumes have settled down to normal levels for the time of year.

Negotiations are underway with Metrowaste to re-instate recycling drop-off at Huntly and Te Kauwhata transfer stations.

Inorganics Collection

Due to Covid-19 lockdown, the scheduled inorganic collection for April was deferred. The collection commenced 6th July and is going well.

Closed landfills

The draft summer monitoring report for the Ngaruawahia landfill has been forwarded to Waikato Regional Council.

Negotiations are underway with Hamilton City Council Shared Services lab to continue sampling and testing following the departure of Waters

Waste Minimisation Levy

The Government review of the Waste Minimisation Levy has been delayed by the Covid-19 lockdown.

It is unlikely that any change will occur to the existing level (\$10/tonne) this calendar year (2019/20).

Infrastructure Committee Actions Register – 15 June 2020

	Action	To Action	Update/Response
1.	Perry Bridge Lighting – Power System Replacement Staff to investigate ownership of the wind turbine and report back to the Committee.	Paul M	As far as staff can determine, the wind turbines were to be owned and maintained by Waikato District Council, and are not aware of any restrictions regarding ownership.
2.	Whangarata Cemetery Development Staff to present the final cemetery design to the Onewhero-Tuakau Community Board and Pokeno Community Committee.	Richard C	Richard Clark will present the cemetery design to the Onewhero Tuakau Community Board and Pokeno Community Committee.
3.	Toilet Strategy Staff to advise the Committee where the toilet strategy sits in the works schedule.	Megan M	Current work programme of Reserve planner suggests review date in late 2020/early 2021

Open Meeting

To	Infrastructure Committee
From	Nicolas Wells Acting General Manager Service Delivery
Date	27 July 2020
Prepared by	Paul Harrison Roading Corridor Engineer
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Road Name Approval – Maataitai Street for the second phase in the Rangitahi Development, Raglan

I. EXECUTIVE SUMMARY

The purpose of this report is to request that the Infrastructure Committee approve the following proposed road name supplied by Rangitahi Peninsula Development, and recommended by the Raglan Community Board at its meeting on 23 June 2020, in accordance with the Road Naming Policy:

- Maataitai Street

The Community Board report is attached to provide background information (Attachment 1). The Community Board Resolution (RCB2006/04) is also attached for information (Attachment 2).

This report recommends that the Infrastructure Committee approves the road name Maataitai Street for the second phase in the Rangitahi development at Raglan, in accordance with the Road Naming Policy.

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

2. RECOMMENDATION

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

AND THAT the Infrastructure Committee approve the following road name for the Rangitahi development in Raglan, in accordance with the Road Naming Policy:

- Maataitai Street

3. ATTACHMENTS

Attachment 1 – Report to Raglan Community Board dated 24 June 2020 “Proposed Road Name for Precinct B, Rangitahi Peninsula Subdivision at Raglan”

Attachment 2 – Raglan Community Board Resolution RCB2006/04

Open Meeting

To	Raglan Community Board
From	Roger MacCulloch General Manager Service Delivery
Date	24 June 2020
Prepared by	Paul Harrison Roading Corridor Engineer
Chief Executive Approved	Y
Reference #	RCB2020
Report Title	Proposed Road Name for Precinct B, Rangitahi Peninsula Subdivision at Raglan

I. EXECUTIVE SUMMARY

The purpose of this report is to request that the Raglan Community Board approve the following proposed road name recommended by Rangitahi Peninsula Development for the second phase in the Rangitahi development at Raglan:

- Maataitai Street

Maataitai Street is the developer's preferred choice of road name.

The proposal was circulated for informal approval of the Board during the Covid-19 lockdown when Board meetings could not take place.

The application report submitted to the Roothing Team on 26 May 2020 seeking approval to name a road within the second phase of Rangitahi Peninsula Development, is attached to provide background information (Attachment 1).

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

This report recommends that the Raglan Community Board approves the road name Maataitai Street in accordance with the Road Naming Policy.

2. RECOMMENDATION

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

AND THAT the Raglan Community Board agrees to the following proposed road name supplied by Rangitahi Peninsula Development:

- **Maataitai Street**

AND FURTHER THAT the Raglan Community Board recommends to the Infrastructure Committee that Maataitai Street be approved in accordance with the Road Naming Policy.

3. ATTACHMENTS

- Application for Road Name
- Precinct B Scheme Plan with Dimensions



Huntly Area: Office 142 Main Street 0800 492 452
Raglan Area: Office 7 Bow Street 07 825 8129
Tuakau Area: Office 2 Dominion Road 0800 492 452
District Office Telephone (all hours) 07 824 8633
 Call Free 0800 492 452
 Fax 07 824 8091

District Office
15 Galileo Street
Private Bag 544
Ngaruawahia 3742

Email: info@waikato.govt.nz
www.waikatodistrict.govt.nz

Application for Road Name

APPLICANT

OFFICE USE

Full name: Samuel Hugh Laity

Name Number: _____

Property address

(in application): Precinct B, Rangitahi Peninsula, Raglan **Property Number:** _____

Postal address: _____ Deloitte, Level 3, 24 Anzac Parade, Hamilton East, Hamilton

Email: Sam@rangitahi.co.nz **Phone:** 0276541551 (day) _____ (mob)

REQUIRED ROAD NAME INFORMATION AND CHECKLIST

Specific road name details to be provided in the table overleaf.

Which of the below applies to this application:

- Private right of way (ROW) - \$400 per name authorization with instillation of one sign included.
 Developer - \$400 for road name authorization per subdivision section - Developer to provide and install signs.

To be included with application:

- Site plan of Road(s) YES NO
- Evidence of the significance of the proposed names YES NO

Confirmation of payment to be included with application

Application will commence once payment is received. For payment options, please visit <https://www.waikatodistrict.govt.nz/pay-it>.

If payment is not received, a letter and invoice will be sent requesting payment within 14 days.

If payment is not made within this timeframe, your application will be returned to you in full.

APPLICANT'S SIGNATURE

Do you require a Tax Invoice?

YES NO

Signature: _____

Date: 26/05/2020 _____

CUSTOMER DELIVERY'S NOTES

How was it received?	<input type="checkbox"/> Mail	<input type="checkbox"/> Counter	Site received: _____
Received with payment?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	Date payment received: _____
Letter/Invoice Generated?	<input type="checkbox"/> YES	<input type="checkbox"/> N/A	RDG No: _____
Online payment?	<input type="checkbox"/> YES	<input type="checkbox"/> N/A	Receipt No: _____
Scanned to ECM?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	Document ID No: _____
Building Consent attached?	<input type="checkbox"/> YES	<input type="checkbox"/> N/A	Building Consent No: _____
Assigned to Engineer?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	Subdivision No: _____
			Completed by: _____

Preference is given to names which reflect the identity of the Waikato District; historical significance of the area; cultural significance of the area to Tangata Whenua; deceased people who were important to the history of the area and events, people and places of significance to the Waikato District. Appropriate association is also required for surrounding themed or grouped names.

The below table is an example of themed names, background information provided and potential duplication or similar sounding names:

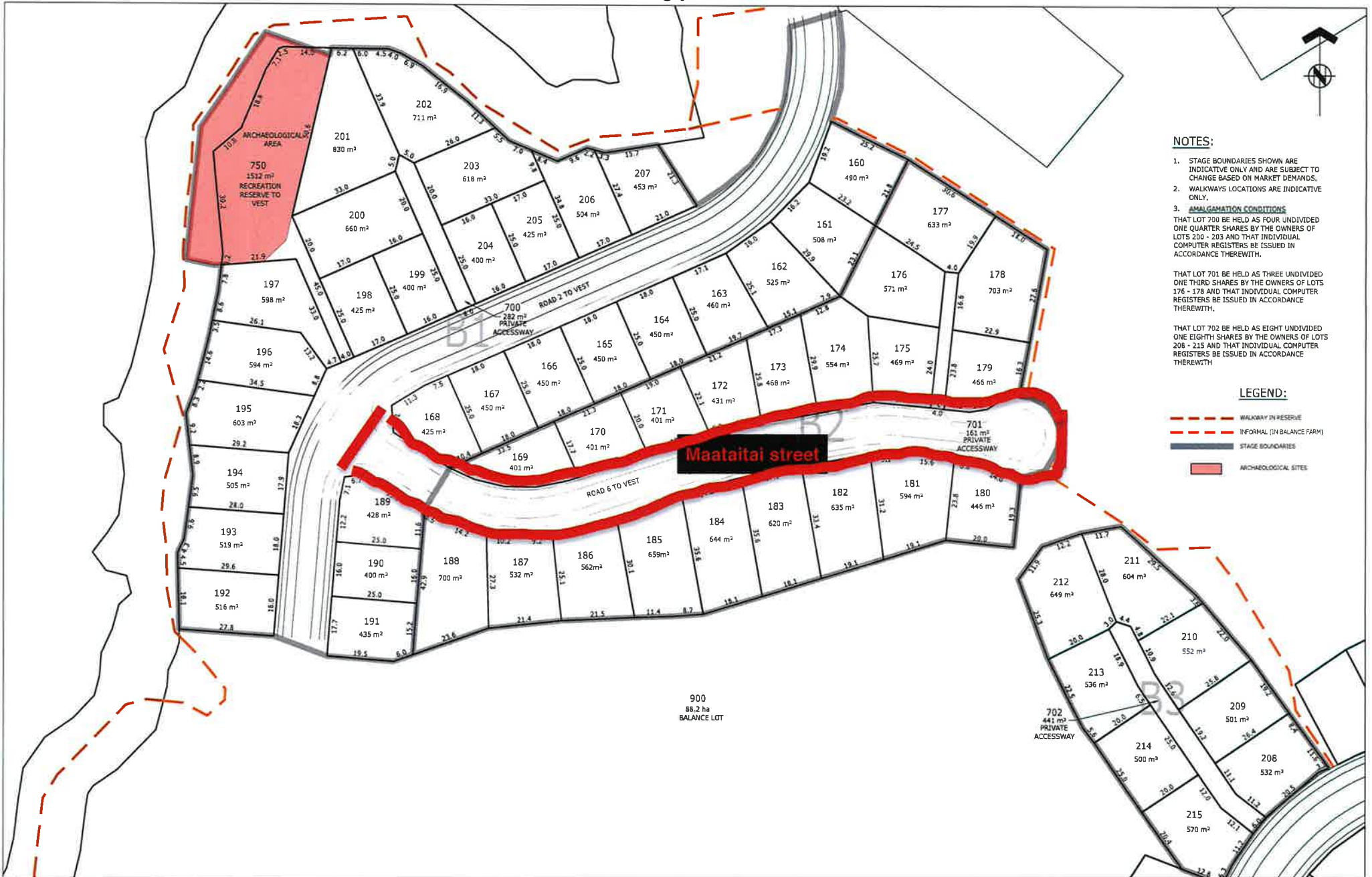
ID	Name and Suffix	Reason	Location of duplicate or similar sounding name in NZ	OFFICE USE ONLY	
				Classification and notes	Approved or Declined
Road 1.	Magner Road	John Magner and wife Brigit arrived from Ireland (via Boston) and settled in Ngāruawāhia about 1876.	None	None	Approved
Road 2.	<u>Peter Bently Road</u>	Peter was born in 1908. His family were farming at Waitoa.	Bently Rd – Original request 2 x ACC 1 x HCC 1 x CHCH	Councils changed to Peter Bently Road	Declined or use changed name

Complete the below table with your preferences:

ID	Name and Suffix	Reason	Location of duplicate or similar sounding name in NZ	OFFICE USE ONLY	
				Classification and notes	Approved or Declined
ROAD NAME LIST:					
Option 1	Maataitai Street	means shellfish, food gathered from the sea. Relates to a miden site close by	None		Approved Rooding
Option 2					
Option 3					
Option 4					
Option 5					
Option 6					
Option 7					
Option 8					
Option 9					
Option 10					

ID	Name and Suffix	Reason	Location of duplicate or similar sounding name in NZ	OFFICE USE ONLY	
				Classification and notes	Approved or Declined
ROAD NAME LIST:					
Option 11					
Option 12					
Option 13					
Option 14					
Option 15					
Option 16					
Option 17					
Option 18					
Option 19					
Option 20					

FOR OFFICE USE ONLY		
ENGINEERS NOTE		
<hr/> <u>Approved</u> Roading <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>		
Inspection Date: 10/6/2020	Application approved?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
SIGNED: <u>P.C Harrison</u> _____ Roading Corridor Engineer		



NOTES:

1. STAGE BOUNDARIES SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO CHANGE BASED ON MARKET DEMANDS.
2. WALKWAYS LOCATIONS ARE INDICATIVE ONLY.
3. **AMALGAMATION CONDITIONS**
 THAT LOT 700 BE HELD AS FOUR UNDIVIDED ONE QUARTER SHARES BY THE OWNERS OF LOTS 200 - 203 AND THAT INDIVIDUAL COMPUTER REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

 THAT LOT 701 BE HELD AS THREE UNDIVIDED ONE THIRD SHARES BY THE OWNERS OF LOTS 176 - 178 AND THAT INDIVIDUAL COMPUTER REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

 THAT LOT 702 BE HELD AS EIGHT UNDIVIDED ONE EIGHTH SHARES BY THE OWNERS OF LOTS 208 - 215 AND THAT INDIVIDUAL COMPUTER REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

LEGEND:

- WALKWAY IN RESERVE
- INFORMAL (IN BALANCE FARM)
- STAGE BOUNDARIES
- ARCHAEOLOGICAL SITES

900
88.2 ha
BALANCE LOT

	CD/20/101 RLM DATE: 24.11.17 DRAWN: SRT DATE: 28.11.17 CHECKED: SRT DATE: 01.12.17 APPROVED: SRT DATE: 01.12.17	BRAND PART BY: LSS PART DATE: 18.12.17 SURVEY BY: SURVEY DATE:	 ASSOCIATION OF CONSULTING ENGINEERS NEW ZEALAND ISO 9001 QUALITY ASSURED	 TAURANGA OFFICE LEVEL 1, 60 SPRING STREET TAURANGA 7110 T: +61 7 578 8000 W: www.hgtauranga.co.nz		TITLE: PRECINCT B SCHEME PLAN WITH DIMENSIONS	DRAWING No.: 1510-140163-02 DRAWING Title: 140163-02-RC101	SHEET No.: 1:500 - A1 1:1000 - A3 SCALE: 1:500 - A1 1:1000 - A3 REV: 2
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Attachment 2 - Raglan Community Board Resolution RCB2006/04

Proposed Road Name for Precinct B, Rangitahi Peninsula Subdivision at Raglan
Agenda Item 6.13

The report was received [*RCB2006/01 refers*] and the following points were discussed:

Resolved: (Mrs Parson/Mr Oosten)

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

AND THAT the Raglan Community Board agrees to the following proposed road name supplied by Rangitahi Peninsula Development:

- **Maataitai Street;**

AND FURTHER THAT the Raglan Community Board recommends to the Infrastructure Committee that Maataitai Street be approved in accordance with the Road Naming Policy.

CARRIED

RCB2006/04

Open Meeting

To	Infrastructure Committee
From	Nicolas Wells Acting General Manager Service Delivery
Date	27 July 2020
Prepared by	Michelle Smart Senior Property Officer
Chief Executive Approved	Y
Reference #	INF2020; CPM0405
Report Title	Partial Stopping of Annebrook Road, Tamahere

I. EXECUTIVE SUMMARY

Construction of a road extension, to link Annebrook Road to Matangi Road, is a key aspect arising in connection with the Waikato Expressway (Hamilton Section).

The conditions attached to the Designation, require that the new road shall not be opened for public use until Council has completed all necessary statutory processes to legally stop Annebrook Road at its intersection point with State Highway One; and the intersection of Annebrook Road/State Highway One is contemporaneously closed to vehicular traffic but may be left open for pedestrians and cyclists only.

Should the recommendations of this report be approved, the section of land resulting from the road stopping action will be retained in Council ownership as an esplanade, to ensure that the public have rights of access to, and along the stream.

As the construction of the new road link is tracking ahead of completion of construction of the Expressway, it is anticipated that the New Zealand Transport Agency (“the Agency”) may, at its discretion, require the creation of a dividing strip in the position where the Designation for the Waikato Expressway (J.17) and Annebrook Road currently adjoin, in order prevent legal and physical access onto the Waikato Expressway (at this location).

2. RECOMMENDATION

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

AND THAT the Infrastructure Committee approves that:

- i) the portion of Annebrook Road, as indicated on the diagram as Attachment I to the staff report, when defined by survey:
 - (a) be declared surplus to Council's operational roading activity; and
 - (b) be stopped utilising the road stopping provisions within the Public Works Act 1981, to take legal effect on the day that the new road link to connect Annebrook Road with Matangi Road becomes open and operational;
- ii) the section of land, resulting from the road stopping action, be retained in Council ownership as an esplanade;

AND FURTHER THAT the Committee notes that, at the discretion of the New Zealand Transport Agency, a dividing strip be created pursuant to s.333 Local Government Act 1974, in the position where the Designation for the Waikato Expressway (J.17) and Annebrook Link Road currently adjoin (as indicated on the diagram as Attachment 3 to the staff report), in order to prevent legal and physical access onto the Waikato Expressway (at this location);

AND FURTHER THAT the Chief Executive be delegated authority to execute all relevant documentation to give effect to these resolutions.

3. BACKGROUND

A requirement for a designation of land for a road corridor between Annebrook Road and Matangi Road (at Tamahere) was granted on 15 March 2006 (Refer Attachment I: Location Diagram Designation M100).

The Commissioners recommendations included that the Notice of Requirement be confirmed for a new designation for a local authority road and ancillary purposes and this is to include the construction, operation and maintenance of a Collector Road, being approximately 300 metres in length to connect Annebrook Road to Matangi Road (Refer Attachment 2: Designation M100 - Commissioners recommendations).

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Entrance to Annebrook Road is currently obtained from State Highway One, and at peak times this can represent both a safety concern and a driving challenge to those vehicles turning right into, and out of, Annebrook Road.

A new road is intended to be constructed, to link Annebrook Road with Matangi Road (Refer Attachment 3: Consultation drawing indicative road layout).

As the Waikato Expressway is intended to be a highly engineered, high volume, high speed road, the Notice of Requirement anticipated that the entry/exit points to the Expressway would need to be limited.

The new road entry from Matangi Road (and road reconfiguration) will also necessitate that the properties be renumbered, and while this work is carried out through the Agency as part of the Expressway project works, it is intended that the renumbering will be in place with effect from the day that the new road link becomes open and operational.

The Commissioners recommendations also specified that the formed new road between Annebrook Road and Matangi Road, as authorised by the designation, shall not be opened for public use until Council has completed all necessary statutory processes to legally stop Annebrook Road at its intersection point with State Highway One; and the intersection of Annebrook Road/State Highway One is contemporaneously closed to vehicular traffic but may be left open for pedestrians and cyclists only.

Council staff have been in communication with residents and affected road users, who have indicated that while the construction of the Expressway may have fallen behind schedule (that because of ongoing safety concerns) that they are particularly keen that the new road link proceed with pace, and become open and operational as soon as can be practically achieved. At this point in time, it is estimated that construction will commence in January 2021.

In usual circumstances the legal stopping of Annebrook Road, at its intersection with State Highway One, would be tied in to coincide with the Agency's road legalisation actions.

The Agency's work is still some time away, and staff are particularly mindful of the residents and road users ongoing safety concerns; therefore the purpose of this report is to obtain the necessary resolutions so as not to adversely impact upon the timing of the opening and public use of the new road link.

This report, further anticipates that a dividing strip may be created (at the discretion of the Agency) in the position where the Designation for the Waikato Expressway (J.17) and Annebrook Link Road currently adjoin, in order prevent legal and physical access onto the Waikato Expressway (at this location) (Refer Attachment 1).

4.2 OPTIONS

Option 1: Council can approve the recommendations of this report.

The recommendations of this report, if approved, will enable Council to fulfil the conditions imposed under Designation (M100), which require that as part of the construction of the new road link, that the new road shall not be opened for public use until Council has completed all necessary statutory processes to legally stop Annebrook Road at its intersection point with State Highway One; and the intersection of Annebrook Road/State Highway One is contemporaneously closed to vehicular traffic (but may be left open at this location) for pedestrians and cyclists only.

This option **is** recommended.

Option 2: Council can decline the recommendations of this report.

Should the recommendations of this report not be approved, the road link (when constructed) will not be able to become open and operational.

This option **is not** recommended.

5. CONSIDERATION

5.1 FINANCIAL

The costs associated with the road stopping action, are to be a charge to the road construction budget.

5.2 LEGAL

Council must follow the correct legal framework under either the Public Works Act 1981 or under the Local Government Act 1974 in order to progress a road stopping action.

The requirement that Annebrook Road be stopped, at its intersection with State Highway One is a requirement of the Designation, and results from a public work action (road extension and reconfiguration). It is therefore considered that the road stopping provisions as set out in the Public Works Act 1974 (“the Act”) may be utilised in this instance.

Section 116 and 117 of the Public Works Act 1981 provides that roads may be stopped by declaration, and dealt with in the same manner as if they had been stopped under the Local Government Act 1974. As the parcel of land resulting from the road stopping actions is adjacent to a waterway, it is one of the recommendations of this report, that this parcel of land be retained in Council ownership as an esplanade, to ensure the public retain access to, and along the side of the stream at this location.

Section 333 of the Local Government Act 1974 provides that dividing strips (also commonly known as road segregation strips) may be created for safety reasons to prevent legal and physical access on to the road, at that location, provided that the adjacent properties retain sufficient road frontage in order to achieve legal and physical access. Sufficient road access will be retained for to the properties located at the left and right of the current entry to Annebrook Road (being those properties legally described as Lot 6 DP 534103 held in RT 879270, and Lot 1 DPS 16038 held in RT SA 2C/851 respectively).

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The partial stopping of Annebrook Road (at its intersection with State Highway One) is required in connection with Waikato Expressway (Hamilton Section).

The Waikato Expressway is part of the Roads of National Significance (“RONS”) programme to which Council has signalled its support and cooperation, which has at various times included the acquisition and disposal of land; and the stopping of local roads where they intersect with the Expressway.

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 assets, which further 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 issues, 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 roles, and the financial and other costs of doing so.

The Waikato Expressway is a Road of National Significance and benefits the Region and District. Construction of a road extension to link Annebrook Road with Matangi Road is a key local road aspect arising from the Waikato Expressway (Hamilton Section).

Consultation on the layout and associated works have previously been carried out through the Structure Plan process, as well as through the One Network Plan and associated Multi Party Funding Agreement ("MPFA"), and through the Notice of Requirement ("NOR") process.

Indicative drawings have been provided as part of the current discussions with neighbours and affected road users, that feedback has indicated that the residents and road users would prefer that the construction of the road link proceed with pace, and not wait to coincide with the completion of construction of the Hamilton Section of the Expressway.

6. CONCLUSION

From the outset, Council has signalled its co-operation, where this is required in connection with the Waikato Expressway construction.

The construction of the Annebrook Road link to Matangi Road was originally scheduled for 2019, to coincide with the completion of the Hamilton Section.

The recommendations of this report, if approved, will for safety reasons allow for the construction of an extension of Annebrook Road, to link with Matangi Road; and meet the requirements of the Designation which require that the new road shall not be opened for public use until Council has completed all necessary statutory processes to legally stop Annebrook Road at its intersection point with State Highway One; and the intersection of Annebrook Road/State Highway One is contemporaneously closed to vehicular traffic but may be left open for pedestrians and cyclists only.

7. ATTACHMENTS

Attachment 1: Location Diagram - Designation M100

Attachment 2: Designation M100 - Commissioners recommendations

Attachment 3: Consultation drawing indicative road lay out

Legend

<p>Context</p> <ul style="list-style-type: none"> Plan Section Divide State Highway Rail Land Parcel Water Body Reserve 	<p>Infrastructure</p> <ul style="list-style-type: none"> Designation Gas Line Transmission Line Indicative Road Intent Important Indicative Road Intent Important Local A Indicative Road Intent Important Local B Indicative Road Location Important Indicative Road Location Important Service Lane Collector Indicative Road Location Important National Walkway Raglan Navigation Beacon Segregation Strip Walkway Cycleway Bridleway 	<p>Minerals Mining</p> <ul style="list-style-type: none"> Aggregate Extraction Policy Area Aggregate Resource Policy Area Coal Mine Policy Area
<p>Building Construction</p> <ul style="list-style-type: none"> Airport Inner Noise Control Boundary Airport Outer Noise Control Boundary Airport SEL 95 Noise Control Boundary Background Noise Area High Background Noise Area Noise Control Boundary Noise Boundary Distance (m) 	<p>Natural Environment</p> <ul style="list-style-type: none"> Coastal Marine Area Conservation Policy Area Ecological Corridor Environmental Enhancement Overlay Area Environmental Protection Policy Area Gully Area Hauraki Gulf Catchment Area Identified Significant Natural Feature Landscape Policy Area Management Area Proposed Esplanade Reserve Ridgeline Policy Area Schedule 5A Site of Special Wildlife Interest Threatened Species Serious Decline Threatened Species Gradual Decline Whaanga Coast Policy Area 	<p>Zones</p> <p>Commercial</p> <ul style="list-style-type: none"> Village Business (Franklin) Business (Waikato) Business (Franklin) <p>Open Space</p> <ul style="list-style-type: none"> Forest Conservation (Franklin) Queen's Redoubt Heritage (Franklin) Recreation (Franklin) Wetland Conservation (Franklin) Recreation (Waikato) <p>Industrial</p> <ul style="list-style-type: none"> Heavy Industrial (Waikato) Industrial 2 (Franklin) Industrial Services (Franklin) Light Industrial (Franklin) Industrial Park (Waikato) Light Industrial (Waikato) Industrial (Franklin) Maioro Mining (Franklin) Aggregate Extraction (Franklin) Timber Processing (Franklin) <p>Cultural</p> <ul style="list-style-type: none"> Pa (Waikato) <p>Residential</p> <ul style="list-style-type: none"> Residential (Franklin) Living (Waikato) Residential 2 (Franklin) New Residential (Waikato) Living Zone Te Kauwhata Ecological (Waikato) Living Zone Te Kauwhata West (Waikato) Village (Franklin) Rural-Residential (Franklin) Country Living (Waikato) Coastal (Franklin) Coastal (Waikato) <p>Agriculture Production</p> <ul style="list-style-type: none"> Rural (Franklin) Rural (Waikato)
<p>Commercial</p> <ul style="list-style-type: none"> Airport Obstacle Limitation Surface Area A and B (Pokeno) Area of Interest / Scheduled Area Business Centre Classification Housing Restriction Area Front Yard Control Line Main Frontage Control Line Mixed Use Policy Area Tamahere Commercial Area Town Centre Town Centre Overlay Area Verandah 	<p>Urban Environment</p> <ul style="list-style-type: none"> Amenity Planting Requirement Anticipated Dwelling Number Concept Plan Papakainga Policy Area Residential Large Lot Overlay Area Residential Medium Lot Overlay Area Structure Plan Boundary Urban Expansion Policy Area Village Growth Area 	
<p>Hazard Policies</p> <ul style="list-style-type: none"> Catchment Management Plan Area 1% Design Flood Level Flood Limit Flood Risk Huntly East Mine Subsidence Huntly South Assessment I Land Stability Policy Area Remediation Policy Area River Stability Policy Area 	<p>Map Information</p> <p>Copyright & Disclaimer - Cadastre boundaries sourced from Land Information New Zealand under CC-BY. Graphical representations of the District Plan rules have been derived from various sources; the representations are to the best of knowledge. Exact boundaries may require further investigation, please direct enquiries to the Planning and Strategy Team, districtplan@waikato.govt.nz</p> <p>Map Coordinates - the grid coordinates, provided as easting and northing values, measured in metres, use the New Zealand Transverse Mercator 2000 projection grid coordinates. Eastings are labelled on the top and bottom margins, their values increase towards the east. Northings are labelled on the lateral margin. Their values increase towards the north. For example, the value 5884321 is read as 5884 km and 321 m. 1:50 000 maps are marked at 4 km intervals, the area of a grid is 16 square km or 1600 hectares.</p> <p>On the overview map the following town abbreviations have been used; Pokeno as Pok, Te Kauwhata as TeK, Huntly as Hun, Ngaruawahia as Nga and Raglan as Rag</p>	
<p>Culture & Heritage</p> <ul style="list-style-type: none"> Battlefield View Shaft Heritage Area Heritage Item Notable Tree Schedule 8A Site of Significance Urupa Waikato River Catchment 		

WAIKATO DISTRICT COUNCIL
Requirement For a
Designation of Land for a Road Corridor
Between
Annebrook Road and Matangi Road, Matangi.

1. INTRODUCTION

- 1.1 On 20th December 2005 I issued an interim decision following my appointment to hear and make a recommendation on a Notice of Requirement lodged by Waikato District Council in its capacity as Requiring Authority for a designation of a link road corridor of approximately 300 metres in length between Annebrook Road and Matangi Road, Matangi. It includes the construction, operation and maintenance of the road as well as all ancillary structures, works and activities. My interim decision followed a hearing on 29th November 2005.

This final recommendation should be read in conjunction with the interim decision.

- 1.2 In my interim decision I concluded:

7.1 *The point that I have reached is that provided the SH1 Intersection is closed then I consider that:*

- (a) The proposed NoR meets the purposes of RMA expressed in Part 2;*
- (b) Is in accordance with the planning instruments;*
- (c) The effects will at worst be minor but are also likely to be positive and beneficial.*

I am very clear and unequivocal on those findings.

- 7.2 *I remain seriously concerned about the possibility that if the SH1 Intersection is not closed then my conclusions as above may be different."*

WAIKATO DISTRICT COUNCIL

**REQUIREMENT FOR A
DESIGNATION OF LAND FOR A
ROAD CORRIDOR
BETWEEN
ANNEBROOK ROAD AND MATANGI ROAD,
MATANGI.**

**FINAL RECOMMENDATION OF
HEARINGS COMMISSIONER ON REQUIREMENT**

**C D Arcus
Barrister
HAMILTON**

- 1.3 After considering the various options open to me the substance of my interim decision was follows:
- 8.1 *This is an interim decision. As yet I have made no recommendation to Council.*
- 8.2 *If WDC or any of the Submitters, request I will re-convene the hearing to consider*
- *Further evidence relating to the closure of the SH1/Annebrook Rd intersection*
 - *The mechanism by which I might tie the designation to the closure*
 - *Qualified traffic and planning evidence on what the position might be if the link road were to be formed and opened prior to the intersection being closed or reconfigured.*
- 8.3 *WDC or any of the Submitters may request that I make a final Recommendation without consideration of further options. If this occurs, I will first give other parties the opportunity of requesting that the hearing be re-convened for the purposes stated in the preceding subclause.*
- 8.4 *If none of the parties wishes to address these issues, I will make my Recommendation final.*
- 1.4 With a letter dated 2nd February from Bloxham Burnett & Olliver (acting for Waikato District Council as Requiring Authority) I received written confirmation from the Requiring Authority and Transit New Zealand that each wish to see Annebrook Road/SH1 intersection closed prior to the opening of the new designated road.
- 1.5 The Requiring Authority at the same time requested a final Recommendation on the Notice of Requirement without reconvening the Hearing on the matter or considering further options.
- 1.6 Paragraph 8.3 of my Interim Decision contemplated that that may occur, but I directed that if that did occur, I would first give other parties the opportunity of requesting that the Hearing be reconvened for the purposes stated in paragraph 8.2.

- 1.7 On 16th February 2006 I issued directions that other parties who appeared at the Hearing should be given 15 working days to request that the Hearing be reconvened for the purposes set out in clause 8.2 of my interim decision.
- 1.8 I have been advised by Waikato District that there has been no such request within the prescribed time. The only contact made to the Council was from Mr Jervis who indicated that he did not request the Hearing be reopened if the SH1 end of Annebrooke Road were to be closed when the other end is opened.
- 1.9 I am therefore now in a position to issue a final recommendation.

2. CONCLUSION

- 2.1 In my interim decision I recorded that:

7.1 The point that I have reached is that provided the SH1 Intersection is closed then I consider that:

- (d) The proposed NoR meets the purposes of RMA expressed in Part 2;*
- (e) Is in accordance with the planning instruments;*
- (f) The effects will at worst be minor but are also likely to be positive and beneficial.*

I am very clear and unequivocal on those findings.

My only concern was that on the evidence tendered at the hearing the possibility remained that the SH1 Intersection may not be closed. In those circumstances my conclusions as above may be different.

- 2.2 The possibility that the SH1 Intersection may remain open has now been eliminated. I can ensure the closure of the intersection by the imposition of an appropriate condition.
- 2.3 Accordingly on the basis of my findings in 7.1 of the interim decision I consider that I should recommend that the NoR be confirmed subject to conditions.

3. RECOMMENDATION

Having had regard to the provisions of the Resource Management Act 1991 and in particular Part II and Part VIII thereof; and

Having considered the effects on the environment of allowing the requirement; and

Having had particular regard to the provisions of all the relevant planning instruments, alternative sites or methods, whether the designation is reasonably necessary, and any other matter reasonably necessary in order to make a recommendation on the requirement; and

Having considered the evidence of the Requiring Authority, the submissions and the evidence tendered in support of those submissions, and the independent planning report; and

Acting under a delegation from the Waikato District Council to hear and make a recommendation on the Requirement; and

For the reasons set out in the text of this recommendation

I recommend:

1. That the Notice of Requirement be confirmed for a new designation '*For local authority road purposes and ancillary purposes*' this to include the construction, operation and maintenance of a Collector Road, being approximately 300 metres in length to connect Annebrook Road to Matangi Road, Matangi.

The land affected is all that land shown on Land Designation Plan 1 referenced as drawing Number 134100/D100 Version A prepared by Bloxam Burnett Olliver Limited.

2. That the conditions set out in Section 4 of this recommendation be imposed on the Requirement.
3. That the provisions of the Requirement be inserted into the Waikato District Council Operative and Proposed District Plans to reflect the nature and extent of the requirement.

4. CONDITIONS

Timing

1. The formed new road between Annebrook Road and Matangi Road, authorised by this designation shall not be opened for public use until:
 - (a) Council has completed all necessary statutory processes to stop Annebrook Road at its intersection point with State Highway One; and
 - (b) The intersection of Annebrook Road/State Highway One is contemporaneously physically closed to vehicular traffic except to the extent that the intersection may be left open for pedestrians and cyclists only.

Outline Plan(s)

2. In terms of section 176A of the Resource Management Act 1991 details of the works proposed to be incorporated into the designation are to be provided in an Outline Plan(s) to be submitted to the Waikato District Council prior to the commencement of the physical works. Further, the Council chooses not to waive this duty.
3. An Outline Plan(s) pursuant to section 176A of the Resource Management Act 1991 shall be submitted for consideration by the Council with the inclusion of a record of consultation concerning the points of agreement and/or disagreement regarding the design of access to and egress from the properties currently in the ownership of Leong, Jervis and Dayley.

Landscaping.

4. Prior to the commencement of construction, the Requiring Authority shall submit a Landscape Plan, to be certified as being to the satisfaction of the Council, which identifies the specific landscape measures to be implemented and maintained, including areas to be planted and /or bunded for screening purposes to mitigate the visual and landscape effects of the project on adjoining properties, namely Lot 1 DPS 58257 (being 1 Ceder Park Road), Lot 1 DPS 66336 and Lot 2 DPS 66336 as shown on Designation Plan 1.

The Landscape Plan shall be implemented and planting and/or bunding completed prior to the road link being opened for public use.

Construction

5. Prior to the commencement of any construction activity (excluding site investigation studies), the Requiring Authority shall submit to the Waikato District Council for approval a Construction Noise Management Plan. The plan shall be prepared by a suitably qualified and experienced acoustical engineer and shall identify instances where limits set under NZS 6803: 1999 Acoustics – Construction Noise could be exceeded and shall, in consultation with property owners concerned, establish approaches to maintain the amenity values of those land owners.

Noise

6. All construction work shall be designed and conducted to ensure that construction noise shall comply with Acoustics Construction Noise NZS 6803: 1999.
7. The road shall be designed and constructed so that traffic noise generated shall not to exceed a noise standard of 65 dBA L10(18 hours) at a point 3 metres within the boundary and at any point up to 2.8 metres above ground level of any adjoining property.

Archaeological

8. In the event that any archaeological sites, remains, artifacts, taonga are unearthed, dislodged, uncovered or otherwise found or discovered during the earthworks, the Requiring Authority shall:
 - a) Advise Nga Mana Toopu O Kirikiriroa and the Waikato District Council within one day of the discovery;
 - b) Cease works in any part of the site affected by the discovery;
 - c) Contact NZ Police, Coroner and Historic Places Trust as appropriate; and
 - d) Works shall not recommence in the part(s) of the project site affected by the discovery until all necessary statutory authorisations or consents are obtained and Nga Mana Toopu O Kirikiriroa Protocols for undertaking earthworks have been observed.

Traffic Management

9. Appropriate traffic controls are to be put in place, including the provision of written notification of affected owners, during construction of the Collector road and provision for the pedestrian and cycle traffic

movement.

Network Utilities

10. During the design of the project the Requiring Authority shall give reasonable notice and make all reasonable endeavours to:
 - a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where infrastructure may be affected; and
 - b) Make all reasonable changes requested by network utility operators to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of, all network utility infrastructure within the designated area is not adversely affected.

Advisory Notes

All necessary consents must be obtained from the Waikato Regional Council prior to commencement of construction works.

An authority may need to be obtained from Historic Places Trust to destroy, damage or modify an archaeological site(s) in accordance with the Historic Places Act 1993.

Open Meeting

To	Infrastructure Committee
From	Nicolas Wells Acting General Manager Service Delivery
Date	27 July 2020
Prepared by	Michelle Smart Senior Property Officer
Chief Executive Approved	Y
Reference #	INF2020; 06321/011.07; 06321/011.04
Report Title	Glen Murray Road – Partial Stopping

I. EXECUTIVE SUMMARY

In the early 1960s road realignment was carried out by the (then) Raglan County Council, in the vicinity of the properties situated at 1333 and 1340 Glen Murray Road (Refer Attachment I: Location Diagram).

A portion of the constructed alignment of Glen Murray Road has been constructed in such a position that it crosses over an eastern corner of the property situated at 1333 Glen Murray Road, and this in turn creates a severance area.

The redundant section of the legal road alignment and the severance are both fenced into the landholdings at 1340 Glen Murray Road.

This report makes a number of recommendations, which if approved, will rectify the title boundaries of both properties, and legalise the constructed alignment of Glen Murray Road.

2. RECOMMENDATION

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

AND THAT the **Infrastructure Committee** approves that:

- i) The Proposed Sections 2 and 3 (as indicated on the diagram as Attachment I to the staff report), be acquired from the owner of part Allotment 37 Parish of Whangape held in Record of Title SA 54B/662, at a price established by market valuation and to be within Council Property Policy;**
- ii) Proposed Section 1 (as indicated on the diagram as Attachment I to the staff report) be:**
 - (a) declared surplus to Council's roading requirements; and**
 - (b) stopped utilising the road stopping provisions within the Public Works Act 1981;**
- iii) Section 1 (when stopped) and Section 2 be transferred for amalgamation with Lot 2 DP 306187 held in Record of Title 24336;**

AND FURTHER THAT the **Infrastructure Committee** approves that funds be released from the **Historic Seal extensions (capital and expense) budgets** to cover the cost of land acquisition and associated fees and costs;

AND FURTHER THAT the **Chief Executive** be delegated authority to execute all relevant documentation to give effect to these resolutions.

3. BACKGROUND AND DISCUSSION

A portion of the constructed alignment of Glen Murray Road deviates from the legal alignment, and has been constructed in such a position that it crosses over an eastern corner of the property situated at 1333 Glen Murray Road.

The constructed road follows the high ground; the private property on each side of the road sits below the road.

That portion of formed road, which comprises 1340 square metres, is shown as Section 3 on the scheme plan (Refer Attachment 2: Scheme Plan).

This road alignment first appears on aerial photos taken in the early 1960's, however following a search of the Raglan County File RCC 37/621 nothing can be found to confirm that compensation was paid, or provide an explanation as to why the legalisation actions were not undertaken.

The formed road creates a severance, shown as Section 2 on the scheme plan. The severance comprises 865 square metres.

In total, the formed road impacts 2205 square metres out of 10.4542 Hectares of the property situated at 1333 Glen Murray Road.

The position of the now redundant legal road is show as Section 1 on the scheme plan and comprises 2520 square metres.

The severance area (Section 2) and the portion of now redundant legal road (Section 3) with a combined total area of 3380 square metres have historically been fenced into the property at 1340 Glen Murray Road.

The respective owners became aware of the road boundary issues quite some time after purchase.

The owner of the property at 1333 Glen Murray Road has requested that the road boundaries be regularised (corrected).

This will necessitate that:

- i) Sections 2 and 3 be purchased from the owner of 1333 Glen Murray Road, at a price established by market valuation and to be within Council Property Policy;
- ii) That Section 1 be stopped utilising the road stopping provisions within the public Works Act 1981;
- iii) And that when stopped Section 2 and Section 1 be transferred for amalgamation with the title for the land situated at 1340 Glen Murray Road.

4. ANALYSIS OF OPTIONS

4.1 OPTIONS

Option 1: Council can approve the recommendations of this report.

These actions, which if approved, will address legalisation actions that have been unresolved for over 50 years, and will rectify the title boundaries of the directly affected properties.

This option **is** recommended.

Option 2: Council can decline the recommendations of this report.

The owners of the properties at 1333 and 1340 Glen Murray Road, purchased the properties in good faith believing that the property boundaries were correct.

This matter only became known to each owner, many years after the original purchase.

The owner of the property at 1333 Glen Murray Road will continue to suffer an unfair burden, including paying rates on land over which a road has been constructed, and a portion of land that has been severed from his property, and which is occupied by the opposite neighbour at 1340 Glen Murray Road.

This matter has primarily arisen as a direct consequence of road legalisation actions having not been completed by the Council of the day.

This option **is not** recommended.

5. CONSIDERATION

5.1 FINANCIAL

The owner of the affected property at 1333 Glen Murray Road is entitled to compensation (to be assessed by market valuation) for the loss of Sections 1 (land to be acquired for the formed alignment) and Section 2 (the severance created by the formed road alignment).

While the severance and portion of road (which is proposed to be stopped) have been incorporated into the property at 1340 Glen Murray Road, the “severance and road” have suffered significant erosion and slumping in the intervening years and is considered more of a burden, than a benefit is likely to hold little or no value. Attending to this long outstanding legalisation will regularise the property boundaries, which would ordinarily have been at Council’s total cost and it is considered inappropriate that the landowner be required to contribute towards costs of rectifying this matter.

The costs associated with the legalisation process (acquisition, survey, valuation and legal fees) are to be met from the Historic Road Legalisation operational budget.

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 acquired for road.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The stopping of the legal road alignment and legalisation of the constructed alignment are outstanding legalisations actions arising from road realignment carried out by the former Raglan County Council in the 1960’s.

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 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 utilising the provisions of the Public Works Act 1981.

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

6. CONCLUSION

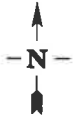
The acquisition of land upon which the formed road alignment sits, together with the severance created by the formed alignment, will remedy the roadside boundaries of the property at 1333 Glen Murray Road.

The portion of legal road which is proposed to be stopped (Section 3) and the severance area (Section 2) currently fenced into and occupied by the owner of the property at 1340 Glen Murray Road will be transferred for amalgamation.

These actions, which if approved, will address legalisation actions that have been unresolved for over 50 years, and will rectify the title boundaries of the directly affected properties.

7. ATTACHMENTS

- Attachment 1: Location Diagram
- Attachment 2: Scheme Plan



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



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CONSULTANTS ENGINEERS
TOWN PLANNERS
RESOURCE CONSULTANTS

Road to be Closed

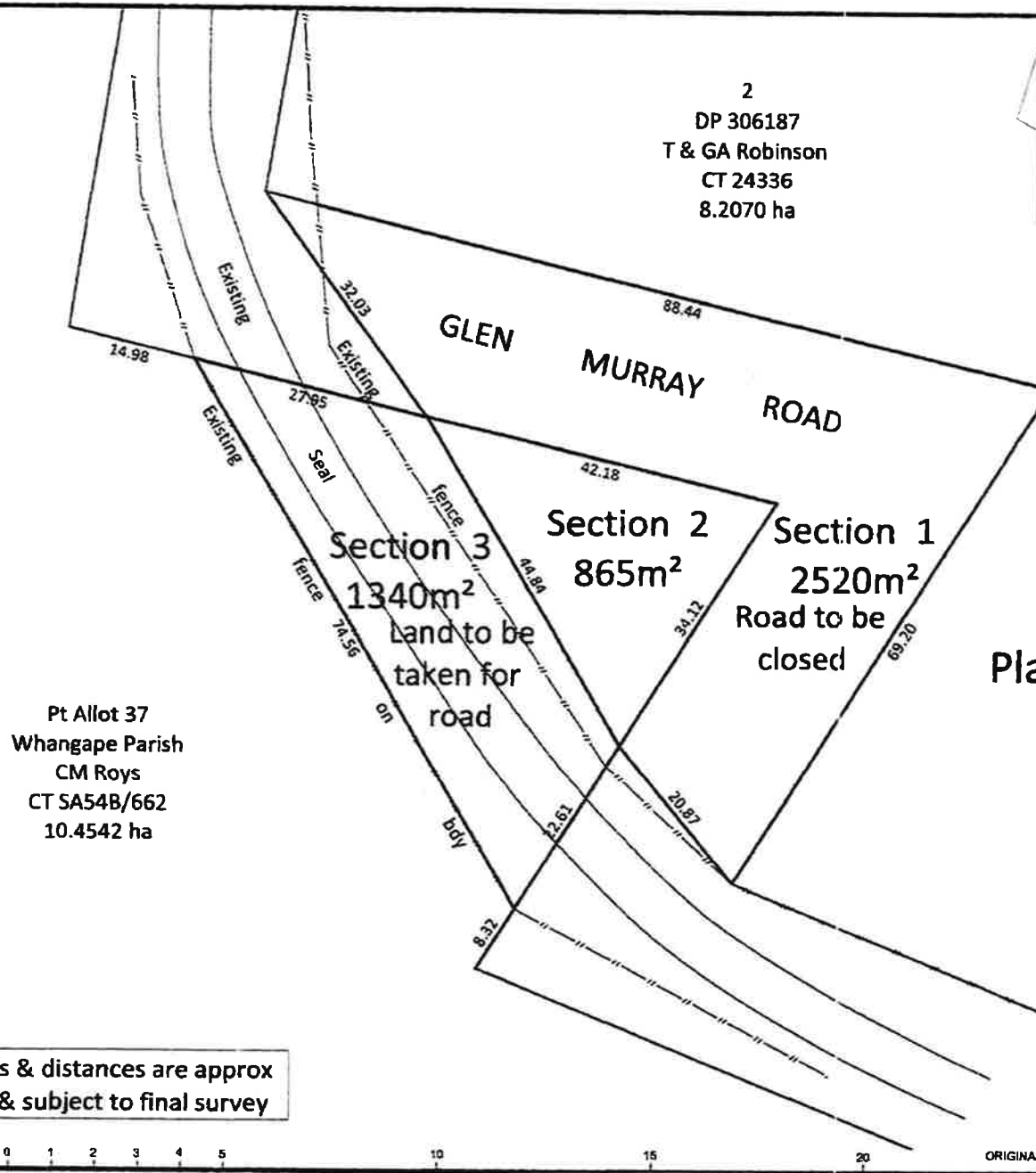
Shown	Adjoining	Area
Section 1	Lot 2 DP 306187 CT 24336	2520m ²

Road Severance

Shown	Comprised In	Area
Section 2	Pt Allot 37 Whangape Parish CT SA54B/662	865m ²

Land to be Taken for Road

Shown	Comprised In	Area
Section 3	Pt Allot 37 Whangape Parish CT SA54B/662	1340m ²



Plan Of Road To Be Closed & Road To Be Taken

NB : Areas & distances are approx only & subject to final survey

REVISED	APPROVED
PREPARED FOR Waikato District Council	
DRAWING TITLE Scheme Plan	
SCALE 1 : 500	DATE Sept 2015
FILE NO. S - 7762	SHEET NO. CT

Open Meeting

To	Infrastructure Committee
From	Vishal Ramduny Acting General Manager Community Growth
Date	1 July 2020
Prepared by	Melissa Russo Corporate Planning Team Leader
Chief Executive Approved	Y
Reference #	GOV1318 / 2661565
Report Title	Petition to Council to Purchase the Land at Pukeiahua Pa

I. EXECUTIVE SUMMARY

Council has received a petition from local hapuu, Ngati Tamainupo, for Council to purchase land at 5851 Great South Road, Ngaaruawaahia (Site).

The Site is currently owned by Perjuli Developments Ltd who is seeking to subdivide the land into residential lots.

The petition, signed by 3,515 people, does not meet the criteria of Council's Petitions Policy 2015 (Policy), however, it is clear that the intention of the document is to present as a petition. Staff therefore recommend that the document be accepted and given effect to as if it were a valid petition for the purposes of the Policy.

The purpose of this report is to provide information for the Policy and Regulatory Committee to determine whether to formally accept or decline the petition only, and not to decide on the request sought in the petition.

2. RECOMMENDATION

THAT the report from the Acting General Manager Community Growth be received;

AND THAT the Infrastructure Committee accepts the petition from Ngati Tamainupo for Council to purchase land at Pukeiahua Pa, acknowledging its intent, despite the petition not meeting the criteria in the Petitions Policy 2015;

AND FURTHER THAT the Committee understands that accepting the petition does not imply a decision on the request being sought in the petition.

3. BACKGROUND

The Site at 5851 Great South Road, Ngaaruawaahia holds significant cultural and historical value to Ngati Tamainupo, as it was part of the community gardens associated with Pukeiahua Pa. The two archaeological sites have been identified on the land, those being a hangi pit and seven burrow pits.

The Site is owned by Perjuli Developments Ltd, who was granted consent by Waikato District Council on 7 April 2020 to undertake earthworks to prepare the site for subdivision. Those earthworks are yet to commence.

An application for subdivision consent is currently being processed by Waikato District Council.

On 25 March 2020, Heritage New Zealand granted an authority in respect of the two archaeological sites which were identified.

The authority issued by Heritage New Zealand was notified to a number of parties, but the hapuu was not included in those parties. As a result, Ngati Tamainupo was not given the opportunity to appeal the decision to grant the authority within the appropriate time frame.

Pursuant to that authority, Perjuli Developments Ltd commenced earthworks.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The proposed petition does not technically meet Council's Petitions Policy for the following reasons:

- The principal petitioner has not signed the front page;
- The petition does not contain the phone number of each person who has signed it; and
- The petition is longer than 50 words.

Notwithstanding these technical non-compliances, it is clear that the intention of the document is to present as a petition.

4.2 OPTIONS

Option 1 – The Committee accepts the petition based on its clear intention to be received as a petition.

This is the preferred option.

Option 2 – The Committee does not accept the petition as it does not meet the criteria as set out in the petitions policy.

This is not the preferred option.

5. CONSIDERATION

5.1 FINANCIAL

There are no financial implications with receiving the petition itself.

5.2 LEGAL

There are no legal implications in receiving a petition which does not strictly meet the criteria of the Policy but which is clearly, for all intents and purposes, a petition.

5.2 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The Petitions Policy 2015 has been considered.

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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	Ngati Tamainupo will be notified of the outcome of Council's decision regarding whether or not they choose to accept the petition.				

Planned	In Progress	Complete	
		Y	Internal
			Community Boards/Community Committees
Y			Waikato-Tainui/Local iwi
			Households
			Business

6. CONCLUSION

Council has received a petition from local hapuu, Ngati Tamainupo, requesting that Council purchase the land at 5851 Great South Road, Ngaaruawaahia to preserve the food pits at the site which hold significant historical and cultural significance to local hapuu.

7. ATTACHMENT

Petition to protect Pukeiahua (attachments will be a separate document for viewing)

Item 5.6

**Petition to Council to Purchase the Land at
Pukeiahua Pa**

**Attachments are separate to the agenda
document**

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	27 July 2020
Chief Executive Approved	Y
Reference #	INF2020
Report Title	Road Efficiency Group Road Controlling Authority Reports

I. EXECUTIVE SUMMARY

The Road Efficiency Group (REG) is a collaborative initiative between the NZ Transport Agency and the Road Controlling Authorities (RCAs) of NZ. The Road Efficiency Group partnership has evolved from the Road Maintenance Task Force back in 2012 and plays a vital role in supporting the transport sector capability. This evolution reaches an important milestone, as REG publishes new reports using individual performance results and evidence for each of the 67 Road Controlling Authorities.

The REG report (attached) provides empirical data on transport investment and performance collated into a single dashboard, for each Road Controlling Authority. Previously this data was only available across many different sources.

The purpose of this report is to discuss the Road Efficiency Group (REG) reports, and talk about the basis for this work and our results.

2. RECOMMENDATION

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

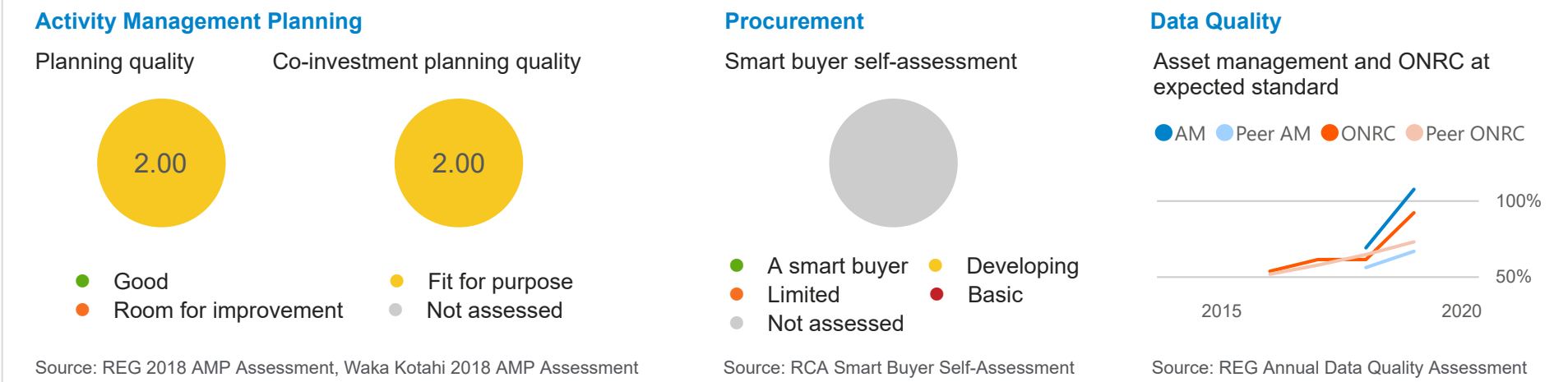
3. ATTACHMENTS

Attachment 1 - 2018/19 Waikato District Council RCA Report
Attachment 2 - REG Road Controlling Authority Report



Activity Management

Planning, Procurement and Data Quality

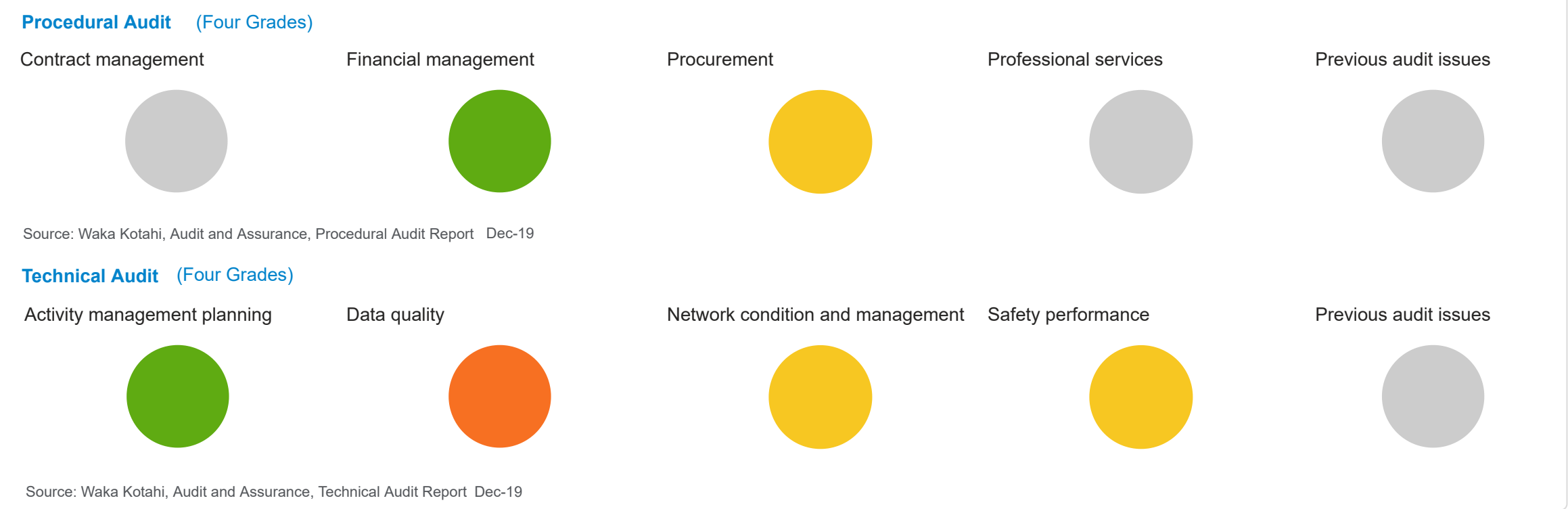


Co-Investor Assurance

Investment Performance

Four grades: Effective (Green), Some improvement needed (Yellow), Significant improvement needed (Orange), Unacceptable (Red), Not available (Grey)

Three grades: Effective (Green), Improvement needed (Orange), Unacceptable (Red), Not available (Grey)



Service Performance

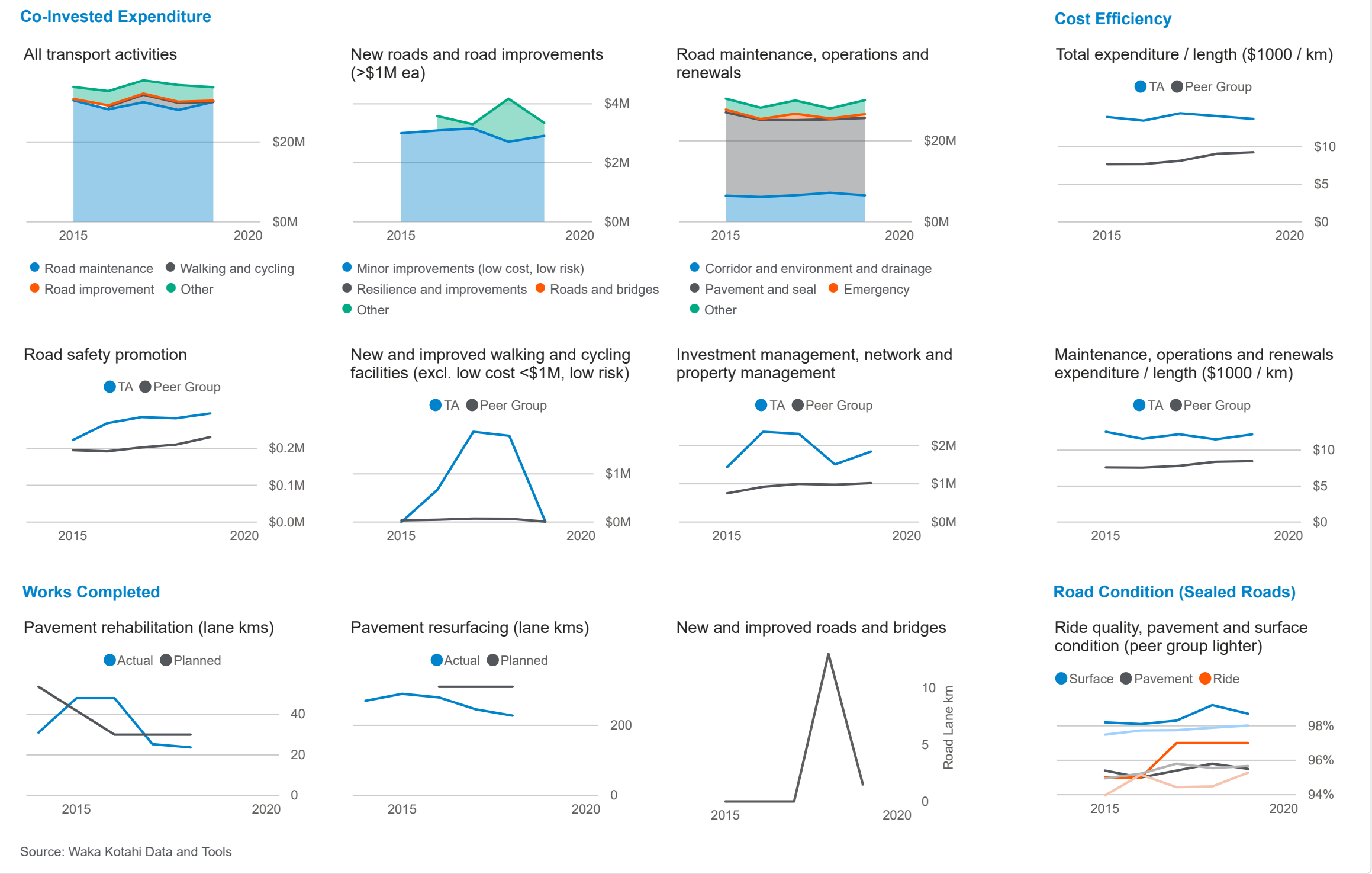
LGA Non-Financial Performance Measures

Legend: Target achieved (Green), Partially achieved (Orange), Target not achieved (Red), Not reported (Grey)

Annual Targets Achieved	2015-25 Long Term Plan			2018-28 LTP
	2015/16	2016/17	2017/18	2018/19
Provision of roads and footpaths				
Road safety	Target not achieved	Target not achieved	Target not achieved	Target achieved
¹ Condition of the sealed road network	Target achieved	Target achieved	Target achieved	Target achieved
Maintenance of the sealed road network	Target achieved	Target not achieved	Target not achieved	Target achieved
Condition of the footpaths within the local road network	Target achieved	Target achieved	Target achieved	Target not achieved
Response to service requests	Target achieved	Target achieved	Target achieved	Target achieved

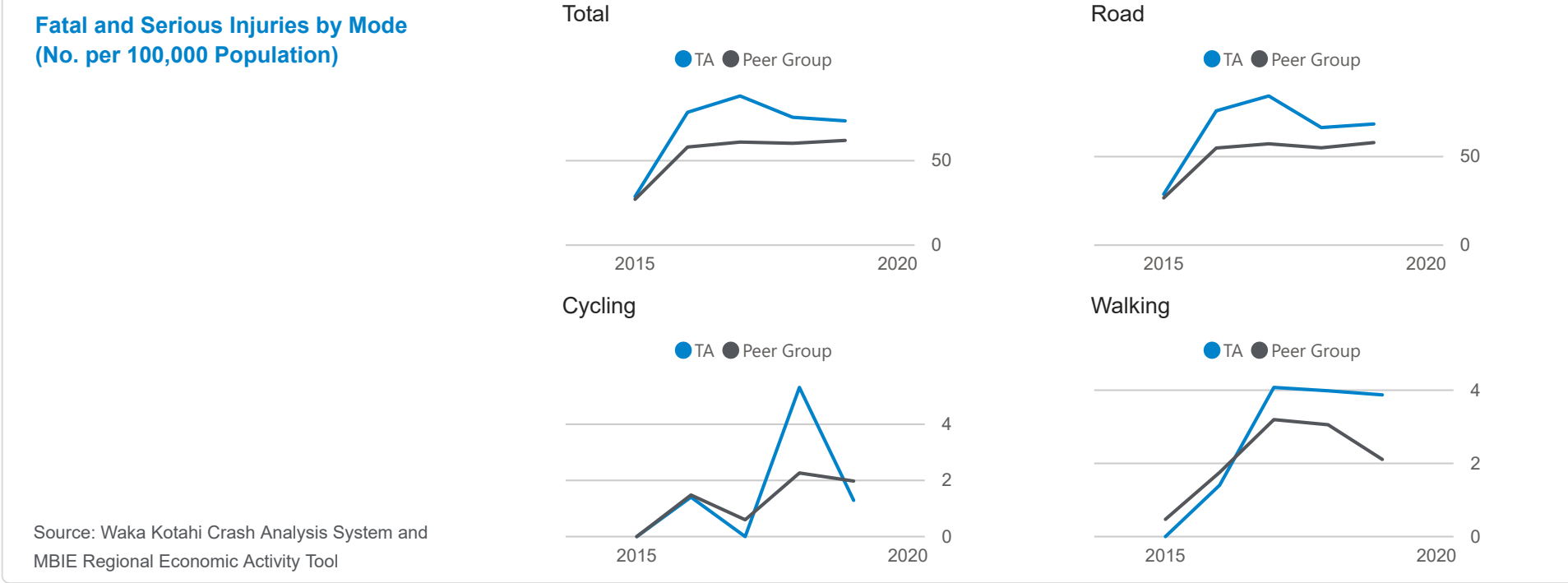
Delivery and Achievements

Expenditure, Cost Efficiency, Works Completed and Road Condition



Transport Outcomes

Healthy and Safe People

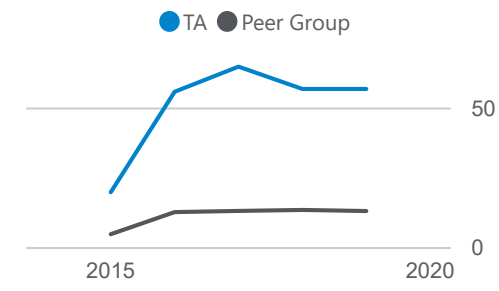


Customer Outcomes

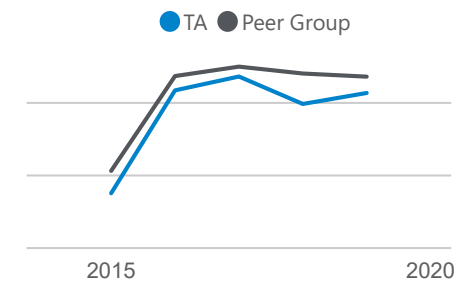
Safety and Amenity

Fatal and Serious Injuries

No. per annum

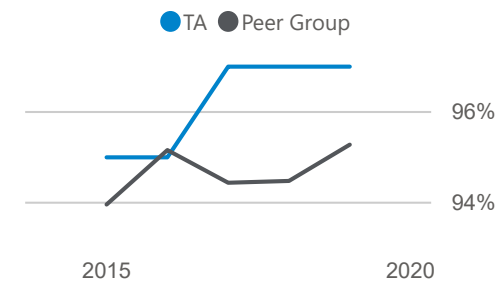


No. per 100 M VKT (personal risk)



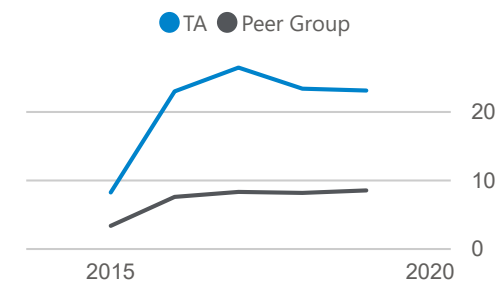
Road Condition

Ride quality (roughness of the roads)



Source: Waka Kotahi Data and Tools

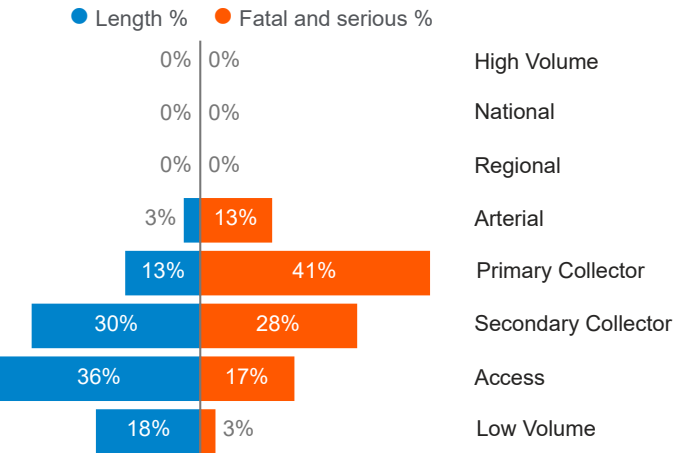
No. per 1000 km (collective risk)



Source: Waka Kotahi Crash Analysis System and Data and Tools

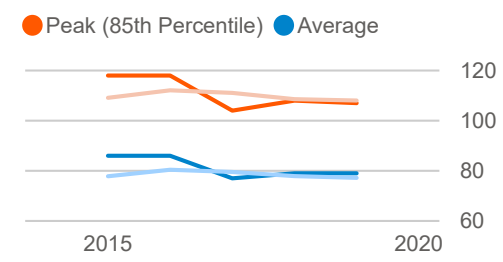
Crash Distribution

Length vs. no. of fatal and serious injuries



Source: REG ONRC Performance Measure Reporting

Peak and average road roughness (NAASRA) (peer group lighter)



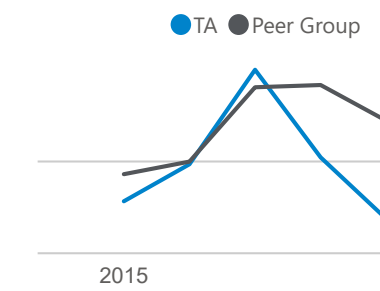
Source: REG ONRC Performance Measure Reporting

Technical Outputs

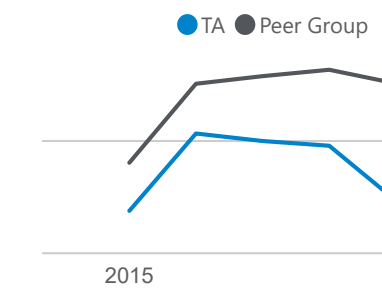
Safety

Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)

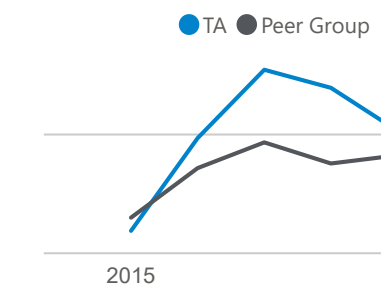
Loss of control on wet roads



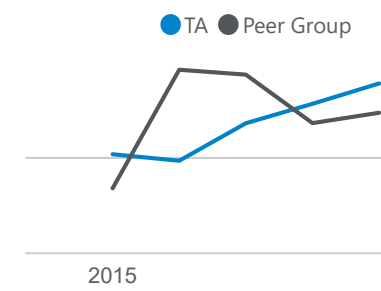
Loss of control at night



At intersections



Involving vulnerable users



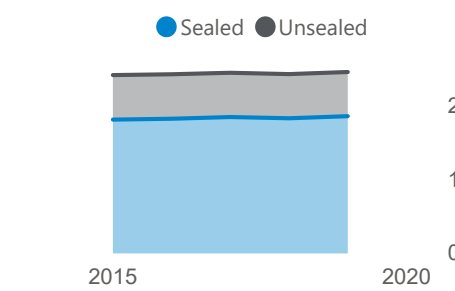
Source: Waka Kotahi Crash Analysis System and Data and Tools

Network Physical Characteristics

Roads, Cycleways and Bridges

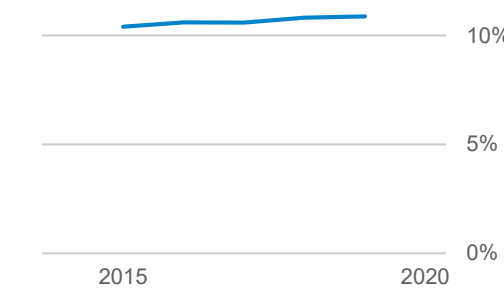
Roads

Network length (km)



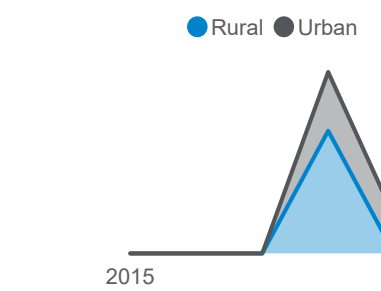
Source: Waka Kotahi Data and Tools

Urban % by length



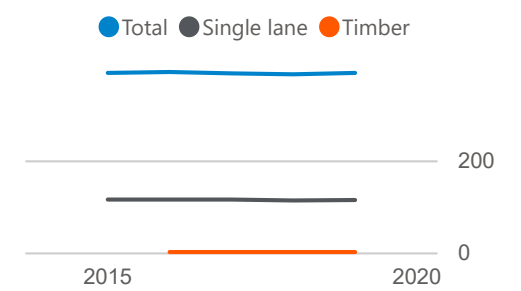
Cycleways

Network length (km)



Bridges

No. bridges

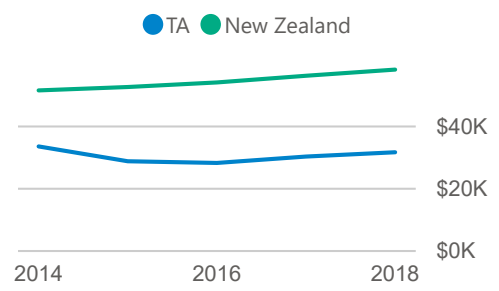


Territorial Activity

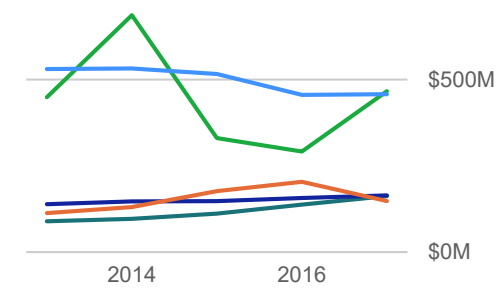
Economic Activity and Financials

Economic

GDP per capita



GDP by industry

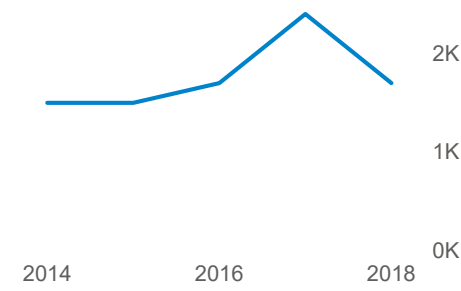


- Top 5 TA Industries**
- Forestry, Fishing, Mining, Electricity, Gas, Water And Waste Services
 - Agriculture
 - Gst On Production, Import Duties And Other Taxes
 - Manufacturing
 - Owner-Occupied Property Operation

Source: MBIE Regional Economic Activity Tool

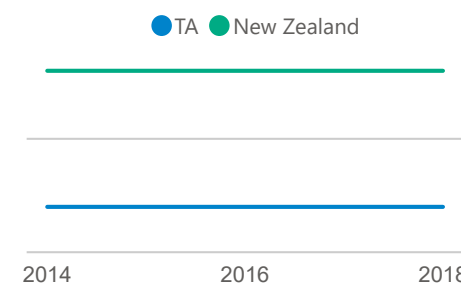
Population

Resident population



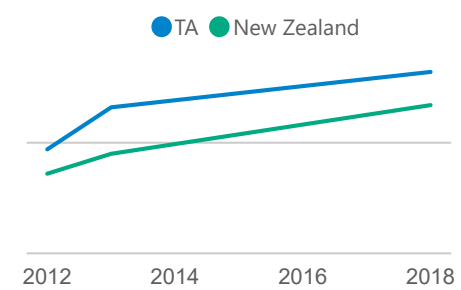
Tourism

Guest nights per capita



Housing

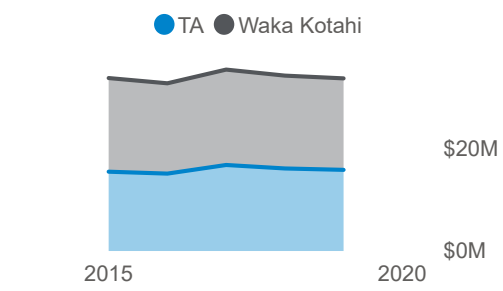
New dwellings per 10,000 capita



Source: TA Annual Reports

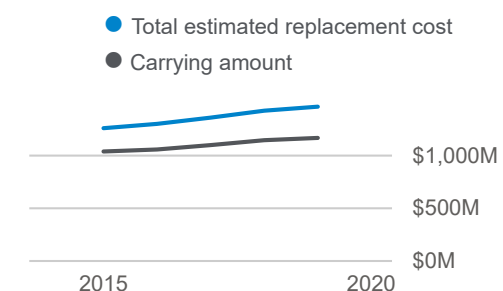
Financials

Co-invested expenditure and funding

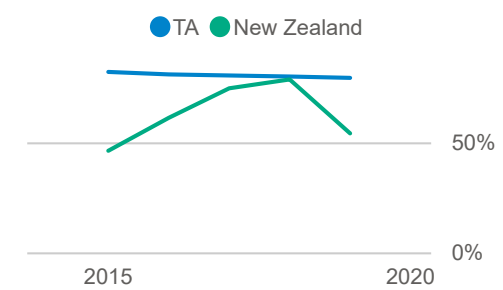


Source: Waka Kotahi Data and Tools

Roading valuation



Service life



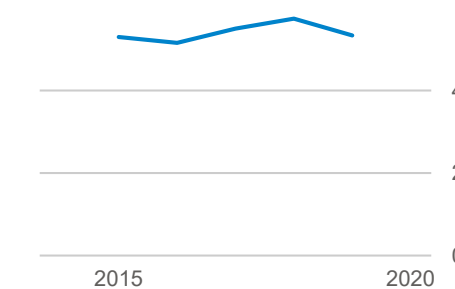
Source: TA Annual Reports

Road Network Use

Roads, Bridges and Public Transport

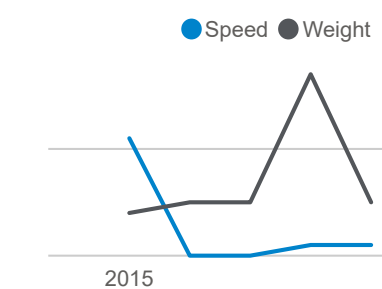
Roads and Bridges

Vehicle kilometers travelled (VKT)



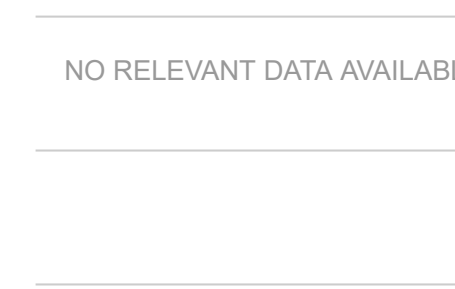
Source: Waka Kotahi Data and Tools

No. of restricted bridges



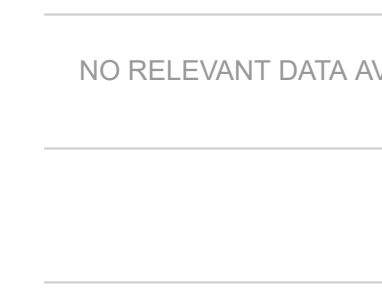
Public Transport (Region Only)

Fleet size (No.)

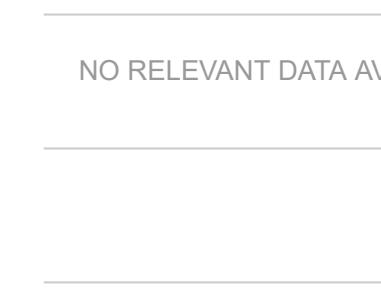


Source: Waka Kotahi Data and Tools

Passenger kms

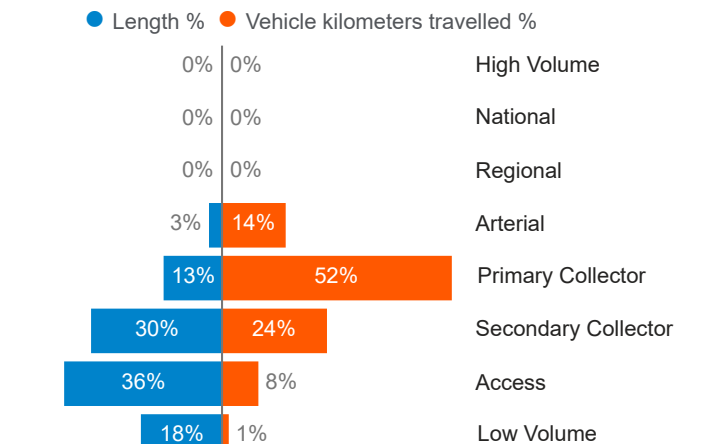


Service kms



Journey Distribution

Length vs VKT



Source: REG ONRC Performance Measure Reporting

REG Road Controlling Authority Reports

How results are presented and information sources

Performance results and evidence are segmented into a headlines area and ten separate 'zones'. Most of this information is already available in various places across the sector – but is not easily accessible or easy to understand. These reports are the first time we have a national, objective picture of transport investment and performance collated into a single resource.

HEADLINES		35,700 Population	\$1,798 GDP (\$M)	\$260 Valuation (\$M)	\$18 Expenditure (\$M)	\$501 Expenditure per capita	64% FAR
Summary of key facts from the RCA report		909 Total (km)	704 Sealed (km)	205 Unsealed (km)	774 Rural (km)	134 Urban (km)	151 No. of bridges
REPORT ELEMENT	NOTES	SOURCE					
Population	The latest estimated resident population for the Territorial Authority, at 30 June. The latest population estimate reported may not be for the reported financial year.	Statistics New Zealand Subnational Population Estimates . Data sourced from the MBIE Regional Economic Activity Web Tool .					
GDP (\$M)	The latest annual nominal Gross Domestic Product (GDP) for the Territorial Authority. The GDP reported may not be for the reported financial year.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP) . Data sourced from the MBIE Regional Economic Activity Tool .					
Valuation (\$M)	The roading asset depreciated replacement cost valuation. Reported in NZD millions.	Published in the Territorial Authority annual report for the financial year. Sourced from the Territorial Authority website.					
Expenditure (\$M)	The financial year's total transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Excludes transport-related expenditure fully funded by the Territorial Authority or others.	Sourced from Waka Kotahi Data and Tools .					
Expenditure per capita (\$)	The financial year's transport-related expenditure per resident. Calculated by dividing the total co-invested expenditure by the resident population estimated. Reported as NZD per resident person.	Calculated from Waka Kotahi Data and Tools and Statistics New Zealand Subnational Population Estimates .					
Funding Assistance Rate (FAR)	The Territorial Authority normal funding assistance rate for the reported financial year for Waka Kotahi co-investment.	Sourced from Waka Kotahi published normal funding assistance rates					
Total length (km)	The length of road reported in centreline kilometres at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting. Amounts may vary slightly due to rounding.	Sourced from Waka Kotahi Data and Tools .					
Sealed length (km)							
Unsealed length (km)							
Urban length (km)							
Rural length (km)							
No. of bridges	The total number of bridges at the end of the financial year. Reported to Waka Kotahi by the Territorial Authority for annual reporting.	Sourced from Waka Kotahi Data and Tools .					

ACTIVITY MANAGEMENT		Activity Management Planning, Procurement and Data Quality		
Planning, Procurement and Data Quality		Activity Management Planning	Procurement	Data Quality
REPORT ELEMENT	NOTES	Planning quality	Co-investment planning quality	Smart buyer self-assessment
Activity Management Planning		Data Quality		
		Asset management and ONRC at expected standard		
Planning quality	<p>The result of an independent assessment by REG of the TA's 2018 Transport Activity Management Plan (AMP) submitted to Waka Kotahi.</p> <p>AMPs are assessed against elements of the "REG Pillars of Success" framework including Systems, Evidence, Communicating, Decision Making, Service Delivery and Improvement Plan.</p> <p>The assessment consists of 23 attributes scored 0 to 3. The result displayed is an average of the attribute scores. The average attribute result colour grading is as follows:</p> <p>Good (>2.25)</p> <p>Fit for purpose (>1.5 to 2.25)</p> <p>Room for improvement (<=1.5)</p> <p>Not assessed</p>	Assessment, results and grading provided by REG.		
Co-investment planning quality	<p>The result of the Waka Kotahi assessment of the TA's 2018 Transport AMP.</p> <p>AMPs are assessed against elements of the 5-case model for a Programme Business Case including Strategic Case (context), Programme Case (context), Commercial Case (procurement context) and Management Case (delivery and performance). The assessment consists of 11 attributes scored 0 to 3. The result displayed is an average of the attribute scores. Result colour grading as per Planning Quality above.</p>	Sourced from Waka Kotahi Transport Investment Online (TIO). Grading and results provided by REG.		
Procurement				
Smart buyer self-assessment	<p>The result of the RCA's smart buyer self-assessment undertaken by the TA and collated by REG. The assessment is based on the Smart Buyer Principles identified in the Road Maintenance Task Force Report. Result colour grading is as follows:</p> <p>Score Interpretation:</p> <p>65 to 70: A Smart Buyer: Our organisation is a smart buyer. We help to minimise rate increases by maximising the value created for our community from being a smart buyer</p> <p>55 to 64: Developing: Our organisation has embraced the principles of being a smart buyer but can still create further improved value for our communities</p> <p>30 to 54: Limited: Our organisation currently has limited capability to maximise the value created from being a smart buyer</p> <p>0 to 30: Basic: Our organisation is focused on tender process and compliance. We have not developed the capability to realise any of the value created for our community from being a smart buyer.</p> <p>Further reference: The Smart Buyer self-assessment form developed by REG.</p>	RCA self-assessment. Results collated and provided by REG.		
Data Quality				
Asset management and ONRC at expected standard	<p>The RCA's annual results (%) are based on the number of ONRC and asset management data quality metrics achieving the expected standard. For genuine comparability, the results for each year are based on the metrics used for the most recent financial year.</p> <p>ONRC data quality results are available for 2015/16 onwards. Asset management data quality results are available since 2017/18.</p> <p>Further reference: Data quality framework overview Data quality dimensions overview</p>	REG annual data quality assessment and reporting undertaken within the REG ONRC performance measures reporting tool.		

SERVICE PERFORMANCE		
LGA Non-Financial Performance Measures		
<p>Service Performance LGA Non-Financial Performance Measures</p> <p>● Target achieved ● Partially achieved¹ ● Target not achieved ● Not reported</p>		
ANNUAL TARGETS ACHIEVED	NOTES	SOURCE
Road safety	<p>The annual results published by the Territorial Authority in the Annual Report for the five Roads and Footpaths mandatory non-financial performance measures. Result colour grading is as follows:</p> <p>Target achieved Target partially achieved¹ Target not achieved Not reported</p> <p>¹ Target partially achieved is used where a TA has broken down the Road Condition performance measure target for urban and rural, and one of the targets have been achieved. Further reference: Roads and Footpaths Guidance (February 2014)</p>	<p>Results published in the Territorial Authority Annual Report for the financial year.</p> <p>Sourced from the Territorial Authority website.</p>
Condition of the sealed road network		
Maintenance of a sealed local road network		
Condition of footpaths within the local road network		
Response to service requests		

TRANSPORT OUTCOMES		
HEALTHY AND SAFE PEOPLE		
<p>These performance measures in this report zone are drawn from the suite of quantitative Transport Indicators that supports the Transport Outcomes Framework developed by the Ministry of Transport and other government agencies. Further reference: Transport Outcomes Framework Transport indicators Status and details of the Transport Indicators</p>		
<p>MoT Transport Indicators: 32. Transport-related deaths 33. Transport-related serious injuries</p> <p>The results published by the Ministry of Transport do not provide results at a TA level or segmented by mode. The normalised result in the RCA report is calculated by REG using the annual population estimates presented within the RCA report and crash data sourced directly from the Waka Kotahi NZ Transport Agency Crash Analysis System (CAS). Further reference: Transport Indicators: Healthy and Safe People</p>		
REPORT ELEMENT	NOTES	SOURCE
FATAL AND SERIOUS INJURIES BY MODE (NO. PER 100,000 POPULATION)		
Total	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population.	Sourced from Waka Kotahi Crash Analysis System
Road	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population not involving pedestrians or cyclists.	Sourced from Waka Kotahi Crash Analysis System
Cycling	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population involving cyclists.	Sourced from Waka Kotahi Crash Analysis System
Walking	The total number of fatal and serious injuries each year on the Territorial Authority road network per 100,000 of Territorial Authority population involving pedestrians .	Sourced from Waka Kotahi Crash Analysis System

CO-INVESTOR ASSURANCE**Co-Investor Assurance**
Investment Performance

Four grades: ● Effective ● Some improvement needed ● Significant improvement needed ● Unacceptable ● Not available
 Three grades: ● Effective ● Improvement needed ● Unacceptable ● Not available

Investment Performance

Results from the latest investment audits carried out by Waka Kotahi under Section 95(1)(e)(ii) of the Land Transport Management Act 2003. Two types of audits are typically undertaken, and historically two separate audit reports were produced. Typically, a technical investment audit is undertaken before the procedural audit. More recently, in some cases, the two reports are combined and are referred to as an Investment Audit.

Over time the subject areas of each audit have been refined. The subject areas outlined below are the latest, and the titles and the grading in the Territorial Authority report may vary to reflect the methodology at the time of the audit.

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Outdated audits results before 2015 are not included in the RCA reports.

In some cases, the latest results included in the RCA report are more recent than the RCA report period. Dates displayed are the date of the final Audit report.

PROCEDURAL AUDIT	NOTES	SOURCE
Contract management	Results of the latest procedural audit report for the five common subject areas.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services
Financial management	Result colour grading is as follows:	
Procurement procedures	4 Grades > approx. 2015-2016 3 Grades < approx. 2015-2016	
Professional services	Effective Effective	
Previous audit issues progress	Some improvement needed Improvement needed Significant improvement needed Unacceptable Unacceptable Not Available Not Available	
	<i>Not Available</i> means the last audit was considered out of date (before July 2015) and or the audit result was not available. In some cases, the audit results for reports dated between Oct-15 and Jul-16 were assessed based on three grades, as shown above, and in the RCA report section key.	
TECHNICAL AUDIT	NOTES	SOURCE
Activity management planning	Results of the latest technical audit report for the five common subject areas. Result colour grading as per the Procedural audit.	Sourced from Waka Kotahi Audit and Assurance, Corporate Services
Data quality	4 Grades > approx. 2015-2016 3 Grades < approx. 2015-2016	
Network condition and management	Effective Effective	
Road safety	Some improvement needed Improvement needed Significant improvement needed Unacceptable	
Previous audit issues	Unacceptable Not Available Not Available	

DELIVERY AND ACHIEVEMENTS**Delivery and Achievements**

Expenditure, Cost Efficiency, Works Completed and Road Condition

Co-Invested Expenditure

Achieved expenditure by [Work Category](#) is reported annually by Approved Organisations into Transport Investment Online (TIO).

The reported expenditure is for co-invested activities only and is separated by Waka Kotahi (NZTA share) and the Approved Organisation (local share).

From the reported expenditure, it can be seen how much Waka Kotahi and Territorial Authorities jointly spend on transport, including infrastructure, transport planning, road maintenance, walking and cycling, and passenger transport.

REPORT ELEMENT	NOTES	SOURCE
All transport activities	All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure has been grouped into the activity classes: <ul style="list-style-type: none"> • Road Maintenance - Road Maintenance • Road Improvement - Road Improvements • Walk & Cycle - Walking & cycling • Other - Investment management, public transport, promotion of road safety and demand management 	Sourced from Waka Kotahi Data and Tools, major activities expenditure.
New roads and road improvements (>1.0M ea)	The expenditure on Road Improvements including bridge and structures replacement, minor improvements (low cost, low risk), new roads and bridges, property purchase, resilience improvements, road reconstruction and new traffic management facilities and equipment. Expenditure has been grouped into: <ul style="list-style-type: none"> • Roads & Bridges - Bridges & structures replacement, New roads & bridges, Road reconstruction • Minor Improvements - Minor Improvements (low cost, low risk) • Resilience Improvements - Resilience Improvements • Other - Professional Services, Property Purchase, Traffic Management 	Sourced from Waka Kotahi Data and Tools, new and improved infrastructure expenditure
Road maintenance, operations and renewals	The expenditure on maintenance, operations and renewals associated with the pavement and surfacing, footpaths, structures, cycling facilities, environment and drainage, cyclic corridor maintenance and emergency reinstatement. Expenditure has been grouped into: <ul style="list-style-type: none"> • Pavement & Seal - Pavement and Seal • Corridor & Environment & Drainage - Corridor, Environment & Drainage • Emergency - Emergency Reinstatement • Other - Structures, Footpath, Cycling facilities, Financial Grants and Stimulus, Network & Property Management 	Sourced from Waka Kotahi Data and Tools, road maintenance, operation and renewals expenditure
Road safety promotion	The expenditure on promotion, education and advertising associated with Road Safety.	Sourced from Waka Kotahi Data and Tools, road safety promotion expenditure
New and improved walking and cycling facilities (excl. low cost <\$1M, low risk)	The expenditure on the construction/implementation of the new or improved cycle and walking facilities and shared pedestrian and cycle paths. This excludes cycle and walking facilities <\$1M completed under the Minor Improvement category.	Sourced from Waka Kotahi Data and Tools, walking and cycling expenditure
Investment management, network and property management	A combination of (a) Investment management expenditure including activity planning, management of funding allocation, regional planning, sector research and studies, strategies and models and (b) network and property management expenditure including work category 151 for the general management and control of the road network and management of road assets, plus work category 161 provides for costs associated with the management of property purchased for future roading.	Sourced from Waka Kotahi Data and Tools, investment management and road maintenance, operation and renewals (partially only)

Delivery and Achievements Expenditure, Cost Efficiency, Works Completed and Road Condition		
COST EFFICIENCY		
REPORT ELEMENT	NOTES	SOURCE
Total expenditure / length (\$1000 / km)	This result has been calculated by REG using the total co-funded transport expenditure (D1 above) per kilometre of the road network (N1 below). Reported in thousand dollars per kilometre.	Sourced from Waka Kotahi Data and Tools Network length sourced from Waka Kotahi, physical statistics - roads
Maintenance, operations, and renewals expenditure / length (\$1000 / km)	This result has been calculated by REG using the co-funded expenditure on maintenance, operations, and renewals (D3 above) per kilometre of the road network (N1 below). Reported in thousand dollars per kilometre.	Sourced from Waka Kotahi Data and Tools Network length sourced from Waka Kotahi, physical statistics - roads
WORKS COMPLETED		
REPORT ELEMENT	NOTES	SOURCE
Pavement rehabilitation (lane kms)	A comparison between the planned/forecast length of pavement rehabilitation and the actual reported lengths achieved.	Planned sourced from Waka Kotahi Transport Investment Online and achievements sourced from Waka Kotahi Data and Tools .
Pavement resurfacing (lane kms)	A comparison between the planned/forecast length of resurfacing renewals and the actual reported lengths achieved.	Planned sourced from Waka Kotahi Transport Investment Online and achievements sourced from Waka Kotahi Data and Tools .
New and improved roads and bridges	New, reconstructed and seal extended roads: The reported achieved length of new roads or road links constructed adding to the existing road network, seal extensions, and improvements to or reconstruction of existing roads. The length does not include renewals associated with resurfacing, metalling of unsealed roads or pavement rehabilitation. Number of New and improved bridges: The number of new bridges constructed, and existing bridges upgraded or replaced.	Sourced from Waka Kotahi Data and Tools, road improvements
ROAD CONDITION		
REPORT ELEMENT	NOTES	SOURCE
Ride quality, pavement and surface condition	The ride quality, pavement and surface condition of the sealed road network measured as Smooth Travel Exposure (STE), Condition Index (CI) and Pavement Integrity Index (PII). 1. STE is the proportion of vehicle kilometres travelled in a year that occurs on 'smooth' roads. 2. CI is a single index summarising surface condition based on visually measured condition defects. 3. PII is a combined index of the pavement faults in the sealed road surface. All three are out of 100 (%) with the higher the number, the better the ride quality or condition. The average result for the peer group is shown in a lighter shade of the same colour to provide context.	Sourced from Waka Kotahi Data and Tools, road condition

CUSTOMER OUTCOMES		Customer Outcomes Safety and Amenity
Safety and Amenity		
<p>These performance measures in this report zone are drawn from the suite of Customer Outcome measures from One Network Road Classification (ONRC) system developed by REG.</p> <p>Further reference:</p> <p>REG One Network Road Classification (ONRC) ONRC performance measures: a general guide ONRC performance measures: a detailed guide</p>		
REPORT ELEMENT	NOTES	SOURCE
Fatal and Serious Injuries		
No. per annum	The total number of fatal and serious injuries each year on the Territorial Authority road network.	Sourced from Waka Kotahi Crash Analysis System
No. per 1000 km (network collective risk)	Collective Risk is a measure of the TA's road network safety. Collective Risk is the crash density measured as the total number of fatal and serious injuries per 1,000 kilometre each year on the network. This result has been calculated by REG.	Sourced from Waka Kotahi Crash Analysis System Network length sourced from Waka Kotahi, physical statistics - roads
No. per 100 Million VKT (personal risk)	Personal Risk is a measure of the danger to an individual. Personal Risk is the crash rate measured as the fatal or serious injuries per 100 million vehicle kilometres travelled (VKT) on the Territorial Authority road network. This result has been calculated by REG.	Sourced from Waka Kotahi Crash Analysis System Network VKT sourced from Waka Kotahi, vehicle use
Crash Distribution		
Length vs no. of fatal and serious injuries	The distributed network length by ONRC categories and crashes for the past five financial years in descending order of the highest ONRC category classification. This result has been calculated by REG.	Sourced from REG ONRC Performance Measure Reporting.
Road Condition		
Ride quality (roughness of the roads)	The percentage of vehicle kilometres travelled (VKT) on the network each year on 'smooth' sealed roads indicating the ride quality experienced by the user.	Sourced from Waka Kotahi Data and Tools, road condition
Peak and average road roughness (NAASRA)	The 85 th percentile and average road roughness for the sealed network each year reported in NAASRA counts/km. The average result for the peer group is shown in a lighter shade of the same colour to provide context. These results have been calculated by REG.	Sourced from REG ONRC Performance Measure Reporting.

TERRITORIAL ACTIVITY		Territorial Activity
Economic Activity, Population and Financials		Economic Activity and Financials
REPORT ELEMENT	NOTES	SOURCE
Economic		
GDP per capita	Nominal Gross Domestic Product (GDP) per capita indexed to 2000. Territorial Authority level GDP is modelled by MBIE.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP) .
GDP by industry	As for A1 above. Displays each TA's top five industries as at 30 June of the latest financial year reported by MBIE.	Statistics New Zealand Regional GDP and MBIE Modelled Territorial Authority Gross Domestic Product (MTAGDP) .
Population		
Resident population	The estimated resident population at 30 June each year indexed to 1996. Subnational population estimates at 30 June each year were obtained by updating the census night base population of each area for births, deaths, and net migration.	Statistics New Zealand Subnational Population Estimates . Data sourced from the MBIE Regional Economic Activity Tool .
Tourism		
Guest nights per capita	The number of guest nights per capita. Commercial guest nights, including domestic and international visitor guest nights, expressed as a proportion of the resident population. The figures are annual average figures.	Statistics New Zealand Accommodation Survey .
Housing		
New dwellings	The number of new dwelling consents per 10,000 people. Annual figures. New residential buildings.	Statistics New Zealand Building Consents Issued and Subnational Population Estimates .
Financials		
Transport co-invested expenditure and funding share	All transport-related expenditure co-invested by Waka Kotahi (NZTA share) and Approved Organisations (local share). Expenditure includes Road Maintenance, Road Improvements, Walking, Cycling, Investment management, public transport, promotion of road safety and demand management	Sourced from Waka Kotahi Data and Tools, major activities expenditure .
Roading valuation	The annual reported book value (Carrying Amount) of the TA's roading network/assets and where available an estimated total cost to replace the roading network/assets (Replacement Cost). In some cases, the TA's estimated replacement cost amount might be to replace based on the fair value amount rather than rebuild new. Where possible, excludes the value of the land under roads. REG has extracted the information and amounts from the TA's published Annual Reports.	Results published in the Territorial Authority annual report for the financial year.
Service life	The annual reported book value (Carrying Amount) of the TA roading network/assets as a percentage of the estimated total replacement cost. The result for the individual TA is reported against the national average of all TAs. In some cases, the TA results may be partially or not displayed due to missing values for either the Carrying Amount or the Replacement Cost. These results have been calculated by REG.	Results published in the Territorial Authority annual report for the financial year.

TECHNICAL OUTPUTS		Technical Outputs Safety
Safety		
<p>These performance measures in this report zone are drawn from the suite of Technical Output measures from One Network Road Classification (ONRC) system developed by REG. Further reference: REG One Network Road Classification (ONRC) ONRC performance measures: a general guide ONRC performance measures: a detailed guide</p>		
Fatal and serious injuries by mode (no. Per 100,000,000 km travelled)		
<p>These results have been calculated by REG. The results are normalised to a per 100,000,000 vehicle km travelled. The VKT data is sourced from the Waka Kotahi data and tools. Network VKT sourced from Waka Kotahi, vehicle use</p>		
REPORT ELEMENT	NOTES	SOURCE
Loss of control on wet roads	The number of fatal and serious injuries through the loss of driver control when the road surface is wet.	Source: Waka Kotahi Crash Analysis System
Loss of control at night	The number of fatal and serious injuries through the loss of driver control when it is dark.	Source: Waka Kotahi Crash Analysis System
At intersections	The number of fatal and serious injuries that occurred at an intersection.	Source: Waka Kotahi Crash Analysis System
Involving vulnerable users	The number of fatal and serious injuries which involved a pedestrian, cyclist, moped or motorcycle.	Source: Waka Kotahi Crash Analysis System

NETWORK PHYSICAL CHARACTERISTICS		Network Physical Characteristics Roads, Cycleways and Bridges
Roads, Cycleways and Bridges		
REPORT ELEMENT	NOTES	SOURCE
Roads		
Network length (km)	The split of the road network length by sealed and unsealed roads.	Sourced from Waka Kotahi, physical statistics - roads
Urban percentage by length	The percentage of the road network length, which is defined as urban (having a speed limit of less than 70km/hr).	Sourced from Waka Kotahi, physical statistics - roads
Cycleways		
Network length (km)	The length of the cycleway network reported by an urban and rural split.	Sourced from Waka Kotahi Data and Tools, physical statistics - cycleways
Bridges		
No. bridges	The total number of bridges, the number of bridges where there is only a single lane and number of bridges made from timber.	Sourced from Waka Kotahi Data and Tools, physical statistics - bridges

ROAD NETWORK USE		Road Network Use
Roads, Bridges and Public Transport		Roads, Bridges and Public Transport
REPORT ELEMENT	NOTES	SOURCE
Roads and Bridges		
Vehicle kilometres travelled (VKT)	Total annual vehicle kilometres travelled on the local road network.	Sourced from Waka Kotahi, vehicle use
No. of restricted bridges	The number of bridges on the road network with a weight or speed restriction. Some of those with a weight restriction may also have a speed restriction.	Sourced from Waka Kotahi Data and Tools, physical statistics - bridges
Journey Distribution		
Length vs VKT	The distribution of vehicle kilometres travelled and network length by highest ONRC category classification for the financial year. This result has been calculated by REG.	Source: REG ONRC Performance Measure Reporting
Public Transport (Region only)		
Fleet size (No.)	The number of buses, train carriages and ferries in each regional fleet. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, public transport use
Passenger kms	Average trip length multiplied by total boardings per year. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, public transport use
Service kms	The distance travelled by buses, trains and ferries while in-service. Results only reported for TAs with the presence of a notable public transport network.	Sourced from Waka Kotahi Data and Tools, public transport use

PEER GROUPS 2018/21 NLTP

RCA Peer Groupings

Highly Urban: Networks Greater Than 90% Urban

This peer group includes Cities and Districts with a proportion of network equalling more than 90% urban:

Hamilton City Council, Hutt City Council, Kawerau District Council, Tauranga City Council, Wellington City Council.

Cities: Networks Less Than 90% Urban

This peer group includes Cities and Districts, with a proportion of network equalling between 50% urban and 90% urban:

Auckland Transport, Christchurch City Council, Invercargill City Council, Kapiti Coast District Council, Napier City Council, Nelson City Council, Palmerston North City Council, Porirua City Council, Upper Hutt City Council.

Provincial Centres:

This peer group includes Cities and Districts, with a proportion of network equalling between 10% urban and 50% urban:

Buller District Council, Dunedin City Council, Gisborne District Council, Grey District Council, Hastings District Council, Hauraki District Council, Horowhenua District Council, Kaikoura District Council, Marlborough District Council, Masterton District Council, Matamata-Piako District Council, New Plymouth District Council, Opotiki District Council, Queenstown-Lakes District Council, Rotorua Lakes Council, South Waikato District Council, Tasman District Council, Taupo District Council, Thames-Coromandel District Council, Timaru District Council, Waimakariri District Council, Waipa District Council, Western Bay of Plenty District Council, Westland District Council, Whakatane District Council, Whanganui District Council, Whangarei District Council.

Rural Districts

This peer group includes Districts with a proportion of ONRC classified network equalling 10% urban and below:

Ashburton District Council, Carterton District Council, Central Hawke's Bay District Council, Central Otago District Council, Chatham Islands Council, Clutha District Council, DOC Roads, Far North District Council, Gore District Council, Hurunui District Council, Kaipara District Council, MacKenzie District Council, Manawatu District Council, Otorohanga District Council, Rangitikei District Council, Ruapehu District Council, Selwyn District Council, South Taranaki District Council, South Wairarapa District Council, Southland District Council, Stratford District Council, Tararua District Council, Waikato District Council, Waimate District Council, Wairoa District Council, Waitaki District Council, Waitomo District Council.

Acronyms/Glossary:

AMP – Activity Management Plan

CI – Condition Index

FAR – Funding Assistance Rate

GDP – Gross Domestic Product

MBIE – Ministry of Business, Innovation and Employment

NAASRA – National Association of Australian State Roading Authority

ONRC – One Network Road Classification

PII – Pavement Integrity Index

RCA – Road Controlling Authority

REG – Road Efficiency Group

STE – Smooth Travel Exposure

TA – Territorial Authority

TIO – Transport Investment Online

VKT – Vehicle Kilometres Travelled

DRAFT

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	16 July 2020
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Exclusion of the Public

I. RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting.

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item 1 Confirmation of Minutes	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item 2.1 Partial stopping of unformed McComb and Unformed Kimber Roads, Mangatawhiri		
Item 2.2 Partial Stopping of Unformed Dean Road, Pokeno		

Item 2.3 Approval to Award Facilities Maintenance Services Contract		
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This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
I		Refer to the previous Public Excluded reason in the agenda for this meeting.
2.1	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
	7(2)(j)	To prevent the disclosure or use of official information for improper gain or improper advantage.
2.2	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
2.3	7(2)(b)(i)	To protect information where the making available of the information would disclose a trade secret.
	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.