

Infrastructure Committee Agenda

Date: Thursday, 10 December, 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.

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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, 12 November, 2020
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance

 Cr Greg Martin (Chairperson)
 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

Not in Attendance

 Her Worship the Mayor Sheryl Mai

Scribe

 C Brindle (Senior Democracy Adviser)

1. Declarations of Interest

There were no declarations of interest made.

2. Apology

Her Worship the Mayor Sheryl Mai

Moved By Cr Nicholas Connop

Seconded By Cr Phil Halse

That the apology be sustained.

Carried

Extra ordinary business

Subsequent to the agenda being circulated Items 4.2 - COVID 19 Whangarei Shovel Ready Programme and Item 5.3 - Correction to Minutes Infrastructure Committee 12 March 2020, were distributed separately but not within the timeframe specified in LGOIMA.

WDC Standing Orders (9.12) require a council resolution to deal with items of business that cannot be delayed.

Item 4.2 was not included in the agenda for the reason that MBI only recently advised their contract deadline which is 20 working days from the date of notification which has already passed.

The Committee are asked to consider Item 4.2 at today's meeting so that staff can meet the MBIE contract deadline.

Item 5.3 was not included on the agenda for the reason that the administrative error had only recently been brought to our attention.

The Committee are asked to consider Item 5.3 at today's meeting so that the new parking markings can be implemented.

Moved By Cr Vince Cocorullo

Seconded By Cr Nicholas Connop

That council consider the following items at this meeting:

- a. Item 4.2 COVID-19 Whangarei Shovel Ready Programme, and
- b. Item 5.3 – Correction to Minutes Infrastructure Committee 12 March.

Carried

Cr Martin advised Items 4.2 and 5.3 would be taken in order on the agenda.

3. Confirmation of Minutes of Previous Infrastructure Committee Meeting

3.1 Minutes Infrastructure Committee Meeting held Thursday 8 October 2020

Moved By Cr Vince Cocurullo

Seconded By Cr Carol Peters

That the minutes of the Infrastructure Committee meeting held on Thursday 8 October 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 Maunu Cemetery Development - Concept Plan

Moved By Cr Vince Cocurullo

Seconded By Cr Shelley Deeming

That the Committee approves the Maunu Cemetery Development Concept Plan 2020.

Carried

4.2 COVID-19 Whangarei Shovel Ready Programme

Moved By Cr Phil Halse

Seconded By Cr Carol Peters

That the Infrastructure Committee:

1. Approve Council entering into an agreement with the Ministry of Business Innovation and Employment to receive \$10M of funding to be used for the construction of the new Port Rd Bridge and the upgrade of the Port / Kioreroa Rd intersection.
2. Approve Council entering into an agreement with the Ministry of Business Innovation and Employment to receive \$6M of funding to be used for the construction of the Active Modes Urban Shared Paths Programme, including Tikipunga, Kensington and Raumanga shared paths.
3. Delegates to the Chief Executive the authority to finalise the terms and conditions of the agreements in recommendations 1 and 2.

Carried

5. Information Reports

5.1 Contracts Approved Under Delegated Authority

Moved By Cr Anna Murphy

Seconded By Cr Shelley Deeming

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

Carried

Cr Halse requested his vote against be recorded.

Cr Golightly left the meeting from 9.13am to 9.15am during Item 5.1.

Cr Benney left the meeting at 9.15am.

5.2 Infrastructure Operational Report - November 2020

Moved By Cr Shelley Deeming

Seconded By Cr Greg Innes

That the Infrastructure Committee notes the Infrastructure Operational Report update.

Carried

5.3 Correction to Minutes Infrastructure Committee 12 March 2020

Moved By Cr Shelley Deeming

Seconded By Cr Vince Cocurullo

That the Committee:

- a. Note that recommendation 4.2 Parking Restrictions – Riverside Catchment, of the Minutes of the Infrastructure Committee meeting 12 March 2020, has been corrected as follows:

That the Infrastructure Committee approves

1. that pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 14, the parking of vehicles be prohibited at all times as per the attached plan and the RAMM schedule below:

Road Name: Ewing Road		
Road ID: 128		
	RAMM Displacement	
Side	Start	End
LHS	650	680
RHS	645	680

Road Name: Dundas Road		
Road ID: 119		
	RAMM Displacement	
Side	Start	End
LHS	0	45
RHS	0	40
RHS	155	180

Road Name: Punga Grove SL No. 2		
Road ID: 1432		
	RAMM Displacement	
Side	Start	End
LHS	0	20
RHS	0	20

Road Name: Punga Grove		
Road ID: 332		
Side	RAMM Displacement	
	Start	End
LHS	0	55
RHS	0	55
LHS	180	270
RHS	180	265
LHS	470	530
RHS	470	530
LHS	590	650
RHS	610	650

Road Name: Vale Road		
Road ID: 423		
Side	RAMM Displacement	
	Start	End
RHS	330	345

Road Name: Dundonald Street		
Road ID: 1079		
Side	RAMM Displacement	
	Start	End
LHS	185	265
LHS	320	335
RHS	320	335

Road Name: Rongotai Place		
Road ID: 340		
Side	RAMM Displacement	
	Start	End
LHS	40	65
RHS	40	65

Carried

6. Public Excluded Business

There was no business conducted in public excluded.

7. Closure of Meeting

The meeting concluded at 10am

Confirmed this 10th day of December 2020

Councillor Greg Martin (Chairperson)

4.1 Ngunguru Village Pedestrian Crossing Investigation Report

Meeting: Infrastructure Committee
Date of meeting: 10 December 2020
Reporting officer: Nick Marshall (Team Leader Road Safety & Traffic Engineering, NTA)

1 Purpose

To present to the Committee the formal investigation and recommendations report in response to a petition received requesting zebra crossing facilities in Ngunguru Village.

2 Recommendation

That the Committee:

1. Receives the investigation and recommendations report in response to a petition received requesting Zebra Crossing Facilities in Ngunguru Village.
2. Approves an upgrade to the crossing facility outside the Ngunguru Village Shops, to be implemented as part of Tutukaka Coast Speed Limit Review (2021-22).
3. Approves the installation of a Kea crossing facility at Shoebridge, subject to the community or school agreeing to manage the facility at this location, and to be implemented as part of Tutukaka Coast Speed Limit Review (2021-22).

3 Background

3.1 Petition

A petition was received from residents of Ngunguru Village, on the 10 September 2020 requesting the upgrade of two existing pedestrian crossing facilities at:

- I. Ngunguru Village Shops
- II. Ngunguru Road / Shoebridge Crescent Intersection

This petition was presented to the September Infrastructure Committee on behalf of the petitioners, and Committee requested that staff investigate and report back to the Committee for consideration.

3.2 Speed Limit Review

Council is reviewing all local road speed limits within Northland, and Ngunguru Village is part of the Tutukaka Coastal Catchment, which is part of Tranche 3, programmed for 2021-22.

4 Discussion

Council engaged specialist traffic and safety engineer, ETE Consultants, to do a warrant assessment for safe and appropriate crossing facilities for the two subject locations.

4.1 Ngunguru Village Shops

Based on the Austroad Pedestrian Facility Selection Tool (ETE Report, **Attachment 1**), a Zebra Crossing facility is warranted at this location.

The Report recommends upgrading the existing uncontrolled crossing to a Raised Table Zebra Crossing, with side islands to reduce the crossing distance. Using the raised table reduces the speed of approach vehicles, which in turn reduces both the likelihood of a car versus pedestrian crash and the severity of a crash if one did occur. Also, reduced speeds make it easier for people, particularly children, to judge a safe crossing gap.

Mr Eyles also recommends a speed table west of Kopipi Crescent (number 1969/1971A) to support a safe and appropriate speed environment outside the shops and through the zebra crossing.

Staff recommend including the upgrade of the pedestrian crossing facility outside the Ngunguru Shops to a Raised Table Zebra Crossing, and additional speed table adjacent to property 1969/1971A, as part of the implementation works for the Tutukaka Coastal Speed Limit Tranche, planned for 2021-22. This will be allowed for in the LTP budget for the Tutukaka Coastal Speed Limit Tranche.

4.2 Shoebridge Crescent

Based on Austroad Pedestrian Facility Selection Tool (ETE Report, **Attachment 1**), a Zebra Crossing facility is not warranted at this location.

Mr Eyles assessment is that the existing crossing facility is appropriate for the level of traffic and number of pedestrian users. However, he does suggest that if community/school agree to manage a Kea Crossing, this would be an appropriate way to manage children crossing the road before/after school.

It is recommended that staff engage with Ngunguru Primary School to understand if they would agree to manage a Kea crossing facility at this location. If the School agrees, staff recommend including this in the implementation works for the Tutukaka Coastal Speed Limit Tranche, planned for 2021-22.

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 item on the Council website, and the petition organisers will be directly informed of the Committees decision on this matter

6 Attachment

1. Ngunguru Village, Petition for Pedestrian Crossings – ETE Consultants, November 17 November 2020

11/17/2020



Ngunguru Village

Petition for Pedestrian Crossings



ETE Consultants

Ngunguru Village

Petition for Pedestrian Crossings

1. Purpose

To present to the committee staffs recommendation for responding to the requests for the installation of two new Zebra crossings at the Ngunguru Shops and Shoebridge Cres, Ngunguru

2. Background

A petition was received by the infrastructure committee on the 10th of September 2020. The petition was signed by over 200 residents of Ngunguru and the Tutukaka Coast and requested WDC to “...develop and establish pedestrian zebra crossings at 1983 Ngunguru Road as well as at the intersection of Ngunguru Road and Shoebridge Crescent”.

3. Discussion

a. Issues Raised

Information submitted with the petition cites high volumes of school related pedestrian activity in these locations. There is also a more general demand for crossing at 1983 Ngunguru Road related to the community sports complex, the shops and connection to the estuary foreshore.

The community is concerned that vehicle speeds approaching Shoebridge Crescent from the Tutukaka direction are exceeding the posted speed limit of 50km/h. This makes it hard for pedestrians to judge safe gaps in traffic to cross and increases the likelihood of death or serious injury if a pedestrian is struck.

There is an existing pedestrian crossing facility near 1983 Ngunguru Road consisting of raised kerb extensions only. The community submits that the number of pedestrian movements in this location and visibility restrictions caused by cars parking at the shops render this crossing facility unsafe.

b. Crash History

The NZTA Crash Analysis System (CAS) was used to identify any pedestrian related crashes between Te Maika Rd and Kopipi Cres. There were no recorded pedestrian crashes in the last ten years. One pedestrian crash occurred in 1998 Near Kopipi Cres involving a 15 year old walking on the road. This crash occurred at 8.15pm on a Sunday and resulted in serious injury. This is not associated to the requested crossing places.

The CAS system was used to identify any speed related crashes between Te Maika Rd and Kopipi Cres. Three crashes are recorded between the years 2010 and 2019. None of these were located within 75m of the crossing locations proposed.

Of all crashes on this length between 2010 and 2019, one non-injury has occurred between 8am-9am or 3pm-4pm. This was a northbound loss of control crash at the intersection of Te Maika Rd.

c. Road Environment

Ngunguru Road is classed as an Arterial Road and carries approximately 3700 vehicles per day (estimate, 2019). Daily traffic counts swell dramatically during the summer months.

The posted speed limit is 50km/h. The 100/50 speed limit change on the westbound approach to Ngunguru is located on a downhill gradient approximately 280m east of Shoebridge Cres.

The adjacent development is residential.

From 130m east of Kopipi Crescent, footpath only runs along the sea side (or southeast) side of the carriageway to Te Maika Road, the location of the local school. The existing kerb build outs are located where the footpath on the northwest side of the carriageway now terminates. Therefore, pedestrians are required to cross at this location if they wish to continue eastbound. The total carriageway width is 9.2m at this location, with 1.6m kerb build outs.

Pedestrians using the footpath along Shoebridge Crescent are required to cross Ngunguru Road to travel in either direction. The carriageway width is 7.2m and pedestrian kerb ramps are provided on both sides of Ngunguru Road.

No pedestrian counts have been undertaken at either of the locations.

d. Observations

Based on a desktop study of the issues raised and the two sites in question, the following has been observed:

At the Shoebridge Rd Location

- i. Pedestrian volumes are relatively low, but there are a high proportion of “sensitive” pedestrians, being young children. There are likely peak usage times in this location related to school start and end times and flows will be tidal. Outside of these times, usage would likely be only very occasional.
- ii. Pedestrians from the Shoebridge Road catchment are required to cross Ngunguru Road in this location as there is no connecting footpath in either direction on the northern side of Ngunguru Road.
- iii. The proximity of this location to the change in speed limit from 100km/h to 50km/h and the downhill approach in the westbound direction means that it is likely that the

- 85thile vehicle speed is much higher than the posted speed limit. This effectively makes gaps in traffic shorter and variances in approach speeds are hard for children to detect. Higher speeds also result in increased injury severity.
- iv. The carriageway width of 7.2m and site constraints means that construction of either kerb build outs or a central refuge is not practical here.
 - v. Sight distance is in excess of 100m in both directions at the crossing point (although a power pole does partially interfere with visibility to the west).

At the 1983 Ngunguru Road (Shops) location

- i. Due to the proximity of the shops and sports complex and as it caters for a much larger catchment, this crossing location will have much higher pedestrian demand than the Shoebridge location in both peak and off-peak periods.
- ii. Speed is less likely to be an issue at this location due to the proximity of the one lane bridge to the east and the general side friction generated by activity at and around the shops to the west.
- iii. Activity at the shops can compromise intervisibility between drivers and pedestrians using the existing crossing facility by causing distraction or blocking sightlines when parking and unparking.
- iv. Although visibility is generally good at the crossing location, parking is permitted right up to the crossing point from the shops, which will severely limit sight distance in that direction and block visibility of pedestrians – especially children..
- v. The existing kerb build outs are very small and provide minimal target value to drivers to raise their awareness of the crossing point.

e. Options

The Austroads Australasian Pedestrian Crossing facility Selection Tool was used to assess both crossing locations. The outputs of the tool are appended for each site.

The tool includes consistent guidelines for determining the most appropriate facility for midblock and intersection pedestrian crossings based upon walkability, pedestrian safety and economic viability. It is designed to assist practitioners in selecting between uncontrolled, zebra and signalised facilities with or without raised platforms, kerb extensions and median refuges. However, it still requires engineering judgment to consider the outputs and other appropriate factors.

At the Shoebridge Rd Location

Given the constraints at this site, the only suitable facilities are a zebra only crossing, or a zebra with a platform. Although not measured, if 85thile approach speeds were 65km/h or more, then no facility would be suitable at this location.

The outputs of the analysis show that both zebra options result in negative overall benefits due to increased vehicle delays and no tangible safety savings as there is no crash history. The zebra only treatment has the lower economic disbenefits of the two options, but zebra only treatments can in fact

increase crashes (Elvik, 2004). Provision of a zebra crossing that has little pedestrian use outside of school times is also likely to be dangerous at those times.

Given that approach speeds to this crossing location from the east are a key factor in its real and perceived safety and level of service, this is the issue that would provide benefits for all users if addressed rather than a formal crossing facility. Reducing approach speeds will provide larger gaps in traffic, providing increased clear crossing time and reduced injury severity if a collision were to occur.

Moving the crossing point to the eastern side of Shoebridge Cres, away from the power pole, would mean the Ngunguru Rd crossing is moved closer to the direction speeding cars are coming from. This reduces the available sight distance to the east by approximately 26m (or 1.5s of travel time at 60km/h) further reducing the ability for pedestrians to detect gaps.

Purchase of a strip of private land would allow the path to extend west along Ngunguru Rd and clear of the power pole. However, this would take the crossing point further away from the pedestrian desire line and may not be used. Although the pole location near the crossing is not ideal, pedestrians can get a clear line of sight to the west if they stand just a metre or so back from the kerblane.



From Shoebridge Cres. looking West

Given the costs and potential drawbacks of moving the crossing, it is best left at the current location.

The width of Ngunguru Road at this location means that a central refuge island would require carriageway widening. This would be difficult due to constraints of the seawall on one side and the power pole and very little room to the property boundary on the other side.

Given the proximity to the 100km/h speed change and the arterial function of the road platform or speed humps are not appropriate in this location.

There is no existing warning signage to advise that there are young pedestrians in the area. Gated PW-31 "CHILDREN" signs should be installed on both approaches.

Options that should be considered are:

- Installation of active speed warning signs for westbound vehicles approaching the site to encourage compliance (speed limit repeater)
- Consider installing 30/40km/h Variable Speed limit before and after school on Ngunguru Rd. when Te Maika Road is reviewed for speed limits.
- Lowering of the 100km/h speed limit on Matapouri Rd to 60km/h or 80km/h as part of Tutukaka coastal area speed limits review.
- Install Gated PW-31 "CHILDREN" signs on both approaches.

Estimated cost for budgeting purposes - \$55,000

If the Ngunguru School is willing to undertake patrolling the crossing before and after school, then WDC could consider upgrading the crossing to a "Kea Crossing" installation.

Estimated cost for budgeting purposes - \$35,000

At the 1983 Ngunguru Road (Shops) location

The selection tool shows that kerb extensions only, zebra only, zebra with platform, zebra with kerb extensions and zebra with platform and kerb extensions are suitable at this location. The relatively high volume of pedestrians using this crossing and the more general use throughout the day is considered justification to install a zebra crossing.

The outputs of the analysis show that all of the zebra options result in negative overall benefits due to increased vehicle delays and no tangible safety savings as there is no crash history. The zebra only option should be discarded as it has negative delay savings and zero to negative crash savings (zebra only treatments can increase crash risk).

Of the remaining options, the zebra with kerb extensions has the best BCR of -1.0. However, while this option provides the greatest improvements in pedestrian metrics of perceived delay, perceived safety and Level of Service for the smallest vehicle delay costs, a crossing incorporating kerb extensions and a crossing platform provides increased actual levels of safety for pedestrians. This is because vehicle approach speeds are physically controlled by vertical deflection and collision crash forces are reduced.

The existing kerb extensions are not considered suitable due to their small size and the ability for vehicles to park immediately adjacent to them on the eastern side. Therefore, these islands will need to be rebuilt in accordance with the requirements of the NZTA Pedestrian Planning and Design Guide (Section 15.10) including the necessary parking restrictions to provide safe sight distance.

The NZTA Setting of Speed Limits Guide (2016) suggests that town centres or places with a high place function and lots of active users can be suitable for 30km/h speed limits. Engineering measures are required to make the speed limit self-explaining. A 30km/h limit may be warranted from Kopipi Street (east) to Ewen Street. Speed platforms are a suitable treatment to reduce vehicle speeds. Installation of a speed platform on Ngunguru Road between property numbers 1969 and 1971 along with speed threshold signs would denote the speed change for eastbound traffic and would be complementary to the platform proposed for the zebra crossing. The westbound approach should also have speed threshold signs, but the one lane bridge provides the physical speed constraint in this direction.

The estimated costs for budgeting purposes to rebuild the kerb extensions, construct a pedestrian platform and install a fully compliant zebra crossing is \$70,000

The estimated costs for budgeting purposes to construct a speed platform and install threshold speed signs at each end of the possible 30km/h zone is \$45,000.

4. Recommendation

It is recommended that council install speed reduction measures on the eastbound approach to the existing pedestrian crossing point at Shoebridge Crescent. This will include active speed warning signs or variable speed limit signs.

It is also recommended that council construct a marked zebra crossing with rebuilt kerb extensions at the location of the existing crossing point near 1983 Ngunguru Road.

Consideration should be given to a 30km/h speed limit around the area of the Ngunguru Shopping complex with the associated engineering measures including a speed platform near 1969 Ngunguru Rd..

5. Attachments

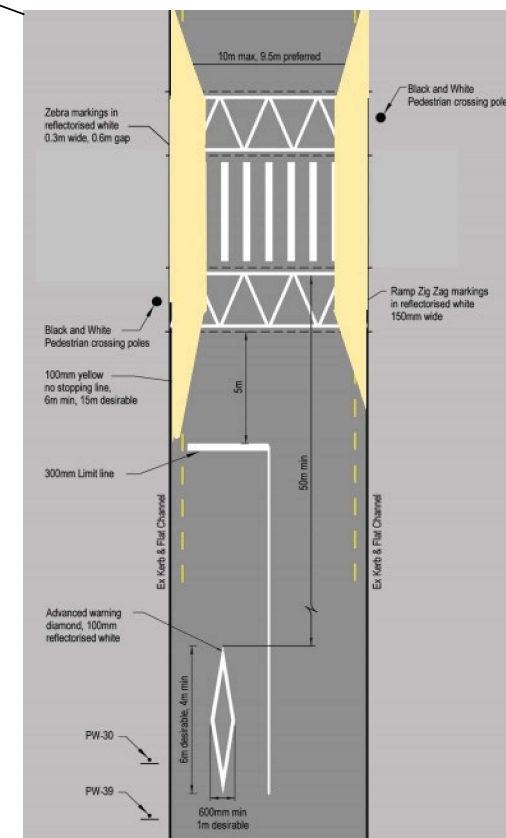
- i. Austroads Australasian Pedestrian Crossing facility Selection Tool Output
- ii. Schematic Plan
- iii. CAS



SPEED ACTIVATED SPEED
LIMIT REPEATER SIGN OR
VARIABLE SPEED LIMIT SIGN



PROPOSED SPEED
PLATFORM NEAR 1969/1971
NGUNGURU RD. INDICATIVE
ONLY - DETAILED LAYOUT TO
BE CONFIRMED



NEW ZEBRA CROSSING WITH
RAISED PLATFORM AND
REBUILT KERB BUILDOUTS IN
ACCORDANCE WITH NZTA
PEDESTRIAN PLANNING AND
DESIGN GUIDE.

SCHEMATIC ONLY

Revision notes:

Rev:	Date:	Notes:
0	17/11/20	Issue to client

Drawn by:

DSE

Client:

WDC

Project:

NGUNGURU VILLAGE
Crossing Study

Drawing Title:

Proposed Improvements

Date:

17/11/20

Scale @ A3:

N.T.S

Revision:

R0

ETE Consultants

This drawing must not be used or copied without the permission of ETE Consultants. This drawing is only for the purpose it was prepared for and any other use in full or in part is forbidden. Check all dimensions on site before construction.



Australasian Pedestrian Crossing Facility Selection Tool [2.2.0]

HELP

PRINT

Choose File No file chosen



Load a CSV File

OR fill in the form below

Project details

Project name: Ngunguru Road

Project location: Shoebridge Cres

Option/assessment number: 1

Date of assessment: 02-11-2020

Site information

Jurisdiction: New Zealand

Midblock or intersection? Midblock

Existing facility No facility

Crash information

Use crash model or crash history? History

Years of crash history: 10

Number of pedestrian injury crashes: 0

Physical/environmental/Operational variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: No

Pedestrian visibility: 120 metres

Posted speed limit: 50 km/h

Safe and Appropriate Speed: 40 km/h

Approach speed (85th percentile): 60 km/h

Traffic volume (AADT): 3700 veh/day

Peak sensitive pedestrian volume: 25 ped/hr

Peak non-sensitive pedestrian volume: 5 ped/hr

Estimated daily pedestrian volume: 80 ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow: Left to Right

Flow type: Uninterrupted

Peak vehicle volume: 390 veh/hr

Traffic lanes: 1

Crossing distance: 3.6 metres

Direction 2

Flow: Right to Left

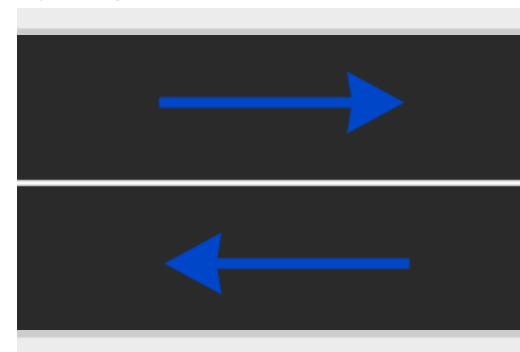
Flow type: Uninterrupted

Peak vehicle volume: 165 veh/hr

Traffic lanes: 1

Crossing distance: 3.6 metres

Layout diagram



Site characteristics

Exposed crossing distance: $3.6 + 3.6 = 7.2$ metres

Est. pedestrian crossing time (exposed): **7 seconds**

Total peak hourly vehicle flow: $390 + 165 = 555$ veh/hr

Model parameters [Show/Hide](#)

Walk speed of average sensitive pedestrians:

1

m/s

Walk speed of average non-sensitive pedestrians:

1.2

m/s

Average cost of pedestrian crashes:

\$

63250

Pedestrian value of delay:

\$

16.27

/hr

Vehicle value of delay:

\$

16.27

/hr

Pedestrian conversion factor:

0.6

[?](#)

Vehicle conversion factor:

0.4

[?](#)

Economic assessment parameters

Evaluation days per annum:

250

Project lifetime:

40

years

Discount rate:

6

%

Economic update factors [?](#)

	Base date	Update factor to current date
Travel time costs/savings	<div>July 2002</div>	<div>1.54</div>
Vehicle operating costs/savings	<div>July 2015</div>	<div>1.1</div>
Crash costs/savings	<div>July 2015</div>	<div>1.09</div>

Expected crash reduction factors [?](#)

Platform	Kerb extensions	Median refuge	Kerb extensions with median refuge	Zebra only ?	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
<div>20</div> <div>%</div>	<div>35</div> <div>%</div>	<div>45</div> <div>%</div>	<div>65</div> <div>%</div>	<div>0</div> <div>%</div>	<div>20</div> <div>%</div>	<div>35</div> <div>%</div>	<div>63</div> <div>%</div>	<div>45</div> <div>%</div>	<div>65</div> <div>%</div>	<div>45</div> <div>%</div>	<div>45</div> <div>%</div>	<div>85</div> <div>%</div>

Calculate feasibility

[View the facility feasibility process \(PDF\) here](#)

☐ Automatically calculate when inputs are updated? [?](#)

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? Select all/none/feasible
No facility *	N/a	No parameters	<div>\$</div> <div>0</div>	<div>\$</div> <div>0</div>	<input type="checkbox"/>
Platform	✔ Yes	Vehicle negotiation speed:			<input type="checkbox"/>

		30 km/h ▼	\$		\$	0	
Kerb extensions	✔ Yes	Total crossing distance: 7 metres ?	\$	10000	\$	0	<input type="checkbox"/>
Median refuge	✔ Yes	Direction 1 crossing distance: metres ? Median refuge width: metres ? Direction 2 crossing distance: metres ?	\$		\$	0	<input type="checkbox"/>
Kerb extensions with median refuge	✔ Yes	Direction 1 crossing distance: metres ? Median refuge width: metres ? Direction 2 crossing distance: metres ?	\$		\$	0	<input type="checkbox"/>
Zebra only	✔ Yes	No parameters	\$	20000	\$	0	<input checked="" type="checkbox"/>
Zebra with platform ?	✔ Yes	Applies vehicle negotiation speed from Platform above	\$	28000	\$	0	<input checked="" type="checkbox"/>
Zebra with kerb extensions	✔ Yes	Applies total crossing distance from Kerb extensions above	\$	30000	\$	0	<input type="checkbox"/>
Zebra with platform and kerb extensions ?	✔ Yes	Applies vehicle negotiation speed from Platform and total crossing distance from Kerb extensions above	\$	38000	\$	0	<input type="checkbox"/>
Zebra with median refuge	✔ Yes	Applies distances and refuge width from Median refuge above	\$		\$	0	<input type="checkbox"/>
Zebra with kerb extensions and median refuge	✔ Yes	Applies distances and refuge width from Kerb extensions with median refuge above	\$		\$	0	<input type="checkbox"/>
Signals	✔ Yes	Signals activated by pedestrian call button? Please select ▼ ? Cycle time: seconds Percent of time in green pedestrian phase:	\$		\$	0	<input type="checkbox"/>

		<div><div></div>%</div>			
Signals with kerb extensions	<div><div></div> Yes</div>	<div>Applies parameters from Signals above, plus: Total crossing distance: <div><div></div> metres <div></div></div></div>	<div>\$ <div><div></div></div></div>	<div>\$ <div><div>0</div></div></div>	<div><div></div></div>
Grade separation	<div><div></div> Maybe Max. of approach/posted speed < 75km/h</div>	<div>No parameters</div>	<div>\$ <div><div></div></div></div>	<div>\$ <div><div>0</div></div></div>	<div><div></div></div>

Calculate assessment

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay <div></div>	Predicted crash rate <div></div>	CSD <div></div>	ASD <div></div>	SISD <div></div>				
No facility <div></div>	N/a	10 sec	0 sec	0.00 /year	120 m	64 m	114 m				
Zebra only	Yes	1 sec	1 sec	0.00 /year	120 m	64 m	114 m				
Zebra with platform	Yes	1 sec	2 sec	0.00 /year	120 m	64 m	114 m				

	Perceived delay <div></div>	Perceived safety <div></div>	Pedestrian LOS <div></div>	Pedestrian delay cost <div></div>	Pedestrian delay saving <div></div>	Vehicle delay cost <div></div>	Vehicle delay saving <div></div>	Crash cost <div></div>	Safety saving <div></div>	Total benefits <div></div>	BCR <div></div>
No facility <div></div>	B	D	D	\$ 14,000		\$ 0		\$ 0			
Zebra only	A	B	B	\$ 2,000	\$ 12,000	\$ 33,000	- \$ 33,000	\$ 0	\$ 0	- \$ 22,000	-1.1
Zebra with platform	A	B	B	\$ 2,000	\$ 12,000	\$ 236,000	- \$ 236,000	\$ 0	\$ 0	- \$ 225,000	-8.0

Notes

Uses assumed pedestrain numbers and directional flow

File saved

Ngunguru Road_1983_02-11-2020.csv has been saved to your default download directory.



Australasian Pedestrian Crossing Facility Selection Tool [2.2.0]

HELP

PRINT

Choose File No file chosen



Load a CSV File

OR fill in the form below

Project details

Project name: Ngunguru Road

Project location: 1983 Ngunguru Rd

Option/assessment number: 1

Date of assessment: 02-11-2020

Site information

Jurisdiction: New Zealand

Midblock or intersection? Midblock

Existing facility: Kerb extensions

Crash information

Use crash model or crash history? History

Years of crash history: 10

Number of pedestrian injury crashes: 0

Physical/environmental/Operational variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: No

Pedestrian visibility: 75 metres

Posted speed limit: 50 km/h

Safe and Appropriate Speed: 40 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 3700 veh/day

Peak sensitive pedestrian volume: 50 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 180 ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow: Left to Right

Flow type: Uninterrupted

Peak vehicle volume: 390 veh/hr

Traffic lanes: 1

Crossing distance: 4.6 metres

Direction 2

Flow: Right to Left

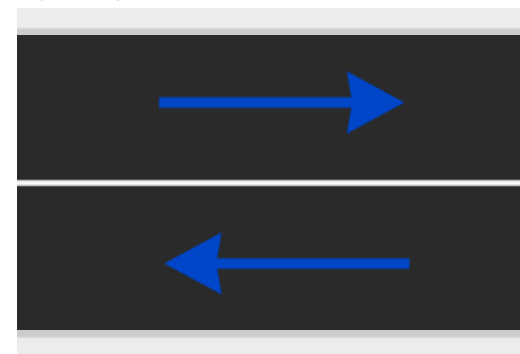
Flow type: Uninterrupted

Peak vehicle volume: 165 veh/hr

Traffic lanes: 1

Crossing distance: 4.6 metres

Layout diagram



Site characteristics

Exposed crossing distance: $4.6 + 4.6 = 9.2$ metres

Est. pedestrian crossing time (exposed): 8.7 seconds

Total peak hourly vehicle flow: $390 + 165 = 555$ veh/hr

Model parameters [Show/Hide](#)

Walk speed of average sensitive pedestrians:

1

m/s

Walk speed of average non-sensitive pedestrians:

1.2

m/s

Average cost of pedestrian crashes:

\$

32500

Pedestrian value of delay:

\$

16.27

/hr

Vehicle value of delay:

\$

16.27

/hr

Pedestrian conversion factor:

0.6

?

Vehicle conversion factor:

0.4

?

Economic assessment parameters

Evaluation days per annum:

250

Project lifetime:

40

years

Discount rate:

6

%

Economic update factors [?](#)

	Base date	Update factor to current date
Travel time costs/savings	<div>July 2002</div>	<div>1.54</div>
Vehicle operating costs/savings	<div>July 2015</div>	<div>1.1</div>
Crash costs/savings	<div>July 2015</div>	<div>1.09</div>

Expected crash reduction factors [?](#)

Platform	Kerb extensions	Median refuge	Kerb extensions with median refuge	Zebra only ?	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
<div>20</div> <div>%</div>	<div>35</div> <div>%</div>	<div>45</div> <div>%</div>	<div>65</div> <div>%</div>	<div>0</div> <div>%</div>	<div>20</div> <div>%</div>	<div>35</div> <div>%</div>	<div>63</div> <div>%</div>	<div>45</div> <div>%</div>	<div>65</div> <div>%</div>	<div>45</div> <div>%</div>	<div>45</div> <div>%</div>	<div>85</div> <div>%</div>

Calculate feasibility

[View the facility feasibility process \(PDF\) here](#)

☐ Automatically calculate when inputs are updated? [?](#)

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? Select all/none/feasible
No facility	<i>N/a</i>	<i>No parameters</i>	<div>\$</div> <div>0</div>	<div>\$</div> <div>0</div>	<input type="checkbox"/>
Platform	<div>✔</div> <div>Yes</div>	Vehicle negotiation speed:			<input type="checkbox"/>

		30 km/h ▼	\$	0	
Kerb extensions *	✓ Yes	Total crossing distance: 7 metres ?	\$ 10000	\$ 0	<input type="checkbox"/>
Median refuge	✓ Yes	Direction 1 crossing distance: metres ? Median refuge width: metres ? Direction 2 crossing distance: metres ?	\$	\$ 0	<input type="checkbox"/>
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: metres ? Median refuge width: metres ? Direction 2 crossing distance: metres ?	\$	\$ 0	<input type="checkbox"/>
Zebra only	✓ Yes	No parameters	\$ 20000	\$ 0	<input checked="" type="checkbox"/>
Zebra with platform ?	✓ Yes	Applies vehicle negotiation speed from Platform above	\$ 28000	\$ 0	<input checked="" type="checkbox"/>
Zebra with kerb extensions	✓ Yes	Applies total crossing distance from Kerb extensions above	\$ 30000	\$ 0	<input checked="" type="checkbox"/>
Zebra with platform and kerb extensions ?	✓ Yes	Applies vehicle negotiation speed from Platform and total crossing distance from Kerb extensions above	\$ 38000	\$ 0	<input checked="" type="checkbox"/>
Zebra with median refuge	✓ Yes	Applies distances and refuge width from Median refuge above	\$	\$ 0	<input type="checkbox"/>
Zebra with kerb extensions and median refuge	✓ Yes	Applies distances and refuge width from Kerb extensions with median refuge above	\$	\$ 0	<input type="checkbox"/>
Signals	✓ Yes	Signals activated by pedestrian call button? Please select ▼ ? Cycle time: seconds Percent of time in green pedestrian phase:	\$	\$ 0	<input type="checkbox"/>

		<input type="text"/> %			
Signals with kerb extensions	Yes	<i>Applies parameters from Signals above, plus:</i> Total crossing distance: <input type="text"/> metres		\$ <input type="text"/>	\$ <input type="text"/> 0 <input type="checkbox"/>
Grade separation	Maybe Max. of approach/posted speed < 75km/h	No parameters		\$ <input type="text"/>	\$ <input type="text"/> 0 <input type="checkbox"/>

Calculate assessment

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD				
Kerb extensions	Yes	9 sec	0 sec	0.00 /year	107 m	56 m	102 m				
Zebra only	Yes	1 sec	1 sec	0.00 /year	141 m	56 m	102 m				
Zebra with platform	Yes	1 sec	2 sec	0.00 /year	141 m	56 m	102 m				
Zebra with kerb extensions	Yes	1 sec	1 sec	0.00 /year	107 m	56 m	102 m				
Zebra with platform and kerb extensions	Yes	1 sec	2 sec	0.00 /year	107 m	56 m	102 m				

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
Kerb extensions	B	D	D	\$ 27,000		\$ 0		\$ 0			
Zebra only	A	C	C	\$ 4,000	\$ 23,000	\$ 53,000	- \$ 53,000	\$ 0	\$ 0	- \$ 30,000	-1.5
Zebra with platform	A	C	C	\$ 4,000	\$ 23,000	\$ 256,000	- \$ 256,000	\$ 0	\$ 0	- \$ 233,000	-8.3
Zebra with kerb extensions	A	C	C	\$ 4,000	\$ 23,000	\$ 53,000	- \$ 53,000	\$ 0	\$ 0	- \$ 30,000	-1.0
Zebra with platform and kerb extensions	A	B	B	\$ 4,000	\$ 23,000	\$ 256,000	- \$ 256,000	\$ 0	\$ 0	- \$ 233,000	-6.1



Untitled query

- Saved sites
- Ngunguru Peds
- Crash year
- 2010 — 2019
- Road safety factor groups

Site details report

Fatal crashes: 0	Injury crashes: 6	Non-injury crashes: 6	Total crashes: 12
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Overall crash statistics

Crash severity

Crash severity	Number	%	Social cost \$(m)
Fatal	0	0	0
Serious	2	16.67	2.04
Minor-injury	4	33.33	0.40
Non-injury	6	50.00	0.15
TOTAL	12	100	2.58

Crash numbers

Year	Fatal	Serious	Minor	Non-injury
2010	0	0	0	2
2011	0	0	0	1
2014	0	0	2	0
2015	0	1	0	0
2016	0	0	1	2
2017	0	1	0	1
2019	0	0	1	0
TOTAL	0	2	4	6
Percent	0	16.66	33.33	50

Crash type and cause statistics

Overall casualty statistics

Injury severity

Injury severity	Number	% all casualties
Fatal	0	0.00
Serious Injured	2	22.22
Minor Injured	7	77.78
TOTAL	9	100.00

Casualty numbers

Year	Fatal	Serious Injured	Minor Injured
2010	0	0	0
2011	0	0	0
2012	0	0	0
2013	0	0	0
2014	0	0	3
2015	0	1	1
2016	0	0	1
2017	0	1	0
2018	0	0	0
2019	0	0	2
TOTAL	0	2	7
Percent	0.00	22.22	77.78

Note: Last 5 years of crashes shown (unless query includes specific date range).

Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	0	0
Straight road lost control/head on	2	16.67
Bend - lost control/Head on	3	25
Rear end/obstruction	5	41.67
Crossing/turning	2	16.67
Pedestrian crashes	0	0
Miscellaneous crashes	0	0
TOTAL	12	100

Casualty types

Casualty types	Fatalities	Serious injuries	Minor injuries
Cyclists	0	0	0
Drivers	0	0	4
Motorcycle pillions	0	0	0
Motorcycle riders	0	0	0
Passengers	0	2	2
Pedestrians	0	0	1
Other	0	0	0
TOTAL	0	2	7

Note: Motorcycle stats include Mopeds.



Driver and vehicle statistics

Drivers at fault or part fault in injury crashes - by age

Age	Male	Female	Unknown	Total	Percentage (%)
0-4	0	0	0	0	0.00
5-9	0	0	0	0	0.00
10-14	0	0	0	0	0.00
15-19	1	0	0	1	12.50
20-24	0	2	0	2	25.00
25-29	0	1	0	1	12.50
30-34	0	0	0	0	0.00
35-39	1	0	0	1	12.50
40-44	0	0	0	0	0.00
45-49	0	0	0	0	0.00
50-54	0	1	0	1	12.50
55-59	0	0	0	0	0.00
60-64	0	1	0	1	12.50
65-69	0	0	0	0	0.00
70-74	0	0	0	0	0.00
75-79	0	0	0	0	0.00
80-84	0	0	0	0	0.00
85-89	0	0	0	0	0.00
90-94	0	0	0	0	0.00
95-99	0	0	0	0	0.00
100+	0	0	0	0	0.00
Unknown	0	0	1	1	12.50
TOTAL	2	5	1	8	-
Percent	25.00	62.50	12.50	100.00	-

Note: Driver information is not calculated for non-injury crashes.

Crash factors

Crash factors	Crash numbers	% All crashes
#N/A	3	25.00
Alcohol	2	16.67
Disabled, old age or illness	0	0.00
Failed to give way or stop	2	16.67
Fatigue	2	16.67
Incorrect lanes or position	2	16.67
Miscellaneous factors	1	8.33
Overtaking	0	0.00
Pedestrian factors	0	0.00
Poor handling	5	41.67
Poor judgement	2	16.67
Poor observation	4	33.33
Position on Road	1	8.33
Road factors	0	0.00
Travel Speed	3	25.00
Unknown	0	0.00
Vehicle factors	0	0.00
Weather	1	8.33
TOTAL	28	233.33

Crashes with:

Factor groups	Crash numbers	% All crashes
All road user factors	5	41.67
Driver only factors	12	100.00
Pedestrian factors	0	0.00
Vehicle factors	0	0.00
Road factors	0	0.00
Environment factors	1	8.33
No identifiable factors	0	0.00
Retired codes - no future use	1	8.33
TOTAL	19	158.33

Notes: Factors are counted once against a crash - i.e. two fatigued drivers count as one fatigue crash factor.

Driver/vehicle factors are not available for non-injury crashes for Northland, Auckland, Waikato and Bay of Plenty before 2007. This will influence numbers and percentages.

% represents the % of crashes in which the cause factor appears.

Number of parties in crash

Party type	All crashes	% All crashes
Single party	5	41.67
Multiple party, including pedestrian	1	8.33
Multiple party, excluding pedestrian	6	50.00
TOTAL	12	100

Drivers at fault or part fault in injury crashes - by licence

Licence	Male	Female	Unknown	Total	Percentage (%)
Full	1	2	0	3	37.50
Learner	1	2	0	3	37.50
Restricted	0	0	0	0	0.00
Overseas	0	0	0	0	0.00
Wrong class	0	0	0	0	0.00
Never Licensed	0	0	0	0	0.00
Unknown	0	1	1	2	25.00
Forbidden	0	0	0	0	0.00
TOTAL	2	5	1	8	-
Percent	25.00	62.50	12.50	100.00	-

Note: Driver information is not calculated for non-injury crashes.

Vehicles involved in injury crashes (vehicle count)

Vehicle type	No. of vehicles	% of vehicles in injury crashes
Unknown	0	0.00
Car/Wagon	6	66.67
SUV	1	11.11
Van	0	0.00
Ute	1	11.11
Truck	1	11.11
Truck HPMV	0	0.00
Bus	0	0.00
Motorcycle	0	0.00
Moped	0	0.00
Train	0	0.00
Cycle	0	0.00
Other	0	0.00
Unknown	0	0.00
50 Max	0	0.00
Left scene	0	0.00
Uncoupled towed vehicle	0	0.00
TOTAL	9	100.00

Vulnerable road users

Crash types	Number	Percentage (%)
Cyclist crashes	0	0.00
Pedestrian crashes	1	8.33
Motorcycle crashes	0	0.00
All other crashes	11	91.67

Note: Some crashes involve more than one vulnerable road user type.
Note: Motorcycle stats include Mopeds.

Vehicles involved in injury crashes (crash count)

Vehicle type	Injury crashes	% of injury crashes
Unknown	0	0.00
Car/Wagon	6	100.00
SUV	1	16.67
Van	0	0.00
Ute	1	16.67
Truck	1	16.67
Truck HPMV	0	0.00
Bus	0	0.00
Motorcycle	0	0.00
Moped	0	0.00
Train	0	0.00
Cycle	0	0.00
Other	0	0.00
Unknown	0	0.00
50 Max	0	0.00
Left scene	0	0.00
Uncoupled towed vehicle	0	0.00
TOTAL	9	150.00

Road environment statistics

Road type

Road type	State highway	Local road	Unknown	N/A	Total	Percentage (%)
Urban	0	12	0	0	12	100.00
Open	0	0	0	0	0	0.00
Unknown	0	0	0	0	0	0.00
TOTAL	0	12	0	0	12	-
Percent	0.00	100.00	0.00	0.00	100.00	-

Natural light conditions

Conditions	Injury	Non-injury	Total	%
Light/overcast	3	4	7	58.33
Dark/twilight	3	2	5	41.67
Unknown	0	0	0	0.00
TOTAL	6	6	12	100

Conditions

Conditions	Injury	Non-injury	Total	%
Dry	5	5	10	83.33
Ice or Snow	0	0	0	0.00
Wet	1	1	2	16.67
Null	0	0	0	0.00
TOTAL	6	6	12	100

Intersection/midblock

Intersection/mid-block	Total	%
Intersection	6	50.00
Midblock	6	50.00
TOTAL	12	100

Objects struck

Objects struck	Injury crashes	%	Non-injury crashes	%
Crashes w/obj struck	4	33.33	3	25.00

Object struck	Injury crashes	%	Non-injury crashes	%
Animals	0	0.00	0	0.00
Bridges/Tunnels	0	0.00	1	8.33
Cliffs	0	0.00	0	0.00
Debris	0	0.00	0	0.00
Embankments	0	0.00	0	0.00
Fences	2	16.67	1	8.33
Guide/Guard rails	0	0.00	1	8.33
Houses	1	8.33	0	0.00
Traffic Islands	0	0.00	0	0.00
Street Furniture	0	0.00	0	0.00
Kerbing	0	0.00	1	8.33
Landslips	0	0.00	0	0.00
Parked vehicle	0	0.00	0	0.00
Trains	0	0.00	0	0.00
Sight Rails	0	0.00	0	0.00
Poles	1	8.33	0	0.00
Stationary Vehicle	0	0.00	0	0.00
Roadwork	0	0.00	0	0.00
Traffic Sign	0	0.00	0	0.00
Trees	1	8.33	0	0.00
Drainage Structures	0	0.00	0	0.00
Ditches	0	0.00	0	0.00
Other	0	0.00	0	0.00
Thrown or dropped objects	0	0.00	0	0.00
Water	0	0.00	0	0.00
TOTAL	5	-	4	-

Note: % represents the % of crashes in which the object is struck.

Vehicle usage in injury crashes

Vehicle usage	Fatal Crash	Serious Crash	Minor Crash	Total	Percentage (%)
Private	0	0	2	2	22.22
Attenuator Truck	0	0	0	0	0.00
Agricultural	0	0	0	0	0.00
Ambulance	0	0	0	0	0.00
Campervan	0	0	0	0	0.00
Concrete mixer	0	0	0	0	0.00
Fire	0	0	0	0	0.00
Logging truck	0	0	0	0	0.00
Mobile crane	0	0	0	0	0.00
Police	0	0	0	0	0.00
Rental	0	0	0	0	0.00
Road Working	0	0	0	0	0.00
Scheduled service Bus	0	0	0	0	0.00
School bus	0	0	0	0	0.00
Tanker	0	0	0	0	0.00
Taxi	0	0	0	0	0.00
Tour Bus	0	0	0	0	0.00
Trade person	0	0	0	0	0.00
Work travel	0	0	0	0	0.00
Work vehicle	0	0	0	0	0.00
Other	0	0	0	0	0.00
Null	0	3	4	7	77.78
TOTAL	0	3	6	9	-
Percent	0.00	33.33	66.67	100.00	-

🕒 Time period statistics

Month by injury/ non-injury crashes

Month	Injury crashes	%	Non-injury crashes	%	Total	%
Jan	1	16.67	0	0	1	8.33
Feb	0	0	1	16.67	1	8.33
Mar	0	0	1	16.67	1	8.33
Apr	0	0	1	16.67	1	8.33
May	0	0	1	16.67	1	8.33
Jun	0	0	0	0	0	0
Jul	0	0	1	16.67	1	8.33
Aug	1	16.67	0	0	1	8.33
Sep	1	16.67	0	0	1	8.33
Oct	0	0	1	16.67	1	8.33
Nov	0	0	0	0	0	0
Dec	3	50	0	0	3	25
TOTAL	6	100	6	100	12	100

Day/period

Day/Period	All crashes	% All crashes
Weekday	5	41.67
Weekend	7	58.33
TOTAL	12	100

Day/period by hour

	00:00 - 02:59	03:00 - 05:59	06:00 - 08:59	09:00 - 11:59	12:00 - 14:59	15:00 - 17:59	18:00 - 20:59	21:00 - 23:59	Total
Day/Period									
Weekday	0	1	1	0	2	1	0	0	5
Weekend	2	0	0	0	2	1	1	0	6
TOTAL	2	1	1	0	4	2	1	0	11



Day/period by hour DOW

	00:00 - 02:59	03:00 - 05:59	06:00 - 08:59	09:00 - 11:59	12:00 - 14:59	15:00 - 17:59	18:00 - 20:59	21:00 - 23:59	Total
Day/Period									
Mon	1	0	1	0	0	0	0	0	2
Tue	0	0	0	0	1	0	0	0	1
Wed	0	0	0	0	1	0	0	0	1
Fri	0	1	0	0	0	1	0	0	2
Sat	0	0	0	0	2	1	0	0	3
Sun	1	0	0	0	0	0	1	0	2
TOTAL	2	1	1	0	4	2	1	0	11



Untitled query

Saved sites

Ngunguru Peds

Crash year

Coded report

26 results from your query.

Showing [100](#) results at once.

1-20 of 26

Severity	Crash road	TLA	Distance	Direction	RS	RP	Side road	Easting	Northing	Longitude	Latitude	ID	Date & time	Mvmt	Vehicle 1	DR V1	ROAD V1	Causes V1	V2	Causes V2	V3
N	MATAPOURI ROAD	Whangarei District		I			TE MAIKA ROAD	1736831	6056409	174.511047	-35.626652	8937073	19/05/1989 23:00, Fri	DH	C	W	1				
M	NGUNGURU RD NTH	Whangarei District		I			TE MAIKA ROAD	1736829	6056414	174.511017	-35.626598	201978046	22/12/2019 19:51, Sun	JA	U	S	1	102	C	102,301,375,402	
S	NGUNGURU ROAD	Whangarei District	110.0	E			EWEN ST	1736568	6056225	174.508179	-35.628345	201515516	02/08/2015 , Sun	DJ	C	E	1	101,111,131			
M	NGUNGURU ROAD	Whangarei District		I			EWEN ST	1736465	6056221	174.507034	-35.628395	2304203	19/07/2003 02:45, Sat	DH	C	W	1	103,111			
M	NGUNGURU ROAD	Whangarei District	100.0	N			EWEN ST	1736394	6056235	174.506256	-35.628281	2801308	09/01/2008 21:55, Wed	DH	V	S	1	131,402			
S	NGUNGURU ROAD	Whangarei District	20.0	N			KOPIPI CRESCENT	1736199	6056041	174.504135	-35.630054	8802078	03/04/1988 20:15, Sun	PB	M	N	1	400			
N	NGUNGURU ROAD	Whangarei District	80.0	N			KOPIPI CRESCENT N	1736233	6056089	174.504501	-35.629616	2939403	08/08/2009 18:55, Sat	MO	V	E	1	371	C		
N	NGUNGURU ROAD	Whangarei District	50.0	N			KOPIPI CRESCENT N	1736213	6056067	174.504272	-35.629818	201133662	05/04/2011 14:50, Tue	MO	C	S	1	371	C		
M	NGUNGURU ROAD	Whangarei District	15.0	N			KOPIPI CRESCENT N	1736196	6056037	174.504105	-35.630093	201411026	03/01/2014 05:00, Fri	CC	C	S	1	112,130,517			
N	NGUNGURU ROAD	Whangarei District	80.0	E			KOPIPI CRESCENT N	1736233	6056089	174.504501	-35.629616	201037508	24/07/2010 12:10, Sat	MO	C	S	1	371	V		

Severity	Crash road	TLA	Distance	Direction	RS	RP	Side road	Easting	Northing	Longitude	Latitude	ID	Date & time	Mvmt	Vehicle 1	DR V1	ROAD V1	Causes V1	V2	Causes V2	V3
M	NGUNGURU ROAD	Whangarei District	30.0	E			KOPIPI CRESCENT N	1736203	6056050	174.504166	-35.629974	201417886	03/12/2014 13:32, Wed	MF	4	N	1	130,402,407	C		
N	NGUNGURU ROAD	Whangarei District		I			SHOEBRIDGE CRESCENT	1736720	6056328	174.509827	-35.627396	2743839	01/12/2007 02:50, Sat	DJ	C	E	1	103			
M	NGUNGURU ROAD	Whangarei District	30.0	W			SHOEBRIDGE CRESCENT	1736693	6056313	174.509537	-35.627537	201618954	30/12/2016 17:43, Fri	CB	C	E	1	102,330,410			
N	NGUNGURU ROAD	Whangarei District		I			SHOEBRIDGE CRESCENT	1736720	6056328	174.509827	-35.627396	2832163	22/02/2008 23:32, Fri	DH	C	W	1	102,131			
N	NGUNGURU ROAD	Whangarei District		I			SHOEBRIDGE CRESCENT	1736720	6056328	174.509827	-35.627396	2937649	17/07/2009 14:40, Fri	CC	T	W	1	501	V		
S	NGUNGURU ROAD	Whangarei District		I			TE MAIKA ROAD	1736831	6056409	174.511047	-35.626652	8504644	23/09/1985 20:50, Mon	KA	C	S	1	101	C	303	
N	NGUNGURU ROAD	Whangarei District		I			TE MAIKA ROAD	1736831	6056409	174.511047	-35.626652	201633112	07/03/2016 08:47, Mon	DJ	C	N	1	102,121,414			
N	NGUNGURU ROAD	Whangarei District	100.0	S			TE MAIKA ROAD	1736757	6056346	174.510239	-35.627228	201034105	27/02/2010 16:20, Sat	FB	T	S	1	181	C		
M	NGUNGURU ROAD	Whangarei District	200.0	N			TE MAIKA ROAD	1736670	6056298	174.509293	-35.627674	2604301	18/08/2006 23:20, Fri	DH	C	S	1	358			
N	NGUNGURU ROAD	Whangarei District	50.0	W			WAIOTOI ROAD	1736386	6056228	174.506165	-35.628345	201750737	02/10/2017 01:32, Mon	FO	V	W	1	130,181	C	130	

4.2 Petition for Slow Street treatments, Hedley Place, Raumanga

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

1 Purpose

To present to the Committee a petition received requesting the construction of slow street treatments for Hedley Place, Raumanga.

2 Recommendations

That the Committee;

1. Receives the petition requesting slow street treatments for Hedley Place, and instructs staff to:
 - a) investigate the request and report back to this Committee; and
 - b) advise the petition organiser of this course of action.

3 Background

This petition (Attachment 1) has been received from residents of Hedley Place, Raumanga, who are requesting the construction of slow street treatments for Hedley Place.

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 on the website.

6 Attachment

- 1 Petition received from residents of Hedley place, Raumanga, 2 November 2020.

2-11-2020

GOOD DAY MY NAME IS KEVIN CORMAN OF
 18 HEOLEY PLACE RAUMAUNGA (0223810959)
 THIS IS A REQUEST FROM OUR STREET
 TO BE TURNED INTO A SLOW STREET AREA.
 TO INCLUDE SIGN A SPEED BUMPS. I HAVE
 EVERYONE IN OUR STREET'S SIGNATURE WITH
 EXCEPTION TO ONE WHO SAID NO. WE ALSO
 NO YOUR POLICY ON NOT HAVING SPEED
 BUMPS IN CALDERBACKS. BUT WE WOULD LIKE
 YOU TO CONSIDER THESE ISSUES. HEOLEY PLACE
 HAS THE PERFECT CURVES FOR DRIFTING, IT'S
 QUITE LONG AND THE HOV'S GET TO QUITE A
 SPEED. OUR STREET HAS A PLAYGROUND
 TWO THIRDS THE WAY UP OUR STREET, WE
 ALSO HAVE A KINDERGARTEN AT THE END OF
 OUR STREET PLUS THE BACK ENTRANCE WAY
 TO OUR LOCAL PRIMARY SCHOOL. THERE ARE
 ROUGHLY 40 KIDS USING OUR STREET TO
 GO TO SCHOOL - SO THE SPEEDING NEEDS
 TO STOP.

Yours
 Kevin Corman

"IF YOU NEED MORE SIGNATURES I'LL GET"
 MORE FROM FAIRBURN - TAURUA - SMERDON"
 "

29/10/2020.

THIS IS A PETITION TO THE
 WHANGAREI DISTRICT COUNCIL
 TO TURN HEDLEY PLACE INTO
 A SLOW STREET AREA, I.E.
 SIGNS, AND SPEED BUMPS,
 STREET NUMBER.

18

Kevin/Luisa/Luna.

7

Gow fern

20

Hedley Place

8

Hedley Pl ~~XXXX~~ ~~XX~~

064

Hedley Pl. T. Nahi

15B

Hedley Pl Tina Tongariro

15A

MQR

4

HEDLEY PL TUHOI HENRY. J. Henry

66B

Nathan Bristow

66A

Sara Ropitini

S.A. Ropitini

7

HEDLEY PLACE

H. Ashby

② STREET NUMBER

3b	Isabel
5A	Chaz Hetaraka
5B	Justine Kingan
9B	Joan Kemp
9A	Mike Stiner
13A	Bess Reedy
13B	Robert Kaio
11	Joseph Pomare
11A	Tom Pomare
15A	Walter Hughes
10B	Brittany Leigh
15b	Tessa Taylor
21	Soraya Dalton

③ STREET NUMBER

27	Tenharangi Newton
29	Luanno Maihi —
30	Bobbi Palmer
24B	Tamsyn Gavin Charlie Paul
24a	Hartley Archibald
24a	Hammergren.
12	CASSANDRA TAREI
74 Taurua St	JACINDA PORTEOUS
74 Taurua St	Donna McKenzie
17	(SAD NO)
16	VACANT SECTION
22	BURNT HOUSE
69 Taurua	Nikki Harris Korua/Kaka

④ STREET NUMBER

23

KID'S PLAYGROUND

25

KID'S PLAYGROUND.

28

VACANT SECTION,
BESIDE SCHOOL & KINDY ENTRANCE

3 A

Ken Paki

Mh

2

DOSEIT EAST

10

Walter W. 1st

6

W K BENNETT

26A

Mary

14

Seiya Mh

19

NOT HOME (AWAY)

4.3 Lease Review for Property on Whangarei Heads Road adjacent to Nook Road

Meeting: Infrastructure Committee
Date of meeting: 10 December 2020
Reporting officer: David Lindsay (Solid Waste Engineer)

1 Purpose

Review the lease between Manaia Excavators Ltd and the Whangarei District Council for the property at 1641 Whangarei Heads Road adjacent to Nook Road.

2 Recommendations

That the Infrastructure Committee

1. Approves surrendering the lease between Manaia Excavators and Whangarei District Council for the property on Whangarei Heads Road adjacent to Nook Road.
2. Authorises the Chief Executive to execute all terms and conditions required for the lease.

3 Background

The transfer station servicing the Whangarei Heads community was originally located next to the Parua Bay Tavern. In the early 2000s, there were plans for a marina to be built near the Paura Bay boat ramp. There was a piece of land available next to the boat ramp that was determined could be used until the marina went ahead (expected to be about 18 months at the time).

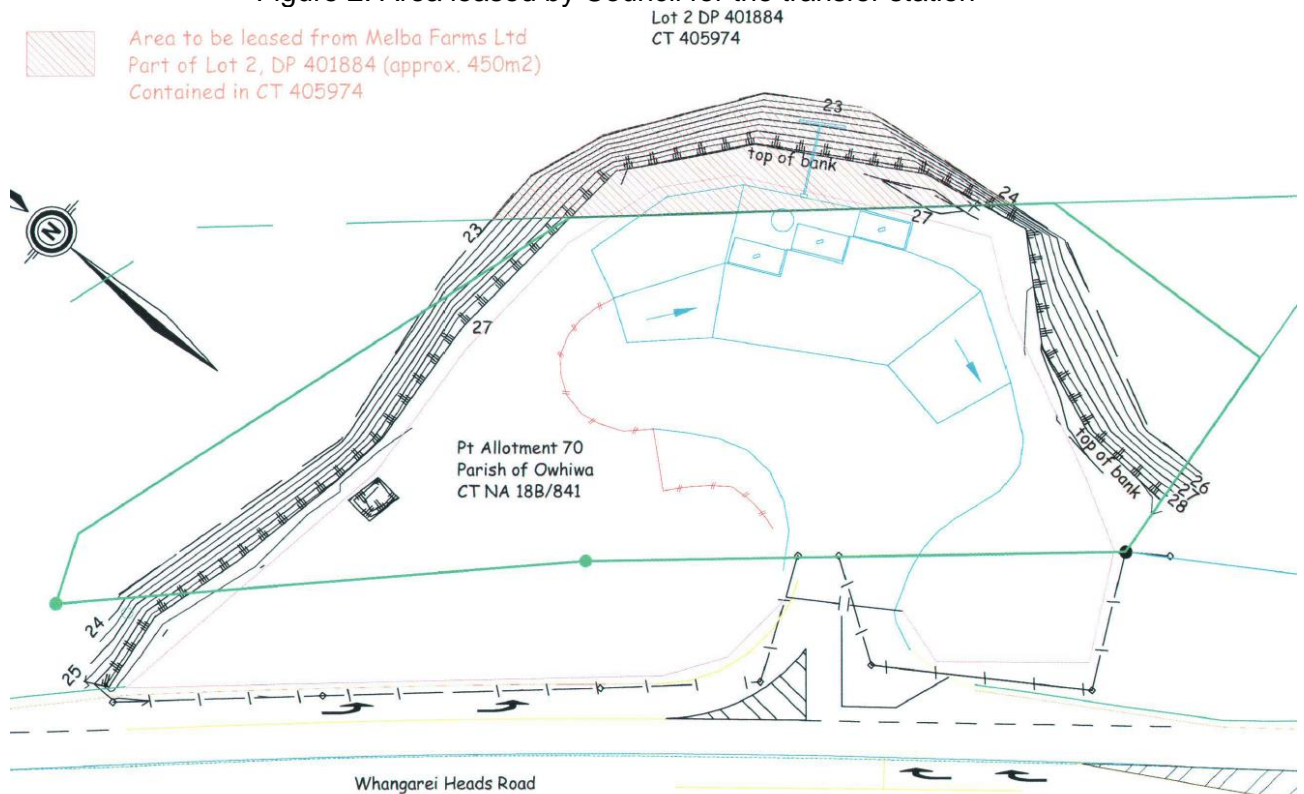
Staff continued to search for another site for an improved transfer station anticipating that the marina development may proceed. Many sites were considered and eventually a site chosen and designated at the Manaia Excavators' site at 1641 Whangarei Heads Road, not far from the Nook Road turn off (Figure 1). Due to the challenge of securing a suitable site, lease of the land was necessary rather than purchase for Council ownership. The majority of the selected site is leased by Manaia Excavators Ltd, and then sub leased to Council for a maximum 33 year term starting in 2012. A small portion at the back of the site is leased from another landowner (Melba Farms Ltd) also for a 33 year term for a lump sum of \$43,116.66 including GST already paid in advance. Both leases expire in 2045. A plan showing the two lease areas is shown below (Figure 2).

The civil engineering work for the development of the Manaia Excavators' site was tendered (tenders closed on 12 December 2014; the lowest price tender was for \$404,569) but did not proceed because marina development had not progressed, and it was decided to keep operating the transfer station at the marina site.

Figure 1: Manaia Excavators' site at 1641 Whangarei Heads Road



Figure 2: Area leased by Council for the transfer station



4 Discussion

The possibility of developing the site as a transfer station have reduced as the Whangarei Heads Resource Recovery Trust have proposed a resource recovery centre at a separate location (Whangarei Heads Enterprises yard at 65 Pataua South Road). The Trust had a resource consent hearing on Friday 13th November for their proposal. The outcome of that hearing should be known before the end of the year. Even if the Whangarei Heads Resource Recovery Centre does not progress the cost of developing the land leased from Manaia Excavators is not believed to be justified given that the site is not owned by Council and the small population that the facility would serve.

The initial term of the lease between Manaia Excavators and Council runs through to November 2030. There are rights of renewal through to 2045. Manaia Excavators have kindly offered to accept the surrender of the lease in return for “surrender consideration” of \$1.

4.1 Financial/budget considerations

From November 2015 to 31 October 2020 the lease cost was \$2,700 per annum plus GST. Rent review is based on the Consumer Price Index and is done every 5 years. A proposed 7.1% rental increase for the lease period 1st November 2020 to 31st October 2025 will result in an increase of \$191.70 per annum. The annual cost of the lease would be \$2,891.70 plus GST.

Over the lease period from November 2020 until November 2030 the total cost will be approximately \$30,000.

4.2 Options

The options identified are to:

- A) surrender the lease;
- B) continue to lease the property until 2030 and potentially until 2045.

4.3 Risks

A legal “Deed of Surrender of Sublease” agreeing the surrender of the lease between Manaia Excavators and Whangarei District Council has been prepared by Thompson Wilson. These deeds have yet to be executed.

If the lease is terminated there is a risk that a site is required by Council at a later date for some currently unforeseen purpose leading to Council needing to find another piece of land at less favourable terms.

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.

4.4 Contract 17056 Kamo Shared Path stages 3 & 4 - Kamo Rd to Fisher Terrace

Meeting: Infrastructure Committee
Date of meeting: 10 December 2020
Reporting officer: Nick Marshall (NTA - Team leader Road safety & traffic Engineering).

1 Purpose

To seek the Committee's approval to increase the contract value of CON17056 from \$4,509,070.92 excluding GST to \$4,909,390.38 excluding GST.

2 Recommendation

That the Committee approves that the value of contract CON17056 Kamo Shared Path Stages 3 & 4 be increased from \$4,509,070.92 to \$4,909,390.38 (Four Million, Nine Hundred and Nine Thousand, and Three Hundred and Ninety Dollars and Thirty-Eight Cents) excluding GST.

3 Background

The Kamo Shared Path (Kamo Cycleway) project has been identified through the Walking & Cycling Strategy. The Kamo Route is one of the three key urban routes required to develop an integrated active mode transport system, reducing demand on our road network. This project has been split into four construction stages.

Stages 3 and 4 of the project, from Kamo Road to Fisher Terrace, were built by Broadspectrum NZ Ltd (now Ventia) under Contract 17056. This contract was originally approved for \$4,509,070.92 excluding GST by Council on 25 October 2018.

4 Discussion

4.1 Variation details

A number of unforeseen items were discovered during the construction phase of this contract that were outside the scope of the original contract and justified a variation claim from the Contractor.

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

Variation Summary CON17506		
Element	Description	Amount (\$) excluding GST
Additional Privacy Screening	In response to neighbours' complaints and requests, Council approved additional privacy screening along significant portions of Stage 3; Kamo Road to Jack Street section. Due to the reinforced earth retaining foundation structure, the privacy fencing required a unique solution.	\$ 51,000.00
KiwiRail	Changes in design requirements for rail level-crossings with additional traffic signal poles, islands and renewals required by KiwiRail.	\$ 42,000.00
Domestic Refuge Clearing	During clearing phase over 300 Tonnes of domestic waste was uncovered in the undergrowth, including dangerous items (such as used needles) which required specialist personal to locate and dispose of.	\$ 212,000.00
Heritage	Many unknown historic drystone rock walls were also uncovered in the undergrowth during the clearing phase, these walls required restoration to meet the obligations in Council's Archaeological Authority for the project.	\$ 99,000.00
Boardwalk	Design changes to a boardwalk to protect two large oak trees along Stage 3.	\$35,000.00
CCTV	Council initially planned to implement the CCTV cameras and the associated fibre and power supply outside of the main contract. However, due to KiwiRail approval procedures it was deemed more efficient and cheaper to implement through the main contract. \$100k was budgeted for this activity within the Roding programme budgets.	\$ 90,000.00
Total Variation Claim		\$ 529,000.00
Contingency	Less remaining contingency amount	\$ -128,680.54
Total Variation Amount		\$ 400,319.46

Most of these additional works, except the CCTV which was budgeted for outside of this contract, could not have been foreseen by either the designers or contractors at the time of design and tendering.

4.2 Risks

The contract is now complete there are no remaining risks

4.3 Financial Considerations

There is a remaining budget of \$300,000 within the Kamo Shared Path funding allocation for this project, and the remaining \$100,000 will be funded from the Low Cost Low Risk (LCLR) program budget. Noting that \$100k for CCTV and associated works was budgeted for outside of this contract, within LCLR programme budget.

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 item on the Council website.

4.5 Seal Extension Programme for 2020/21

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

1 Purpose

To seek the Committees endorsement of the proposed Seal Extension Programme for 2020/21.

2 Recommendation

That the Committee;

1. Approves the proposed Seal Extension Programme for 2020.
2. Confirms the ratepayer contribution rate for the Ratepayer Subsidised Seal Extension projects remains at \$4,000-00 plus GST per property in the area of benefit.

3 Background

Council allocated \$3 Million to the Seal Extension Programme for the 2019/20 construction season however all these works were unable to be completed that year and the funding was carried forward to the 2020/21 construction season. Those works are currently underway.

Council allocated a further \$1 Million (total \$4 Million) for seal extension projects in the 2020/21 Annual Plan and a programme of projects for this funding does need to be approved so construction can commence this financial year

4 Discussion

In 2019 the Infrastructure Committee resolved to approve the Seal Extension Prioritisation Guidelines, an approved prioritisation shortlist of projects for 2019/20 and set the required Ratepayer contribution rate at \$4,000-00 plus GST per property. (A copy of that agenda item is provided in **Attachment 1** for information).

The Infrastructure Committee resolved to form a Seal Extension Working Party to develop a prioritised list of projects for Council to consider. The working party consists of Councillors Greg Martin, Shelley Deeming and Simon Reid, (who was co-opted due to a resignation).

4.1 Preferred Option

The consensus of the Working Party on the preferred option is to continue to promote Ratepayer Subsidised Seale Extension Projects, plus Dust Seals if sufficient funding is available in any one year.

A full review of the Prioritisation Process and shortlisted roads is currently underway for the 2021-24 LTP programme anticipating that a Seal Extension budget will be approved as part of the LTP.

The 2019/20 shortlist of potential roads for consideration has been reviewed by the Working Party to develop the 2020/21 programme as attached to this agenda.

The shortlisted roads priority has been assessed based on two options:

Option 1 Highest priority (technically), for roads meeting the available budget.

Option 2 Highest priority roads taking into account:

- Regional spread of projects across the District
- Meeting Ratepayer demand / expectations
- Meeting Council demand to reduce maintenance costs and customer complaints regarding LOS on these roads.
- Meeting the available budgets
- Allowing some projects to be completed during this summer construction season taking into account the already high seal extension programme for 2020/2.

2019 Approved Seal Extension Programme

Road	WDC Ranking	Length (m)	No of Houses	AADT	Budget \$000's	Actual Cost \$000's	Comments
Brooks Rd	46	2,000	54	500	\$800	\$850	Under Construction
Massey Rd	43	1,500	53	318	\$600	\$700	Under Construction
Franklin Rd	41	500	49	294	\$200	\$214	completed
Nook Rd	36	829	27	200	\$332	\$380	Under Construction
Tahunatapu Rd	41	1,091	32	192	\$436	\$500	Under Construction
Attwood Rd	36	1,482	32	180	\$593	\$700	Under Construction
Ody Rd	36	219	21	150	\$88	\$100	completed
Thorburn Rd	25	252	6	50	\$101	\$98	completed
Sub total		7.8km			\$3,150	\$3,542	
Proposed 2020 Seal Extension Programme							
Irvine Rd	n/a	250	2+ school	50		\$100	School frontage & maintenance hill section
Waiotoi Rd	35	1,100	33	150	\$440	\$500	Ratepayer, end of seal to Pukenui Rd
Grand Total		9.2km	309 + school			\$4,142	Available Budget \$4,126

The cost of the 2019 programme has eventuated more expensive than budgeted due to increased costs as detailed design has been completed, increased contract rates as works are tendered and the additional costs incurred for community consultation which has taken

more time than anticipated. By the time we have completed the work we will have sealed the road to 309 houses (plus a school) at an average cost of \$13,300 per house/school. Hence the public/private costs are allocated 2/3 to the ratepayer and council and 1/3 to the property owner.

4.2 Irvine Rd

The section of Irvine Rd proposed for seal extension is a hill section of the road adjacent to the Pīpiwai Primary School. The road runs alongside the schools playing field and a local farm has recently started a dairying operation. Council would be looking to gain NZTA subsidy for this project as a maintenance saving activity. A location plan of the proposed section for sealing is shown in **Attachment 2**

4.3 Waiotoi Rd

Waiotoi Rd has been on Council's list of requests for a Ratepayer Seal Extension projects for a considerable time. The intended project would run from the end of the existing seal to Pukenui Rd. Sealing of this road will benefit not only residents along the section of road to be sealed but also residents living on the remainder of Waiotoi Rd and those living on Pukenui Rd that comes off the end of this section of road.

|

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 on the Council website.

6 Attachments

- 1 Copy of the Seal Extension Programme 2019 Agenda
- 2 Location plan for proposed Irvine Rd Seal extension

Seal Extension Programme 2019

Meeting: Infrastructure Committee
Date of meeting: 12 September 2019
Reporting officer: J Devine Strategy & Planning Manager, NTA.

1 Purpose

To seek the Committees endorsement of the proposed Seal Extension Prioritisation Guidelines and approval of the proposed seal extension programme for 2019.

2 Recommendations

That the Committee:

1. Approves the Seal Extension Prioritisation Guidelines (August 2019)
2. Approves the proposed Seal extension Programme for 2019.
3. Sets the ratepayer contribution rate for Ratepayer Subsidised Seal Extension projects at \$4,000-00 plus Gst per property in the area of benefit.

3 Background

The Infrastructure Committee resolved to form a Seal Extension Working party to develop a prioritisation process for Council to determine the priorities for seal extension projects going forward as part of the 2018-21 LTP process. It was agreed that the working party would consist of Councillors Greg Martin, Shelley Deeming, Crichton Christie and Stu Bell. The working party was to report back to the Infrastructure Committee.

4 Discussion

Council allocated \$1M annually over the three years of the 2018-21 LTP for seal extensions, however Council allocated \$2M of that funding to Sealing Wright Rd which was completed in 2018. In the 2019/20 Annual Plan, Council has allocated a further \$2M to seal extensions making a total \$3M budget available for the 2019/20 programme.

The Working party met in October 2017 and again in August 2019, and the deliberations from the working party were presented to the Infrastructure Committee in the Infrastructure Update meeting on 12 September 2019.

4.1 Objectives

The Working Party considered the following objectives for a seal extension programme all in accordance with Council's Strategic Seal Extension Policy (Policy 0069).

- Completing the sealing of rural arterial routes (likely no subsidy),
- Sealing of roads with high numbers of heavy commercial vehicles generally for mitigating dust/health effects, (possible subsidy – but not likely under current NZTA rules).
- Sealing roads under the ratepayer subsidised seal extension scheme, generally rural residential areas, (no NZTA subsidy but with contributions from residents).
- Dust seals generally 100m seal strips to protect individual houses for dust/health effects on roads with heavy commercial vehicles, maintenance seals to reduce Council's maintenance costs, i.e. traction seals, (possible subsidy but not likely under current NZTA rules. Currently no ratepayer contribution is required).

4.2 Preferred Option

The consensus of the Working Party on the preferred option is to promote Ratepayer Subsidised Seal Extension projects, plus possibly one or two Dust seals if sufficient funding is available in any one year.

4.3 Ratepayer Contribution

The Working party considered the level of contribution to be paid by the residents; At an average of 20 properties per kilometre, and an average cost of \$400,000 per km for seal extension the % of a project raised by ratepayer contribution would be:

Total Ratepayer Contribution	Annual Charge	% of total project	Comments
\$2,500 plus GST	\$500 + GST	12.5%	Existing contribution
\$3,000 plus GST	\$600 + GST	15 %	Current payment term 5 yrs. interest free
\$4,000 plus GST	\$800 + GST	20 %	Added to annual rates a/c
\$5,000 plus GST	\$1,000 + GST	25 %	
\$6,000 plus GST	\$1,200 + GST	30 %	
\$10,600 plus GST	\$2,120 + GST	53 %	Equivalent to NZTA subsidy

The current policy (2015), is that each property pays \$2,500 plus GST, regardless of the number of properties on the road. So, in some circumstances the funding raised can be as little as \$30,000 (4.6%) on a \$650,000 project e.g. for Old School Rd.

The Working Party generally agreed that the current contribution rate is too low and recommended that Council consider a contribution rate of \$4,000 plus GST per property.

4.4 Prioritisation Process

The prioritisation process is based on the Auckland Transport Seal Extension Guidelines. The guidelines are similar to many other Council's seal prioritisation policies, and are based on criteria including traffic volumes, heavy vehicles, accidents, maintenance costs, no. of houses, and Regional and local values, e.g. schools, halls etc.

The Seal Extension Prioritisation Guidelines are attached to this agenda and are provided to the Committee for consideration and adoption.

Staff have run the prioritisation process on the roads in Council's unsealed roading network in four different Models using the Guidelines methodology:

- a) Model 1 All roads
- b) Model 2 Only potential Ratepayer Subsidised Seal Extension roads
- c) Model 3 Only potential 100m dust coat seals on roads with heavy traffic

And separately;

- d) Model 4 potential dust coat seals using NZTA funding criteria, similar to what was approved for Wright Road so far.

A shortlist of potential roads for consideration for the 2019 seal extension programme has been prepared and is attached to this agenda item based on the Working Parties preference for Ratepayer Subsidised and Dust Coat Seal projects.

The shortlisted roads priority has been assessed on two Options:

Option 1 Highest priority (technically) for roads meeting the available budget

Option 2 Highest priority roads taking into account

- Regional spread of projects across the District
- Meeting Ratepayer demand/ expectations
- Meeting Council demand to reduce maintenance costs and customer complaints regarding LOS. On these roads.
- Meeting the available budget
- Allowing some projects to be completed this summer's construction season.

It is the recommendation of the Working Party that Option 2 roads should be presented to the Committee for approval for the 2019 Seal Extension Programme. Those roads are:

2019 Proposed Seal Extension Programme

Road	WDC Ranking	Length (m)	No of houses	AADT	Cost \$'000s	Comment
Brooks Rd	46	2,000	54	500	\$800	Ratepayer
Massey Rd	43	1,500	53	318	\$600	Ratepayer
Franklin Rd	41	500	49	294	\$200	Maintenance hill section
Nook &	36	829	27	200	\$332	Ratepayer
Tahunatapu Rd	41	1,091	32	192	\$436	Ratepayer
Attwood Rd	36	1482	32	180	\$593	Ratepayer
Ody Rd	36	219	21	150	\$88	Maintenance hill section
Thorburn Rd	25	252	6	50	\$101	Maintenance section
TOTAL		7.8 km			\$3,150	

It is unlikely now that the full programme of works can be completed this coming summer construction season. Council is required to consult with the residents and develop ratepayer agreements for funding for each of these projects, after the projects have sufficient detailed design to present the residents with a confirmed detail project cost. The simpler projects will be fast tracked for completion this summer, projects with approved Ratepayer agreements will be constructed first and the remainder of the programme will be carried forward to the 2020/21 year.

Subsidy for these projects will be applied for where possible and completion of the total programme will depend on total completed costs of each project.

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 on the Council website.

6 Attachments

- 1 Seal Extension Prioritisation Guidelines (August 2019)
- 2 Proposed Seal Extension Programme Shortlist (August 2019)

Seal Extension Guidelines

1 Purpose and Scope

The seal extension programme is funded through the LTP/RLTP. All projects within the RLTP programme are prioritised using criteria based on their strategic fit, effectiveness and economic efficiency and compete against each other for funding. There is a further prioritisation process so that the most critical to complete seal extensions are carried out before the less critical ones. Subject to seal extension funding being included in the Annual Plan, these Guidelines set out the prioritisation criteria and methodology for assessing the relative merits of competing seal extension projects to determine how the funding allocated in the Annual Plan should be used.

The Guidelines take into account environmental factors such as dust by considering adjacent amenities as well as social factors through the number of adjacent dwellings and incidents associated with an unsealed road.

The Guidelines will assist Council with:

- Prioritising seal extension requests received by Council from residents,
- Developing the seal extension forward work programme,
- Applications to NZTA for funding (where applicable).

2 Guidelines

The Guidelines describe the assessment process that Council uses to prioritise unsealed roads currently being considered for sealing. The outcome of the process is a ranking of the unsealed roads against the available budget identified in the Annual Plan. The process involves assessing the unsealed roads to identify the number of dwellings that may benefit from the seal extension, the amenities that are in close proximity and road safety.

In general seal extensions will be given a higher priority where;

- a) The benefits associated with sealing the road are likely to be sufficient to gain a subsidy from NZTA,
- b) The road proposed for seal extension is a special case where the Council has resolved to fully fund the seal extension (i.e. maintenance seals).

If neither of the two above criteria applies for the seal extension, the road will be assessed using the following process:

Assessment process

A two stage assessment process is proposed:

- An assessment of the physical characteristics of the road to develop a shortlist of projects,

- And then a process of Regional and local priority adjustment to develop the Annual seal extension programme.

Stage 1 – Physical Characteristics

The unsealed roads being considered in any given year are assessed using Table 1 to produce a numerical ranking score.

Table 1: Assessment Criteria and scoring for the physical characteristics of unsealed roads.

Traffic Movements (AADT)	Score	Heavy Commercial Vehicles¹ (% HCV)	Score	Dwellings/km (<100m from road)	Score
1 - 50	2	1 – 5	2	1 – 2	1
51 - 100	4	6 – 10	4	3 – 4	2
101 - 200	6	11 – 15	6	5 – 10	3
201 – 500	8	16 – 20	8	11 – 15	4
➤ 500	10	➤ 20	10	16 – 20	5
				➤ 20	6
Score:		Score:		Score:	
Accidents² (DSI)	Score	Maintenance³ (Activity/Km)	Score	Amenities⁴	Score
1	1	Pot holes / grading <10ph / <1.5km	1	1 – 2	1
2 – 3	2		2	3 – 5	2
4 – 5	3	<26ph / <3.5km	3	6 – 10	3
6 – 10	4		4	>10	4
➤ 10	5	>27ph / >3.5km	5		
Score:		Score:		Score:	
Total Score⁵:					

1. HCV is recorded as a % of the AADT and represents movements of a vehicle with a gross vehicle mass of greater than 3.5 tonnes / axle.
2. Accidents, refers to the documented number of serious safety incidents or accidents that have occurred on the unsealed road in the previous five years.
3. Maintenance costs on the unsealed road are represented by the number of potholes repaired and the length of grading/month undertaken in the previous five years.
4. Amenities refers to amenities less than 100m from the road where dust may be a nuisance factor and include:
 - a community hall, place of worship or significant reserve, or
 - a place of work (dairy shed or commercial premises), or
 - the road forms part of a school bus route, or
 - orchard or food crops, or
 - a residential house.
5. The Total Score is the sum of scores of the six factors in the table.

The weightings for vehicle movements and heavy vehicles have been incised in the assessment to reflect usage and potential damage to the unsealed road which impacts on the level of routine maintenance required. Any spurious or unreliable traffic data should be validated.

Commercial activities, tourism and associated events will be reflected in the scores assigned to Traffic Movements and Amenities.

Stage 2 - Regional and Local Priority Adjustment

The total score determined through stage 1 of the assessment is then adjusted for the regional and local value sealing the road:

1. High Priority Value – Total Score + 30%
 - Sealing an unsealed through route or diversion route
 - Improves access to regionally significant amenity
 - Improves access to identified growth areas
 - Promotes economic growth/tourism such as completion of a scenic route
 - Promotes significant improvements to water quality in sensitive catchments or marine environments
2. Medium Priority – Total Score + 15%
 - Improves access to a local significant amenity
 - Improves access to a local Community amenity reducing community isolation
 - School bus route
3. Low Priority Value – Total Score + 0%
 - All other unsealed roads
 - Roads that have significant physical or economic barriers to undertaking seal extension works

Using the two stage assessment process described above, the prioritised seal extension short list identifies the initial priority of roads for sealing. A further refinement of priorities within the highest priority roads will be carried out during the programming, feasibility, and design phases to create a final programme of seal extension projects.

3 Monitoring and Review

These Guidelines will be reviewed as part of the 3 year review cycle aligned to the LTP.

4 Document Status

Owner (contact for updates etc)	J Devine , Planning & Strategy Manager, NTA
Department	Infrastructure
Version No.	1.0
Issue Date	August 2019
Review Date	August 2020
Document ref No.	

Seal Extension Programme Shortlist 2019

	Road	WDC Ranking	Ratepayer Request	Dust Coat Request	NZTA Ranking	No. houses	AADT	General assessment	Total length m	Proposed length m	Proposed Programme \$cost	Option 1	Option 2	Comment
1	Prescott	53	yes		14	41	156	medium	1894	1894	\$758	\$758		Maintenance savings
2	Rockell	53	yes			15	90	medium	2182	2182	\$873	\$873		Maintenance savings
3	Glenmohr	52	yes	yes	11	11	200	low	1020	1020	\$408	\$408		will complete route
4	Owhiwa	50	yes	yes	13	41	260	low	2198	2198	\$879	\$879		Ratepayer request
5	Snooks	49	yes	yes	11	18	108	low	2427	2427	\$971			will complete route
6	Brooks	46	yes		15	54	500	high	5800	2000	\$800		\$800	Maint & Ratepayer
7	Otuhi	45	yes			35	210	low	4667	2000	\$800			Ratepayer request
8	Ormandy	44	yes		14	33	198	low	1531	1531	\$612			Ratepayer request
9	Massey	43	yes		15	53	318	high	3079	1500	\$600		\$600	Maint & Ratepayer
10	Millbrook	43	yes	yes	14	6	230	low	1108	1108	\$443			Ratepayer request
11	MCLEAN RD	42	yes	yes	10	15	250	medium	1510	1510	\$604			will complete route
12	Ngunguru Ford	42	yes		11	67	402	low	2500	2500	\$1,000			Ratepayer request
13	Franklin	41	yes	yes		49	294	medium/low	1619	500	\$200	\$200	\$200	Maintenance savings
14	Tahunatapu	41	yes			32	192	low	1091	1091	\$436		\$436	Ratepayer request
15	Sandford	39	yes	yes	13	20	120	low	677	677	\$271			Ratepayer request
16	Pigs Head	39	yes	yes	12	32	192	low	5486	2000	\$800			Ratepayer request
17	Haywood	39	yes			30	180	low	425	425	\$170			Ratepayer request
18	Helmsdale	38	yes	yes	13	25	150	medium	3000	2189	\$876			Ratepayer request
19	Whananaki South	37			10	58	200	low	1111	1111	\$444			Maintenance savings
20	Mountain View	37	yes		13	27	162	medium	718	718	\$287			urban unsealed
21	Attwood	36	yes		13	32	180	high	1482	1482	\$593		\$593	Ratepayer request
22	Nook	36	yes			27	200	low	829	829	\$332		\$332	Ratepayer request
23	Ody	36		yes	13	21	150	medium	319	219	\$88		\$88	Maintenance savings
24	Cotton	35			11	5	100	low	339	339	\$136			Ratepayer request
25	Knight	35	yes		12	3	150	low	7000	2000	\$800			Ratepayer request
26	Waiotoi	35			12	33	150		1959	1100	\$440			Ratepayer request
27	Gomez	35		yes	10	24	150	low	2570	2570	\$1,028			Ratepayer request
28	Going	35	yes	yes		25	120	medium	834	834	\$334			Ratepayer request
29	Main	35		yes	12	12	150	low	1413	1000	\$400			Ratepayer request
30	Puketotara	35	yes			20	120	low	549	549	\$220			Ratepayer request
31	Gumtown	34	yes			32	200		2381	2381	\$952			Ratepayer request



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5.1 Contracts Approved Under Delegated Authority

Meeting: Infrastructure Committee
Date of meeting: 10 December 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 note 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

1. Roading	
CON17040	Contract Variation: Te Matau a Pohe and Kotuitui Whitinga Bridges – Minor Works 2018
CON20049	NTA Traffic Counting Contract
2. Parks and Recreation	
CON17016	Contract Variation: Professional Services for Design of New Town Basin Park
CON20063	Town Basin Bus Design – Professional Services

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

1. Summary of Contracts Approved Under Delegated December 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

CON17040

Contract Variation: Te Matau a Pohe and Kotuitui Whitinga Bridges – Minor Works 2018

Purpose

Approval is sought to increase the original contract price to \$131,602.38 excluding GST.

Background

This contract is for minor structural maintenance works on Te Matau a Pohe and Kotuitui Whitinga bridges. It was awarded to Whangarei Construction. The original contract amount was \$122,087.28 excluding GST.

The approved contract value was exceeded due to a change in scope as follows:

1. Vandalism works on Kotuitui Whitinga to address deformed and unsafe stainless-steel mesh panels in the handrails. Re-tensioning of the handrail mesh panels was tried but this proved ineffective. Experience has shown that the best method of permanent repair is by removal of the mesh panel and TIG welding.

Note: no contingency was allowed for in this contract, rather a provisional sum of \$5,000.00 was allowed for programmed maintenance materials. This proved to be insufficient to meet the need to repair all 33 mesh panels on Kotuitui Whitinga.

Financial

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

Item	Variation	Amount (excl. GST)
1.	Vandalism repairs to Kotuitui Whitinga	9,515.10

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

Description	Amount (excl. GST)
Original contract value (excl. contingency)	122,087.28
Contingency	0.00
Total original contract value	122,087.28
Total amount of variations	9,515.10
Total revised contract value	131,602.38
Contract Variance	9,515.10

General Manager Approval

It is recommended that the total contract amount of CON17040 for Te Matau a Pohe and Kotuitui Whitinga Bridges – Minor Works 2018 is increased by \$9,515.10 from \$122,087.28 to \$131,602.38 (One hundred and thirty one thousand, six hundred and two dollars and thirty eight cents) excluding GST.

CON20049
NTA Traffic Counting Contract

Introduction

This Tender is for the Northland Transportation Alliance traffic counting programme. The programme based on the number of catchments within the Whangarei District and Kaipara District. For each traffic count site type, there will be a defined number of counts undertaken throughout the three-year programme. The count sites are split into several types and have the following count frequencies:

- Standard Site Counts:
 - Monitoring Traffic Count Sites – Four times per year
 - Control Traffic Count Sites – Twice per year
 - Annual Traffic Count Sites – Once per year
 - Additional Traffic Count Sites – Once every five years
- Holiday Site Counts:
 - Holiday Traffic Count Sites – Once per year

There is also a provision for carrying out other traffic counts. These counts may include the following:

- Potential Rehabilitation Sites Traffic Counting
- Other by request

Procurement Process

Contract 20049 for the NTA Traffic Counting Contract was publicly tendered on the Whangarei's TenderLink website. Tender was opened on 09 September 2020 and closed on 02 October 2020.

The three conforming tenders were received and described below.

- WSP
- AGFIRST
- TEAM TRAFFIC

These tenders were evaluated using the Price Quality Method (PQM) in accordance with the NTA Procurement Strategy and Waka Kotahi NZ Transport Agency's Procurement Manual.

The result of the tender evaluation process is described in the table below:

Tenderer	Price (Excl GST)	Supplier Quality Premium	Price less supplier quality premium and added value premium.
WSP	\$736,509.20	\$527,547.85	\$208,961.35
WSP-ALTERNATIVE	\$700,509.20	\$570,322.00	\$130,187.20
AGFIRST	\$622,998.00	\$0.00	\$684,990.00
TEAM TRAFFIC	\$604,390.00	\$299,419.05	\$304,970.95
Engineer's Estimate	\$1,140,644.00 (Inc. P.S Items – see break down below)		

Whangarei's separable portions Engineer's Estimate details as below:

WDC	1 st Year	2 nd Year	3 rd Year	Three Years- Total
Total excluding GST	\$180,204.00	\$184,509.10	\$188,921.83	\$553,634.93
Provisional Item	\$8,385	\$8,395	\$8,404	\$25,184.12
Total excluding Provisional Item	\$171,819.00	\$176,114.48	\$180,517.34	\$528,450.81

The WSP' Alternative Tender has the lowest price less supplier quality premium and this therefore the preferred tender.

Financial

The WSP- Alternative tender is significantly less than the Engineer's Estimate.

This contract is a combined contract for Whangarei District Council and Kaipara District Council's traffic counting programme. Whangarei District Council is the Client to the contract. The Kaipara District Council's share will be paid by Whangarei District Council through contract 20049 and will be recovered by Whangarei District Council through claiming back to Kaipara District Council.

The financial commitment for this work in the 2020/2023 period and the value of both council's separable portion is described below.

Client	Total Contract Value (3yrs)	Average Annual Value	Account Number	Current Annual Budget
Whangarei District Council	\$345,119.10	\$115,039.70	11159-OP-6460	\$120,218.00
Kaipara District Council	\$355,390.10	\$118,463.37	1632040	\$126,122.00
Total Contract Value	\$700,509.20	\$223,503.07		

Chief Executive Approval

The contract for NTA Traffic Counting Contract (CON20049) be awarded to WSP for the tendered sum of \$700,509.20 (Seven hundred thousand, five hundred and nine dollars and twenty cents) excluding GST.

2.0 Parks and Recreation

CON17016

Contract Variation: Professional Services for Design of New Town Basin Park

Purpose

Approval is sought to increase the original contract price to \$225,893.70 excluding GST

Background

This contract is for Professional Services for Design of the New Town Basin Park. It was awarded to Vision Consulting Engineers Ltd. The original contract amount was \$180,893.70 excluding GST.

While a 10% contingency sum of \$14,986.70 excluding GST was allowed, this was exceeded due to a change in scope as follows:

Item	Variation
1	Contract amended to include: boardwalk refurbishment and extension design; turf subsoil drainage design.
2	Contract amended to include extension of time to 10/09/19 and associated additional reporting/meetings.
3	Changes requested to surface types, additional paving and earthworks.
4	Changes to services and earthworks due to new water feature plant room.
5	Landscaping wall structural design.
8	Extension of time to 25/10/2019
9	New transformer plinth structural design.
10	Additional drawing sheets required.
11	Changes to hard surface design.
12	Changes to stormwater design.
13	Watermain renewal design.
14	Amend water feature design
15	Changes to water supply design
16	Additional reporting and meetings
17	Extension of time to 20/03/2020

Financial

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

Item	Variation	Amount (excl. GST)
1	Contract amended to include: boardwalk refurbishment and extension design; turf subsoil drainage design.	15,000.00
2	Contract amended to include extension of time to 10/09/19 and associated additional reporting/meetings.	6,953.00
3	Changes requested to surface types, additional paving and earthworks.	1,500.00
4	Changes to services and earthworks due to new water feature plant room.	2,500.00
5	Landscaping wall structural design.	1,500.00
8	Extension of time to 25/10/2019	3,226.30

9	New transformer plinth structural design.	1,500.00
10	Additional drawing sheets required.	1,630.00
11	Changes to hard surface design.	1,040.00
12	Changes to stormwater design.	1,930.00
13	Watermain renewal design.	3,906.00
14	Amend water feature design	7,000.00
15	Changes to water supply design	1,200.00
16	Additional reporting and meetings	8,164.00
17	Extension of time to 20/03/2020	2,937.45

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

Description	Amount (excl. GST)
Original contract value (excl. contingency)	165,907.00
Contingency	14,986.70
Total original contract value	180,893.70
Contract Variance	45,000.00
Total revised contract value	225,893.70
Total amount of variations	59,986.70

General Manager Approval

It is recommended that the total contract amount of CON17016 for Professional Services for Design of New Town Basin Park is increased by \$45,000.00 from \$180,893.70 to \$225,893.70 (Two hundred and twenty five thousand, eight hundred and ninety three dollars and seventy cents) excluding GST.

CON20063 Town Basin Bus Design – Professional Services

Introduction

This is a professional services contract associated with the upgrade of the town basin bus station and I-site comprising:

- landscape design
- roading changes, (entrances, crossings, extension of Reyburn house lane)
- car park layouts,
- preliminary architectural design of the bus facilities,
- toilets
- concept for developing Clapham's Clock museum

At the end of the design process, council will be ready to tender the construction work on the horizontal infrastructure and will have a clear architectural concept for Clapham's Clock Museum, I-site and the associated public toilets.

Procurement Process

The package was sole sourced, in accordance with the approved procurement plan, to Isthmus Group Limited as a result of their successful delivery of the City Core Masterplan (winning a competitive tender process) and thereby developing a deep understanding and experience of the Town Basin area.

Tenders Received and Evaluated

The proposal scope and costs were challenged, and deliverables refined to ensure the scope was met within the budget.

Tenderer	Price (excl. GST)
Isthmus Group Limited	\$232,528.44
Contingency 5%	\$11,626.42
Total	\$244,154.86
<i>Budget Estimate</i>	<i>\$200-250,000</i>

Financial

Available Budget for 20/21 Financial year \$750,000.00 for design and implementation.

General Manager Approval

The contract for Town Basin Bus Design – Professional Services (CON20063) be awarded to Isthmus Group Limited for the tendered sum of \$242,654.00 (Two hundred and forty-two thousand, six hundred and fifty-four dollars and zero cents) excluding GST.

5.2 2019/20 Annual Report from the Northland Regional Landfill Limited Partnership

Meeting: Infrastructure Committee
Date of meeting: 10 December 2020
Reporting officer: David Lindsay (Solid Waste Engineer)

1 Purpose

To provide the 2019/20 annual report for the Northland Regional Landfill Limited Partnership (NRLLP).

2 Recommendation

That the Infrastructure Committee note the 2019/20 Annual Report from the Northland Regional Landfill Limited Partnership.

3 Background

The Local Government Act (LGA) requires that Whangarei District Council reports annually on the performance of its Council Controlled Organisations. The NRLLP is operated under a limited partnership agreement between the limited partners Whangarei District Council (50%) and Northland Waste Limited (NWL) (50%). The Limited Partnership is a CCTO (Council Controlled Trading Organisation) as defined under the LGA.

NRLLP operates in a competitive commercial market and therefore disclosure of commercially sensitive information normally required under Sections 67, 68 and 69 of the LGA would prejudice NRLLP's commercial position. Section 71 of the LGA permits information to be withheld that would be withheld under an application under Local Government Official Information and Meetings Act (LGOIMA). Specifically, clauses under section 7, "Other reasons for withholding official information", (2) (h), (i) and (j) apply. Commercially sensitive information has been withheld from the Annual Report.

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

1. Northland Regional Landfill Limited Partnership Annual Report 2019-2020



ANNUAL REPORT FOR WHANGAREI DISTRICT COUNCIL

1 July 2019 to 30 June 2020

For the attention of: Rob Forlong, Chief Executive Officer, Whangarei District Council

1 Introduction

The Northland Regional Landfill Limited Partnership (NRLLP) is operated under a limited partnership agreement between the limited partners Whangarei District Council (WDC) (50%) and Northland Waste Limited (NWL) (50%). The Limited Partnership is a Council Controlled Trading Organisation (CCTO) as defined in the Local Government Act (LGA).

The LGA requires that WDC reports annually on the performance of its Council Controlled Organisations.

The purpose of this report is to report the performance of the CCTO for the year from 1 July 2019 to 30 June 2020.

2 Limitations

NRLLP operates in a competitive commercial market and therefore disclosure of commercially sensitive information normally required under Sections 67, 68 and 69 of the LGA would prejudice NRLLP's commercial position. Section 71 of the LGA permits WDC to withhold information that would be withheld under an application under Local Government Official Information and Meetings Act (LGOIMA). Specifically, clauses under section 7, "Other reasons for withholding official information", (2) (h), (i) and (j) apply. For this reason, commercially sensitive information has been withheld from this Annual Report.

3 Background

WDC was the former owner of the Re:Sort Resource Recovery Park and the Puwera Landfill properties. The properties were sold to the Limited Partnership on 1 July 2009.

3.1 Description of the Business

Management and Operations

NRLLP's day-to-day operational activities are managed by Whangarei Waste Limited (WWL) as general partner. WWL is jointly owned by WDC and NWL. WWL reports at least annually to the NRLLP Advisory Committee.

The main activity of the Partnership is to operate the Puwera Landfill and Re:Sort to provide waste disposal facilities.

Quay Contracting 2009 Limited (QCL) (a related company to NWL) has a Management Agreement with WWL to manage Re:Sort and the Puwera Landfill.

Waste Streams

Waste inputs into the Puwera landfill and Re:Sort are sourced from:

- Waste and recyclables from domestic and commercial customers in the Whangarei District into Re:Sort.
- Waste and recyclables from the Whangarei District from kerbside refuse collections, rural transfer stations and litter collections.
- Waste collected from throughout the Northland region and Northern Auckland by NWL and associated companies.
- Domestic and commercial waste collected by private operators within the Whangarei District (including NWL).
- Puwera Landfill also receives waste directly from other licensed contractors from throughout Northland.

Landfill Capacity

Construction to create increased capacity (air space) is demand driven with adequate air space always maintained. Fraser Thomas Consultants have been engaged to design the staging for the construction and Reyburn and Bryant have been engaged to provide quantity surveying services and as built plans for the completed work. WWL manages the staging for the construction and the construction contractual arrangements.

Consents

Puwera Landfill is consented for purpose and operates under Consent CON20010908001 administered by the Northland Regional Council. Fraser Thomas Consultants provide advice and monitoring services required for the landfill operations.

4 Performance for Year Ended 30 June 2020

4.1 Summary

NRLLP has had another satisfactory year despite loss of trade during the Covid 19 lockdown periods. Annual tonnage decreased slightly from the previous year both at the Landfill and Resort. Revenue increased slightly over the previous year. Construction of cell 5 commenced during the year and is planned to be completed next financial year.. It will be a number of years before completed stages are able to be overlaid with further waste. Despite continued significant capital expenditure cash distributions have been made to partners during the year. Projections indicate continued returns to Partners in the foreseeable future, subject to any further unbudgeted capital expenditure.

4.2 Performance compared to the Statement of Intent

The Statement of Intent sets the objectives for the operation of the Partnership as follows:

- (i) Maintain processes to divert green waste from the waste stream.*
- (ii) Where financially viable, continue recycling and resource recovery programmes.*
- (iii) Continue to investigate opportunities to attract waste from throughout the region and northern Auckland area to increase profitability.*

The Statement of Intent sets the reporting targets as follows:

The following information will be available to the partners based on an annual balance of 30 June.

7.1 Annual Report (financial)

Within three months after the end of each financial year, the Board shall deliver to the partners, audited financial statements in respect of that financial year, containing the following information:

- a. Audited financial statements for that financial year consisting of;*
 - i. Statement of Financial Position;*

- ii. *Statement of Comprehensive Income;*
- iii. *Auditor's report;*
- iv. *such other statements as may be necessary to fairly reflect the financial position of the Company and its subsidiaries, the resources available to the Company and its subsidiaries and the financial results of the operations of the Company and its subsidiaries.*

NRLLP has provided all the financial statements and information to the Auditors in August 2020. Due to the effects of Covid 19 the Audit Opinion will now be issued no later than 30th November 2020.

The above information is confidential and therefore cannot be disclosed in this report.

This narrative Annual Report is issued to the NRLLP Advisory Committee, the WDC and to NWL.

The Statement of Intent sets the performance measurement targets as follows:

7.2 Performance Targets

Indicative Financial and Non-Financial Performance Targets:

- *NRLLP is a 'for profit' commercial entity operating in a very competitive environment. Commercial sensitivity precludes the publication of commercial performance measures.*
- *Financial Performance Target*
 - *To operate at a profit.*
- *Non-financial Performance Target*
 - *To open both the Puwera Landfill and Re:Sort facilities for a minimum of 40 hours each week.*
 - *NRLLP to ensure that its principal contractor employed to run Puwera and Resort maintains ACC Accreditation standards for its Health and Safety Management System.*
 - *Ensure no notifiable incidents occur at all operational sites owned by NRLLP.*
 - *Ensure Resort facilitates a minimum of 40% diversion away from landfill of all material being handled through the site.*
 - *Maintain compaction of 0.7 tonnes of placed refuse per cubic metre of airspace used.*
 - *Ensure 6 months landfill capacity is maintained at all times.*
 - *Achieve a minimum of 70% landfill gas destruction.*

Table 1 below includes all of the performance measures reported against this year:

Table 1

SOI Measure	Commentary
To operate at a profit.	Achieved - The partners have received distributions and have not been required to inject further funding into the business to meet the costs of increasing the capacity of the landfill.
To open both the Puwera Landfill and Re:Sort for a minimum of 40 hours each week.	Achieved - NRLLP has exceeded this performance target by operating Puwera Landfill and Re:Sort facilities for more than 40 hours per week except during the Level 4 lockdown period when the Resort was closed.
To ensure the ACC supervisor/administrator holds and maintains ACC accreditation.	Not Applicable - Health and Safety is administered and supervised by NWL on behalf of NRLLP and QCL. During the year ACC discontinued their accreditation scheme. Subsequently NWL has gained endorsement from WorkSafe by achieving a satisfactory SafePlus onsite assessment. <i>NB: This measure has been</i>

SOI Measure	Commentary
	<i>altered in the 2019/20 SOI to reflect the fact that ACC accreditation scheme has been disbanded.</i>
To achieve zero notifiable incidents.	Achieved - QCL has had zero notifiable incidents for the period.
At the Re:Sort to achieve a minimum of 40% recycled product against total Re:Sort tonnes to landfill.	Achieved - recyclable material has been sold both locally and nationally, green waste is processed locally and other innovations to divert materials from landfill are included later in this report.
At Puwera Landfill to maintain at least refuse compaction of 0.7 tonnes per cubic metre.	Achieved - compaction rates being achieved have prolonged the useful life of each cell constructed.
At Puwera Landfill, to maintain at least six months landfill capacity at all times.	Achieved - cell construction has been tailored to capacity projections and capacity has always been maintained for day to day operations.
At Puwera Landfill, to achieve a minimum of 70% landfill gas capture.	Achieved - gas infrastructure and capping has been programmed to achieve optimum landfill gas capture.

5 Other Matters

Financial

NRLLP has generated sufficient cashflow to increase the capacity of Puwera Landfill without requiring further funding injection from the Partners.

NRLLP is fully compliant with banking covenants.

Non-Financial

NWL has increased tonnage into Puwera since the inception of the partnership to enable NRLLP to achieve an operational scale sufficient to ensure ongoing viability. NWL is committed to providing tonnage it secures from Whangarei and a significant portion of its tonnage from elsewhere to Puwera Landfill if this is financially beneficial to NWL.

The Puwera Landfill has achieved effective waste disposal provision for the region from North Auckland to the Far North and is catering for the increased demand from NWL customers and third-party operators. Puwera Landfill provides a competitive alternative for these regions evidenced through the increase in tonnage from them.

The Re:Sort continues to provide services to the local community. Tonnages have increased reflecting a growing population and increased business activities. It also continues to provide a local collection point for WDC recycling collections and domestic and commercial customers, and separation of recycling and green waste enabling minimization of waste and associated environmental benefits of waste diversion. NRLLP continues to explore the beneficial use of landfill gas whilst recognising the risks inherent in such a project. Options have been developed to use the landfill gas (currently flared off). The main option is to generate power to go directly into the national grid or alternatively to sell directly to a gas user.

International recycling markets continue to place pressure on traditional recycling streams such as cardboard, plastic and paper with these products currently ranging from low value through to a nett cost charged by recycling facilities.

6 NRLLP Recycling

NRLLP is committed to maximising recycling from waste streams. Diversion of waste streams continue to be a priority for the venture.

- Paper, glass, tins, aluminium, and plastics are collected by the WDC domestic recycling collections and there is a dedicated area for these items at Re:Sort with a free public drop off.
- Greenwaste processing into valuable compost

The Partners have developed on site processing of greenwaste waste with the main objective being to reduced methane emissions and turn this waste into valuable compost.

There is a greenwaste drop off area at Re:Sort. Greenwaste is aggregated at Puwera landfill then processed as compost by a third party.

- ‘The Last Re:Sort Reuse Shop’

The Re:Sort facility has an onsite, purpose built indoor shop which has items that have been diverted from landfill and are available for sale. The public can come and reuse non-treated timber and other construction materials promoting the ‘reuse’ or these materials higher into the waste hierarchy. With continually increasing visitor numbers, the Re:Sort shop continues to be a successful initiative within the community. Local community groups benefit with proceeds of diverted materials passed on each month to a charity chosen by the community. Community groups who have so far benefited from this process include SPCA, Canteen, Hospice, Salvation Army and the Northland Rescue Helicopter.

The Last Re:Sort shop located inside Re:Sort can be lauded for the continued growth in customers and volume of material sold, at times leaving the site barren and on the hunt for quality products from within the refuse.

- Construction and Demolition waste

The Partners recognised the need to shift focus to the 60% of the waste stream currently produced from construction and demolition activities. There are dedicated staff in the reception pit at Re:Sort separating recyclable products; with reusable building materials and non-treated timber being sold onsite and treated wood being recovered as a fuel alternative to coal in concrete production.

The Partners have established a purpose-built wood processing facility to recover treated timber in which wood is separated, chipped and reused as an alternative fuel source in concrete production. This initiative has improved CO2 emissions as a fuel alternative to coal for use in concrete production.

Due to the investment in a dedicated wood waste processing area within the landfill NRLLP has seen an increase from around 50 tonnes per month diversion to 150 tonne per month for the last quarter.

The Partners are looking to expand this initiative into the greater Northland area. Northland Waste has invested in the same initiative at its own Kerikeri facility in the Far North District redesigning the operations on site to separate out C&D waste from the general waste stream. We are looking forward to continuing the expansion of this initiative through Northland and turning our communities waste into a usable and financially viable resource.

- E-Waste, TVs, Whiteware and Electronic Goods processed for scrap

NRLLP continues its commitment to removing e-waste material from the general waste stream and recycle over 500 CRT screens, 400 Flat screens, and many tonnes of other E-waste through the Abilities Group.

- The Hundertwasser Art Centre recovery programme

The Re:Sort has been involved in diverting products from landfill to be reused by the Hundertwasser Art Centre project in partnership with the Hundertwasser Trust. Site operators have worked in

partnership with the project manager to identify specific items like broken tiles, bricks, and chairs for the Café which are put aside on site for the project for reuse. Once a month, these are collected by the project manager to form part of the project for upcycle and reuse. We are excited to be part of this initiative and divert waste from landfill into community good projects through being part of this community led initiative.

7 Conclusion

NRLLP has performed well this year against performance measures set out in the Statement of Intent and as indicated under the “Other Matters” heading. A summary of the performance achieved is below:

- Met all Statement of Intent measures excepting Covid 19 impacts
- Distributions achieved for the Partners
- Complied with banking covenants
- Operated facilities effectively for the region
- Ongoing viability has been achieved through increasing the scale of operations
- Increasing market share achieved by providing competitive alternative for Auckland, Kaipara and Far North regions
- Continued to explore beneficial use of the landfill gas

There have been no material changes in the activities of NRLLP and the nature of the partnership’s business has not changed during the year.

No Directors remuneration is paid by the Partnership. Any remuneration is the responsibility of the partners own business entities.

The Directors are pleased with the results for the year. Partners’ distributions will continue to be paid in ensuing years.

For and on behalf of the Board

Warwick Syers

Chairman

Whangarei Waste Ltd and Northland Regional Landfill Limited Partnership

30 November 2020

5.3 Infrastructure Operational Report – December 2020

Meeting: Infrastructure Committee
Date of meeting: 10 December 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 October-November 2020.

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 – October 2020

Infrastructure Group

Monthly Operational Report

October 2020

Infrastructure Monthly Operational Report

Reporting Officer: Simon Weston (General Manager Infrastructure)

Date: December 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
Major Projects - Sense of Place				
New Town Basin Park	Construction	Oct-20	Nov-21	
Robinson Asphalts are working on wastewater, stormwater and amphitheatre area.				
Town Basin Wharf & Boardwalk Renewals	Design	Oct-20	Oct-21	
Construction awarded with New Town Basin Park project contract. Works to start around January in this area.				
Ball Clock (3rd party project)	Final drawings	Aug-20	May-21	
Foundations installed. Off-site fabrication of ball clock progressing.				
Camera Obscura (3rd party project)	Completed	Oct-19	Nov-20	
Landscaping and final fit-out underway. Opening planned for 20 November 2020.				
Town Basin Bus Facilities Upgrade	Design	Mar-21	Dec-21	
Professional services contract being finalised, design work to start in Nov.				
Pohe Island Destination Playground & Public Toilets	Design	Jan-21	Aug-21	
Detailed design nearly complete. Playground equipment procured. To be tendered November 2020.				
Pohe Island Skate Park	Construction	Jul-20	Mar-21	
Progress against construction programme is on track.				
Tamaterau Carparks Upgrade (TIF funded)	Design & Consenting	May-21	Aug-21	
Cultural impact assessment being prepared by Hapū reps for consent, expected in December 2020.				
Restoring the Mauri of Matapouri Stg 1 (TIF funded)	Investigation & Design	Oct-19	May-21	
Recycling & rubbish facilities installed. Community consultation held Feb/Apr. Investigating toilet options.				
Abbey Caves Car Park & Public Toilets (TIF funded)	Detailed design	Dec-20	Jun-21	
Detailed design underway. Procurement of physical works contractor planned for Nov 2020.				
Quarry Gardens Carparks	Investigation & Design	Mar-21	Aug-21	
Design of stream bank repairs has started, this is required after storm damage.				
Major Projects - Parks & Recreation				
Matapouri Beach Restoration	Procurement	Apr-21	Oct-21	
Moving of sand planned Apr-Jul 2021. Successful meeting regarding beach access. Tender in Nov 2020.				
Princes Road Seawall Renewal	Consenting	Mar-21	Jun-21	
WDC tree consent hearing complete, consent decision expected 24 November.				
Ruakaka Sports Fields (Sand Removal)	Physical works	Sep-20	Feb-21	
40,000m ³ of sand has been removed. Tender for field construction will occur once dune is fully removed.				
Ngunguru Seawall Renewal	Design	TBC	TBC	
Redesign underway after parts of consent declined relating to reclamation. Preliminary design issued for review.				
Parihaka War Memorial Refurbishment	Construction	Sep-19	Nov-20	
Electrical reconnection works now complete and monument is lit at night. Finalising the lighting setup during Nov.				
Town Basin Playground Renewal	Delayed	Jul-20	Dec-20	
Playground equipment installers on site 3 Nov. Pour of surfacing booked for 1 Dec.				
Town Basin Lighting Renewals	Design	Jan-21	Apr-21	
Light pole locations being reviewed to avoid tree root zones. To be tendered Nov 2020.				
Tikipunga – Sports Field Improvements	Construction	Nov-19	Apr-21	
Field 10 is in kikuyu turf establishment and maintenance period.				
Pyle Road West Seawall Renewal	Design	Feb-21	May-21	
NRC & WDC consents granted. Tender documentation being prepared.				
Waipu Youth Activity Zone - Skatepark	Design	Apr-21	Aug-21	
Consent granted. Detailed design underway.				

Cobham Oval Carpark Upgrade	Construction	Oct-20	Jun-21	
Construction commenced October, completion due June 2021.				
Frank Holman Track Renewal	Consenting	Apr-21	Jun-21	
Consent application in progress.				
Major Projects - Water				
Whau Valley Water Treatment Plant	Construction	Mar-19	Jun-21	
Constructing above ground structures. Commissioning dependent on COVID-19 and drought conditions.				
Ruakaka WTP Clarifier Upgrade	Complete	Mar-19	Sep-20	
Second scraper commissioned and complete.				
Poroti Water Treatment Plant – Concept Design	Concept Design	Oct-20	Mar-21	
Design work underway.				
Major Projects - Waste & Drainage				
Whangarei WWTP Discharge Consent Renewal	Options Assessment	n/a	Apr-21	
Water sampling at the main plant. Technical group meeting to follow up. Long list of options for Whangarei WWTP				
Stormwater Network Consent Applications	Technical Reports	n/a	Dec-20	
Stormwater Catchment Strategic Assessment underway. Data gathering, asset updates & mapping continue.				
Major Projects – Compliance & Regulatory				
New Animal Shelter	Design	Nov-21	Dec-22	
Detailed design being reviewed. Cost Estimate after design accepted. Land purchase waiting on subdivision of land by third party.				
Major Projects – Venues & Events				
NEC Lighting Upgrade	Design-Build	Nov-20	May-21	
Foundation construction starting 9 November.				
NEC Replacement Roof	Concept Design	Feb-22	Aug-22	
Three concepts presented. One chosen for further development and cost estimates				

Waste and Drainage

Waste and Drainage Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
CON20055 - Whangarei Sewer Renewal 2019-2021	Design	Nov-20	Jun-21	
Stellar are preparing engineering plans and tender documents for renewals of approx. 20 sewer lines				
Kioreroa Rd Sewer Rising Main Replacement	Construction	Jun-20	Aug-20	
Construction complete.				
Marsden Bay-Ruakaka WWTP Rising Main Upgrade	Design	Feb-21	Aug-21	
Route survey ongoing.				
Cove Rd-Waipu WWTP Rising Main Replacement	Design	Apr-21	Aug-21	
Landowner approvals being sought.				
Smeaton Dr/SH1 Sewer Renewal	Construction	Jul-20	Dec-20	
Construction delayed due Traffic Management for SH1.				

Water Services

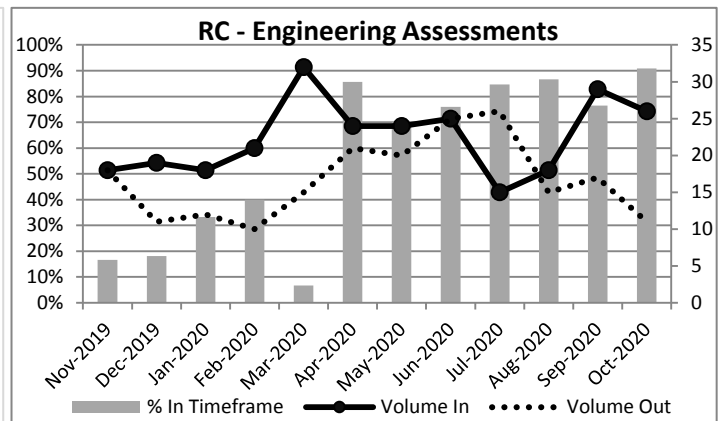
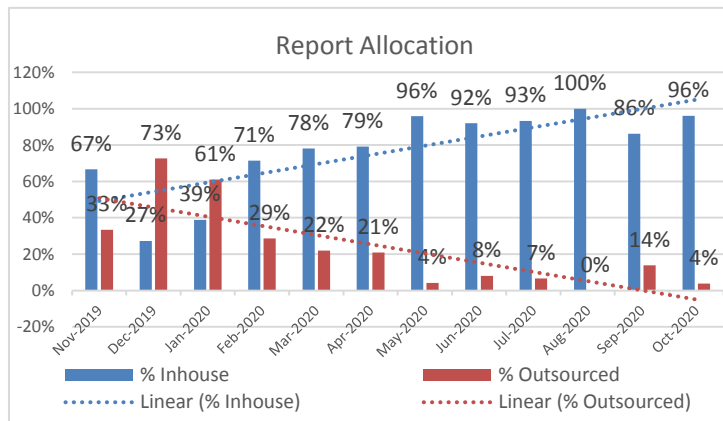
Water Services Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Water Treatment Plant Upgrades	Design	Sep-20	Jun-21	
Various works, programme being developed.				
Meter Replacement Contract 2019/20	Design	Sep-20	Jun-21	
Focus on large and bulk meters, programme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

Roading

Roading Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
LED Street Lighting – Supply & Install (V Category)	Construction	Jul-19	Jun-22	
Retrofit almost complete. Southern infill contract well underway. Northern infill contract to start in November.				
KSP Stage 5 (Final link to Kamo Village)	Detailed Design	Feb-21	Jun-22	
PR020003 Funding for detailed design complete. Business case accepted and detailed design well underway.				
Inner CBD Transport Model	Optioneering	n/a	Jun-20	
Final modelling report has been completed.				
Dent Street Pedestrian Crossing Upgrade	Design	Mar-21	May-21	
Design nearly completed. Works to coincide with the New Town Basin Park so both are completed at a similar time.				

Infrastructure Development

Development Engineering



The number of applications received in October for Engineering assessment was 26 compared to 29 in the previous month. A total of 11 reports were issued and 5 placed on hold for further information. The 26 applications received for engineering input is slightly lower than the 5 year monthly average of 29.

The 8-day level of service for engineering report delivery was 91% in October. The team has been working hard to improve the delivery times. Reliance on external consultants has picked up again as we experience an increase in workload, 96% of applications were processed by Council staff in October. The Development Engineers are undertaking an increased number of inspections, we expect the number of inspections to increase over the summer construction period. We are also attending a high number of pre-application meetings.

The quality of Engineering reports has improved as our new Engineers gain more experience and confidence. We have been receiving a positive response from the planning team on our delivery timeframes.

We receive input from Geotechnical and Stormwater experts as part of the Engineering plan review process due to some sites being subject to high instability risk and flooding hazard areas. Internal staff don't have the expertise to assess these more complex sites.

The Development Engineers have been assisting other departments where there has been a shortfall in staff including the Waste and Drainage and Roding departments.

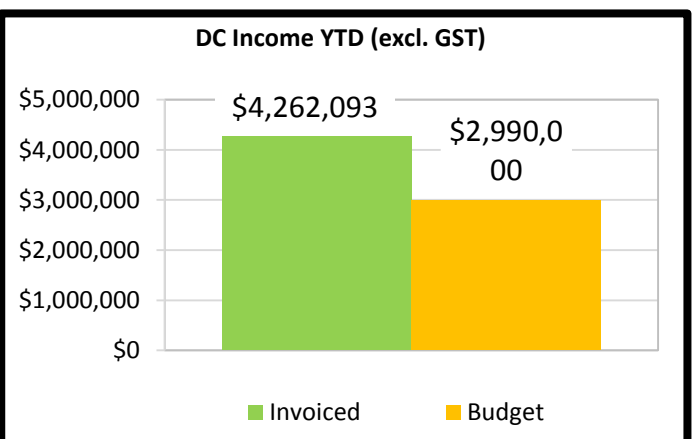
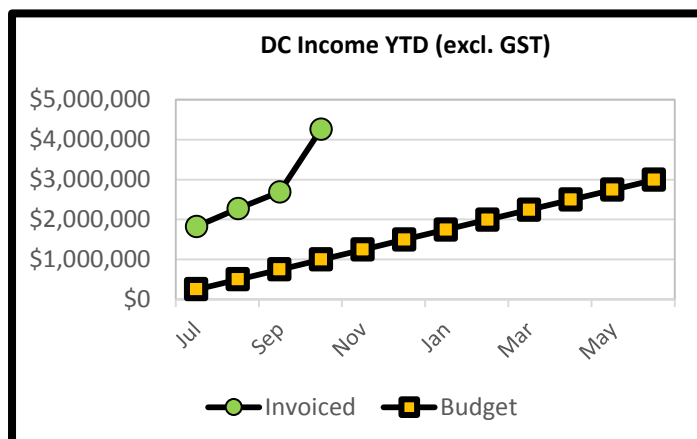
We have developed a new process in working with the roading team which has seen an improved in their response times to our team and in turn improve our delivery times to developers.

Development Contributions

\$1,571,530 was received in November as S224s were required in order to present sections for the summer marketing season. Revenue exceeds the budget which was reduced due to the uncertainties of a Covid economy.

16 applications were assessed as requiring contributions in November, these include staged consents.

Ongoing work on the Policy includes the first iteration of proposed development contributions charges, with a draft Policy, being presented to Elected Members in November. The charges are based on the draft CAPEX list.



SIGMA Project

First complete data set of assets are to be migrated in the next few days. This will inform how the data mapping process has worked and what outstanding issues must be fixed before moving to the next stage. Progress is being made in other areas to ensure the project all fits together, GIS layers are being development to match Tech 1 and SAM configuration is taking form.

LTP Infrastructure workstream

Projects prioritisation have been worked through with Councillors. Asset managers are working to complete AMPs and update SPM to determine the splits between renewals, growth and backlog. This information will feed into EB to work through depreciation. The draft Infrastructure Strategy has been provided but will undergo iterations to ensure alignment with the Financial Strategy.

Asset Managers and Finance systems (EB and SPM) will be updated in the iterative process of arriving at a set of Capital projects that will make it into the Draft LTP.

Health and Safety

Health and Safety Risk Update October 2020

Staff Injuries and Incidents

Both Botanica and a Water operations staff reported back strains from trying to lift heavy items. The tasks have been reviewed to prevent reoccurrence.

Other more minor incidents involved a graze to leg ident when an item fell, causing a graze to leg.

A consultant became angry about a situation and became aggressive in the Walton Plaza reception area.

Occupational health

A staff member was sent home while having occupational health monitoring undertaken, after finding his blood pressure was at very high levels, The employee saw his GP that day and the situation has stabilised.

Hazards

Botanica reported some asbestos sheets being stored – their removal being arranged.

NTA staff reported several egress related issues in the month.

Water distribution logged a hazard on request of working without a traffic management plan (TMP) – this remains a constant compliance risk, if staff do not follow TMP requirements. Each department affected has logged a separate hazard about this, so t least annual monitoring can occur. Training requirements are also changing nationally, which will affect our staff going forward.

Contractors

Northland Waste reported several injuries and incidents in the month, several of which could have been quite serious. One involved a runner leaving the vehicle and standing in a position behind a truck, where he was not visible to the driver. As the truck reversed, it forced the runner to jump into a pit containing broken glass. The workers have been spoken with.

Fulton Hogan reported a number of near misses, following a reminder to do so, mostly involving vehicle related near misses. Good to see this reporting coming through.

McKay Electrical advised of a vehicle incident, when their parked car was hit outside the Whau Valley plant.

Ventia at the Whau Valley water project also reported a number of near misses, which have all been investigated and followed through with. It is a positive sign these are being reported, rather than a negative.

Recreational Services reported in a larger than usual amount of near miss incidents and minor injuries. The level of detail provided and incidents being reported, is a positive sign. Several involved aggressive person encounters.

Other

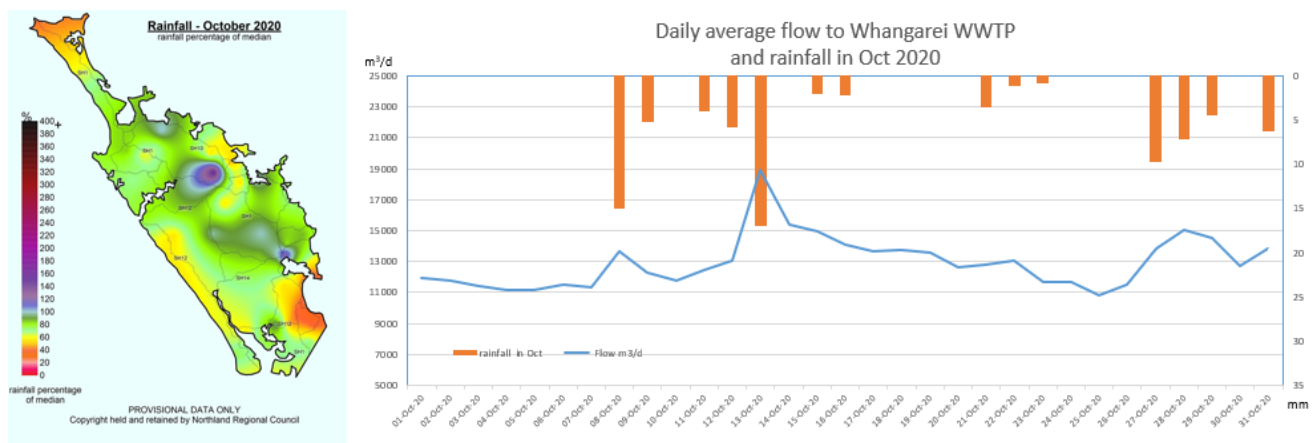
A protocol has been developed for entry into dangerous buildings and hazardous sites.

Waste and Drainage (Stormwater)

Operations and Maintenance

Whangarei WWTP

In the first week of October, the inflow decreased steadily to around 12,000 m³. Multiple rain events boosted the flow to around 13000 m³ on 8th October, reaching its peak at about 20,000 m³ by mid October. From then on, the inflow dropped consistently reaching its low point for the month on 25th October, at just above 10,000 m³. In the last week of October, the plant received a fluctuating flow within the range of 11,000 to 12,000 m³. Compared to the same period last year, the total flow volume of treated wastewater was 40% less.



NRC image depicting the percentage of normal rainfall and & graph depict illustrating the daily average flow in m³/d through Whangarei WWTP in October 2020

Activities carried out at the main plant during October included:

- The bolts on Surface aerator No 2 were replaced to reduce the risk of the aerator losing its blade, as occurred in 2019.
- Sludge treatment unit received a new water tank as the existing one was leaking.
- Trickle filter No 4 ceased and had to be adjusted. Initial investigation showed that the slew bearing had failed. Repair work to be scheduled next month when the ground is drier.
- A loose fitting on the Equalization basin was repaired. This had caused a water leak.
- The Sludge thickener No 2 has its scrapers replaced. Scrapers for Sludge thickener No 1 were ordered for next month.
- A video of the Resource Consent Renewal Project was recorded.
- Wetland No 2 vegetation disposal area was cleared.
- 140 KVA generator WOF completed, passed.
- Grit removed from bottom of ramp in emergency lagoon.
- A blown fuse in Power Distribution Centre's resulted in a low flow UV comms issue. This required a main PLC reboot.

Whangarei WWTP Resource Consent Renewal project

The following objectives were identified for the project:

Investment objectives:

- Consent term- WDC is seeking a consent term of 25 to 35 years to ensure greater certainty in its long term capital forecast.
- Enhanced environmental and public health outcomes – maintain and enhance environmental and health values of Limeburner's Creek and the upper harbour.
- Community affordability – willingness to pay via rates, plus the intention to lift investment levels through the water reform programme.
- Operation robustness, reliability and efficiency – Annual operating costs, minimising failures, potential for remote operation, standardised design etc.

Environmental, Social and Cultural Factors:

- Impact on Limeburner's Creek and upper harbour water quality.
- Impact on groundwater (applicable to land-based discharge options).

- Impact on adjacent land use options – e.g. potential spray drift (applicable to land-based discharge options), potential for odour impacts, potential for amenity impacts.
- Cultural and community acceptability.

Critical Success Factors:

- Consenting Pathway – issues or impacts that would make consenting difficult or likely to result in conflicts with iwi or members of the community.
- Constructability – ability to implement.
- Long term flexibility – adaptation to changes in growth assumptions or regional facility.
- Risk Factors – to be identified, could include things like ownership of land used for land-based discharges, climate change etc.

A few options which will allow the plant to operate for the next 35 years, were presented to key technical stakeholders:

- Option 1: Existing plant expansion based on existing discharge.
- Option 2: Existing plant discharge but modified intensification technology/process.
- Option 3: Existing plant discharge and one more satellite plant at north of Whangarei.
- Option 4: Existing plant discharge and one more satellite plant at Whangarei Heads.

The workshop was a good opportunity for WDC to gather ideas and feedbacks from both community and key technical stakeholders. The operations and planning teams will review and update the option list. The next meeting will be held in November.

Rural WWTP Major Operation & Maintenance

Ngunguru

- MABR (Membrane Aerated Biofilm Reactor) demo system is currently operational. The first two laboratory test results showed a good reduction in ammonia and total nitrogen levels:

No	Date	Inlet (mg/L)		Outlet (mg/L)		Notes
		Ammonia	TKN	Ammonia	TKN	
1	19 Oct	21.2	22.0	7.4	16.0	73% ammonia reduction
2	23 Oct	24.5	33.0	6.7	13.4	67% ammonia reduction

- Samples are collected bi-weekly and sent to our laboratory for further analysis.
- Optimization of the unit is done remotely from Australia and the WDC office as SCADA reporting will be only available in November.
- UV system was serviced.
- Air filter for the demo was received from Australia for replacement.

Oakura

- New UV system has been received at the main plant. Before installing the new system, piping works and civil modification will be required. Estimated completion date is March 2021.

Hikurangi

- NRC has agreed that an additional sampling and monitoring programme is the best option to achieve compliance. The period for monitoring has been extended to August 2021.
- The operation team will carry out monitoring and investigation. This will require the purchase of a few instruments to monitor dissolved oxygen concentration and pH in the wetland and aeration pond.
- The first laboratory test has been done and NRC have been updated.

Ruakaka

- Inlet screen was serviced,
- Screen brushes and the band screen conveyor brushes to be replaced next month.

Portland

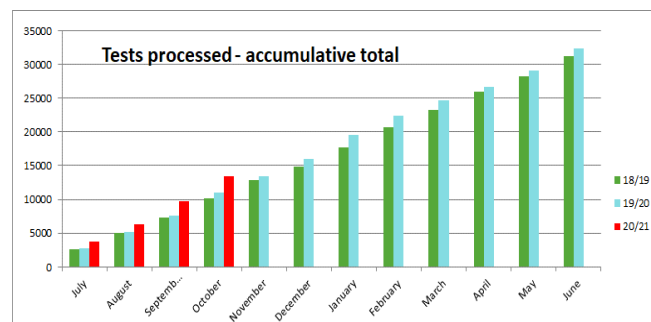
- Security fencing work to be resumed. 75% work completed.

Reticulation

There was no recorded spill incident in October 2020.

Laboratory Report

For October 2020 806 samples were analysed for 3611 tests. 26% of the tests were subcontracted and 32% of results were reported within 5 working days. Overall this represents a 18% increase on testing performed when compared with the same period for last year.



Graph: Lab test numbers for year ending 30 June

Stormwater repairs post flooding event on 17 July 2020

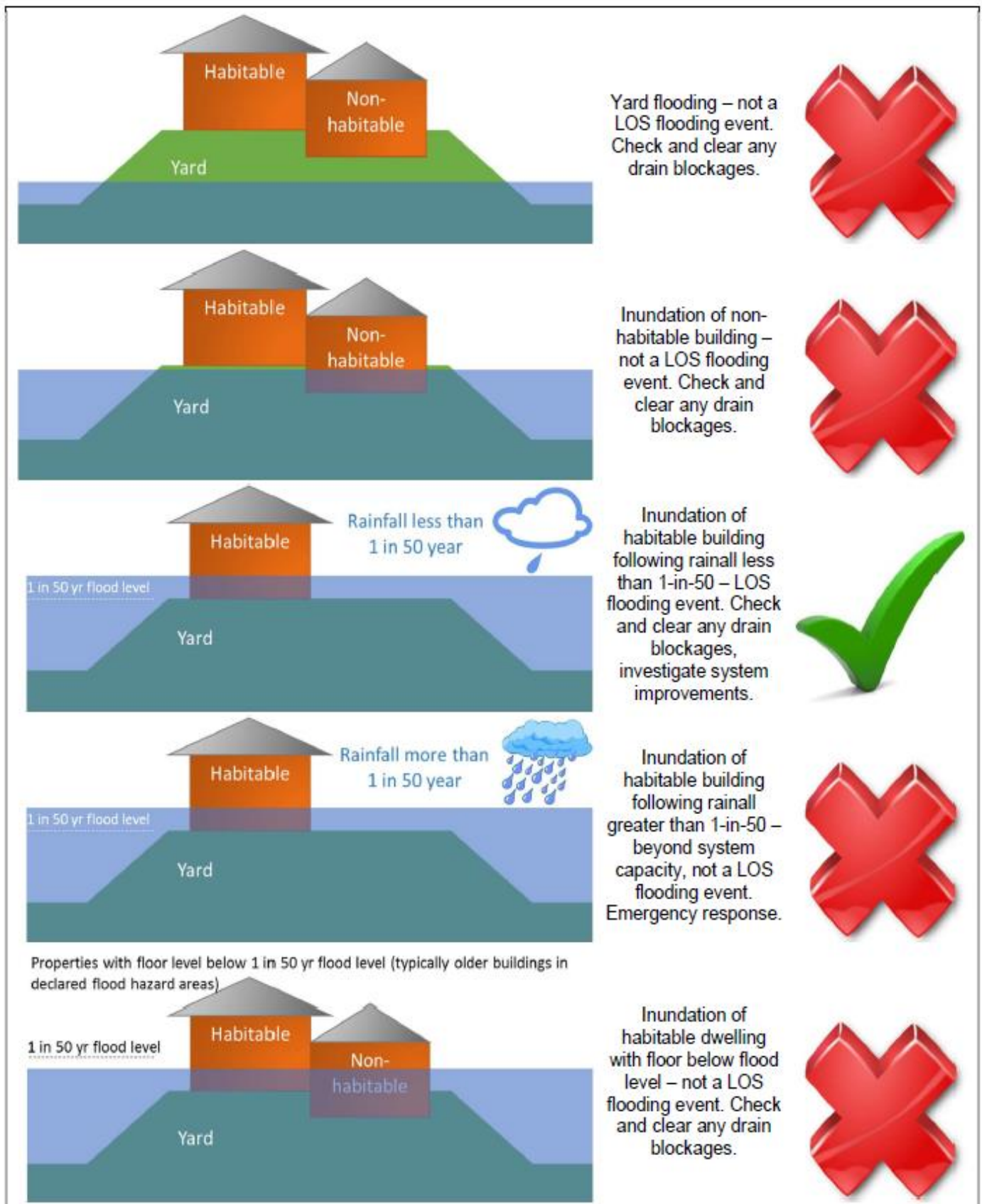
No	Location	Repair started	Estimated completion date	Notes
1	Aerial crossing at Walton Street	18-Jul	30-Jul	Completed
2	Porowini Ave Aerial crossing	18-Jul	31-Jul	Completed
3	Whareroa Aerial crossing	18-Jul	4-Aug	Completed
4	40 Glendale Road - Coronation Reserve	24-Jul	10-Aug	Completed
5	238 Beach Road	1-Sep	25-Sep	In progress
6	4 Reotahi road	25 Aug	30 Sep	In progress
7	Riverside Drive	27-Jul	Oct 20	Completed
8	Memorial Drive	15 Sep	Oct 20	Completed

Stormwater complaints identified

No	Location	Description of problem
1	Shortland street	Localised flooding. Replaced 2 cesspits and connecting pipe in advance of the roading footpath renewal project. Project completed.
2	Wrack street	Flooding to properties around 15a Wrack St. CCTV completed – found that a water main has been drilled through the stormwater pipe restricting flow. Currently working with water team to remove the water main before investigating flooding further.
3	23 Stuart Rd, Reotahi	Local resident complaining the Council infrastructure inadequacies damaging their property.
4	Dune Lake, Ruakaka	Local residents complaining about vegetation and silting in lake.
5	14 Porowini Avenue, Morningside	Flooding to properties at bottom of the hill.
6	257 Oakura Road	Property in coastal inundation zone experiencing flooding issues.
7	48 and 54 Handforth St	Runoff from airport causing flooding to properties.
8	13 Henry Street	Flooding to properties in this area of Regent.

Levels of Service for Flooding Events

Following the 17 July storm, we have prepared the following advice so people are aware of the level of service we provide.



Roading - Transportation

Maintenance Contracts

It has been a busy month and our crews have been working through our routine work of CRM's, sealed potholes, trip hazards, grates, unsealed potholes, road sweeping, walkways etc.

Our crews are also still working through all the storm damage from July, they are steadily making progress at completing the work.

Programmed works completed this month were as follows:

- We have begun the pre-seal repair stabilisation programme in the Whangarei Heads and Whananaki areas and completed the repairs in Pipiwai area. We are looking to complete all pre-reseal repairs for 2020 reseals in early November in the north area.
- Rehab works have been continuing on Ody Road, Pipiwai Rd, Pataua North Rd and Franklin Rd.
- Reseals have been completed on Apotu Rd, Kokopu Rd, Mangahui Rd, Beach Rd, Crane Rd, Kahikatea Rd, Marua Rd, Matapouri Rd, Matarau Rd, Nisbet Rd, Nook Rd, Ocean Beach Rd, Owhiwa Rd, Pataua Sth Rd, Pipiwai Rd, Pullin Rd, Ritchie Rd, Rushbrook Rd, Russell Rd, Sapphire Rd, Springs Rd, Swamp Rd, Taiharuru Rd, Wehiwehi Rd, Whananaki Nth Rd, and Whangarei Heads Rd and in the south area on Kitepai St, Pokapu Rd, Orua Rd and Waiwarawara Dr North and East
- Dangerous tree removal was completed in Pipiwai area and sight-rail replacements completed in the Ngunguru Area as part of the MBIE redeployment.
- Drainage maintenance work was completed in the Puhipuhi and Kiripaka/Ngunguru areas.
- Chemical dust suppression completed on Omauri Rd, Patutahi Rd, Moore Rd, Patutahi Rd and Lovell Rd.
- We have had two digger crews clearing slips and damage caused by the July storms in the following areas: Russell, Ngunguru/Matapouri, Whananaki and Puhipuhi.
- Heavy metal maintenance was carried out on Walters Rd.
- Mill Road rehab; – Section 1A (RP 40 to RP 420; Bank Street to Parahaki) Phase 1, left hand side structural asphaltic course 100mm layer completed. The associated works are progressed well, with the removal of the islands at the intersections, kerb & channel replacement and new subsoil drains installed. Our stakeholder management have received commended notes from the local residents, who appreciates the correspondence and personal visits to discuss the details of the work. Night work have been reduced by 35% over the construction of section1.
- Line marking in Waipu is 99% completed, One Tree Point and Ruakaka completed.
- Water tabling – Durham Rd, Glenmohr Rd, Springfield Rd, Ormiston Rd, Rurangi Rd, Tauraroa Rd, Lake Ora Rd, Waipu Gorge Rd, Omana Rd, Awaroa River Rd, Waipu Caves Rd, Salmon Rd, Hayward Rd.
- Culvert clearing – Springfield Rd, Durham Rd, Glenmohr Rd, Awaroa River Rd, Taipuha Rd.
- Tauraroa Rd – installed swale drain, cut out low shoulder, cleared footpath, filled in pot holes.
- Marsden Point Rd and Cove Rd – installed threshold signs.
- Konini St – installed concrete swale drain, installed 2 x vehicle crossings.
- Campbell/Hedley Place – re-installed fence along walkway.
- Flyger Rd/Mititai Rd – re-built road shoulder.
- Takahiwai Rd – removed approx. 10m3 of metal from estuary.
- Western Heights Drive – repaired broken fence.
- Tarewa Rd – laid asphaltic concrete footpath.
- Mill Rd, Port Rd, Kiripaka Rd, Kioreroa Rd RewaRewa Rd – temporary pavement repairs.

Routine works completed this month include:

- Routine maintenance crews have been following behind the inspectors dealing with the issues identified.
- The graders have been out following the unsealed inspector.
- Vegetation sight-line clearing has been on-going and we are currently working our way through an increase of shoulder repairs, caused by scouring from the July Storm.
- Still clearing channels and grates.

Projects started in October

Category	Sub activity	Location
212 - Sealed Road Resurfacing	Sealing Chip seal	South Region (67.5km) North Region (70.5km)
212 - Sealed Road Resurfacing	Sealing Chip seal	Various locations - TAC 2.43km
214 - Sealed Road pavement rehabilitation	Rehabs	Pataua North Road
214 - Sealed Road pavement rehabilitation	Rehabs	Dickson Road
214 - Sealed Road pavement rehabilitation	Rehabs	Pipiwai Road North
341 - Low Cost Low Risk	New Footpath	One Tree Point Rd
Redeployment Package	New Footpath	One Tree Point Rd
Redeployment Package	New Footpath	Tauraroa Rd, Maungakaramaea
Redeployment Package	New Footpath	Gillingham Rd
Seal Extension - Unsubsidised	Seal Extension	Franklin Road

Projects to start in November

Category	Sub activity	Location
214 - Sealed Road pavement rehabilitation	Rehabs	Mccardle Road
214 - Sealed Road pavement rehabilitation	Rehabs	Waiotira Road
215 - Structures Component Replacement	Bridge	Heavy Maintenance WDC bridges (Full Network)
215 - Structures Component Replacement	Bridge	Scour Protection Works (Full Network)
Redeployment Package	New Footpath	Ngunguru Rd from Whangarei Falls to (or close to) Ngunguru Rd path

WDC Significant Projects					
Category	Sub-activity	Location	% Complete	Monthly Update	Next month planned activities
125 - Footpath Maintenance	Footpath Renewal	Rose Street	0%	Planning, concept design and consultation	Planning, concept design and consultation
214 - Sealed Road pavement rehabilitation	Rehabs	Maunu Road	6%	Evaluate ECI contract	Finalise evaluation and commence final designs
214 - Sealed Road pavement rehabilitation	Rehabs	Rewa Rewa Road	5%	Evaluate ECI contract	Finalise evaluation and commence final designs
214 - Sealed Road pavement rehabilitation	Rehabs	Mill Road	68%	Stage 1 Complete and planning for stage 2	Stage 2 - commence subsoils works.
324 - Road Improvements	Intersection	Maunu/ Porowini Intersection	100%	Construction complete and Practical Completion Certificate issued. Final paperwork to come (asbuilts etc.)	12 month Defects Period. Receive close-out documents and final claim from contractor.
341 - Low Cost Low Risk	Bridge	Whangarei Heads Road	0%	Tendering in process	Award contract/finalising deliverables
341 - Low Cost Low Risk	Intersection	Robert/ Walton Intersection	22%	Progress detailed design	Progress detailed design
341 - Low Cost Low Risk	New Footpath	One Tree Point Rd	32%	Physical works underway	Continue physical works
341 - Low Cost Low Risk	New Footpath	Rose Street and Lwr Bank Street Ped Crossing	0%		
341 - Low Cost Low Risk	Pedestrian Improvements	Dent Street Pedestrian Crossing Upgrade	2%	Concept Design and first safety audit completed	Detailed design continues including changes proposed from Safety audit
341 - Low Cost Low Risk	Safety	Ngunguru Road - Murphys Cnr	13%	Scope increased to confirm problem statement for the wider area from Ngunguru Ford Rd to Coalhill Lane.	Commence options reporting for the wider area from Ngunguru Ford Rd to Coalhill Lane.
341 - Low Cost Low Risk	Safety	Cove Road	0%	Finalising design and testing with WSP	Complete design and approach contractor to start pricing construction.
341 - Low Cost Low Risk	Speed	Various sites - Speed limit infrastructure	0%	Continued discussion on scope of works and delivery planning	1st engagement meeting with the respective maintenance contractors
341 - Low Cost Low Risk	Traffic Calming	Hikurangi Township (King Street/George Street/Valley Road)	100%	Complete construction of signage, markings, pedestrian link/paths, box culvert installation and reinstatements. Receive Safety Audit.	Address issues outlined in Post Construction Safety Audit to complete construction stage.
452 - Cycling Facilities	Cycleways	Kamo cycleway Stage 5 (Fisher Tce to Station Rd)	13%	Design progressing and scope/ budget increased.	Continue progressing design
New Footpaths - Unsubsidised	New Footpath	Whangarei City Wide (Sense of Place) c/o from 19/20 - Not our project?	0%	On hold until footpath template for City Core confirmed	n/a
Redeployment Package	New Footpath	One Tree Point Rd	100%	Physical works completed	Project Closed
Redeployment Package	New Footpath	Ngunguru Rd from Whg Falls to (or close to) Ngunguru Rd path	4%	Agreed price and issued NTC for construction start	Progress construction
Redeployment Package	New Footpath	Tauraroa Rd, Maungakaramaea	17%	Agreed price and issued NTC for construction start	Progress construction
Redeployment Package	New Footpath	Gillingham Rd	8%	Agreed price and issued NTC for construction start	Progress construction
	Public transport	Rose Street Bus Terminal	0%		

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) included 5 routes in Whangarei District;
 - Cove Rd – Culvert extension (roadside barrier removal), Waipu Cove (planned early 2021).
 - Vinegar Hill Rd – completed 2019-20, awaiting post-construction Safety Audit, which may recommend further improvements; short term and long term.
 - Whangarei Heads Rd Whangarei Heads Road – Standard Safety Interventions (SSI); Roadside Barrier Protection, EMP's, curve advisor signage. Guardrail at Pepi Rd intersection (2019-20).
 - Ngunguru Rd – major safety improvements including Murphy's Bend; short term complete, design for medium and long term. Route treatments planned for future; delineation, signage & roadside barriers.

High Risk Intersections (Safety):

- Kamo Rd / Kensington Ave Intersection – implementing camera identification of right-turning vehicles to improve safety (2019-20). Installation of camera is complete, and monitoring continues to determine if it has been a success – reduction in number of Kamo Road southbound vs right turn into Nixon St filter phase accidents.

Speed Management:

- Tranche 1 – Council has adopted the recommendations report for each of the following areas;
 - I. Te Toiroa Rd (Legal Unformed Road) Ngunguru, which forms part of the Old Ngunguru Coach Trail.
 - II. Vinegar Hill area
 - III. One Tree Point / Marsden / Ruakaka area
 - IV. Waipu Village
- Tranche 2
 - I. 2A – Bream Bay (Cove Rd) – concurrent with Kaipara's Managawhai area. Consultation planned for Summer 2021-22, with the Hearing and Decisions early-mid 2021, and implementation mid-late 2021.
 - II. 2B – Whangarei Heads. Planning started for consultation for early-mid 2021, implementation (2021-22).
- Tranche 3 (2021-22) – Tutukaka Coast (Ngunguru Rd & Russell Rd) and Bay of Islands (Opua / Russell). These two areas will be reviewed concurrently with Far North's Russell catchment area to ensure a seamless and coherent approach to both consultation and delivery of speed management.

Walking and Cycling (Urban):

- Kamo Shared Path
 - I. Stages 1-4 were formally opened on 25 November 2019.
 - II. 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 next LTP (2021-24).
- 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 have engaged Viadrada to 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 Cycle Trail Stage 1 – Council received \$400k from government (Redeployment Fund) as part of the post-COVID stimulus package. This funding is being used to development a gravel trail between Vinegar Hill Rd and Ngunguru Rd, effectively extending the Hatea River Walkway to connect with Totara Parklands river path. Stage 1.
- Council received \$6m from the Crown Infrastructure Projects (CIP) – contract (MBIE) to be signed. Works;
 - I. \$0.5m Kamo Shared Path – Link to Kensington Park Stadium. Design & Implement 2020-21.
 - II. \$0.5m Tikipunga Cycle Trail (Stage 2) – continue path from Ngunguru Rd (Whangarei Falls) to Vinegar Hill Rd, connecting with Totara Parklands River Trail. Includes a 12m bridge. Implement 2020-21.
 - III. \$5m Raumanga Shared Path – design (2020-21) and implement over the next 2 years.

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 2021-22 and final trail surface – See High Risk Rural Roads.
- Stage 2b McLean Rd to Cullen Rd – works has started, waiting for the ground to dry further before continuing.
- Stage 3 Riverview Place to Cullen Rd – planned for future years as a joint Trust and Council project.
- Future: Waipu to One Tree Point – NZTA (Waka Kotahi) are considering funding the complete design of Waipu Village to One Tree Point.

NZTA Northland Integrated Cycle Network (tourism)

- Waka Kotahi are considering funding the detailed design for Waipu Village to One Tree Point
- Waka Kotahi are also incorporating a cycle trail from Whangarei City to Ruakaka in the NZUP four lanning of SH1 between Whangarei and Ruakaka.

Whangarei Heads Trail

- Whangarei Heads Ratepayers Association, with a grant from Council are developing a proposal to build a trail connecting McLeod Bay and Parau Bay Village. Scheme design is complete, consultation/engagement has started.

Te Matau a Pohe Road Light Replacement

- McRae Global have successfully installed the new luminaires in January though it has been identified from investigations completed so far that the root cause of the problems re. some of the lights not working is not the light fittings. We believe that the probable cause of the faults is moisture entering the electrical connections inside the bridge deck, causing the circuit breakers to trip. We are engaging an independent electrical engineer to review the installation, validate this probable cause and advise on corrective action.

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. These modified outreaches have been manufactured and are now being installed.
- 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 portion of the work is due to be completed in December 2020. This contract also includes new streetlights in the southern half of the Whangarei District and all of the new lights in the Kaipara District. This portion of the work will be undertaken in the 2021/24 LTP.
- 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 mid-November 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

Key Activities to 31 October:

SAiD (Stop Alcohol Impaired Driving): 5/8 completed the October programme, (21ytd). One person DNA who could not find the venue despite confirming they knew where it was.

Drive Soba: 5 have completed last programme (23rd oct), 10 are attending current programmes due to end 17th Dec. Awaiting Police reoffending rates to be supplied. Contracting is complete.

Young Drivers Programmes Passes Achieved:

1. Ngatiwai. Learner licences achieved (29ytd). 0 restricted- 4 active with mentors and 3 in program at month end (3ytd). 0 Full.

2. People Potential: 14/14 Learners licence sat and passed (62ytd) , 6/10 Restricted (14ytd) 2 Full passes (18ytd) 8 mentors, 70 hours.

3. Bream Bay: There are currently 2 Learners being mentored, 8 active mentors and the first test booked for and 22 waitlisted – an advertisement has been put out for more mentors required.

Road to Zero campaign being planned for daily RIDS messaging preceding the weather forecast. This contract is still being negotiated. The ongoing programme is being delivered.

RYDA programme: Tauroroa and Northern Health Schools already booked on 10 and 11 March 2021

Child Restraints: 12th Oct Car seat education at Bright Stars Child Care: 7 adults and 20 Tamariki. 28th Oct Car seat education at Te Kao Kindergarten: 8 adults and 22 Tamariki – 5 corrections made. 25 car seat checks done at Plunkett. 2 carseats donated to a high need family.

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 as the Canopy bridge is repaired. Part of a nationwide bridge light up.

Fatigue Stops: Fatigue stop completed on Labour weekend. Stats below, fantastic feedback, plenty of interaction with drivers and their families.

Planned dates:	Completed:	Vehicles stopped:	Interactions:	
23/10/2020	Yes	92	206	
18/12/2020				
29/01/2021				
5/02/2021				

Drive Smarta: 4/6 for October (12YTD). Approval was given to provide this month's Drive Smarta at Bream Bay CC. Great outcome to provide the course more rurally as all participants are disqualified drivers so struggle to make it to WHG. One participant was removed from course as they were a known associate of another member attending.

Other activities/Mtgs: These are the meetings we have had through October: Northland Road Safety Assc AGM. NDHB. ACC. Bream Bay Community Trust. NZ Police. Plunkett. Northland Road Safety Forum. People Potential. NTA. SADD.

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

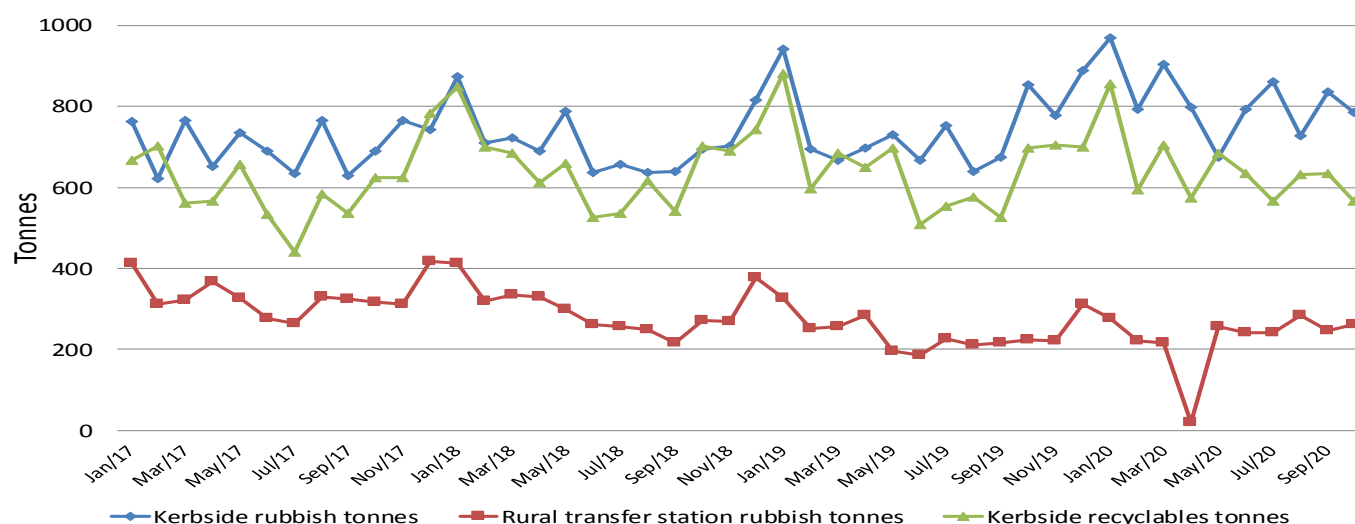
Operations

Solid Waste Operations

Kerbside rubbish and recycling volumes collected are fairly consistent with the last few months. The amount of rubbish collected at transfer stations is remaining relatively low, this may explain some of the increase in kerbside rubbish weights.

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	784	853	October	261	224	October	567	698
September	836	674	September	246	217	September	633	525
August	728	638	August	238	210	August	633	577
July	862	753	July	246	226	July	566	554
Total for period	3210	9517	Total for period	991	2638	Total for period	2399	7803

Walking Tracks

Our walking track network is now open again following the damage caused during the July storm, except for the summit car park at Parihaka. A path has been cleared through a major slip on the Frank Holman Track, Coronation Reserve. This will require further step building and surfacing work once it has dried out somewhat. The Hatea Walkway south of the Swing Bridge has been resurfaced again, which was relatively easy with the ground work already recently completed. Routine maintenance is again taking place with vegetation control becoming the focus with warmer growing conditions.

There remains a slip adjacent to the Raumanga Stream Walkway, adjacent to Hora Hora school. We are trying to work with NRC to resolve the issue.

The Te Araroa Walking Trail passes through our District and is increasingly popular. Changes in the structure of the Trust, linking with the Walking Access Commission is an interesting development and a sign of the Trust's growth and success. There is now a local committee who should be able to bring a more focused approach to Northland and of immediate interest is surfacing work taking place at Kauri Mountain, improving access but also aiming to reduce kauri dieback disease risk. WDC is likely to increase its engagement with Te Araroa Trust, who we have always supported.

The Hatea Extension work that has been completed around Tikipunga Sports Park and to Balmoral Road, is now full steam towards Vinegar Hill Road. The cycleway is wider than the anticipated walkways resulting in the need to dismantle and relocate about 600m of the fences around the WDC owned land used by the Kamo Pony Club. The redeployment team can now add fencing as a skill they have quickly embraced. It is expected that this section of the walkway to Vinegar Hill Road will be completed by the end of November / early December. A new bridge at the corner of Tikipunga Sports Park will be constructed in February to link the sections.

Tree Maintenance

Treescape had one and half crews running on the WDC tree contract this month. They had a good month on proactive scheduled work with minimal reactive work completed.

The focus for October was Parks and Reserves and with the dry weather they were able to work through a number of programmed sites.

A total of 8 Reserves and Parks were completed with another 2 Reserves started.

Proactive maintenance was completed at Dundas Road, which dealt with a number of ongoing issues.

There were no Health & Safety issues for the month with 2 internal audits completed on the crews.

11 CRMs for the month of October completed.

Coastal Structures

12 inspections were completed in October, and the contractor is up to date. No major issues were identified.

One Tree Point sea caves are scheduled to be blocked off in November. NRC met onsite with the Contractor to clarify the scope of works and were happy.

Due to a fire on the Oakleigh pontoon a price for repair is being sought. The structure has been temporarily closed.



Sports Parks

The cricket season has started with a High School tournament and Senior Club games at both Cobham, Kensington and Kamo. Drainage works completed at Cobham in August have been successful as there is no more sitting water around the cricket block after heavy rain. Cobham Oval outfield is growing in nicely with 85-90% grass cover now. The field is in a great position for hosting Northern Districts at the end of November and the Pakistan National team in mid-December. The line-marker remains busy and is now in his regular regime of maintaining marking of summer codes. Weed-spraying is ongoing and the weather has been favorable seeing over 80% of all sport fields sprayed for broadleaf weeds.

Field allocations are being discussed with codes for next winter. The September Rugby World Cup will put pressure on us throughout the season, keeping these fields in top condition in the lead up. Hora Hora is being extensively renovated currently. The storm damaged sand field at Tikipunga is growing back well with increased temperatures.

A request has been received to renew lighting at Kensington Stadium. A planning report is being produced, which will make recommendations and costings for this work, which may be quite high. Basketball back boards and carpet renewal within the lounge area have also been requested.

The replacement security fencing surrounding Trigg Stadium is well underway and should be complete by mid-November. Also, well underway is the construction of the Rugby building at Pohe Island. Unfortunately, damage was caused to the field irrigation system as part of the construction.

The lease to Maungakarama Recreational Society has been signed and completed, together with sub-lease to associated clubs. Work is also underway to complete the purchase of Hikurangi Bowling Club land with agreement made with the club on a number of details and the site already largely cleared in preparation. No decision is yet made on the future use of this land.

Parks and Gardens

October received 82mm of rainfall with falls throughout the month. The average temperature was higher than usual – 16.1 C compared to 14.9 and 13.1 in the past 2 years. These weather conditions made for perfect growing conditions and the grass and weeds are growing flat out. The contractor has been very busy trying to keep on top of the spring growth, which is a challenge with such rapid growth.

The annual plantings have been planted at the Town Basin and Lower Dent Street roundabouts. The remaining annual beds are being prepped and irrigation lines checking and reconfigured to ensure an efficient watering regime. The plantings will continue into the first two weeks of November. The prep for the hanging baskets is underway and they are scheduled to be installed early December.

Most of the turf areas are looking good. Spring is the time of year when turf weed issues become apparent. With Onehunga weed causing prickly issues and carrot weed and other broadleaf weeds pushing up unsightly flower heads. Our contractor is spraying out many high-profile sites, but the total number of sites treated is lower than we would usually aim for. This is because the contractor started a little late and regular rainfalls have made spraying challenging.

With funding from MSD, temp workers and Recreational Services have been carrying out weed control at Ruakaka beach sand dunes and in Parihaka. In both sites, great progress has been made removing wattles, tree lupin, ice plants, agapanthus etc, and wattles and Taiwan cherries from Parihaka. Follow up maintenance work will be required over the next few years to keep these sites looking tidy.

Playgrounds and Skate Parks

During October, issues on the playgrounds were very quiet. The Town Basin renewal is going well, but won't be opened until mid-January 2021.

Having received the designs for our playground renewals, Spencer Jellyman has been carrying out consultation, visiting schools and talking to the children. The children (and teachers) really value this input and are the best judges of which playground design will be best. The children at Manaia View School and One Tree Point School have both come up with a strong favourite. Once approved internally, we will get the construction of the playground underway with the hope to install the playgrounds next February.

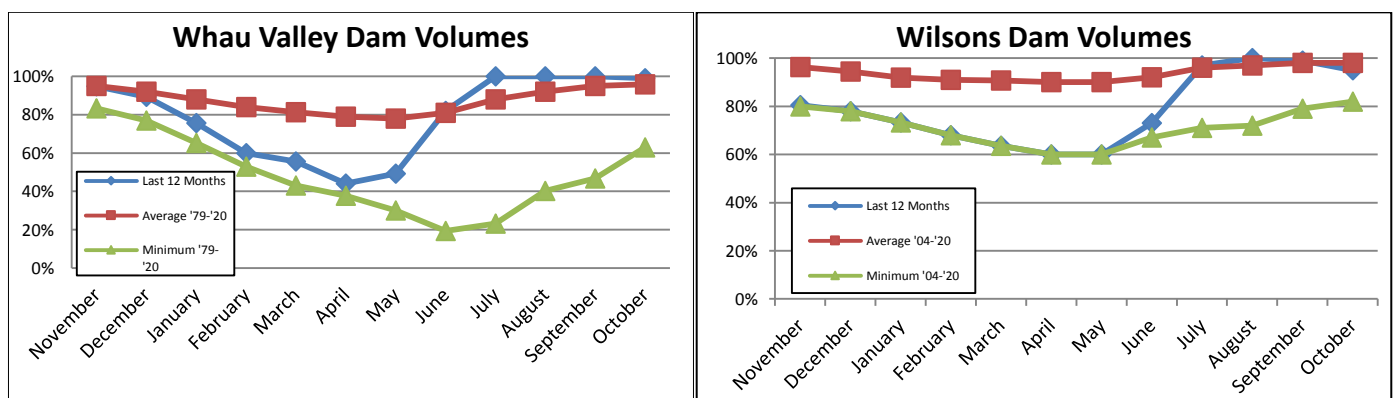
The shade sails will be installed in early November, straight after Guy Fawkes.

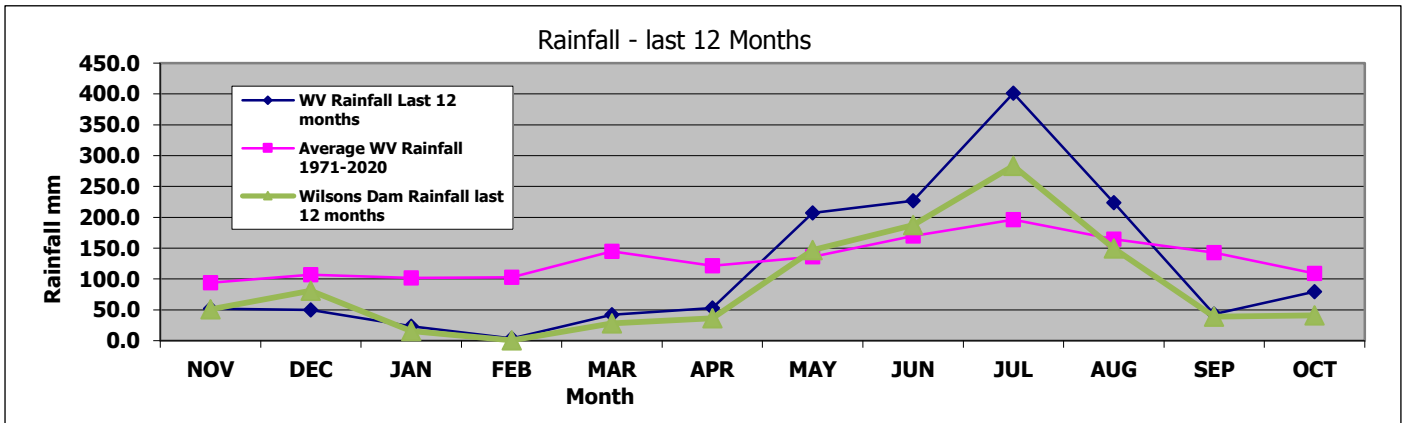
Water Services

Operations

Rainfall and Water Sources

After four wet months in a row September and October have been significantly drier than normal. Only 80mm of rain fell at Whau Valley during the month compared with the October average of 109mm. The total rainfall at for both Wilsons Dam and Whau Valley Dam is now slightly less than normal for the time of year. The Whau Valley Dam is nearly full and Wilsons Dam is now beginning to drop and sits at 95%. It is expected if the current dry weather continues that the dams will start to drop quicker, particularly as demand will increase heading into summer. However, the long range forecast is for normal rainfall over the next 3 months and if this eventuates all water sources should maintain reasonable levels heading into the new year. However, to avoid the dams getting too low the river sources will be used earlier and more water taken from them. This will increase electricity usage but significantly reduce the risk of restriction in future.





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 remain low as water temperatures have not risen much and rainfall remains low. The trial of diatom dosing continues with additional dosing equipment being installed further away from the intake tower. With the algae growth season starting it will be interesting to see how effective the new equipment is over the coming months.

The upgrade of the SCADA system is progressing well and the second treatment plant has now been upgraded. Each upgrade involves the plant being shut down for about a week while the new equipment is installed and the programmes checked and commissioned. The new system operates on the cellular network and is more reliable than the old radio telemetry.

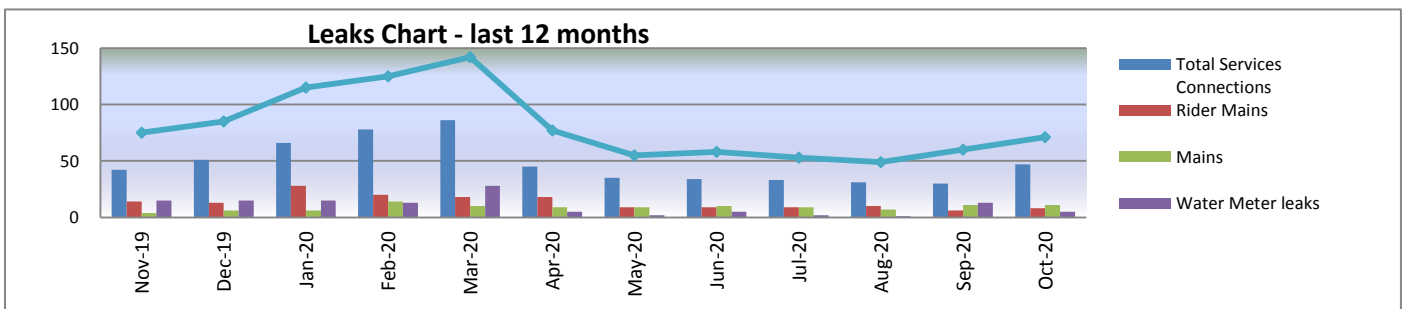
Distribution Report

Water Statistics

52	Connection leaks repaired
19	Rider/Main leaks repaired
9	New connections installed
41	Faulty meters replaced

A total of 52 service connection leaks were repaired together with 19 main and rider main leaks. The number of leaks rose slightly again last month mainly due to the dry weather making it easier to spot leaks. It is anticipated the number of leaks will increase if the dry weather continues and the ground begins to dry out and move. A total of 9 new water connections were installed during the month and 41 meters were replaced after being reported faulty by the meter readers.

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 final bit of the Hospital Road water main has been completed after some delays due to Covid-19 and is now operational. The Hatea raw water main is also complete and has been used. This will allow us to double the daily amount of water that can be taken from the Hatea river and is a key element in improving our drought resilience. Work on Whareora road however is not complete, the reticulation main is also being replaced and this work is expected to continue until Christmas. The replacement of the water main in Rewa Rewa Road was tendered in October and work is expected to start in early November. This main has burst on several occasions and the aim is to replace it before major roading work is undertaken in the same area.

Poroti Upgrade

The work to install a pipeline between the Maungatapere Water Company's Wairua Pipeline and the Poroti Water Treatment Plant was completed in June. Work has now begun on the concept design for an upgraded water treatment plant using money from the Government's 3 water fund. This is an important project to improve the long-term resilience of the City's water supply. There are some challenges with the project. Most notably dealing with water from two very different sources and the design of the waste stream from the proposed plant.

3 Waters Funding Projects

The Capital projects that will be funded by the Government's 3 Water fund are, Whau Valley Water Treatment Plant stage 2, Poroti Water Treatment Plant Upgrade – Design, Whareora Road watermain replacement, Rewa Rewa Road water main replacement, Kamo Road water main replacement and the installation of filling points. Some of these projects are already designed and tendered as discussed above, others will proceed next year.

Consents and Compliance - Laboratory Water Quality Tests

Description	Number of Tests	Failures	Results	Goal	Retest
E. Coli leaving WTP	8	0	100%	100%	N/A
E. Coli within distribution	28	0	100%	100%	N/A
Free Available Chlorine within distribution (above 0.2mg/l)	46	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.