

## Infrastructure Committee Agenda

**Date:** Thursday, 10 September, 2020

**Time:** 9:00 am

**Location:** Council Chamber  
Forum North, Rust Avenue  
Whangarei

**Elected Members:** Cr Greg Martin (Chairperson)  
Her Worship the Mayor Sheryl Mai  
Cr Gavin Benney  
Cr Vince Cocurullo  
Cr Nicholas Connop  
Cr Ken Couper  
Cr Tricia Cutforth  
Cr Shelley Deeming  
Cr Jayne Golightly  
Cr Phil Halse  
Cr Greg Innes  
Cr Anna Murphy  
Cr Carol Peters  
Cr Simon Reid

For any queries regarding this meeting please contact  
the Whangarei District Council on (09) 430-4200.

<b>1. Declarations of Interest</b>	
<b>2. Apologies</b>	
<b>3. Confirmation of Minutes of Previous Infrastructure Committee Meeting</b>	
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<b>4. Decision Reports</b>	
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<b>7. Closure of Meeting</b>	

Recommendations contained in the agenda are not the decisions of the meeting.

Please refer to minutes for resolutions.

## ***Infrastructure Committee – Terms of Reference***

### **Membership**

**Chairperson** Councillor Greg Martin

**Members** Her Worship the Mayor Sheryl Mai  
 Councillors Gavin Benney, Vince Cocurullo, Nicholas Connop, Ken Couper, Tricia Cutforth, Shelley Deeming, Jayne Golightly, Phil Halse, Greg Innes, Anna Murphy, Carol Peters, Simon Reid

**Meetings** Monthly

**Quorum** 7

### **Purpose**

To oversee the management of council's infrastructural assets, utility services and public facilities.

### **Key responsibilities**

- Services including the provision, maintenance and capital investment for:
  - Infrastructure asset management, projects and support
  - Infrastructure project co ordination
  - Transportation
  - Waste and drainage
  - Solid waste, waste minimisation and recycling services
  - Water
  - Parks and reserves
  - Cemetery
  - Laboratory services
  - Flood alleviation schemes
- Reporting on service delivery, including operational financial performance.
- Reporting on capital projects.
- Operational reporting for the Infrastructure group within Council.

- Procurement – general procurement relating to the areas of business of this committee, within delegations.
- Shared Services – investigate opportunities for Shared Services for recommendation to council.
- Council Controlled Organisations (CCOs) – monitoring the financial and non-financial performance of CCOs whose functions would otherwise fall under the scope of this committee. Includes trading CCOs (CCTOs) and those CCOs exempted under the LGA. Responsibilities include:
  - advising on the content of annual Statement of Expectations to CCOs
  - agreement of the Statement of Intent
  - monitoring against the Statement of Intent
  - for exempted CCOs, monitoring and reporting as agreed between Council and the organisation

**CCOs accountable to this committee:**

- Northland Regional Landfill Limited Partnership (NRLLP) – CCTO
- Whangarei Waste Limited (WWL) – exempted CCO

**Delegations**

- (i) All powers necessary to perform the committee's responsibilities, including, but not limited to:
  - a) the approval of expenditure of less than \$20 million plus GST.
  - b) approval of a submission to an external body.
  - c) establishment of working parties or steering groups.
  - d) adoption of strategies and policies relating to the key responsibilities of this committee (except for those that cannot be delegated by Council under Clause 32(1)(f) of Schedule 7 of the LGA).
  - e) power to establish subcommittees and to delegate their powers to that subcommittee.
  - f) the power to adopt the Special Consultative Procedure provided for in Section 83 to 88 of the LGA in respect of matters under its jurisdiction (this allows for setting of fees and bylaw making processes up to but not including adoption).
  - g) the power to delegate any of its powers to any joint committee established for any relevant purpose under clause 32, Schedule 7 of the Local Government Act 2002.



**Item 3.1**
**Infrastructure Committee Meeting Minutes**

**Date:** Thursday, 13 August, 2020  
**Time:** 9:00 a.m.  
**Location:** Council Chamber  
 Forum North, Rust Avenue  
 Whangarei

**In Attendance**  
 Cr Greg Martin (Chairperson)  
 Her Worship the Mayor Sheryl Mai  
 Cr Gavin Benney  
 Cr Vince Cocurullo  
 Cr Nicholas Connop  
 Cr Ken Couper  
 Cr Tricia Cutforth  
 Cr Shelley Deeming  
 Cr Jayne Golightly  
 Cr Phil Halse  
 Cr Greg Innes  
 Cr Anna Murphy  
 Cr Carol Peters  
 Cr Simon Reid

**Scribe** C Brindle (Senior Democracy Adviser)

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**1. Declarations of Interest**

There were no declarations of interest made.

**2. Apologies**

There were no apologies.

**3. Confirmation of Minutes of Previous Infrastructure Committee Meeting**
**3.1 Minutes Infrastructure Committee Meeting held 9 July 2020**

**Moved By** Cr Vince Cocurullo

**Seconded By** Cr Carol Peters

That the minutes of the Infrastructure Committee meeting held on Thursday 9 July 2020, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

**Carried**

#### 4. Decision Reports

##### 4.1 Whangarei Heads Resource Recovery Trust - further consideration

**Moved By** Cr Greg Innes

**Seconded By** Cr Gavin Benney

That the Council;

1. Endorses supporting the Whangarei Heads Recovery Trust in applying for external funding to establish a community resource recovery centre.
2. Resolves to provide a \$25,000 unbudgeted financial contribution, found from savings during the year, to the Whangarei Heads Resource Recovery Trust Resource Centre application process in the 2020/21 financial year.
3. Notes that Council has not budgeted any grant funding for the development or operation of the facility in the 2020/21 financial year, and invites the Whangarei Heads Resource Recovery Trust to apply for development or operation funding in subsequent years, for consideration as part of the Council's Long Term Plan process.

**Carried**

#### 5. Information Reports

##### 5.1 Contracts Approved Under Delegated Authority

**Moved By** Cr Phil Halse

**Seconded By** Cr Shelley Deeming

That the Infrastructure Committee notes the Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

**Carried**

*Cr Cocurullo requested his vote against be recorded.*

*Cr Peters was absent from the meeting from 9.42am to 9.45am during discussion on Item 5.1.*

##### 5.2 Infrastructure Operational Report - June 2020

**Moved By** Cr Anna Murphy

**Seconded By** Cr Nicholas Connop

That the Infrastructure Committee notes the Infrastructure Operational Report update.

**Carried**

**6. Public Excluded Business**

There was no business conducted in public excluded.

**7. Closure of Meeting**

The meeting concluded at 10.22am.

Confirmed this 10<sup>th</sup> day of September 2020

Councillor Greg Martin (Chairperson)



## 4.1 Petition for Safety improvements on Clark Road, Kamo

**Meeting:** Infrastructure Committee  
**Date of meeting:** 10 September 2020  
**Reporting officer:** Jeff Devine (Strategy and Planning Manager, NTA)

### 1 Purpose

To present to the Committee a petition received requesting the installation of safety improvements and speed reductions on Clark Road, Kamo.

### 2 Recommendation

That the Infrastructure Committee;

1. Receives the petition requesting the installation of safety improvements and speed reductions on Clark Road, Kamo, and instructs staff to:
  - a. investigate the request and report back to this Committee;
  - b. advise the petition organiser of this course of action.

### 3 Background

This petition (Attachment 1) has been received from residents of Clark Rd, who are requesting the installation of safety improvements and speed reductions on Clark Rd, Kamo.

### 4 Discussion

It is Council policy that petitions that are received by Council regarding Roding matters are presented to the Infrastructure Committee on behalf of the petitioners, and then the matters raised are investigated as required and reported back to the Committee for consideration.

### 5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via the publication of this Agenda.

## **6 Attachment**

1. Petition requesting the installation of safety improvements and speed reductions on Clark Rd, Kamo. - 15 November 2019

Whangarei District Council  
Rust Avenue  
WHANGAREI

15<sup>th</sup> November, 2019

### **Petition with regards to roading issues in Clark Road, Kamo.**

We, the ratepayers, home owners, tenants, businesses and affected employees would like to submit this petition to Council with regards to two pressing roading and traffic issues affecting Clark Road, Kamo.

#### **Firstly : Speeding**

Clark Road has increasingly over the years become a by-pass road for vehicles residing in the Three Mile Bush Road area creating extremely heavy traffic numbers.

Along with the number of vehicles using the road (including heavy trucks) speeding has become an urgent and undeniable problem.

Anecdotal, in the last year there have been weekly minor incidents at the northern end of the road with photos being taken by nearby businesses to provide evidence to insurance companies. In these instances police have not been informed in the majority of cases.

Two major incidents however, have occurred involving speeding cars.

One involved a vehicle speeding over the hill in the middle of Clark Road ending up careering off the road, ploughing through a fence, before finally coming to rest within inches of the home on the property, causing substantial damage to both property and vehicle.

The second incident involved another speeding vehicle cornering at the Southern end of the road. In this incident the car concerned ended up on the opposite side of the road, ploughing into a garage, some metres off the road.

Unfortunately in both these cases both properties have been unsold, therefore we are unable to provide dates and times of these incidents. One would imagine however that the police would have been involved.

Clark Road is surrounded by three neighbouring schools, Kamo Primary, Kamo Intermediate and Kamo High School causing heavy foot traffic from 7.30am until approximately 9.00am and 2.45 until 4.00pm. Had children been in the vicinity when either of the above accidents happened the outcomes could have been a lot worse than just damage to the offending speeder, their vehicles and homeowners property, possibly even



tragic.

The safety of the children using the footpath as a means to accessing their schools should be of paramount importance to Council, as it is to residents in the area.

It would be our suggestion and preference that judder bars similar to those in Otangarei be judiciously placed along the road to slow down the speed of traffic in at least three (3) places.

## **Secondly: Congestion.**

Clark Road is fairly narrow and measures a mere eight (8) metres wide (according to information provided by Council ).

The vast majority of the road has broken yellow lines along the length, however at both the northern and southern end of the road the congestion is rife during school pick up and drop off times, as stated previously between 7.45am – 9.00am. 2.45pm – 4.00pm. Also cars do in fact park along the yellow broken lines at the northern end causing a lack of visibility at the crossing outside Kamo Primary on Clark Road. Armouguard are now policing the area, photographing offending vehicles and ticketing them, resulting in a slight improvement of illegal parking on the broken yellow lines close to the crossing.

At the southern end parents park on both sides of the road, where there are no broken yellow lines, up onto the footpath, and also over driveways blocking residents access. Traffic entering or leaving Clark Road at the southern end are reduced to one lane as two cars cannot feasibly pass each other with cars parked on both sides of the road.

At the northern end traffic is also frequently reduced to to one way, as the road is insufficiently wide to allow two (2) large cars (including trucks) to simultaneoulsy navigate the road when travelling in opposite directions.

Please find attached photos of vehicles at the northern end of the street, showing how impossibly narrow the road is to safely navigate, actually having to cross the white line in the middle of the road.

The northen end congestion is of a constant concern however as during the day vehicles (annecdotaly) reverse across the road from the laboratory into cars parked on the Kamo Primary School side of the road.

In short, at school pick up and drop off times both ends of the road are reduced to chaos, however it is particularly bad at the northern end..

The congestion issue could be more difficult to resolve than the speeding, but we would like to suggest three options.

One being excavating into the bank outside Kamo Primary, and installing a retaining wall to enable off street parking.

The second being no parking at all on the left hand side.



And the third , alternatively the school may be able to provide a drive through area on its own property, to both drop off and collect pupils. **This however would still leave the northern end to remain a bottleneck unless the bank is exavated to enable the above mentioned off street parking.**

We feel for the safety of the children in the area at the times mentioned in our petition that the stated issues need to be a priority for council.

We are looking forward to having our concerns seriously reviewed by Council, and with that in mind would like to suggest an on site meeting with council and roading engineers so that the above issues can be seen first hand by Council, and further discussions ensue.

We feel very strongly that unless the above issues are not prioritised by Council an accident resulting in serious harm or even death is a distinct reality.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'A. Cochrane'.

Sally Cochrane (Mrs) **Petition Organiser**

24 Clark Road  
Kamo  
Whangarei

0275225193

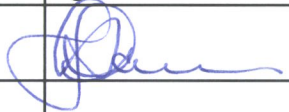


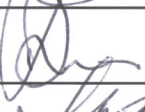





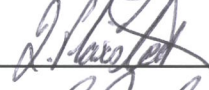


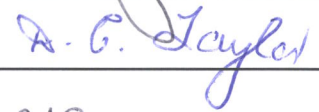
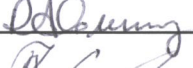
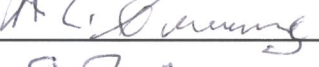

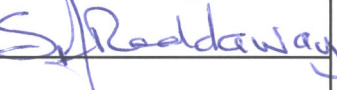


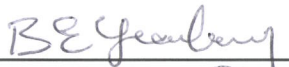

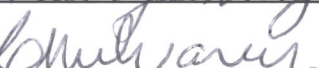
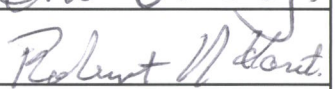



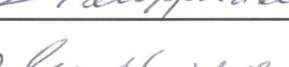


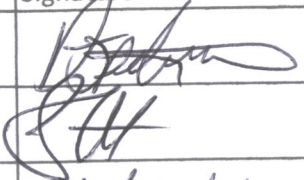

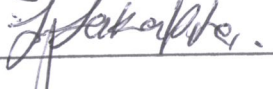
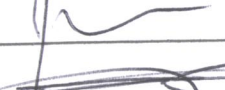


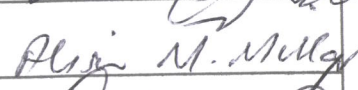

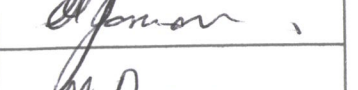
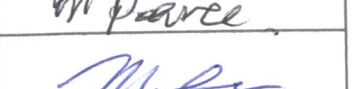
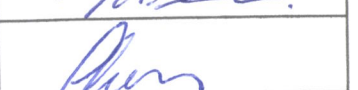



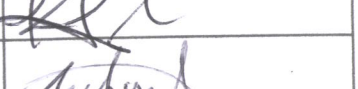

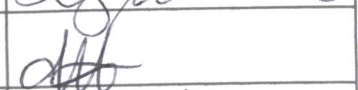

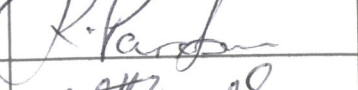
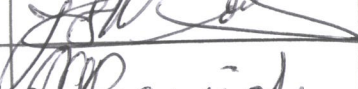
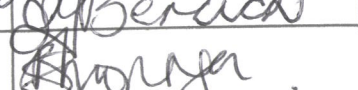
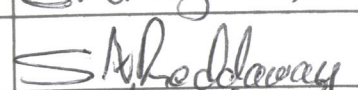







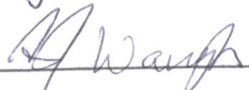
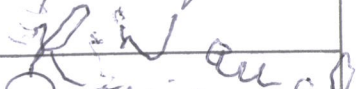

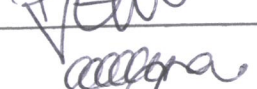
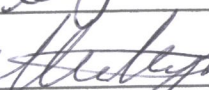
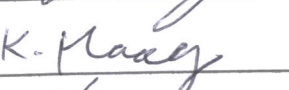
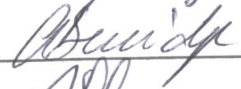
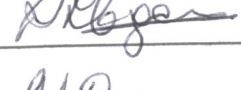
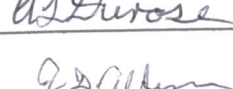
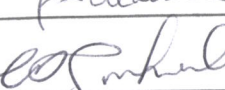
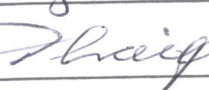
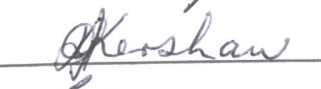

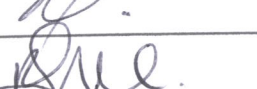
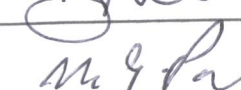
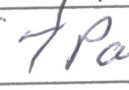
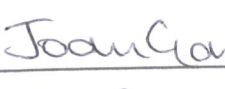
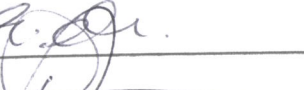
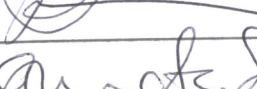
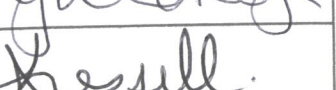







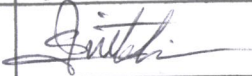
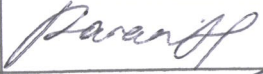

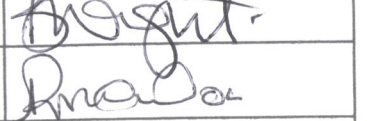
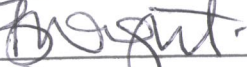


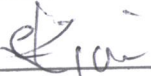


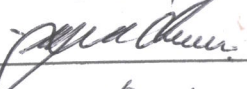



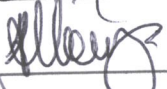





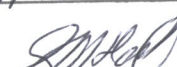
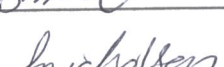


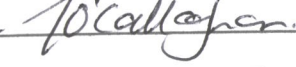


Name	Address	Signature
Janice Hansen	26 Clark Rd Kamo	
Renee Hansen	26 Clark Rd Kamo	
Jeff Old	22 Clark Rd Kamo	
Dean Danorbe	22 Clark Rd Kamo	
Linda Peterson	22 Clark Rd Kamo	
Kimberley Nielsen	18 Clark Road, Kamo	
Mike Nieken	18 Clark Road, Kamo	
LAS JELAVICH	2 CAMBRIDGE ST KAMO	
LIZ JELAVICH	" " "	
IAN PLASTED	29 CLARK RD	
Sharon John	29A Clark Rd	
	" " "	
A.C. Taylor	28 " "	
<del>DD</del> RJCumming	30 Clark Rd Kamo	
R C Cumming	30 Clark Rd Kamo	
E.L. Ritey	36 Clark Rd. Kamo.	
Shirley Reddaway	34a Clark Rd. Kamo	
Allan & Rhonda Wakelin	38b Clark Rd, Kamo	
Heather Brown	40 CLARK ROAD KAMO	
BARRY YEARBURY	42 CLARK ROAD KAMO	
Ruth Yearbury	42 Clark Road Kamo	
CAROLINE	46 Clark Rd Kamo.	
Rob Hart	" " " "	
ALBERT HAMMIE	2 BRAMITREE ST KAMO	
Nola Granich	50 Clark Rd. Kamo	
GEORGE UFFINDELL	52 Clark Rd Kamo	
BARBARA UFFINDELL	✓ ✓ ✓ ✓	

Name	Address	Signature
Dominic	Steve Taylor's Tyre shop	
Joe	Steve Taylors	
Tremaine	Steve Taylor Tyres	
Ros Taylor	"	
Steve Taylor	Steve Taylor Tyres	
Horrocks Mace	20A Clark Rd	
William Miller	16 Clark Rd	
Alison Miller	16 Clark Road	
Allie Carter	23 Clark Road	
Carol Jamison	184 Whau Valley Rd	
Margaret Pearce	Pipewai Rd Wlg	
MAZIE LAWTON	NULOOK NORTHLAND	
Cleon Andersen	19 Clark Rd	
Ron Cullen	19 Clark road	
Lauren	Hammerhardwear Kamo	
Kerry Evans	92A Fairway dr	
Kara Fearey	8A Clark Road	
Ashleigh Krutz	8B Clark rd	
LIONEL KERRISON	44 CAMBRIDGE ST	
Mary Hauraki	31 Clark Road	
Steven Hauraki	20 Crawford creg	
R. K. Poratene	31 Clark Road	
SAY HAURAKI	31 Clark Rd.	
AJ Bercich	34a Clark Rd	
Bronwyn Moranga	37 Clark Rd Kamo	
S A Reddaway	34 Clark Rd	
Paul Cadman	41 Clark Rd	



Name	Address	Signature
Jessica Bawn	54 Clark Rd, Kamo	
Alison Waugh	1/56 Clark Rd Kamo	
Kan Waugh	1/56 Clark Rd Kamo	
Rebecca Ellis	2/56 Clark Road Kamo	
Robert Ellis	2/56 Clark Road Kamo	
Clare Cyma	56C Clark Road, Kamo	
Alex Taylor	54 Clark Road, Kamo	
KARL HAAG	60 CLARK ROAD, KAMO	
Amanda Bevanidge	60 CLARK ROAD, KAMO	
Robert Lagon	8/62 Clark Rd KAMO	
Andrew Durose	6/62 Clark Road. Kamo	
DAWN ALDERSON	4/62 CLARK RD. KAMO.	
Carol Schenland	3/62 Clark Rd Kamo	
DAVID CRAIG	1/62 CLARK RD KAMO	
Dot Kershaw	64A Clark Rd Kamo	
Morgan John	54 Clark Rd Kamo	
N. McClintock	59 Clark Rd	
K. McClintock	59 CLARK RD	
M. Parker	64B Clark Rd	
Geoff Parker	64 B Clark Rd	
Joan Ganett	55 Clark Rd	
Elsie Withira	53 Clark Rd	
David Postlewaite	558 Three Mile Bush Rd	
Carol Ann Metcalf	60 three mile bush rd	
Jasmine Russell	68 Three Mile Bush Road.	
Julia Gree	6c Three mile Bush Rd	



Name	Address	Signature
James Witchira	39 Clark Road	
Paeani Humphreys	" "	
Lloyd Humphreys	39 Clark Rd	
Debbie Dolan	45A Clark Rd	
Brady Wright	45B Clark Rd	
Raemyr O'Shea	47A Clark Road	
Beverence	58 CLARK Road	
C. Kiwi	58 Clark Rd. Kamo	
Maggie Flood	64 Clark Road Kamo	
Benjamin Dodd	32a Clark Road Kamo	
Sandra McQueen	32B Clark Rd Kamo	
Bill Heywood	10 Clark Rd Kamo	
Rebekah Og	4/43 Clark Rd Kamo.	
Annette Norman	2/43 CLARK ROAD	
Arama Morunga	37 CLARK ROAD	
Die Liceman	51 CLARK RD	
Phil Meara.	47B Clark rd.	
Nerdy Meera	47B Clark Rd.	
Sally Wilson	Kamo Primary 6 Three Mile Bush Rd	
Neil Leathley	Kamo Primary - 6 Three Mile Bush Rd	
Sharon Hall.	Kamo Primary 6 Three Mile Bush Rd	
Tina Nicholson	Kamo Primary 6 Three Mile Bush Rd	
Vonray Drcker	Kamo Primary 6 Three mile Bush Rd	
Terri O'Callaghan	Kamo Primary 6 three mile Bush Rd	
Nina Woodcock	" " " " " "	
Ben Soole	6 Three Mile Bush Road, Kamo	
Jennifer Soole	6 Three Mile Bush Road, Kamo	



Name	Address	Signature
Jayne Wright	c/o ARC Security 1F Clark Rd.	Jayne A.
Kyle King	c/o ARC Security	<del>He</del>
Jean Finlayson	Laboratory Clark Road	<del>John</del>
Ferne Swanson	Kamo Tots	<del>John</del>
Darlene	Kamo Tots	D.L.
Jasmine White	Kamo Tots	<del>John</del>
Adeleia Restani	Kamo Tots	<del>John</del>
Christie Shaw	Kamo Tots	<del>John</del>
Nakita	Kamo Tots	<del>John</del>
Desiree Hunt	Kamo Tots	D.Hunt.
Nikki Dempsey	Kamo Kids	N.Dempsey
Christine Clancey	Kamo Kids	<del>John</del>
Karyn Marnitz	Kamo Kids	<del>John</del>
Kim Adams	Kamo Kids	<del>John</del>
Indrani Hapugastubaru	Kamo Kids	<del>John</del>
Vanetta Ras	Kamo Kids	V.Ras
Colin Robinson	Kamo Radiators	C.Robinson
Kelly Monpeth	KM/PN Design & Sign	<del>John</del>
Martin Dobbs	Kamo Mufflers Centre	<del>John</del>
Bridie Overton	Dempster & Hill Electrical	<del>John</del>
Sharon Machwood	Dempster & Hill Electrical	<del>John</del>
Ryan Slater	Dempster & Hill Electrical	<del>John</del>
Matthew Headifen	Dempster & Hill Electrical	<del>John</del>
Zane Shelley	Checkered Flag Autos	<del>John</del>
Lisa Hudson	Checkered Flag Automotive	<del>John</del>
Kauri Oxborough	Checkered Flag Automotive	<del>John</del>
Jay Seuren	Checkered Flag Automotive	<del>John</del>



[illegible]



## 4.2 Petition for Zebra Crossings at Ngunguru

**Meeting:** Infrastructure Committee  
**Date of meeting:** 10 September 2020  
**Reporting officer:** Jeff Devine (Planning and Strategy Manager, NTA)

### 1 Purpose

To present to the Committee a petition received requesting the installation of two new Zebra Crossings at the Ngunguru Shops and Shoebridge Crescent, Ngunguru.

### 2 Recommendation

That the Infrastructure Committee;

1. Receives the petition requesting the installation of two new Zebra Crossings at Ngunguru Shops and Shoebridge Crescent, Ngunguru, and instructs staff to:
  - a. investigate the request and report back to this Committee;
  - b. advise the petition organiser of this course of action.

### 3 Background

This petition (Attachment 2) has been received from residents of Ngunguru, who are requesting the installation of two new Zebra Crossings at the Ngunguru Shops and Shoebridge Crescent, Ngunguru.

### 4 Discussion

It is Council policy that petitions that are received by Council regarding Roding matters are presented to the Infrastructure Committee on behalf of the petitioners, and then the matters raised are investigated as required and reported back to the Committee for consideration.

### 5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via the publication of this Agenda

Attachments

1. Petition presentation requesting the installation of two new Zebra Crossings at the Ngunguru Shops and Shoebridge Crescent, Ngunguru. - 23 August 2020
2. Signed petition.



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# **CITIZEN PETITION FOR ZEBRA CROSSING AT NGUNGURU SHOPS AND SHOEBRIDGE CRESCENT**

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# **OVER 200\* COMMUNITY MEMBERS SIGNED A PETITION FOR TWO PEDESTRIAN RIGHT- OF-WAY CROSSINGS CROSSINGS.**

**Community members cite fear for themselves, our children, and our retired community members when crossing the road in Ngunguru.**

With only 1,164 residents, 200 signatories represents more than 17% of Ngunguru's population.

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We the residents of Ngunguru and the Tutukaka Coast petition the Whangarei District Council and Roding NZ to develop and establish pedestrian zebra crossings at 1983 Ngunguru Road as well as at the intersection of Ngunguru Road and Shoebridge Crescent.

These two crossing points already receive a large amount of pedestrian traffic, particularly at the start and end of the primary school day and require signage and a pedestrian right of way for the safety of our children and community members.

At 1983 Ngunguru road, community members regularly cross between the sports complex, shops and estuary, without the benefit of having the right of way over through traffic. This crossing is also commonly used by children on their way to and from school. Crossing, especially for children, can be dangerous with the view of traffic obstructed by parked cars as well as those pulling in and out from the dairy.

The crossing at Shoebridge Crescent is, likewise, a route regularly used by children on their way to and from school. It is even more dangerous and cars and trucks come off of Matapouri road and regularly speed as they enter the village. It should not be left to our children to gauge the speed of oncoming traffic and to avoid its dangers. We must act to prevent tragedy.

We call upon our government to prioritize pedestrian safety and the safety of our children by establishing zebra crossings in Ngunguru.



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# THE SCOPE OF THE PROBLEM

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## Vulnerable Community Members at Risk from Uncontrolled Traffic and No Crossing Points with Pedestrian Right of Way

- **“The overwhelming majority (around 90%) of pedestrians injured on public roads are struck while crossing the road, as opposed to while walking on a footpath, walking along the side of a road, or, for example, ‘playing’ on the road.”**
- **NZTA data demonstrates that 8 out of ten pedestrian accidents occurs at *uncontrolled sites***
- **Those most at risk are our children, elders, disabled and Maori community members**
- **Children are more likely to be hospitalized or severely injured as a result of pedestrian road accidents than adults, and the elderly are more likely to die from their injuries others**

Source: New Zealand Pedestrian Profile, Overview of pedestrian injury on New Zealand roads (2000) (<https://www.nzta.govt.nz/resources/nz-pedestrian-profile/nz-pedestrian-profile.html>)

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**Ngunguru has the Tutukaka Coast's only school and only retirement village, concentrating the most vulnerable pedestrians along village roads and footpaths.**



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## High Speed and Growing Population Enhances Risk

- **Whangarei District population increased by 18% between 2013 and 2018**
  - **Ngunguru's population grew by over 26% between 2013 and 2018**
  - **The Matapouri-Tutukaka Coastal settlement also saw over 25% population growth in the same period**
  - **A growing population means more kids, more pedestrians, and more cars and a greater risk of accident**
-

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## ABOUT CHILDREN AND CARS, FROM THE OFFICIAL NEW ZEALAND ROAD CODE

- 
- **Children are not little adults, so don't expect them to act as adults do.**
  - **Children, especially those under the age of nine, may not have the skills and abilities needed to be safe in traffic. Be very careful when driving near them.**
  - **Young children have narrow vision. This means they may not see vehicles as easily as adults do.**
  - **Children have trouble judging the speed of moving vehicles. They may let a slow vehicle pass and try to cross in front of a fast one.**
  - **Children often don't understand that it takes time for a vehicle to stop. Children may have difficulty working out where sounds are coming from.**
  - **Because children are small, they often can't see over bushes and parked vehicles. This also means they can't be seen easily by drivers.**
  - **Children tend to think about one thing at a time and ignore other things happening around them.  
Because children are always on the move, they may have trouble stopping at a kerb and could dart out into traffic. Children can freeze when they find themselves in danger, instead of taking quick action as an adult might.**
- 

Source: NTZA, Official New Zealand Road Code, *About Other Road Users: What Children would like drivers to know* (2020) (<https://www.nzta.govt.nz/roadcode/general-road-code/about-other-road-users/>)

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# **HIGH YIELD, LOW COST FIRST STEP: TWO ZEBRA CROSSINGS**

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# CROSSING AT NGUNGURU SHOPS

- **High traffic area**
- **Frequently used by area children to and from school**
- **Used by all community members to cross from shops to waterfront**
- **Pedestrians must cross in order to continue walking**
- **Established pedestrian crossing but no right of way**





# CROSSING AT SHOEBRIDGE CRESCENT

- **High speed traffic entering town village from Matapouri Road**
- **Frequently used by area children to and from school**
- **Used by all community members to cross from neighborhood to waterfront**
- **Pedestrians must cross in order to continue walking**
- **Established sidewalk sloping but no pedestrian crossing or right of way**









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**CROSSINGS ARE WARRANTED  
AND PERMISSIBLE AT BOTH  
LOCATIONS**

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# PLACEMENT OF CROSSINGS COMPORTS WITH NZTA DESIGN GUIDE

Source: NZTA Pedestrian planning and design guide, Chapter 15, 15.12 (2009) (<https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-15.pdf>)

## <sup>36</sup>15.12 Zebra crossings

Zebra crossings should not normally be sited [58, 146]:

- within 100 m of:
  - any other pedestrian crossing point on the same route
  - a major intersection unless located at the intersection
  - a signalised pedestrian crossing
- near speed humps, unless they are combined with the speed hump (as a platform)
- where the speed limit exceeds 50 km/h, without specific approval from Land Transport NZ.

Table 15.7 highlights locations where zebra crossings are not normally suitable [58, 66].



Photo 15.11 – Zebra crossing, Marine Parade, New Brighton. Christchurch (Photo: Basil Pettigrew)



**“In urban areas, pedestrian desire lines for zebra crossings may be very close to, or at, a lightly used driveway. Locating them here is not a safety hazard[.]”**

Source: NZTA Pedestrian planning and design guide, Chapter 15, 15.12 (2009) (<https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-15.pdf>)

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- **Both sites follow the natural pedestrian desire line. At each site, the footpath requires that pedestrians cross in order to keep walking.**
  - **Speed limits and locations comport with placement for both proposed crossings.**
  - **Locating the crossings near lightly used driveways or a small intersection does not present a barrier to placement.**
-

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**CROSSINGS ARE CONSISTENT WITH  
WHANGAREI DISTRICT'S  
WALKABILITY STRATEGY AND DO  
NOT INTERFERE WITH FUTURE  
PLANNED PROJECTS**

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## URBAN WALKING PRIORITIES

The completion of the urban backbone shared path routes is the focus of this Strategy. These routes will provide walking opportunities for all ages, abilities and fitness groups, as well as connecting our urban communities. The primary purpose of a shared path route is to provide for urban commuters and connections with places where people frequent, for example, shopping centres and recreational hubs.

Our overall walking priorities include:

- developing and promoting a range of accessible walking opportunities
- constructing a footpath on at least one side of all urban roads in the District
- reducing social severance
- utilising a *Footpath Prioritisation Matrix* that gives an emphasis on people outcomes such as personal safety and access for vulnerable people; as well as site-specific, physical criteria and wider catchment issues such as traffic volumes and activity nodes
- speed limit reviews, that encompass highly pedestrianised areas such as the City Centre
- further develop 'Walkability Zones', where urban design, policy and traffic calming combine to create a walking-friendly environment.

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**PEDESTRIAN RIGHT OF WAY  
CROSSINGS WILL AVERT TRAGEDY  
AND SAVE LIVES.**

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## Signatures needed for safe pedestrian crossing in Ngunguru!



We the residents of Ngunguru and the Tutukaka Coast petition the Whangarei District Council and Roding NZ to develop and establish pedestrian zebra crossings at 1983 Ngunguru Road as well as at the intersection of Ngunguru Road and Shoebridge Crescent.

These two crossing points already receive a large amount of pedestrian traffic, particularly at the start and end of the primary school day and require signage and a pedestrian right of way for the safety of our children and community members.

At 1983 Ngunguru road, community members regularly cross between the sports complex, shops and estuary, without the benefit of having the right of way over through traffic. This crossing is also commonly used by children on their way to and from school. Crossing, especially for children, can be dangerous with the view of traffic obstructed by parked cars as well as those pulling and in and out from the dairy.

The crossing at Shoebridge Crescent is, likewise, a route regularly used by children on their way to and from school. It is even more dangerous and cars and trucks come off of Matapouri road and regularly speed as they enter the village. It should not be left to our children to gauge the speed of oncoming traffic and to avoid its dangers. We must act to prevent tragedy. We call upon our government to prioritize pedestrian safety and the safety of our children by establishing zebra crossings in Ngunguru.

# Signatures needed for safe pedestrian crossing in Ngunguru!

people have signed this petition. 253

#	Name	City	Email address	Email confirmed	Comment	Date
1.	Amber Fayerberg	Ngunguru	amber.fayerberg@gmail.com	Yes		2020-07-30
2.	Chrissie Henley-Smith	Ngunguru	spenceandchrissie@gmail.com	Yes	My children go to Ngunguru school. Vehicles speed along this road. There needs to be safe crossing for children and the general public.	2020-07-30
3.	Kelsey-Anne Bobbette	Ngunguru	funkychickenlicken1@hotmail.com	Yes	I struggle to cross this road	2020-07-30
4.	Eugene Fayerberg	Ngunguru	eugene.fayerberg@gmail.com	Yes	We have a duty to protect the wellbeing of our children.	2020-07-30
5.	Hetty Fisher	Whangarei	hettyfisher@gmail.com	Yes	It is very difficult for children to gauge the speed of cars coming down Matapouri Road past Shoebridge Crescent where they cross each day. Often the speed is well exceeding the limit as the cars are only starting to transition from 100 to 50 once actually in the 50 zone.	2020-07-30
6.	Malcolm Brighting	Whangarei	malerins@xtra.co.nz	Yes		2020-07-30
7.	Joey Thompson	ngunguru	joeythompson01@yahoo.com	Yes	The traffic is very dangerous and fast through this town. The sidewalks are too narrow and so many school kids are walking there dangerous roads daily. Even in summer there are a lot of kids on the edges of the road and narrow sidewalks. A radar sign that shows people their speed and a reduction in the speed limit from the dairy to the school would also save our kid's lives!!	2020-07-30
8.	Ian Lake	Ngunguru	emailianlake@gmail.com	Yes	Safety	2020-07-30
9.	Jesse Browning	Ngunguru	jessthebuilder@gmail.com	Yes	Because my children cross the road	2020-07-30
10.	Helen Price	Ngunguru	helensarahprice@gmail.com	Yes		2020-07-30



## 4.3 Petition for the Sealing of Monk Road, Mangapai

**Meeting:** Infrastructure Committee  
**Date of meeting:** 10 September 2020  
**Reporting officer:** Jeff Devine (Planning & Strategy Manager, NTA)

### 1 Purpose

To present to the Committee a petition received requesting that seal extension be undertaken on Monk Road, Mangapai.

### 2 Recommendation

That the Infrastructure Committee;

1. Receives the petition requesting that seal extension be undertaken on Monk Road, Mangapia, and instructs staff to:
  - a. advise the petition organiser that the request may be considered as part of the 2021/22 Long Term Plan.

### 3 Background

This petition (Attachment 1) has been received from residents of Monk Rd, Mangapai, who are requesting seal extension be undertaken on a 1.3km length of Monk Rd.

### 4 Discussion

It is Council policy that petitions that are received by Council regarding Roading matters are presented to the Infrastructure Committee on behalf of the petitioners, and then the matters raised are investigated as required and reported back to the Committee for consideration.

As part of the 2019/20 Annual Plan Council allocated \$3Million of funding for undertaking seal extension projects on Council unsealed roads. At its meeting on 12 September 2019, Council approved 7.8km of roads to be constructed as part of this seal extension programme. Those works will be constructed over the 2019/20 and the 2020/21 summer construction seasons. Prioritisation of roads for seal extension was completed in accordance with the Seal Extension Prioritisation Guidelines (August 2019), also adopted by Council at its meeting of 12 September 2019.

A further \$1,060,000 was allocated for seal extension projects in the 2020/21 Annual Plan and an additional list of projects will shortly be brought to the Committee for approval for construction over this coming summer.

No further funding for seal extension projects is currently available for new projects and new funding for the seal extension programme may be considered as part of the 2021/22 LTP.

## **5 Significance and engagement**

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via the publication of this Agenda

## **6 Attachment**

1. Petition requesting Seal Extension works on Monk Rd, Mangapai.

From: Derek & Donna Cochrane <danddcochrane@xtra.co.nz>

Sent: Tuesday, 4 August 2020 1:12 PM

To: Rob Forlong <rob.forlong@wdc.govt.nz>

Subject: FW: Sealing submission for Monk Road, Mangapai.

Cc: cr.deeming@wdc.govt.nz

Subject: Sealing submission for Monk Road, Mangapai.

Dear Rob,

Please find attached a submission requesting the sealing of Monk Road Mangapai, under the Ratepayer Contribution Seal extension programme, signed by 80% of the owners of properties within the defined area of benefit.

Also attached is a document signed by residents of the sealed section of Monk Road and Storehouse Lane (off Monk Road) who use the unsealed section of Monk Road on every occasion they exit or enter their properties, in support of this submission.

Yours faithfully,

Derek Cochrane (Organiser).

Ph: 0275986725





## **RE: SEALING OF REMAINING SECTION OF MONK ROAD, MANGAPAI**

### **1.0 BACKGROUND**

#### ***CURRENT STATE OF MONK ROAD***

- 1.1 Monk Road has a steep gradient and is unsealed in its majority.
- 1.2 McCullough Road, which leads to Monk Road is sealed as well as a steep section at the southern end of the Monk Road (further discussed at point 1.6 below).
- 1.3 Monk Road is extremely dusty and requires constant maintenance to fill in pot holes and also level out uneven surfaces.

#### ***DEVELOPMENT OF MONK ROAD***

- 1.4 Evo Holdings Limited ("Evo") completed the Store House Lane, Mangapai subdivision (which now leads off Monk Road) approximately 10 years ago.
- 1.5 As part of the Resource Consent for the subdivision, Evo completed an upgrade of Monk Road.
- 1.6 The completed upgrade of Monk Road involved straightening, widening, putting in place appropriate culverts and water tables. The subgrade of the road was also reshaped and capped with base course metal
- 1.7 Evo also sealed the steeper, southern end of Monk road which is approximately 0.6km.
- 1.8 The Whangarei District Council engineers inspected the works mentioned at paragraphs 1.6 and 1.7.
- 1.9 Due to a number of subdivisions undertaken on Monk Road (including Store House Lane, Mangapai) in the last ten years there are now a number of houses on Monk Road and well as Store House lane, Mangapai.

### **2.0 SUBMISSIONS**

- 2.1 There are currently 10 affected properties with houses that gain access off the unsealed section of Monk Road.
- 2.2 We estimate that there is now a further 18 properties using the unsealed section of Monk Road to access housing off the sealed section of Monk Road and Storehouse Lane.
- 2.3 Storehouse Lane is a sealed no exit road off Monk Road.
- 2.4 Monk Road is not completely developed and there is still a number of sections that we anticipate will have houses built on in the near future.

- 2.5 The Road itself is extremely dusty and is in constant need of maintenance to make it safe for vehicles and those who walk the road.
- 2.6 We believe the previously stated estimated cost of \$400,000.00 per kilometre for sealing rural roads (as published in the Northern Advocate) would be greatly reduced given the upgrades already completed on Monk Road and mentioned above in Paragraph 1.6 and 1.7.
- 2.7 Please find attached Schedule A which is a document signed in support of this submission by Residence/Rate Payers who have access off the sealed section of Monk Road or off Storehouse Lane to their properties.
- 2.8 Monk Road requires sealing.

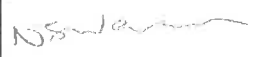
### **3.0 CONCLUSION**

- 3.1 We ask for the Whangarei District Council to seal Monk Road.
- 3.2 If required we are also open to contributing towards the cost of sealing Monk Road.

Please acknowledge receipt of this submission at your convenience and a likely outcome or result of our submission.

Signed by at least 80% of the Rate Payers that bound the unsealed section of Monk Road, Mangapai.

# MONK ROAD RESIDENTS

Baldwin, Richard	0211689052	danabignall@yahoo.co.uk	12	4329298	
Bignell, Dana	0212640898				
Ridgway, Vinny		vinnyridgway@gmail.com	56		
Ridgway, Sharon	0272310103				
McCollum, Cherie	0210670294	cmccollum68@gmail.com	57		
Newsom, Chris	0275433618	cdnewsom@gmail.com	67		
Newsom, Natalie	0275722550	natalie.child@gmail.com			
Drake, Robyn	0211000599	robbyndrake@live.com	70		
Drake, Peter		kiwibreeze21@gmail.com	72		
Drake, Fay	0212529730				
Farrell, Mark	0211613815	mark@fccl.net.nz		099727405	
Morris, Sarah	0274314464	sarah_lea63@hotmail.com			
Piggot, Graeme	0211730458	graemepiggot@orcon.net.nz		4322512	
Piggot-Irvine, Eileen	021570441	eileen@epi.nz			
Gunson, Carl	0274441216	cjgunson@gmail.com	113		
Gunson, Tash	0211383282				
Cochrane, Derek	0275986725	danddcochrane@xtra.co.nz	133		
Cochrane, Donna	0272746531				

**SCHEDULE A – Residents/Ratepayers that have access from the sealed section of  
Monk Road or Storehouse Lane who support the attached submission**

Rao, Floyd	02102390077	floydrao@me.com		<i>Floyd Rao</i>
Stalman, Jean Stalman, Megan	0212989614	j.stalman@gmail.com		<i>Stalman</i>
Caldwell, Frank Caldwell, Jeanette	4322868	caldwell-theabbey@xtra.co.nz		<i>Frank Caldwell</i>
Whittle, Margaret Whittle, Murray	02108207759	Murray.marg@xtra.co.nz	165	<i>Murray Whittle</i>
Taylor, Korey Taylor, Nat	021 202 6965	natnaish@hotmail.com	174	<i>Nat Taylor</i>
Hudson, Craig Hudson, Julie	4322750	hudsonjulie905@gmail.com	176	<i>Julie Hudson</i>
Dainty, Geraldine Dainty, Peter	021 452491	peterd@guyco.co.nz	185	<i>Peter Dainty</i>
Hay, Greg	021 545054	greg@digitalninja.co.nz	221	<i>Greg Hay</i>
Galley, Peter Galley, Cherry	4307487	cherrygalley@gmail.com	221a	<i>Cherry Galley</i>
Comer, Vicki	027 5552036		242	<i>Vicki Comer</i>

**Storehouse Lane**

Dombroski, Alice	0273188985	alicedombroski@hotmail.com	7	<i>Alice Dombroski</i>
Tupo, Carlos Tupo, Meloney	021 02321199	meloneythoms74@gmail.com	17	<i>Meloney Tupo</i>
Sievwright, Norman Eardley, Jean	021 657541 021 2315550	ngsiewwright@hotmail.com	18	<i>Norman Sievwright</i>
Cox, Kelvin Cox, Tracey	0211605296	traceycox132@gmail.com	20	<i>Tracey Cox</i>
Davison, Lisle	4329518		33	
Connew, Don Connew, Eunice	021 2414379	euniceconnew@gmail.com	50	<i>Don Connew</i>
Smith Wilson, Craig Smith Wilson, Wendil	027 4942924	Pawsmorefarmis_cw@gmail.com	51	<i>Craig Smith Wilson</i>
Atchison, Mike Atchison, Kate	021 2722130 027 4245395	mike@chilltech.co.nz kate.atchison@hotmail.com	52	<i>Mike Atchison</i>



## 4.4 CON15026 - Sportspark Management and Maintenance Contract

**Meeting:** Infrastructure Committee  
**Date of meeting:** 10 September 2020  
**Reporting officer:** Sue Hodge (Manager Parks and Recreation)

### 1 Purpose

To seek Council's approval to extend CON15026 - Sportspark management and maintenance for 1 year as provided for in the contract.

### 2 Recommendation

That the Infrastructure Committee approves the value of CON15026 - Sportspark management and maintenance being increased by \$1,400,000 (excluding GST) from \$6,438,001.40 to \$7,838,001 (excluding GST) to extend the contract from 1<sup>st</sup> October 2020 to 30 September 2021.

### 3 Background

This Contract is for the management and maintenance of sports parks in the District. The contract was awarded to Recreational Services with the original term of the contract from 1st October 2015 to 30 September 2020 with two one-year rights of renewal.

Recreational Services have requested, within the required three-month period, the first one-year renewal from 1st October 2020 to 30 September 2021. The contractor has performed satisfactorily within the terms of the contract meeting all key performance Indicators (KPIs).

### 4 Discussion

#### 4.1 Financial/budget considerations

The value of the renewal has been calculated from the current monthly claim adjusted by the Consumer Price Index (CPI), an average of the spend on seasonal turf renovations and day works. Sufficient budget has been provided for in the Long-Term Plan.

This is a measure and value contract and only work completed can be claimed.

Staff are mindful of the COVID-19 impact and the reduction of budgets in FY2020/21. Autumn and spring field renovations and dayworks will be reduced accordingly. However, we will be hosting 2021 Women's Rugby World Cup pool games and training venues will need to meet agreed standards. This may mean a reduction in levels of service at other sportsparks.

#### **4.2 Policy and planning implications**

The original contract was awarded in accordance with Council's procurement policy.

#### **4.3 Risks**

There are two one-year rights of renewal in the contract. The first right of renewal will extend the contract to 30 September 2021.

The 2021 Women's Rugby World cup will be held between 18 September and 16 October 2021.

Because we are hosting pool games during September 2021 there is a risk that if we don't grant the second one-year contract extension we won't have an experienced contractor on board leading up to the tournament leading to reputational damage from poorly prepared sports fields.

This risk could be reduced by awarding the second one-year right of renewal early in 2021.

### **5 Significance and engagement**

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

## 5.1 Contracts Approved Under Delegated Authority

**Meeting:** Infrastructure Committee  
**Date of meeting:** 10 September 2020  
**Reporting officer:** Simon Weston (General manager Infrastructure)

### 1 Purpose

For the Infrastructure Committee to note Infrastructure contracts awarded under Chief Executive and general manager delegated authority

### 2 Recommendation

That the Infrastructure Committee notes the Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

### 3 Background

Table 1 (below) records Infrastructure contracts awarded under Chief Executive and General Manager delegated authority. Attachment 1 provides a summary of the award process for each contract and a brief description of the works being undertaken.

**Table 1: Infrastructure Contracts Awarded Under Delegated Authority**

<b>1. Roding</b>	
<b>CON15001</b>	Street Light Maintenance Variation to Extend Term of Contract and Increase Contract Value
<b>CON19017</b>	Professional Services – LED Streetlight Improvements Northern Package (V Category) – Separable Portion 1 Construction Supervision
<b>CON20008</b>	Mill Road Rehabilitation K & C
<b>2. Water</b>	
<b>CON20043</b>	Carbon Dioxide Supply Agreement
<b>CON19067</b>	Whareora Road Raw Watermains Replacement

### **3.1 COVID-19 Consideration**

The impacts of COVID-19 on these decisions has been considered. There are no impacts expected.

## **4 Significance and engagement**

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via [Agenda publication on the website.

## **5 Attachment**

Summary of Contracts Approved Under Delegated Authority August 2020

## Summary of Contracts Approved Under Delegated Authority

This attachment provides a summary of the award process and works being undertaken for Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

### 1.0 Roading

CON15001

Street Light Maintenance

Variation to Extend term of Contract and Increase Contract Value

#### Introduction

This recommendation proposes an extension to the contract period for the Streetlight Maintenance contract by 12 months and to increase the contract value.

#### Procurement Process

The current Contract is a measure and value contract for the maintenance and renewals of the local street lighting asset, consisting of approximately 5015 street lights. Some improvements and renewals to the streetlight network are also carried out under this contract.

This contract was let for an initial three-year period in 2015. The contract made provision for extending the contract after three years for a further two-year period and this will expire on 30 June 2020.

A key consideration in the establishment of the Northland Transportation Alliance is the potential benefit that may be realised by reconfiguring the delivery of reading physical works in the Northland Region. The NTA is looking at the opportunities of combining the delivery of street light maintenance across the region to gain efficiencies and savings.

In order to keep options as open as possible we would like to work with the existing contractor to extend the current contract for one year through to 30th June 2021. This will align all the four existing contract's completion dates and maximise the Alliance's ability to look at options for reconfiguring streetlight maintenance across the region. It is hoped that by doing so, the broadest range of potential benefits can be realised. NZTA have approved the intended extension to this contract by 12 months to align the start date of any new Regional contracts.

#### Financial

Council issues a financial authority to spend up to the value of the tendered sum when awarding a contract. If that financial authority is exceeded, then staff are required to return to Council for a new or additional financial authority to cover the remaining obligations of the contract.

The current approved value for Contract 15001 is \$1,479,724.50 this included additional work carried out through the contract period on renewals and streetlight pole replacement due to damage.

These contracts are measure and value contracts and the actual payments to the contractor are based on the quantity of works completed at the tendered schedule of rates. All these works are completed within the council's approved budget and NZTA subsidy funding in any one year.

It has been estimated that the additional contract amount required up to the end of the contract period of 30 June 2021 will be \$300,000 (excluding GST). This will take the approved contract sum to \$1,779,724.50 excluding GST.



Current approved value of the contract	\$1,479,724.50
The variation requested in this VO (+1 years)	\$300,000.00
The proposed new value of this contract	\$1,779,724.50

### **Chief Executive Approval**

That the contract for Streetlight Maintenance (Contract 15001) be extended for a further 12 months from 1 July 2020 to 30 June 2021 and the contract value increased by the sum of \$300,000 bringing the total contract value to \$1,779,724.50 (One Million Seven Hundred and Seventy-Nine Thousand, Seven Hundred and Twenty-Four dollars and Fifty cents) exclusive of GST.

CON19017  
 Professional Services for  
 LED Streetlight Improvements – Northern Package (V Category) – Separable Portion 1  
 Construction Supervision

### **Introduction**

Contract 19017 for the LED Streetlight Improvements – Northern Package (V Category) was awarded to McKay Electrical.

The contract has been broken into four separable portions as follows to match the available funding in the 2018/21 and 2020/21 periods:

- Separable Portion 1 – Northern portion of Whangarei City
- Separable Portion 2 – Hikurangi
- Separable Portion 3 – FNDC parts of Kaitaia and Kerikeri
- Separable Portion 4 – FNDC remaining parts of Kaitaia and Kerikeri. Also includes Waipapa, Kaikohe and Opua

Separable Portion 1 of this contract was awarded for \$1,345,562 excluding GST. Separable Portion 3, which has a contract value of \$1,123,299 excluding GST, is likely to be awarded following completion of the Far North District Councils approval to award process. The remaining Separable Portions will be awarded once the funding is available.

We are now looking at awarding the professional services to supervise the construction of Separable Portion 1 of Contract 19017.

A separate engagement for professional services will be made for supervision of the remaining Separable Portions of the work.

### **Procurement Process**

An offer of service has been received from WSP Ltd to supervise the construction of Separable Portion 1 of Contract 19017 (Northern Portion of Whangarei City). The estimated target cost for this work is \$74,000 excluding GST.

WSP Ltd were the designers for this work and it is prudent for them to supervise this work through to completion.

This work is within the \$100,000 limit for direct appointment to a supplier under the Whangarei District Councils approved Roving Procurement Strategy and Procurement Policy.

### **Financial/Budget Considerations**

There is an overall budget of \$8,600,000 for this project funded from the LED Streetlight budget, approved by NZTA, the Roding Low Cost/Low Risk Improvement Programme.

The breakdown of this amount is shown in the following table:

Description	Estimated Cost (excl GST) for 2018/21	Status
CON17025 - LED Luminaire Supply (P Category)	\$850,000	Completed
CON17070 - LED Luminaire Installation Trial (P Category)	\$150,000	Completed
CON17026 - LED Streetlight Conversion – Northern Installation Package (P Category) including the WDC V Category Retrofit Variations (but excluding the KDC V work).	\$894,288	Nearly complete
CON17080 - LED Streetlight Conversion – Southern Installation Package (P Category)	\$220,000	Completed
CON17027 Twin Coast Discovery Highway Lighting Upgrade	\$1,480,350	Completed
CON17028 Arterial Road Intersection Lighting Upgrade (V Category Supply)	\$66,000	Completed
CON19003 LED Luminaire Supply (V Category) Package 2	\$850,439	Completed
CON19035 LED Luminaire Supply (V Category) Package 3	\$272,175	Completed
CON19017 LED Streetlight Improvements – Northern Package (V Category) –	\$1,345,562	Awarded
CON19018 LED Streetlight Improvements – Southern Package (V Category) – but excluding the KDC work and WDC Ruakaka & Waipu work)	\$1,872,210	Underway
V Category Design Fees	\$200,000	Completed
Professional Services for Con17027 Construction Supervision	\$55,400	Completed
Professional Services for Con17026, 17070 17080 Construction Supervision	\$68,160	Completed
Professional Services for Con19018 – Construction Supervision	\$95,000	Underway
Professional Services for Con19018 – Construction Supervision	\$74,000	This Procurement
Other Contract Supervision & Council Costs	\$100,000	Underway
<b>TOTAL ESTIMATED COST</b>	<b>\$8,593,584</b>	
<b>TOTAL APPROVED WDC BUDGET FOR 2018/21</b>	<b>\$8,600,000</b>	

This shows that the professional services for the construction supervision of the Separable Portion 1 of Contract 19017 can be funded from the approved budget for the 2018/21 period.

### **General Manager Approval**

That the professional services for the construction supervision of the Separable Portion 1 of LED Streetlight Improvement – Northern Installation Package (V Category) (CON19017) be awarded to WSP Ltd for \$74,000.00 (Seventy-Four Thousand Dollars) excluding GST.

<b>CON20008</b> <b>Mill Road Rehabilitation K &amp; C</b>
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### **Purpose**

Seek approval to increase the value of Contract 20008 Mill Road Rehabilitation K & C Works from the original contract price of \$556,454.69 excluding GST to \$596,736.65 excluding GST

### **Background**

Contract 20008 Mill Road Rehabilitation K & C Works was awarded to Broadspectrum New Zealand Ltd for the sum of \$556,454.69 excluding GST. The works included the renewal of existing kerb, channel and footpath on Mill Road.

### **Discussion**

During the works, several unforeseen/unplanned items have been encountered resulting in variations and an increase in project costs. These changes in scope are:

1. Existing gratings on cesspits where there are large spaced longitudinal openings which are not bicycle friendly. Many of these are high use areas near pedestrian crossings or at intersections. Recommended to change to modern bicycle friendly grating.
2. Subbase material under footpath was not provided. For compliance to WOC EES 2010 the variation allows to undercut subgrade and replace with 50mm GAP40. Recommended to achieve design life from new footpath.
3. Many power poles are positioned within the footpath on the LHS, north of Young's store. This effectively reduces the footpath width available. Recommended to widen the footpath in this area to increase public safety. This aligns with the recommendation in the Safety Audit.

A breakdown of the additional costs is provided in the following table:

Item	Variation	Amount (excl. GST)
1.	Removal of existing cesspit frame and grate. Supply and install new cesspit frame and grate	\$5,789.96
2.	Price to undercut existing subgrade to comply with WOC EES 2010 minimum subbase requirement for Kerb and Channel placement.	\$32,095.00
3.	Extra over for requested footpath widening 500mm. Allow for additional excavation of area to waste.	\$2,397.00

A breakdown of cost for the whole contract is provided in the following table:

Description	Amount (excl. GST)
Original contract value (excl. contingency)	\$556,454.69

Contingency	-
Total original contract value	\$556,454.69
Total amount of variations	\$40,281.96
Total revised contract value	\$596,736.65
Contract Variance	\$40,281.96

### **General Manager Approval**

The total contract amount of CON 20008 for Mill road Rehabilitation K&C works is increased by \$40,281.96 from \$556,454.69 to \$596,736.65 (Five hundred and Ninety-Six Thousand, Seven Hundred and Thirty-Six Dollars and Sixty-Five Cents) excluding GST.

## **2.0 Water**

### CON20043 Carbon Dioxide Supply Agreement

#### **Introduction**

This recommendation proposes to award a contract for the supply of Carbon Dioxide as a water treatment bulk chemical to Air Liquide New Zealand Limited. The supply agreement specifies the provision and lease of bulk storage and dose facilities as well as the bulk supply of chemical.

The new Whau Valley WTP will use carbon dioxide for pH correction as part of its treatment process. It is typical for carbon dioxide supply agreements to lease storage and dose facilities to bulk water suppliers. Two suppliers, Air Liquide and BOC, were approached directly during the construction process.

Air Liquide has been supplying carbon dioxide in New Zealand for over twenty years, supplying many of New Zealand's largest municipal water providers. Both Air Liquide's and BOC's main source of carbon dioxide is the Marsden Point Oil Refinery. Air Liquide have additional plants located in New Zealand ensuring a reliable continuous source. If for whatever reason Marsden Point can no longer produce carbon dioxide then the supply agreement will need to be renegotiated.

#### **Procurement Process**

Two companies BOC, and Air Liquide were approached for proposals based on estimated consumption rates. These two companies provide the bulk of carbon dioxide throughout New Zealand. Each supplier provided a response shown below.

<b>RFP Response</b>	<b>Price Per Annum (Excl GST)</b>	<b>25year NPV (5%)</b>
Air Liquide	\$40,809	\$567,245.10
BOC	\$46,618.50	\$684,552.15

The responses of the suppliers were evaluated by consultant Beca who recommended the Air Liquide proposal. As Air Liquide's offer has no initial capital cost and previous experience of

personnel with Air Liquide was positive is was agreed to approach Air Liquide for a detailed offer.

Upon receiving the refined Air Liquide offer the average annual cost is estimated at \$30,000.

### **Financial**

This cost would be added to the bulk chemical cost under natural account 2441 adding approximately 3% to the estimated cost of chemicals per annum. The cost of recommended contract value \$200,000.00 allows for any deviations from expected consumption rates over the 5-year term of contract due to changes in water quality or increases in demand.

### **General Manager Approval**

The contract for Carbon Dioxide Supply Agreement (CON20043) be awarded to Air Liquide for the sum of \$200,000.00 (Two Hundred Thousand Dollars) excluding GST.

CON19067 Whareora Road Raw Watermains Replacement
--

### **Background**

The existing DN 300 PVC raw water main from the Hatea River to the Whau Valley Water Treatment Works has in the past, experienced several bursts, resulting in damage to property and a lack of supply to the WTW. Some sections of the main have been replaced in the past, however the section along Whareora Road, which experienced a major burst last year, is currently due for replacement.

This is a critical pumping main that delivers raw water from the Hatea river to the Whau Valley WTW and is a key component in maintaining a secure water supply to the greater Whangarei area.

### **Contract Tender**

The contract was publicly advertised and closed on 11 February 2020.

One tender was received. This is indicative of the current water mains construction industry in the region at present, with many Contractors already having resources committed to current projects.

The Tender received was as follows:

<b>Tenderer</b>	<b>Amount (excl of GST)</b>
Forte Civil	\$1 126 430.33
<b>Engineers Estimate</b>	<b>\$983 300.00</b>

The tender evaluation method was lowest price conforming.

The Forte Civil tender was found to be conforming. Forte have in the past successfully delivered similar contracts and shown to have the required resources to undertake the work.

### **Financial**

The lowest tender is 14% higher than the Engineers Estimate. This is believed to be realistic and market related.

\$1,500,000.00 has been brought forward to this year's budget for the above work.



***Chief Executive Approval***

The contract 19067 for Whareora Road Raw Water Main 2020, be awarded to Forte Civil for the tendered sum of \$1,126,430.33 (One Million, One Hundred and Twenty-Six Thousand, Four Hundred and Thirty Dollars and Thirty-Three Cents) excluding GST



## 5.2 Infrastructure Operational Report – September 2020

**Meeting:** Infrastructure Committee  
**Date of meeting:** 10 September 2020  
**Reporting officer:** Simon Weston (General Manager Infrastructure)

### 1 Purpose

To provide a brief overview of work occurring in the current financial year, across services that the Infrastructure Committee is responsible for.

### 2 Recommendation

That the Infrastructure Committee notes the Infrastructure Operational Report update.

### 3 Background

In November 2019, Council adopted committee terms of reference for the 2019 – 2022 triennium, with the purpose of the Infrastructure Committee being to ‘oversee the management of council’s infrastructural assets, utility services and public facilities’.

This report provides the Committee with a summary of Infrastructure operations during July-August 2020.

#### 3.1 COVID-19 Consideration

The impacts of COVID-19 on this decision have been considered. There are no impacts expected.

### 4 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council’s Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

### 5 Attachment

Infrastructure Operational Report – July 2020



## ***Infrastructure Group***

# ***Monthly Operational Report***

**July 2020**



## Infrastructure Monthly Operational Report

Reporting Officer: Simon Weston (General Manager Infrastructure)

Date: September 2020

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## Projects Overview

### Infrastructure Planning & Capital Works

Planning & Capital Works Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
<b>Major Projects - Sense of Place</b>				
<b>New Town Basin Park</b>	Construction Tender	Oct-20	Oct-21	
Tender closes 28-08-2020 - Physical works planned to start Oct 2020 to align with HAC – delayed by COVID-19.				
<b>Ball Clock (3<sup>rd</sup> party project)</b>	Final drawings	Aug-20	May-21	
Piles have been constructed and the area reinstated. Piles have been painted for safety.				
<b>Camera Obscura (3<sup>rd</sup> party project)</b>	Construction	Oct-19	Nov-20	
Construction commenced November 2019. Landscaping will be done by council Aug/Sep 2020.				
<b>Town Basin Bus Facilities Upgrade</b>	Design	Nov-20	Sep-21	
Engaging consultants to progress design of selected concept. Survey work complete.				
<b>Pohe Island Destination Playground &amp; Public Toilets</b>	Design	Nov-20	Mar-21	
Detailed design progressing. Playground equipment procured. Earthworks & services installation 20/21.				
<b>Pohe Island Skate Park</b>	Construction	Jul-20	Mar-21	
Steve Bowling Contracting has established on site and is demolishing the old skate park.				
<b>Tamaterau Carparks Upgrade (TIF funded)</b>	Design & Consenting	Jan-21	Apr-21	
Progress relies on cultural impact assessment, to be provided by Hapū. Consent has been lodged.				
<b>Restoring the Mauri of Matapouri Stg 1 (TIF funded)</b>	Investigation & Design	Oct-19	Mar-21	
Recycling & rubbish facilities installed. Community consultation held Feb/Apr. Investigating toilet options.				
<b>Abbey Caves Car Park &amp; Public Toilets (TIF funded)</b>	Design	Nov-20	Mar-21	
Concept design and planning assessment underway.				
<b>Quarry Gardens Carparks</b>	Investigation & Design	Jan 21	May 21	
Detailed design underway. Significant storm damage has delayed the project, pending stream bank repairs.				
<b>Major Projects - Parks &amp; Recreation</b>				
<b>Matapouri Beach Restoration</b>	Procurement	Apr-21	Oct-21	
Consent granted. Moving sand planned for Apr-Jul 2021. Further consultation on private beach access planned.				
<b>Sandy Bay Erosion Protection</b>	Consenting	TBC	TBC	
Further consultation required.				
<b>Princes Road Seawall Renewal</b>	Consenting	Sep-20	Dec-20	
Design complete. NRC consent granted. WDC tree consent application underway.				
<b>Ruakaka Sports Fields (Sand Removal)</b>	Construction	Sept-20	Mar-21	
Sand dune removal required before sports field construction. Consent has been lodged.				
<b>Otaika Sports Park Field Construction</b>	Post-construction	Nov-18	May-20	
Construction complete, turf is establishing for winter 2020. Final sand application delayed by COVID-19.				
<b>Ngunguru Seawall Renewal</b>	Design	TBC	TBC	
NRC reclamation consent declined. Redesign work and further consultation required. Procuring design consultant.				
<b>Ngunguru Youth Activity Zone &amp; Drainage</b>	Construction	Oct-19	Jul-20	
Construction of skatepark and golf fence now completed, Security fence removed, local Marae held opening.				
<b>Parihaka War Memorial Refurbishment</b>	Construction	Sep-19	Sept-20	
Restoration of monument complete. Final electrical and meter installation delayed by slips at summit.				
<b>Town Basin Playground Renewal</b>	Tender Evaluation	Jul-20	Nov-20	
Robinson Asphalts have established on site. Matting & play equipment has been removed.				
<b>Town Basin Wharf &amp; Boardwalk Renewals</b>	Design	Dec-20	Sep-21	
Design complete. Additional budget required. Investigating options for replacement marina berths.				
<b>Town Basin Lighting Renewals</b>	Design	Oct-20	Jan-21	

Foundation design complete, tender documentation being completed.				
<b>Tikipunga – Sports Field Improvements</b>	Construction	Nov-19	May-21	
Field 10 damaged in July flood, so may not be ready before 2021 winter season. Field 1 complete.				
<b>Pyle Road West Seawall Renewal</b>	Consenting	Sep-20	Feb-21	
Design work complete. NRC and WDC consents submitted. Considering mitigation options to work close to trees.				
<b>Waipu Youth Activity Zone</b>	Site planning	TBC	TBC	
Project scoping work under way. Construction budgeted for 20/21 year. Responding to community feedback.				
<b>Cobham Oval Carpark Upgrade</b>	Procurement	Sep-20	Dec-20	
LTP project brought forward. Detailed design is completed, procurement of physical works contractor underway.				
<b>Frank Holman Track Renewal</b>	Consenting	Oct-20	Dec-20	
Consent application in progress. Construction will start in dry conditions during spring.				
<b>Major Projects - Water</b>				
<b>Whau Valley Water Treatment Plant</b>	Construction	Mar-19	Jun-21	
Constructing above ground structures. Commissioning dependent on COVID-19 and drought conditions.				
<b>Ruakaka WTP Clarifier Upgrade</b>	Construction	Mar-19	Sep-20	
First scraper completed and fully functional. Works on second scraper underway & progressing well.				
<b>Major Projects - Waste &amp; Drainage</b>				
<b>Whangarei WWTP Discharge Consent Renewal</b>	Options Assessment	n/a	Apr-21	
Draft desktop assessment issued. Reviewing long list of options. Consultation planning underway.				
<b>Stormwater Network Consent Applications</b>	Technical Reports	n/a	Dec-20	
Stormwater Catchment Strategic Assessment underway. Data gathering, asset updates & mapping continue.				
<b>Major Projects – Compliance &amp; Regulatory</b>				
<b>New Animal Shelter</b>	Design	Aug-20	Feb-21	
Detailed design being completed.				
<b>Major Projects – Venues &amp; Events</b>				
<b>NEC Lighting Upgrade</b>	Design-Build	Nov-20	May-21	
Foundation design finalised. Test piles planned for 17 – 21 August, subject to COVID-19 restrictions.				
<b>NEC Replacement Roof</b>	Concept Design	Feb-21	May-21	
Consultant engaged to begin concept design for stadium roof replacement. Meeting scheduled for 21 August.				

## Waste and Drainage

Waste and Drainage Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
<b>Ruakaka WWTP Pond Reconfiguration</b>	Construction	May-20	Aug-20	
Construction underway. Works delayed due to extreme rainfall event on 17 <sup>th</sup> July.				
<b>Kioreroa Rd Sewer Rising Main Replacement</b>	Construction	Jun-20	Aug-20	
Construction 70% complete.				
<b>Marsden Bay-Ruakaka WWTP Rising Main Upgrade</b>	Design	Feb-21	Aug-21	
Design in progress				
<b>Cove Rd-Waipu WWTP Rising Main Replacement</b>	Design	Apr-21	Aug-21	
Design in progress				
<b>Smeaton Dr/SH1 Sewer Renewal</b>	Construction	Jul-20	Oct-20	
Construction delayed due Traffic Management for SH1.				

## Water Services

Water Services Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
<b>Water Treatment Plant Upgrades</b>	Design	Sep-20	Jun-21	
Various works, programme being developed.				
<b>Meter Replacement Contract 2019/20</b>	Design	Sep-20	Jun-21	
Focus on large and bulk meters, programme being developed				
<b>Reticulation Programmed Works 2018/19</b>	Construction	Jul-20	Jun-21	
Hospital Road underway – Whareora Rd and Rewarewa Rd works being planned.				
<b>Minor Projects - Emergency Works</b>	Design	Feb-21	Jun-21	
Programme being developed.				
<b>SCADA Upgrade</b>	Construction	May-19	Jun-21	
Ahuroa site complete, Poroti next.				

## Roading

Roading Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
<b>LED Street Lighting – Supply &amp; Install (V Category)</b>	Construction	Jul-19	Jun-22	
Retrofit almost complete. Southern infill contract awarded and underway. Northern infill contract awarded.				
<b>Maunu/Porowini Intersection Improvements</b>	Construction	Jun-19	Sep-20	
CON18047 nearly complete. Storm damage being repaired.				
<b>KSP Stage 5 (Final link to Kamo Village)</b>	Detailed Design	Feb-21	Jun-22	
PR020003 Funding for detailed design complete. Business case accepted and detailed design starting.				
<b>Te Matau a Pohe Road Light Replacement</b>	Completed	Dec-19	Aug-20	
New lights installed. Engaging independent electrical engineer to investigate the cause of a few lights not working.				
<b>Inner CBD Transport Model</b>	Optioneering	n/a	Jun-20	
Final modelling report has been completed.				



## Infrastructure Planning & Capital Works

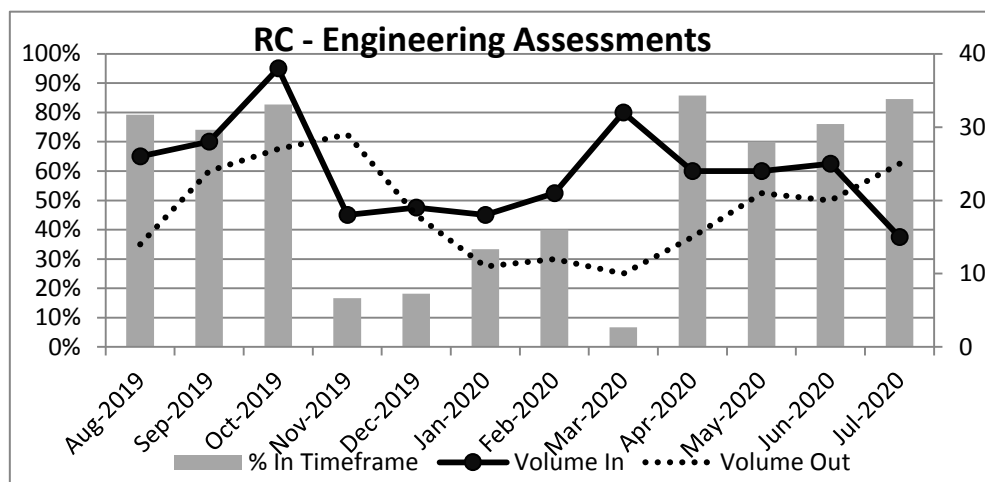
### Infrastructure Planning

Work is underway to support the District Plan team on the infrastructure capacity in areas of the district where the proposed zoning is appealed and progressing to mediation or Environment Court.

The team undertakes resource consent assessments and applications for council capital projects. 90% of applications for capital projects are developed in house.

## Infrastructure Development

### Development Engineering



The number of applications received in July for Engineering assessment were 15. A total of 26 reports were issued and 8 placed on hold for further information. The 15 applications received for engineering input is lower than the monthly average of 21.

The 8-day level of service for engineering report delivery was 86% in July, an increase from June. The team has been working hard to improve the delivery times. Reliance on external consultants has dropped significantly as we aim to process most applications inhouse, 93% applications were processed by Council staff. The Development Engineers are still undertaking inspections, we expect the number of inspections to decrease slightly over the winter period. We are also attending a number of pre-application meetings.

Applications received in July include several smaller subdivisions in the Rural areas, a child care centre in Kamo (Urban Transition Environment), extension to the existing Mill Road Vet Clinic and 12 Lot boundary adjustment in Poroti (Rural Production Environment).

Engineering plans are being assessed for Stage 2 of Parklands in Kamo, 69 Lots at 115 Three Mile Bush Road, SS Developments and a Housing New Zealand development at 67 Puriri Park Road. We are currently assessing Stage 6G of Marsden Cove and stage 5F of Marsden Cove is near completion. Stages 4 and 5 of WFH – The Landing Development in One Tree Point1, Stage 3 of The Landing has been completed.

### Capitalisation of Assets

Past reporting only captured prior year completed project's capitalisation. Moving forward reporting will incorporate both prior year completed projects and current year completed projects.

Prior year figures for 2018/2019 still in the WIP on 1/07/2019 were \$7,464,452.95 of which \$7,514,776.28 was capitalised. As at 30/06/2020 only \$50,323.33 is yet to be capitalised. Infrastructure figures (excluding transport) for the 2019/2020 financial year was \$31,069,418.88 of that \$11,430,666.30 has been capitalised.

### LTP Infrastructure workstream

Asset Managers are continuing to work on the Activity Management Plans (AMPs) which will inform the first 10 years of the Infrastructure Strategy. Draft AMPs are expected to be completed by the end of August.

## Health and Safety

### Health and Safety Risk Update July 2020

- **Hazardous Substances Risk:** A hazardous substances review was undertaken by an external auditor at the Kioreroa Waste Treatment Plant and the Ruakaka Water Treatment Plant. Signage and storage issues were noted and being addressed
- **Drowning risk:** Some time ago a risk of drowning was noted, following the death of a toddler at one of the Gore Council Waste Water ponds. A risk review was undertaken, with three sites identified as needing extra security fencing, due to their proximity to the public. The Waste Water treatment site at Waipu has now been suitably fenced to keep out members of the public, including children, who might enter the site and drown. Site works are well on track to be completed now at the Portland site.
- **Critical contractor risk:** A minimum risk standard for Tree Felling was developed, in conjunction with one of our Arborists and sent out to Contractors who do this kind of work, for review.
- **Manual handling risks** – one Northland Waste worker suffered a lost time injury when the truck drove over a large pothole, jarring his back. He was given a week off work by the hospital medical staff.

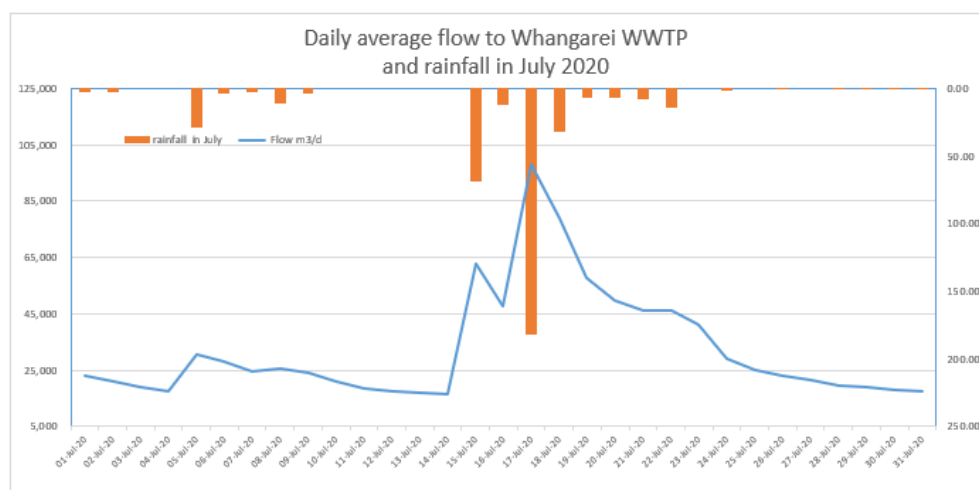
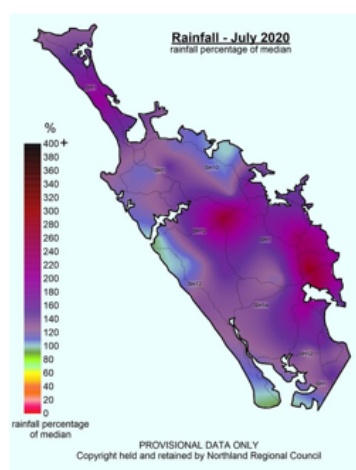
## Waste and Drainage

### Operations and Maintenance

#### Whangarei WWTP

The flow to the plant fluctuated within the range of 16,500 m<sup>3</sup> to 30,000 m<sup>3</sup> for the first two weeks of July. It gradually declined from the 6<sup>th</sup> and reached its lowest point just over 16,300 m<sup>3</sup> on 14<sup>th</sup>. The observed trend was identical to the same period last year.

On 15<sup>th</sup>, a significant rainfall event of 68.80 mm boosted the flow to its second peak, just over 63,000 m<sup>3</sup>. Two days later, a rainfall event totalling 182 mm was recorded. This 'flood' event was one of the biggest in recent years with NIWA reports saying that it was equivalent to a 1 in 500 year or 0.2 AEP (Annual Exceedance Probability) event. As a result, the plant received its record flow of nearly 100,000 m<sup>3</sup>. The flow dropped dramatically and returned to its median value which was about 20,000m<sup>3</sup> from 18<sup>th</sup> until the end of July.



*NRC image depicting the percentage of normal rainfall and & graph depict illustrating the daily average flow in m<sup>3</sup>/d through Whangarei WWTP in July 2020*

Activities carried out at the main plant during July included:

- Primary clarifier No 3 drive wheels were replaced due to delamination.
- All staff completed an electrical hazard awareness training.
- The plant operated under extreme flows reaching 146 MLD instantaneous flow, but the plant coped well.
- Band screen no 1 was serviced. Rocks and grit were removed.

- A subcontractor serviced the UVT analysers. However, it was noted that low dosage for high flow UV was recorded. The operations team continue to monitor the UV dosage for high flow UV.
- Supernatant pump no 1 was switched to manual mode to deal with the leachate spike resulting from the flood event.

Summary of all wastewater treatment plants during extreme weather after 17<sup>th</sup> July event

No	Wastewater treatment plant	Update situation
1	Whangarei	The plant went into extreme flow bypass
2	Ruakaka	Almost over-flowed, all pond levels were high.
3	Hikurangi	Water levels at all ponds were high. No overflowing
4	Waipu	Overflow occurred
5	Ngunguru	Overflow occurred
6	Portland	Overflow occurred
7	Tutukaka	Water levels were high.
8	Waiotira	The plant was submerged under water.
9	Oakura	Water level at all tanks were high

Some aerial crossing required urgent repairs:

1. Walton street (completed)
2. Porowini ave (Completed)
3. Whareroa (Completed)

### Whangarei WWTP Resource Consent Renewal project

Phase one of the Best Practicable Option (BPO) review was completed. Key findings of the plant assessment report can be summarized as follows:

- Elevated levels of suspended solids and occasional low dosage of UV need attention and minor plant augmentation.
- The report was able to identify a gap between current and future serviced population.
- Capacity bottlenecks in the short term are Inlet works and Storm Clarifiers. While secondary treatment and sludge processing should be assessed in the medium-term future.

The second phase BPO review was proposed with the following objects under review:

- Demonstrate a robust evaluation of alternatives for the Whangarei WWTP including long list of approximate 5-6 options
- Based on engagement programme with key stakeholder led by WDC, shortlist option (2 to 3) shall be selected.
- The Multi-Criterial Analysis (MCA) shall be environmental, social/cultural, technical, peak flow, growth and financial factors.
- Establish the risks, constraints and appropriate high-level cost estimates of alternatives.

### Rural WWTP Major Operation & Maintenance

#### Tutukaka:

- Driveway was damaged due to extreme event. Repair completed on 27 July.
- Lifting frame for UV system certification plate received and was glued to its frame.
- The screen shed was removed.
- Recirculation pump No 1 was replaced.
- New screen was installed and in operation by end of July.
- Buffer tank was desludged with a truck and trailer.

#### Ngunguru:

- The MABR inlet chamber was installed. The final commissioning is to be scheduled for mid-August.
- The operations team decided to install a 5 mm screen at the inlet as part of plant improvements.

- The foundation structure for the screen was built. A tee-connection was installed to allow for the proposed screen.
- Northpower have given the green light to remove the tree touching the 11kV at the north west of the plant.

**Oakura:**

- We received a price for upgrading the UV reactor.
- Some civil works may be required to accommodate the bigger UV reactor unit.
- The team has been working to complete paper work.
- Pricing for pre-UV tank preparation work has not yet received.

**Reticulation**

There were six recorded spill incidents (events) in July 2020.

Date Spill Started	Date Spill Detected	Date Spill Ceased	Location	Cause	Volume (m <sup>3</sup> )	Type of Sewage	Action Taken
7/07	7/07	7/07	Corner of Plover Street and Kitemaunga Avenue One Tree Point	Two pumps blocked at pump station with both telemetry and audible alarms not alarming. Elevated flows due to rain.	<100L	Raw/storm water content	Pump blockages cleared, NRC and DHB notified, area cleaned and disinfected, pumps upgraded to adaptive impellor type today, currently investigating alarm issues.
15/07	15/07	16/07	16 Heretaunga Street Tikipunga Whangarei	Heavy rain induced capacity issue. Other catchments at full capacity also	<7.5m3 DWF	Raw/storm water content	Area barriered off, NRC and DHB notified.
17/07	17/07	18/07	Various locations throughout the district due to extreme weather event	Numerous capacity issues due to high rainfall on top of descending elevated flows from wet weather during the week. Flows already elevated.	<2000m3 DWE	Raw/storm water content	NRC and DHB notified, public health advisory issued.



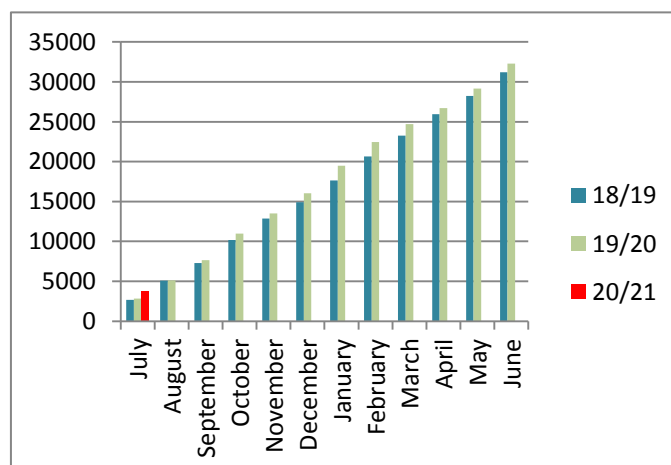
Date Spill Started	Date Spill Detected	Date Spill Ceased	Location	Cause	Volume (m <sup>3</sup> )	Type of Sewage	Action Taken
20/07	20/07	20/07	155 Otaika Road at bottom of Ashley Avenue walk way	Lump of concrete blocking manhole outlet. Slightly elevated flows following storm.	<2m <sup>3</sup>	Raw/unscreened, Raw/storm water content	NRC and DHB notified, concrete removed, site cleaned and disinfected.
22/07	22/07	22/07	2 Dundas Road Riverside Whangarei	Both pumps faulted at pump station, telemetry alarm received and audible alarm not phoned in. Telemetry checked today and found to be working fine, flow slightly elevated due to rain.	<100 Litres	Raw/unscreened, Raw/storm water content	NRC and DHB notified, area cleaned and disinfected, cess pits vacuum loaded.
24/07	24/07	24/0	Corner of Russel Road and Walnut Grove Western Hills Whangarei	Partially fatty solids blockage in downstream line. Discovered while inspecting sewer lines in area for reported land slide damage.	<1m <sup>3</sup>	Raw/unscreened	NRC and DHB notified, lines cleared, area cleaned and disinfected, line to be CCTV'd.

### Laboratory Report

For July 2020 924 samples were analysed for 3769 tests. 26% of the tests were subcontracted and 41% of results were reported within 5 working days. Overall this represents a 25% increase on testing performed when compared with July 2019, and 16% when compared with June 2020.

### Graph: Test numbers for year ending 30 June.

Requirements for storm monitoring has contributed to this increase, and external work has also contributed significantly, as external income is significantly greater than expected. This can be contributed to some targeted marketing via 'Council News' in the Leader and on social media.



## Roading - Transportation

### Maintenance Contracts

It was a wet month which caused multiple slips, flooding and damage to roads. Our crews were still busy doing CRM's and sealed potholes, trip hazards, grates, bridge maintenance, fences, etc

The storm event of 17<sup>th</sup> July kept our on-call crew very busy attending multiple call outs due to heavy rain, flooding, minor and major slips and fallen trees across the road. The crews attended to these promptly and called in other staff to help clear or make safe.

### North Area

Routine works completed this month include:

- Additional grate clearing and hand culvert clears were completed in the area.
- We have completed grading and/or unsealed potholes on a number of roads.
- Due to the storm event near the end of June there was a lot of cleaning detritus all over the entire network.
- Pothole repairs, edge breaks and temporary repairs completed on the sealed roads.
- We have been replacing/cleaning and straightening Edge Marker Posts and signage while following behind the inspectors.
- We have been clearing roadside vegetation.

Programmed works completed this month are as follows:

- Channel clearance was carried out on a number of roads.
- Culvert Replacements, digger clears and/or water tabling completed on the following roads: Aponga Rd, Gomez Rd, Hukerenui Rd, Matarau Rd, Morgan Rd, Nook Rd Riponui Rd, Tudehope Rd, Wharekohe Rd.
- Clean fill management on Morgan Rd and Mckinley Rd dumpsites.
- Pavement repairs were completed on: Houto Rd and Sands Rd.
- We have been completing culvert inspecting the Mangakahia area in July,
- We have been replacing culvert marker pegs and hand clearing culverts in this area.

### South Area

Programmed works completed this month were as follows:

- Mill Road kerb & channel and footpath works currently being undertaken by an external contractor on Section 2 (Nixon Rd to Whareora Rd). All further investigative work in terms of locating existing services are complete.
- Mangapai Road construction complete.
- Westwood Lane pavement and surfacing construction works standing over to next season. Some extensive storm damage occurred, and the extent of the repairs have been agreed.
- Limeburners Road standing over until next season. The final design review is currently with the client for review.
- One rehabilitation site has been identified for next season, namely Waiotira Road. The geotechnical investigation for this site has been done and the results received.
- Waipu Township and Mill Rd intersection resurfaced this month.
- Waipu Township and Mill Rd intersection resurfaced this month.
- Continuing to monitor the slip at Manuka Place.
- High St – Installed new hit sticks around under slip.
- Mangapai Caves Rd – Dropped big trees that was dangerous by a slip, cleared slip.

Routine works completed this month include:

- Maintenance grading was carried out, however was limited due to the storm event.

- Temporary pavement repairs were carried out on Cove Rd, Helmsdale Rd, Nova Scotia Dr, Marsden Point Rd, Maungakarama Rd, Paparoa Rd.
- The clearing of channels and grates was ongoing.
- The urban spraying round was completed.



**Pikiwaihine Rd**

## **Projects**

### **Low Cost Low Risk Projects (Minor Safety)**

#### **Major Intersections (Capacity):**

- Porowini Avenue/Maunu Road intersection improvements – Physical Works contract awarded to United Civil. Possession of site June 2019. Construction was nearly complete when the storm washed away scaffolding, the waste water pipe and scoured out one of the bridge abutments. Remediation work is underway and all works on the bridge should be completed by the end of August.
- Maunu Road/Central Avenue intersection improvements – Concept design complete and property negotiations stalled due to unwilling seller. A business case is currently being developed to identify options to address the property issues and also to secure NZTA funding. Construction is currently deferred until funding is available.

#### **High Risk Rural Roads:**

- The NTA has developed 14 Standard Safety Intervention applications for key High Risk Rural Roads and intersections across Northland. SSI application are simplified Single Stage Business Case (SSBC), tailored for Road Safety interventions. The first draft (submitted to NZTA for feedback) was 10 routes across Northland. Work has started on the remaining eligible routes. Whangarei routes in the first 14 – this will inform future Road Safety programmes;
  - Vinegar Hill Rd
  - Whangarei Heads Rd
  - Pautaua South Rd
  - Ngunguru Rd
  - Mill Rd
- Murphy's Bend
  - Short Term – active warning curve sign – complete
  - Medium Term – Curve superelevation and delineation improvements – design & construct (20/21)
  - Long Term (realignment) – SSI application for 'Safety Corridor' improvements.

- Cove Rd Culvert Extension (Waipu Cycleway Stage 2a) – Construction 20/21.

### High Risk Intersections (Safety):

- Kamo Rd / Kensington Ave Intersection –implementing camera identification of right-turning vehicles to improve safety (2019-20). Installation of camera due to occur in July after delays due to difficulty obtaining the equipment and getting on Site during the Covid-19 lockdown.
- Whangarei Heads Road – Standard Safety Interventions (SSI), installation of EMP's underway, RRMP installation later in 19/20 and early 20/21, curve advisor signage 20/21 and other major implement 2021-24.
- Robert/ Walton Street Intersection Improvements – design stage (20/21).

### Pedestrian facilities:

- Hikurangi Township – zebra crossing completed and school access safety improvements (footpath and pedestrian bridge) have commenced due to be completed in September.
- Dent Street Crossing – Design (20/21). Construction timing dependant on council approval and implementation of John Street one-way proposal.

### Slow Streets:

- Avenues; First, Second and Third Avenue between Kauika Rd and Central Ave (2019-21) – design progressing.

### Speed Management:

- Tranche 1 - Formal Consultation is complete, including Hearings. Staff are preparing a recommendations report for elected member consideration, with an aim to adopt and implement changes in 2020-21. Areas;
  - Te Toiroa Rd (Legal Unformed Road) Ngunguru, which forms part of the Old Ngunguru Coach Trail.
  - Vinegar Hill area
  - One Tree Point / Marsden / Ruakaka area
  - Waipu area
- Tranche 2 – Whangarei Heads. Planning started for consultation in late 2020.
- Tranche 3 (2021) – Tutukaka Coast (Ngunguru Rd & Russell Rd) and Bream Bay (Cove Rd). These two areas will be reviewed concurrently with Kaipara and Far North to ensure a seamless and coherent approach to both consultation and delivery of speed management.
- Speed limit reviews continue across the District. The first tranche of speed reviews incorporating Waipu urban areas, Ruakaka, One tree Point and Vinegar Hill is nearing completion. NTA staff have reviewed all submissions received, along with the additional information provided by submitters at the 17th March Council Hearing. Staff have also undertaken additional site visits and investigations arising from submissions received. A recommendations Report has now been prepared and will be presented to Council at the September 24th Council meeting.

A Statement of Proposal has been prepared for a speed limit review of the area south of Waipu, including Langs Beach. This review also includes the District beaches, to give effect to a decision by Council as part of the 2019 amendment to the Control of Vehicles on Beaches Bylaw (Langs Beach). This review is being undertaken in coordination with a review of speed limits in the Mangawhai-Kaiwaka area to ensure that cross boundary issues between KDC and WDC are appropriately addressed. The Draft Statement of Proposal is due to be presented to Council at its September 24th meeting.

Staff have commenced preliminary work to review speed limits within the Whangarei Heads catchment area, including Parua Bay.

### Walking and Cycling (Urban):

- Kamo Shared Path
  - Stages 1-4 were formally opened on 25 November 2019.
  - Funding for Stage 5 has been approved and the detailed design is underway. Stage 5 includes the final link to Kamo Village. Construction planned for 20/21 and 21/22 financial years.
- Raumanga / Maunu Shared Path – on hold awaiting funding
- City Centre including Onerahi link and improvements to Hatea Loop – Is now part of the City Core workstream.



- 10yr Implementation Plan – to bring together the City Core Plan works, our Walking & Cycling Strategy and Blue Green Network Strategies, we will develop a 10 year plan, which will complement these high level strategies, with more detail and prioritisation of sections. This will take 6-12 months and will inform our next LTP.
- Tikipunga Shared Path – Council received \$400k from government as part of the post-COVID stimulus package. This funding will be used to accelerate development of a gravel track between Vinegar Hill Rd and Ngunguru Rd, effectively extending the Hatea River Walkway to connect with Totara Parklands river path.
- Governments post Covid-19 economic stimulus package (PGF) – awaiting final confirmation of funding
  - \$500k Kamo Shared Path to provide improved links from to Kensington Stadium
  - \$500k Tikipunga Cycle Trail – Stage 2, extend link to Vinegar Hill Rd including a new stream bridge.
  - \$5m Raumanga Shared Path – complete key missing sections of the route

### Waipu Walk & Cycle Trust

- Stage 2a Cullen Rd to Waipu Cove – Physical works is complete, except for the culvert extension works (Council project) planned for 2020-21 – See High Risk Rural Roads.
- Stage 2b McLean Rd to Cullen Rd – works has started.
- Stage 3 Riverview Place to Cullen Rd – planned for future years as a joint Trust and Council project.

### New Footpaths

- Paranui Valley Rd - Stage 2 design (20/21).
- One Tree Point Rd – design in progress for the next phase to complete infill footpath between the boat ramp and the school. Construction 20/21.
- Redeployment Works (MBIE funded) – Design stage commissioned for new paths on Ngunguru Rd, Tauraroa Rd, Gillingham Rd & One Tree Point Rd. Construction to be complete by end December 2020.

### Footpath Renewals

- Programme approved ready to start planning implementation.

### LED Street Light Conversion

- The installation of the V-Category (arterial road) retrofit lights (ie swapping the old light for new LED) being undertaken by Currie Electrical is 95% complete. The remaining lights are located in the CBD mall area and require modification to the existing outreaches. A variation to the contract has been approved for these outreach modifications and this work requires 6 weeks of fabrication before they can be installed. This work will be completed during October when the weather is drier which will enable the old poles to be painted.
- The Southern V-Category infill streetlight contract (ie those requiring new poles) was awarded to Currie Electrical on 16 March 2020 and is well underway with most of the central city area completed. This contract includes new streetlights in the southern half of the Whangarei District and all of the new lights in the Kaipara District. This work is due to be completed in December 2020.
- The Northern V-Category infill streetlight contract has been awarded to McKay Electrical. This contract includes new streetlights in the northern half of the Whangarei District and all of the new lights in the Far North District. This work is expected to start in August and has an extended completion timeframe of June 2022 due to budget constraints.
- We are currently investigating both Auckland Transport's central management system (CMS) and other "Smart Cities"-type CMS to control the new LED streetlights. Again due to budget constraints, a trial may be done in 2020/21 to confirm whether a CMS system should be rolled out over the network in the 2021/24 period.

### Inner CBD Transport Model

- The final modelling report has been completed.

## Whangarei District Road Safety Promotion Report July 2020

Road Toll	Total for 2011	Total for 2012	Total for 2013	Total for 2014	Total for 2015	Total for 2016	Total for 2017	Total for 2018	Total for 2019	Total July 2019	Total July 2020
Whangarei	1	6	9	10	11	9	14	14	10	9	8
Kaipara	0	4	3	1	2	9	5	5	7	4	2
Far North	6	4	9	7	10	9	22	16	12	6	5
Totals	7	14	21	18	23	27	41	35	29	19	15

### Key Activities to 31 July:

**SAiD (Stop Alcohol Impaired Driving):** 3/6 completed the July programme, flooding of the premises cause 1 to miss the last session moved to a new venue. Contracting is in progress.

**Drive Soba:** 10 are attending a current programme due to end in September. A further programme will commence in August. Contracting is in progress.

### Young Drivers Programmes Passes Achieved:

- 1.Ngatiwai. 27/27 Learner licences achieved. 2/2 restricted licences. Contracting has not yet commenced.
- 2.People Potential: 15/15 Learners, 4 Restricted 6 Full passes achieved this month by 8 active mentors, 52 hours, .
3. Bream Bay: Programme recommenced end of June. A new provider has been negotiated, the Bream Bay Community Support Trust has signed an Agreement to take over the programme from CHH in August.. There are currently 5 Learners being mentored, 2 active mentors and the first test booked for 3 August.

**Road to Zero** campaign being planned for daily RIDS messaging preceding the weather forecast. This contract is being negotiated. An ongoing programme is supplemented by targeted advertising to support Road Safety Activities.

**Child Restraints:** Education sessions at People Potential(6) Hapu ora Wannanaga (33) Car seat checks 5 for 12 adults 54% correct 46 % technical faults

**National Road Safety Week:** 9-15 November. Step up for Safe Streets. Planning continuing. Virtual land and physical activities are being developed with school involvement. The 3 central bridges will be lit in yellow subject to repairs being completed on the Canopy bridge in time. Part of a nationwide bridge light up

**Fatigue Stops:** Contracting and dates yet to be undertaken

**Drive Smarta:** 7/8 completed the programme in July

**Other activities/Mtgs:** RSAP (Road Safety Action Planning Meeting) NDHB planning meetings (2) Engagement meetings for transfer delivery of mentor driver programme in Bream Bay; Planning meetings for restraints programmes by Plunket, and w/shop and Driver Licensing discussion in Kaikohe

**Health and Safety:** No health and Safety issues have been reported this month.

### Key district issues

- Young Drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head on

## Parks, Recreation and Solid Waste

### Operations

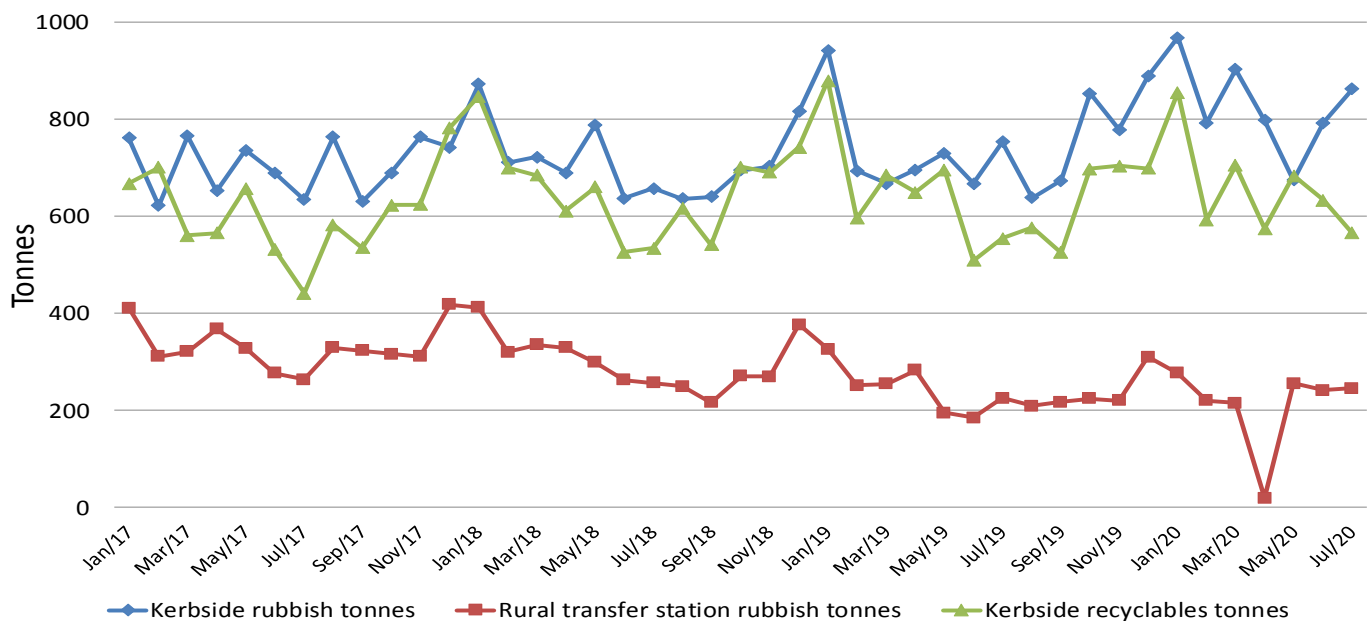
#### Solid Waste Operations

The transfer stations coped well with the flood event with little damage recorded. The disruption on the roads due to the flooding required some changes to collection routes which was dealt with efficiently.

Rubbish bags made from a high percentage of post-consumer recycled plastic have been ordered for trial later in the year.

Monthly waste tonnages are shown in the table and chart below.

### Solid Waste Tonnes Jan 2017 - Year to Date



Rubbish Collection Tonnes	2020/21	2019/20	RTS Tonnes	2020/21	2019/20	Recycling Tonnes	2020/21	2019/20
June		793	June		241	June		633
May		675	May		256	May		684
April		798	April		20	April		575
March		903	March		215	March		705
February		793	February		221	February		593
January		969	January		277	January		856
December		889	December		311	December		699
November		779	November		220	November		704
October		853	October		224	October		698
September		674	September		217	September		525
August		638	August		210	August		577
July	862	753	July	246	226	July	566	554
Total for period	8546	9517	Total for period	3137	2638	Total for period	7847	7803

### Walking Tracks

The storm of 17 July caused substantial damage to our walking track network. Worst hit were the routes up Parihaka, with major slips on the Drummond and Ross Tracks as well as the summit car park area. The Coronation Tracks also have major slips and flooding of the Hatea River caused damage to the Hatea Walkway, including the total loss of the newly formed section south of the Swing Bridge. At AH Reed, the 18m bridge on the Alexander track was washed away and will require total replacement. Substantial slips have occurred over the Whananaki Coastal Walkway and this damage is still to be fully assessed. Engineers are working with our main walking track contractors to find solutions to some of the larger slips.

The cycle / walkway north of Whangarei Falls has commenced as a 'shovel ready' government project redeploying unemployed local people. Northland Park Care are overseeing this project where a 2.5 – 3m wide metal path is being built around the margins of Tikipunga Sports Park and will go on to Vinegar Hill Road and Totara Parkland eventually. A new bridge at the northern end of Tikipunga Sports Park will be required as part of this.



***Bridge at AH Reed was washed away in the storm***

### Tree Maintenance

Treescape® had one crew running on WDC Tree Maintenance for July. A major wind event saw an increase in CRM work and one rain event which did not severely impact the workload of Treescape.

Programmed maintenance was completed on the Walton Street Palms one Saturday and work started at Barge Park, the rest of the workload was reactive work either from the wind event or work that has been committed to residents.

Over the last 4 to 5 months, there has been an increase in reactive work that needs to be completed, resulting in resources being removed from the proactive work program.

A new staff member is starting in the second week of August which will bring the team to full strength at the Whangarei yard.

There were no Health & Safety issues for the month of June. One internal audit was carried out this month.

WDC Parks Staff carried out the Monthly Health and Safety Audit, Treescape staff and Resources were fully compliant, Union St, Hikurangi

28 CRMs were closed off during the month.

### Programmed Works for July

A Stump Grinding Round is programmed for mid to late August, to catch up with tree removals within road berms and reserves.

Due to seasonal ground conditions, Programmed Reserve Tree Maintenance is put on hold until early summer.

### Coastal Structures

25 inspections were completed in July on a mix of asset types. Due to the storm a number of inspections were brought forward for safety purposes.

The contractor removed:

- Two logs from the stream above the Whangarei falls pedestrian bridge
- An unsafe pedestrian bridge at Elgin Place



- Debris built up on Lovers Lane bridge

WSP/OPUS were also engaged to carry out engineering inspections on vulnerable Parks assets, within and outside of this contract, the initial check by contract staff helped prioritise WSP focus. Generally, there was minimal scouring or debris build up.

Lovers lane and AH Reed bridges both require scour protection works detailing which WSP have provided.



***AH Reed (Whareora-Paranui Valley)***



***Lovers Lane***

## Sports Parks

The 17 July storm caused substantial damage to the newly formed sand-field at Tikipunga. Having been delayed by the drought and then Covid19, the fated field was finally stolonised in May and kikuyu was beginning to establish well. Flood-water sheet-washed over the adjacent rugby field during the storm to then spill over one-third of the sand carpet football field. This can be repaired but it will set back the establishment time and potentially another season. An intercept drain has been dug out to try and prevent reoccurrence. Elsewhere, the sports parks fared reasonably well during the storm with relatively little damage. The clubrooms at Morningside were inundated but the fields quickly drained despite being totally submerged, to be usable again.





### ***Flood damage at Tikipunga Sports Park***

A report has been received regarding the drainage at Cobham Oval. Investigation has shown that the lateral coil drains are in good condition and function well. However, the sand slits that run across these has become clogged with humus from the couch grass. These slits used dune sand which is very fine and therefore prone to this issue, river sand needs to be used, which is rather coarser and free-flowing. The receiver drain around the pitch margin is ineffective by being laid higher than the laterals, meaning that water isn't flowing away properly. A decision has been made to insert some gravel bands around the wicket for this coming summer and then sand slits will be renewed next autumn, together with a new receiver drain around the margin as a long-term solution.

With nearly 450mm of rain recorded during the month, it is encouraging how well most fields have drained and remained playable. Training has been cancelled twice but games have only been cancelled following the major storm.

Site maintenance audits averaged 95% with health and safety 100%.

### **Parks and Gardens**

July received 400mm of rainfall with 26 days of rain. However, most of the rainfall fell on the 15<sup>th</sup> (84mm) and the 17<sup>th</sup> / 18<sup>th</sup> July when 258mm fell. 'The storm' occurred on the evening of the 17<sup>th</sup> when over a period of 3 or 4 hours, over 200mm fell.

On the 18<sup>th</sup> staff were out accessing the damage and with the help of our contractors, a clear picture of the damage emerged over the next week. Sites like Whangarei Falls, AH Reed, Mair Park and Cafler Park were damaged by flooding, with debris deposited on the ground and assets washed away or damaged. Many of our steeper reserves sustained slips, affecting adjacent private properties and access into and through our reserves.

Prior to the 17<sup>th</sup> the contractor continued to catch up as a result of Level 4 Covid 19. The week after the storm was spent cleaning up the aftermath. They have also started the late infill planting, with a focus on central city gardens that lost plants due to last summer's drought. We are continuing to plant the entranceways, both the southern entrance and Kamo bypass, with the aim of slowly tidying these areas up.

Council held 3 Matariki Community Planting Days at the Parihaka Mountain Bike Park where the scrub fire was last year. Over the 3 Saturdays we planted 10,000 native plants. On these planting days we were grateful for the assistance from Venues and Events, Kamo Scouts and Recreational Services.

With all the rain in July, the mowing of the grass was challenging, trying to stay on top of the grass growth while not causing turf damage. There is a lot of turf damage to Reserves from vehicles driving on them and ripping up the grass. A prime example of this is Waiarohia Reserve where the 4WD vehicles have been having a great time. Also, along the coastal runs it is the berms that have been ripped up from people driving off the road - most probably in 4WD vehicles.





**Waiarohia Reserve**

### Playgrounds and Skate Parks

During July, issues on the playgrounds were very quiet. The contractor received the results of our annual compliance audits (which overall were very good) and set about resolving the few issues highlighted.

As part of the Town Basin playground renewal, the Millennium hand print path had to be removed. We advertised the paths removal and offered peoples squares back to them. We had over 1 hundred groups show interest in getting their squares back, with about 80 groups coming along to collect them. It proved invaluable to undertake this process, with many people extremely grateful to be able to get their squares back, with many having emotional stories associated with the hand prints.

Also underway is the upgrade of the skate park at William Fraser Park and the new Ngunguru skate Park will be completed in early August.

### Cemetery

7 Burials and 11 Ash interments this month.

A busy month for the cemetery staff with storm clean up at the Maunu and Onerahi cemeteries. Temporary trenches were dug at Maunu as the water flowing off the road was flooding burial plots and washing memorabilia away. The Onerahi cemetery road which is a metal road, had a good amount of the metal wash onto grave plot gardens. This was cleaned up within a week and some positive comments were received from the families of these plots. We have also installed a low nib wall alongside the plot to prevent this happening again.

We are back to our normal staffing levels, after getting a helping hand from some of the events team they have now returned to normal duties. The help was much appreciated, and we were happy to be able to offer them something to do, while their workload was reduced.



**Washed out road at Onerahi Cemetery**



**Metal from road on garden plots**



*Metal removed and gardens restored*



*Nib wall under construction to prevent further damage*

## Botanica

Visitor numbers: 1964

Although the premises flooded, luck was on our side and no permanent damage was incurred.

Staff had everything cleaned up and back to normal in no time.

An amazing number of visitors this month, as I imagine everyone was enjoying the freedom after lockdown and making the most of local attractions.

Where are you from	Comments
Auckland	Loved the quietness and the patrons
Whangarei	Natives thriving and surviving
Palmerston north	So lucky to have this here. Its so beautiful. Thank you.
UK	Really nice place. We loved the bromeliads.

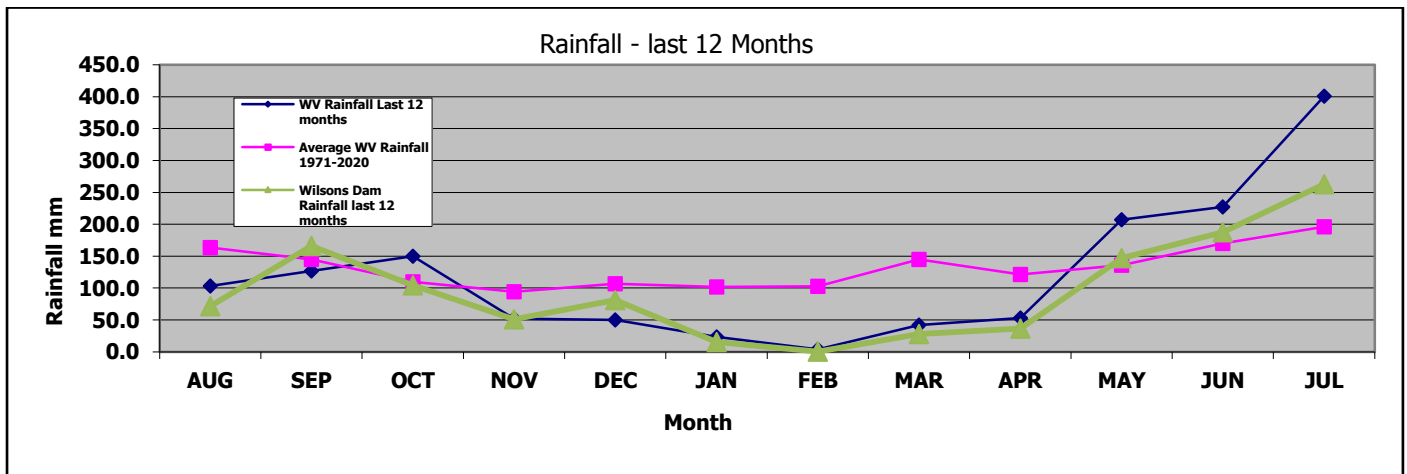
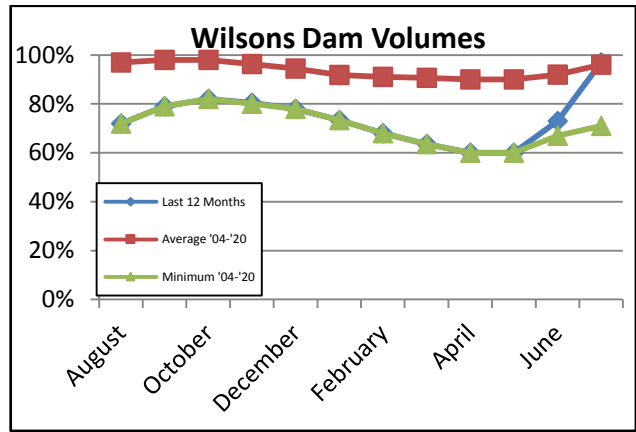
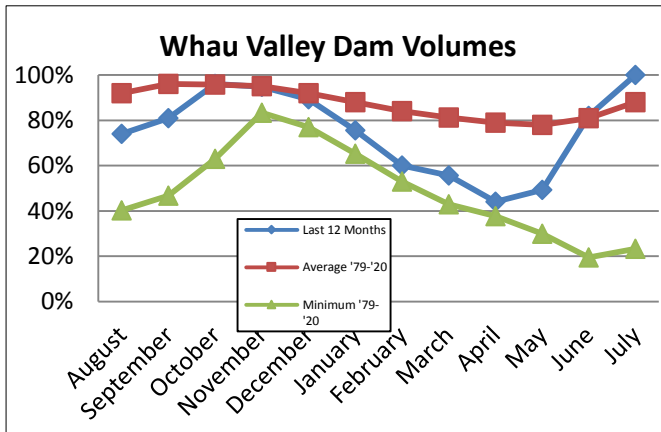
## Water Services

### Operations

#### Rainfall and Water Sources

A massive 401mm of rain was recorded at Whau Valley Dam during July. Whilst this is not the most rainfall in July it is well above the average of 196mm. It is also the third consecutive month with above average rainfall and brings the overall rainfall for the year to date back to almost normal. Most of the rain fell over the night of the 17/18 July. The intensity of the rainfall caused the Poroti water treatment plant to flood and the Whau Valley plant to shut down. These two events couple with mains breaks caused by land slips resulted in many of our storage reservoirs running extremely low. Staff worked all weekend to restart the plants and by the end of the week all reservoirs were back to normal levels. We have now had more rain in the first seven months of the year than in the whole of last year. Our dams have now filled with Whau Valley rising to 100% and Wilsons Dam up to 97% (100% at time of writing). The Whau Valley Dam is full for the first time since December 2018. Both are now above average for the time of year. River flows and aquifer levels have also risen and across the district water sources are back to normal. The long-range weather forecast is now for average rainfall over the next few months and we will be in a good position heading into summer.





## Production Report

### Compliance

Whau Valley WTP – Plant was fully compliant for protozoa and bacteriological.

Ruakaka WTP – Plant was fully compliant for protozoa and bacteriological.

Ahuroa WTP – Plant was fully compliant for protozoa and bacteriological.

Ruddells WTP – Plant was fully compliant for protozoa and bacteriological.

Poroti WTP – Plant was fully compliant for protozoa and bacteriological.

Maungakarama WTP – Plant was fully compliant for protozoa and bacteriological.

Mangapai WTP – Plant was fully compliant for protozoa and bacteriological.

### Other works

The algal bloom at Wilsons Dam continues although levels are lower now during winter. Trials of a new product to reduce potentially harmful blooms looks promising. It is hoped to be able to continue the trials as the weather improves and the blooms start to grow again. Additional dosing equipment is being purchased and should be installed in October.

The upgrade of the SCADA system is progressing well after delays due the drought and Covid-19. The first of the water treatment plants, Ahuroa, is now on the new system and is working well. The next plant to be done will be Poroti in October. Until all sites are completed staff will need to work with two systems.

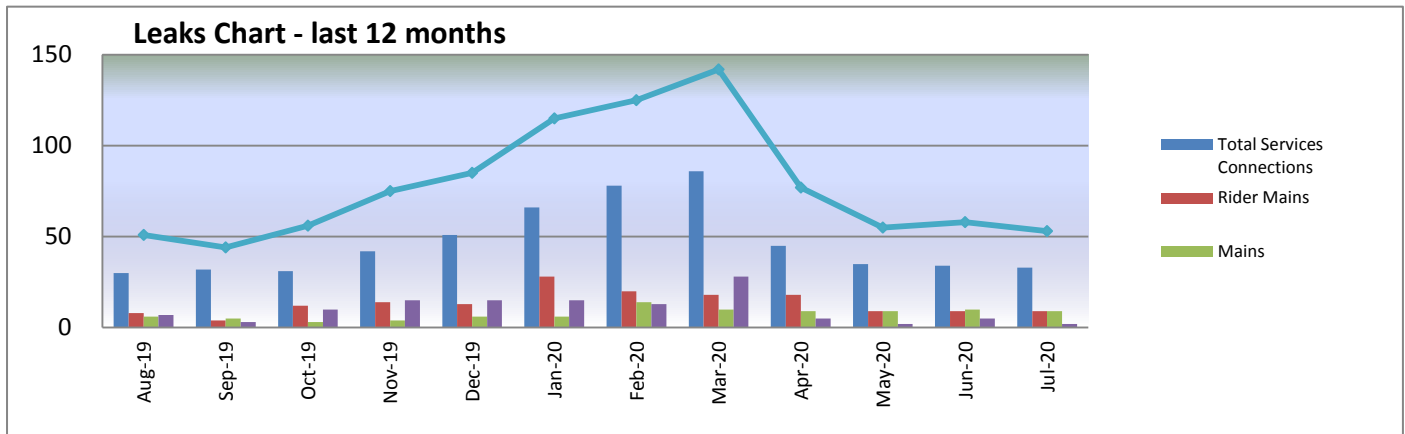
## Distribution Report

### Water Statistics

35	Connection leaks repaired
18	Rider/Main leaks repaired
45	New connections installed
34	Faulty meters replaced

A total of 35 service connection leaks were repaired together with 18 main and rider main leaks. The number of leaks remained steady last month mainly due to the wet weather making it more difficult to spot leaks and the ground no longer moving in the dry conditions. The total number is similar to the same time last year. A total of 45 new water connections were installed during the month and 34 meters were replaced after being reported faulty by the meter reader.

The following chart shows the number of leaks per category of pipe fixed under the maintenance contract during the last year.



## Capital Works

### Reticulation Programmed Works

The Hospital Road main was underway before the lockdown occurred and it is now nearing completion. However, with the Hatea raw water main taking precedence and a difficulty obtaining drillers the final bit of work is yet to be complete. The contract for the replacement of the Hatea raw water main is progressing well with the contractor installing the pipe by pipe bursting. This involves pulling the new pipe through the old pipeline even though the new pipe is bigger than the old one. This technique reduces the amount of excavation, reinstatement and backfill material thus reducing the carbon footprint of the project. It is expected to complete the work in September, although the distribution main in Whareora Road is also in need of replacement and this work may follow the raw water main. The next main proposed for replacement is Rewa Rewa Road ahead of the Roding Works in January.

### Wairua Pipeline at Poroti

The work to install a pipeline between the Maungatapere Water Company's Wairua Pipeline and the Poroti Water Treatment Plant was completed in June. The road to the plant has also been graded and planning is now underway to start design work for the upgrade to the Poroti Water Treatment Plant. An upgraded plant that can treat both the spring water and Wairua River water will help alleviate drought situations over the next 30 to 50 years.

### Consents and Compliance - Laboratory Water Quality Tests

Description	Number of Tests	Failures	Results	Goal	Retest
E. Coli leaving WTP	6	0	100%	100%	N/A
E. Coli within distribution	32	0	100%	100%	N/A
Free Available Chlorine within distribution (above 0.2mg/l)	58	0	100%	95%	N/A



**RESOLUTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following parts of 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:

1.	The making available of information would be likely to unreasonably prejudice the commercial position of persons who are the subject of the information. {Section 7(2)(c)}
2.	To enable the council (the committee) to carry on without prejudice or disadvantage commercial negotiations. {(Section 7(2)(i))}.
3.	To protect the privacy of natural persons. {Section 7(2)(a)}.
4.	Publicity prior to successful prosecution of the individuals named would be contrary to the laws of natural justice and may constitute contempt of court. {Section 48(1)(b)}.
5.	To protect information which is the subject to an obligation of confidence, the publication of such information would be likely to prejudice the supply of information from the same source and it is in the public interest that such information should continue to be supplied. {Section 7(2)(c)(i)}.
6.	In order to maintain legal professional privilege. {Section 2(g)}.
7.	To enable the council to carry on without prejudice or disadvantage, negotiations {Section 7(2)(i)}.

**Resolution to allow members of the public to remain**

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

**Move/Second**

"That \_\_\_\_\_ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item \_\_\_\_\_.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because \_\_\_\_\_.

*Note:*

*Every resolution to exclude the public shall be put at a time when the meeting is open to the public.*